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NUNAVUT IMPACT REVIEW BOARD
Nunavutmi Kanogilivalianikot Eliitohaiyeoplolik Katimayiit

Site Visit Report

for

Doris North Gold Mine Project

November, 2010

Project:	Doris North Gold Mine Project
Project Owner:	Hope Bay Mining Limited, 300-889 Harbourside Drive North Vancouver, BC V7P 3S1 Tel: (604) 985-2572 Fax: (604) 980 0731
Site location:	Mainland of the West Kitikmeot region, Nunavut
Contact:	Chris Hanks Director of Environment and Social Responsibility, Hope Bay Mining Limited

Visit conducted by:	Li Wan, NIRB Doris North Gold Mine Project Monitoring Officer
Date of visit:	September 18, 2010
Photography:	Li Wan

1. Brief Introduction of the Doris North Project

The Doris North Gold Mine project (the Project) is located on the mainland in the West Kitikmeot region of Nunavut, approximately 125 kilometer (km) southwest of Cambridge Bay, 75 km northeast of Umingmaktok. On September 15, 2006 the Nunavut Impact Review Board (NIRB) issued Project Certificate #003 to Miramar Hope Bay Mining Ltd. (Miramar), pursuant to Section 12.5.12 of Article 12 of the Nunavut Land Claims Agreement (NLCA).

In March 2008, Newmont Mining Corporation (Newmont) completed acquisition of the Doris North/Hope Bay Belt property from Miramar, and established a new business entity titled Hope Bay Mining Ltd. (HBML) to operate the Project. Upon completing a thorough evaluation of the original development plan, HBML deferred the underground gold mine development, the associated crushing and milling plant, as well as the other processing facilities. In order to pursue a broader belt-wide development strategy, HBML conducted intensive baseline environmental studies and geotechnical drilling programs in Hope Bay belt.

In November 2009, HBML decided to proceed with a staged development of Doris North by constructing an underground decline to support advanced exploration at Doris North deposit. In early 2010, HBML further defined its staged development strategy including other properties in Hope Bay belt. Accordingly the Doris North Project resumed infrastructure construction in 2010 while a new project description for Hope Bay belt is currently being developed by HBML.

This report is to provide a most updated status of construction activities at the Doris North Project sites and associated findings resulted from the Site Visit, as part of NIRB's general monitoring program.

2. Objectives & Purpose of Site Visit

Pursuant to Sections 12.7.1 and 12.7.2 of the NLCA, the NIRB is responsible for the post environmental assessment monitoring of the Project in accordance with Project Certificate #003. As part of the monitoring, the objectives of the NIRB's site visit included the requirements to:

a) determine whether, and to what extent, the land or resource use in question is being carried out within the predetermined terms and conditions pursuant to 12.7.2(b) of NLCA; and

b) provide the information necessary for agencies to enforce terms and conditions of land or resource use approvals pursuant to 12.7.2(c) of NLCA.

3. Inspection Items of the Site Visit

Prior to the site visit, the following documents were reviewed:

- Correspondences from HBML regarding staged development plan for Hope Bay Belt (November 10, 2009);

- HBML's Stack Testing Report and related correspondences (February 16, 2010);
- Project modification applications submitted to the NIRB and the Nunavut Water Board regarding the locations of Explosives Facility and the Doris North underground mine portal (March 24, 2010);
- Notice the NIRB regarding HBML's change to the configuration of land-based moorings in Roberts Bay (May 7, 2010)
- Notice to the NIRB regarding HBML's 2010/2011 Fuel Delivery Planning for Hope Bay Belt, and related HBML Oil Pollution Prevention Plan/Oil Pollution Emergency Plan (May 28, 2010);
- Notice to the NIRB for use of accommodation barges in Robert Bay (July 16, 2010);
- HBML Doris North Gold Mine Project 2009 Annual Report(June 24, 2010); and
- Other correspondences relating to the project monitoring.

