

PIN-B SUBMITTAL: MOBILIZATION AND DEMOBLIZATION PLAN

May 1, 2009

Mobilization

Following the formal project contract award EGT and its subcontractors, including its prime subcontractor Kikiak Contracting Ltd. (Kikiak) commenced the procurement and shipment to Tuktoyaktuk of any materials and equipment not already owned by EGT or its subcontractors required for the PIN-B Project.

As the initial mobilization of any of this equipment and materials is occurring EGT, Kikiak and its subcontractors will begin currently inspecting, servicing and maintaining project equipment already located in Tuktoyaktuk and Kugluktuk.

Prior to any work a pre-Construction meeting between EGT management, key project personnel and the PWGSC engineer and staff is scheduled for mid July, 2009 in Yellowknife, NT. This will allow EGT and PWGSC to jointly review, identify and discuss critical Project items including:

- Organizational roles, responsibilities and communication lines.
- RFP projected general milestones and preliminary project schedule.
- Mobilization planning and schedule
- Camp, support and work Site setup locations.
- Specific work component execution details and methodologies;
- Personnel daily and rotational scheduling
- Potential problem areas and hazards.
- HSE program review and Site Specific Safety Plans
- Other items per the submittal schedule and as required by the parties.

The discussion of these items will help finalize the detailed mobilization and logistics plan previously developed for the Project.

EGT will mobilize all equipment, camp and supplies to PIN-B via a dedicated NTCL tug and barge charter from Tuktoyaktuk. It is expected that this charter will depart from Tuk upon the first available ice free navigation window, anticipated to be approximately August 22, 2009. EGT has contacted and discussed in detail the project barge access logistics, limitations, ice history and general schedule plan with barge operator NTCL.

NTCL currently has one tug and several barges which were overwintered at Kugluktuk. Equipment from Kikiak will be loaded onto these barges in Kugluktuk and brought either directly to the PIN-B site or to Tuk for furtherance to PIN-B with the NTCL barge charter.

In accordance with EGT's Health, Safety and Environmental (HSE) policies and the PINB Site Specific Health and Safety Plan, prior to the initiation of each project work phase a pre job safety meeting will be held with all personnel and subcontractors to review specific work characteristics, the work plan, potential hazards and environmental concerns. During the pre job safety meeting specific attention will be given to the initial barge access to the beach, the barge unloading and fuel transfer procedures, interim communications protocol and initial accommodation issues.

During September 2008 EGT management and field personnel visited the PIN-B to examine the site conditions. The area in the vicinity of the PIN-B Beach POL tank pads was determined to be the optimum location for offloading the barges and accessing the site. There did not appear to be any environmental issues that would result from the offloading or loading of the barges at this area. The NTCL tug will push the barges into the beach head at the PIN-B Beach POL.

NTCL will direct all barge off loading utilizing their off loading ramps. They will be towing three 1500 series barges of which the total PIN-B mobilization complement of equipment and materials will occupy two full barges and possibly a small part of the third barge. Although we will fill the deck space of the two barges they will be bulked out by volume but will be less than half the tonnage capacity. This light draft will allow for the barges to get closer to the beach. The third barge will have little to no weight so it will have a minimum draft of 2 feet. If the preferred landing approach at the PIN-B Beach POL area experiences shallow waters such that normal offloading to the beach via the 50' NTCL off loading ramps is not possible then the empty third barge will be used as a spacer barge to get closer to the beach over which the other two barges can be off loaded.

The NTCL tug and barges will not depart Tuktoyaktuk until it is certain that ice conditions are suitable for PIN-B Site landing and that the weather forecast window is favorable. Once the initial barge mobilization departs Tuktoyaktuk EGT will confirm that the previously arranged two twin otter charter flights will arrive when the barges arrive at PIN-B. The first charter flight will consist of an EGT Site Foreman, mechanic, three equipment operators, two labourers, camp setup specialist and helper, fuel truck driver, wildlife monitor and initial support supplies. This initial flight will originate from Yellowknife travel to Kugluktuk then to PIN-B. EGT personnel will be highly competent and experienced in remote site access and barge off loading with limited support conditions from prior similar EGT DEW Line projects. These personnel will assist the NTCL personnel in off loading the project equipment, camp and supplies. They will initially be supported on board the tug and in the first wellsite building offloaded and started up.

A Commander Bed Truck and fuel truck will travel round trip with the mobilization barges to assist with unloading of the barges. The Commander truck is a specialized oilfield low ground pressure, all wheel drive, ATV bed truck vehicle with winch and gin poles. It will offload and transport the skid mounted camp units directly up to the designated camp site location where it will be able to place the camp units directly into

final position, with minor assistance from one of the loaders mobilized to the site, allowing the Camp Setup Specialist and initial PIN-B Site crew to startup the camp immediately, prior to the barge departure. All other equipment and materials will be off loaded with the EGT and NTCL loaders and staged either at the Beach POL area or on the gravel pad along side of the airstrip. The grader once off loaded will be able to quickly rough grade the access road from the Beach POL to the airstrip if required and to fill in the washout on the road from the airstrip to the Station area where the camp is to be setup.