Base on the review, a check list for this site visit was prepared by the Monitoring Officer, which included items to be inspected in the following major locations:

The Roberts Bay

a) Roberts Bay Jetty area

- Newly built land based mooring points; and
- The completed jetty after "Jetty improvement" of early 2010.

b) Barge accommodations

- General setting and location;
- Preparedness for spill and fire emergency; and
- On board seawater desalination, and waste management including sewage and solid waste.

c) 5 ML fuel tank and ancillary facilities

- Fuel transfer pipe/hose connecting from the jetty to 5 M L tank; and
- Preparedness for spill and contingency associated with offshore fuel transfer operation.

d) Waste segregation and management facilities

- Waste segregation, labeling and shipping in lay down area;
- Combustible waste incinerator and its operation; and
- Incineration recording and management.

Quarry #2 Area

- Current operation status of Quarry #2;
- Site waste management;
- Sewage discharge area; and
- Status of landform and landfill constructions.

Doris North

a) Campsite

- Completed/expanded campsite;
- Fuel tank farm construction;
- Waste management;

b) Doris North mine site

- The status of portal construction;
- Construction status of the mill plant, ore crusher and other facilities;
- Waste rock and ore stockpile pads; and
- The construction status of the all weather road collecting Windy camp and Doris North.

Explosive storage and manufacturing facilities

- Road to the explosive manufacturing and storage area;
- Construction status of the explosive manufacturing and storage; and
- Safety measures and site waste management.

Drilling sites in Hope Bay Belt

- Disturbance of drilling area and surrounding environment; and
- Disposal of drilling cuttings and drilling water, fuel catch and storage of chemicals on drilling site.

4. 2010 Site Visit

The 2010 site visit was conducted on Saturday September 18, 2010, by Li Wan, NIRB Monitoring Officer, accompanied by HBML staff, including Alex Buchan, Manager of Community and External Relations, Léa-Marie Bowes-Lyon, Regulatory Reporting Manager, and Jill Turk, Environmental Coordinator. The site visit consisted of a thorough site tour and a wrap up meeting. The site tour included visits to the Roberts Bay area, the all weather road, Doris North camp site, the mill plant area, Portal of Doris North underground decline, and part of Doris to Windy Camp road. At the conclusion of the site visit, the NIRB Monitoring Officer met with the HBML staff, including Russ Eby, Site Manager with HBML, to discuss the site visit, outstanding issues related to environmental compliance and reporting. The site visit was a success encompassing all major project components and relevant issues related to the project.

4.1. Roberts Bay Area

The Roberts Bay area is linked to the Doris North camp/mine site by a 5 km all weather road, and serves as a logistic hub for supplying construction materials and fuel to support the Doris North Project. The major facilities, including the Roberts Bay jetty, 5 million litre fuel tank farm within the former quarry #1, and a lay down area including a waste segregation area, as well as sealift handling area, have been in full operation since 2008 to support ongoing advanced exploration and geotechnical activities over the Hope Bay Belt, and current infrastructure construction related to the Doris North Project.

Figure 1. Roberts Bay Area (towards North)

4.1.1. Roberts Bay Jetty

The Roberts Bay Jetty was built in 2008, and has been in operation since. In March 2009, two sets of thermostat cable and temperature logger units required by Condition 19 of the NIRB Project Certificate were installed to monitor the potential impact on permafrost regime under the jetty foundation. In order to repair a slumped portion at the front end and improve the jetty, on March 4, 2010 HBML submitted a "Doris North Jetty Improvements" proposal with Fisheries and Oceans Canada (DFO), indicating that following activities would be executed during the spring season:

- Install a new sheet pile bulkhead at the deepwater end of the jetty.
- Raise the surface elevation and stabilize rock slopes around the jetty.
- Carry out fish habitat compensation in the nearby area.

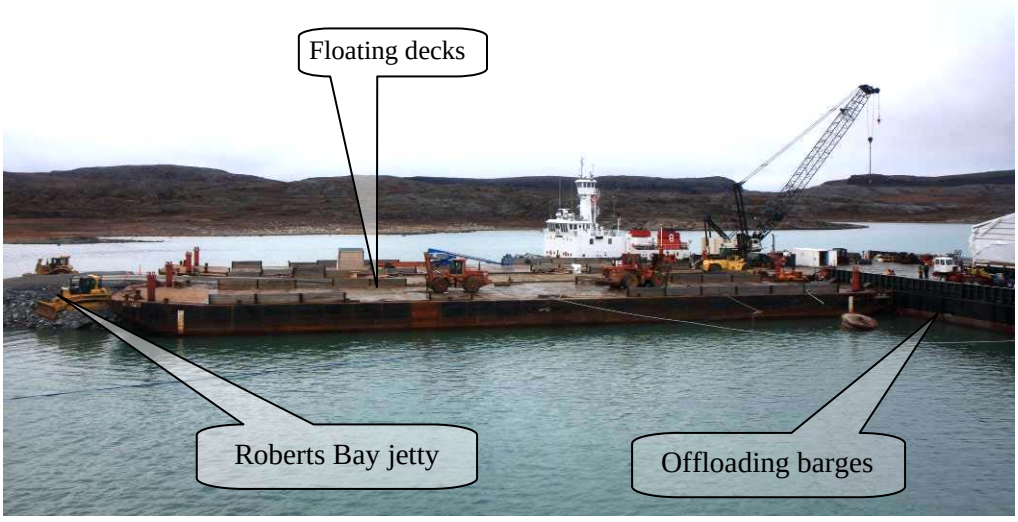

Figure 2. Temporary floating deck at the Roberts Bay Jetty

During the 2010 site visit, it was noted that the proposed activities, which were approved by the amended DFO *Authorization for Works or Undertakings affecting Fish Habitat*, have been deferred until 2011. However, the jetty was in full function supporting the offloading of fuel and freight barges by being tied to two floating docks owned by Northern Transportation Company Ltd (NTCL), HBML's shipping contractor.

Figure 3. Tied up temporary floating decks

In May 2010, HBML notified the NIRB that two previously assessed land-based mooring points would be repositioned due to operational needs, and four additional mooring points were to built. During the site visit, it was noticed that two newly built mooring points have been put into use, and others will be established in future.

Figure 4. Land based mooring point

4.1.2. Barges Camp at Roberts Bay

In July 2010, HBML submitted a project proposal to the NIRB, indicating that HBML intended to contract Horizons North Camps and Catering ("Horizons North") to provide and operate two floating barge accommodation and dining camps in Roberts Bay. Upon completing a thorough review of the information pertinent to this proposal, the NIRB approved the proposed activities to proceed subject to the NIRB's ongoing monitoring.

Figure 5. Accommodation Barges

During the site visit, the NIRB Monitoring officer and HBML staff inspected the two accommodation barges, namely Arctic Star, a 3-story accommodation with a 88 men capacity, and John Wurmlinger with a 40 man capacity. Both barges are self-sufficient camps equipped with onboard desalination systems which convert sea water into drinking water. The sewage generated from both barges is collected and treated in a Membrane Bioreactor Sewage Treatment Plant housed on Wurmlinger, and combustible food waste is incinerated in an incinerator on board.

The emergency response procedures, including the reporting telephone number, are posted in doorways on the barges, and muster areas are clearly marked for fire emergency. Spill kits are also prepared in designated areas. According to the introduction of the operating personnel, the state-of-the-art sewage plant is in a stable condition, and effluent quality is in compliance with designated values. It is HBML's responsibility to ensure Horizon North operate the onboard sewage plant in continuing compliance with applicable standards by setting up sampling protocols and analysis reporting requirements during the operational period of the barge camps.