All initial PIN B access crews will have and utilize Iridium Portable Satellite phones until full communications are set up. These crews will follow scheduled call in and reporting protocol which will be monitored from both the EGT Kugluktuk offices and EGT's head offices in Tuktoyaktuk.

Once the camp is operational subsequent flights will originate in Yellowknife to travel to Kugluktuk and then to PIN-B. The second mobilization flight to PIN-B will consist of the camp catering staff, communications installation expert, EMT (medic), PWGSC DR and further supplies and perishables not sent via the barge. Subsequent flights will transport remaining required project personnel and supplies to commence work.

In addition to the environmental problems discussed above, further potential problems could include inclement weather, communications difficulties, wildlife encounters, and NTCL barge operator delays. Appropriate contingency plans are in place to respond and mitigate any real or potential problems.

Although EGT and NTCL are experienced with local weather data collection and typical seasonal systems and patterns, unfavorable weather conditions can cause mobilization delay. Should barge mobilization be delayed and not occur until later in the summer of 2009 due to weather or internal NTCL scheduling delay, EGT will attempt to maintain the project schedule and proposed completion date by escalating project resources and intensifying remediation work.

Demobilization

EGT will demobilize all equipment, materials and hazardous wastes requiring off site disposal by sealift barge charter upon completion of the PIN-B remediation work which is currently scheduled for September 15, 2010.

The same beach landing point at the PIN-B Beach POL area used for the mobilization will be again used for the demobilization landing and loading of the barges. All aspects of the mobilization offloading precautions and procedures, including a pre loading safety meeting, will be applied for this subsequent demobilization loading work. All item preparations will have included processing so that no debris will fall off during loading or transport. Like materials or same destination materials will be loaded together. Upon completion of loading the non-hazardous stockpile will be covered with secured tarps to

prevent debris being blown off the barge. All large items and containers will be loaded onto the barges by the loaders and forklifts.

As with the mobilization, a Commander Bed Truck and fuel truck will travel round trip with the demobilization barges to assist with loading of the barges. The Commander unit will be utilized to load the skid mounted camp units directly onto the barge. The fuel truck will be used to empty remaining fuel from the EGT storage tanks and transfer it to the barge tanks.

EGT does not anticipate any direct physical environmental impact as a result of loading the barges at this location with the exception of possible rutting of the beach immediately leading up to barge ramps from steady heavy equipment access to and from the barge during loading. If this rutting occurs an excavator will be loaded last and will grade any ruts smooth as it proceeds to and up the ramps.

All hazardous waste materials for offsite transport and disposal will have been removed from the site in early September 2010 prior to the demobilization. These materials including the Tier II soils and PAP materials, will have been containerized, labeled and manifested as per all applicable CEPA and/or TDGA Regulations and amendments and staged at the PIN-B Temporary Storage Area. These containers will consist of the eight ISO steel marine shipping containers and up to 875 wooden 'sea cans' filled with the Tier II soils and hazardous materials. The steel marine containers will have been previously loaded onto barges in early September, 2010 by NTCL and sent south to Hay River.

All equipment will be cleaned and decontaminated at the completion of any contaminated work areas and prior to demobilization.

In early to mid-September as PIN-B cleanup and remediation items are completed personnel and supplies will be demobilized from the PINB site on the weekly scheduled site flight(s) prior to the barge demobilization date. Once the NTCL barges have left Tuk for PIN-B for demobilization additional air charters previously scheduled will be confirmed to coincide with the barge arrival at PIN-B to transport all but the final PIN-B project decommissioning and barge loading personnel. The final air charter will be standing by at PIN-B to transport all remaining personnel upon the ultimate departure of the barges from site.

All EGT and Kikkiak equipment will be offloaded at the NTCL or EGT docks upon arrival in Tuktoyaktuk. Certain Kikkiak equipment may then be sent to Kugluktuk on NTCL's end of season transports to the Kitikmeot region. At Tuktoyaktuk any surplus materials or supplies will be offloaded by loader and put into storage in Tuktoyaktuk.

Potential problems as a result of weather, communications, wildlife encounters, and NTCL barge operator delays could occur. Appropriate mitigation plans are secure and in place to respond any real or potential problems. Should the weather prevent flights to PIN-B when the barge is loaded and prepared to depart the remaining loading crew will

leave the site onboard the tug and travel to Tuktoyaktuk. The barge will not depart and leave any personnel at PIN-B.

With the decommissioning and tearout of the camp the satellite communications system will be terminated. Final communication with the PIN-B demobilization loading core crew will be maintained with the Iridium Portable Satellite phones at PIN-B and thru communications available onboard the NTCL tug.

NTCL delays due to weather or internal schedule delays are a very real concern. Should NTCL not reach PIN-B to complete the fall 2010 demobilization the camp and equipment will be winterized and the project crew demobilized by aircraft. Once the demobilization charter barges depart Tuk for PIN-B in 2011 the core EGT demobilization crew will fly to PIN-B to complete the demobilization loading at that time.

A handwritten signature in dark ink, appearing to read 'R. Newmark', is positioned above the printed name.

RUSSELL NEWMARK
E. GRUBEN'S TRANSPORT LTD