4.1.3. Fuel Transfer and Storage Tank

The NIRB PC Condition 20 states:

> *MHBL shall ensure the use of containment booms and berms to control potential spills whenever fuel and or waste is transferred between a barge and the shore. MHBL shall ensure spill kits are at hand at these locations at all times.*

A 5 million litre fuel tank within a secondary containment berm has been built, and has been used to store fuel from annual sealifts since 2008. During the site visit it was noticed that barreled aviation fuel contained in sea cans is also being stored in the secondary containment berm. It was explained that the sea cans would be relocated once a new fuel tank farm is built on the south side of current waste segregation area.

When fuel from offshore an barge is transferred to the fuel tank, spill prevention booms are anchored in place and floating on the water adjacent to the jetty. In 2008, Transport Canada (TC) raised an incompliance issue in respect to HBML's operation of the Oil Handling Facility (OHF), indicating that an Oil Pollution Prevention/Oil Pollution Emergency Plan should be developed and in place once approved by TC pursuant to *Shipping Act*. Following communications between HBML and TC, this plan has been finalized with TC's approval. During this site visit, spill kits, spill responding tools and equipment were kept properly in designated areas.

According to the introduction provided by HBML, steel pipelines would be used to transfer fuel once the new fuel tank farm is built and put into operation.

Figure 6. The 5 million litre fuel tank and sea cans containing barreled aviation fuel

4.1.4. Waste Management at Roberts Bay Area

All non-combustible wastes generated during infrastructure construction at Doris North as well as demolishing of abandoned old Windy camp, are transported to the waste management area at Roberts Bay for shipping out after waste segregation, including sorting, labeling and repackaging. All combustible waste including food and sludge from by the sewage plants, generated at Doris camp is transferred to the Roberts Bay site and incinerated on a daily basis. All hazardous materials are regularly shipped off site to authorized waste disposal facilities in the Northwest Territories.

As observed during this site visit, all hazardous wastes are segregated and stored in different areas in a neat fashion prior to shipping out by sealift, with appropriate containers or bags being used with name tags on each pallet. In general, the whole waste management area is kept in a well managed condition.

Figure 7. Waste segregation area

The NIRB PC Condition 30 states:

> *MHBL will install and fund an atmospheric monitoring station. This station and its location shall be developed in consultation with EC and HC air quality officials and focus on particulates of concern generated at the mine site. The results of air-quality monitoring are to be reported every six (6) months to NIRB through the Monitoring Officer, and from there to all of the parties.*
>
> Commentary: *NIRB expects the Canada Wide Standards for Dioxins and Furans and the Canada Wide Standards for Mercury will apply and should be followed including stack testing of incinerators.*

In 2009, an incinerator was established in the Roberts Bay waste management area to manage food waste and other waste suitable for incineration. In order to fully comply with provisions in the NIRB Project Certificate and the NWB Water Licence, HBML conducted an incinerator stack emissions test in late September and early October 2009. The testing results showed that there were no breaches to the threshold set in the *Canada Wide Standards (CWS) for Mercury*, however, the dioxin and furan emissions exceeded the limited required by *CWS for Dioxins and Furans*. HBML has committed to conduct a stack emission test in 2011 once the construction of a waste management facility is completed and a comprehensive waste management plan is finalized, and at that point ensure that the best management practices can be implemented for its waste management programs.

During the site visit incompletely combusted ash was found in containers beside the incinerator, which implicated incomplete combustion might be a contributing factor to the

poor stack test results. However a new waste management facility has been built as previously committed by HBML, and a detailed waste management procedure was being further delineated by HBML's waste management contractor.

4.2. The All-Weather Road and Airstrip

An approximately 5 km all-weather road linking the jetty at Roberts Bay to the Doris camp site has been in operation since 2008. The all-weather road and airstrip are both in good operational condition. As the airstrip was built by widening a portion of all weather roads, any vehicle approaching the airstrip has to suspend whenever an aircraft is about to land or take off. This practice is required and necessary for a safe operation both for ground vehicles and aircraft. However, it has caused traffic congestion as noticed during the site visit. Ultimately a road bypass at the portion of road used as an airstrip might be a solution to solve this problem, which will likely get worse when traffic volume increases significantly as a result of increased construction activities at other project sites.

EK-35, widely used at mines in the NWT, has been applied to replace water as a dust suppressant at the airstrip and roads at Doris North project sites, during the snow-ice free season since 2010. It was said this dust suppressant works well, and the Monitoring Officer did not observe obvious dust issues during the site tour.

4.3. Quarry #2 Area

Quarry #2 is still in full operation, with quarry material being extracted and transported to a nearby facility for crushing and classification of rock fines. It provides granular materials for all construction sites.

The treated sewage effluent is discharged at a designated area on the tundra as permitted by NWB Type A Water Licence. A landfarm, also approved by the NWB Water License, is being constructed on the east side of Quarry #2 site. Adjacent to the landfarm is an overburden stockpile used to accommodate all overburden stripped from quarry #2 and nearby construction sites.

Figure 8. Quarry #2 site

On the west side of the all weather road close to the Doris North camp site, a large laydown area has been built as a staging area for construction materials, equipment and sea cans shipped to site in 2010.

Figure 9. Construction materials at staging area

4.4. Doris North Camp and Mine Sites

In addition to the camp site, other infrastructure at the Doris North mine site (which is presently under construction) includes: fuel tank farm, mine services area, mill and crusher, administration buildings and mechanic shops, ore and waste rock stockpiles, underground mine portal, as well as the road to the tailings containment areas.

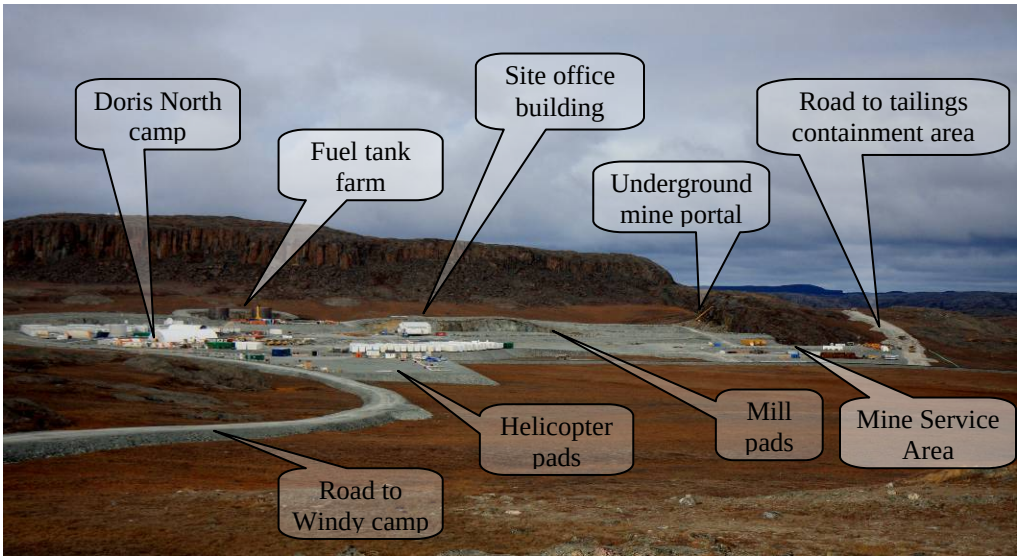

Figure 10. Doris North mine site

4.4.1. Doris North Camp Site

The original Doris North 118-person camp was built in 2008, and expanded to a capacity of 180 persons in 2009 by adding extra camp units. Other camp facilities, including a blue - green algae treatment unit for potable water supply, a sewage treatment plant, a power generator house, a fire muster area with fire water tank and related accessories, have been in operation since the commissioning of the Doris North camp in 2008.

4.4.2. Mine Site Facilities

At the mine site, very little infrastructure construction was accomplished in 2009 due to the fact that the project remained deferred until the end of the year. Following its decision to proceed with the Doris North Project in a staged fashion in November 2009, HBML submitted notice to the NIRB and NWB of its intent to modify the locations of the explosives facility and underground mine portal in March 2010. Upon completion of the review, the NWB processed the modifications to the location of explosives facility as an amendment to NWB Water Licence. Following a thorough review and communications with federal and territorial government agencies, the NIRB confirmed that the proposed modifications were exempt from further screening, recognizing that the proposed modifications would not significantly change the original scope of the Doris North Project. Accordingly the NIRB issued 12.4.3 letter to the NWB which allowed HBML to proceed with the proposed changes.

As construction work started this summer, all mine site facilities are under early stage construction and surface rock blasting has just started at the portal face for the relocated underground mine portal. The construction of an all weather road connecting Doris North mine site and the Tailings Containment Area, as well as the relocated explosive facilities on the east shore of Tail Lake, had just started at the time of this site visit.

Another road connecting Doris North and Windy Camp, which was approved by KIA, is almost completed except for a waster crossing where a bridge is to be built.

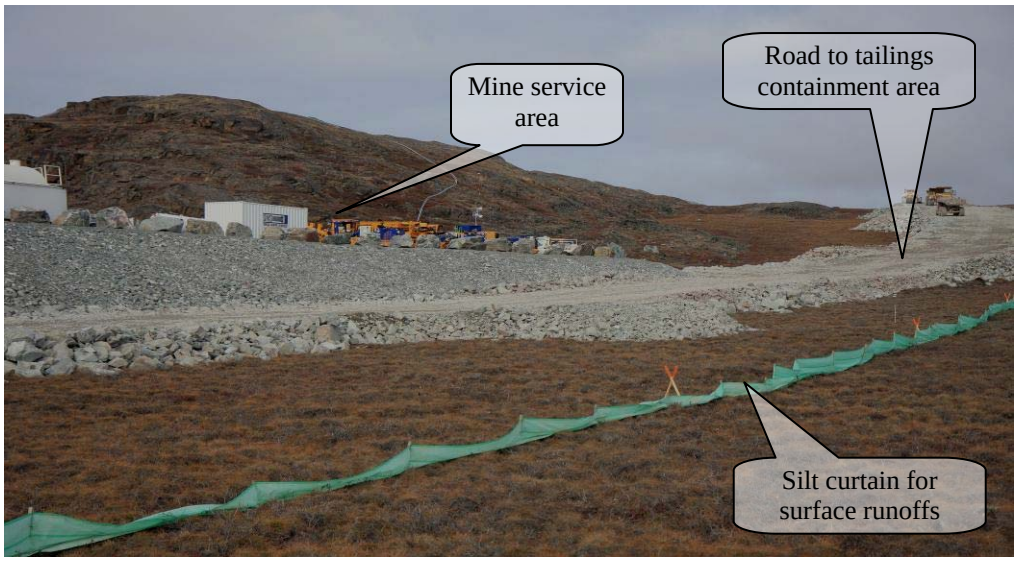

Figure 11. The all weather road towards Tail Lake

4.4.3. Tailings impoundment area (Tail Lake) and associated infrastructure

Tail Lake, located at the east side of Doris Lake, will be used as a tailings impoundment area. A North dam and a South dam would be built prior to operation of a mill at the mine site. To date, no dams or related works have been constructed.

4.5. Wildlife monitoring

Condition 23:

> *MHBL shall designate one of its employees as a primary wildlife contact for the mine, who will work with NIRB's Monitoring Officer and regulatory officials in communicating on-site activities and to fulfill reporting requirements.*

Condition 24:

> *As part of the training for MHBL's on-site wildlife specialist, MHBL shall provide training to that person in areas of bear encounters and safety, effects of noise on wildlife, recording wildlife sightings, waste management, records management, and reporting to NIRB's Monitoring Officer and regulatory officials.*

Due to its operational schedule (employees work on 3-by-3 week cross-shift), HBML retains biologists as well as its onsite Environmental Coordinators to fulfill the requirements of wildlife monitoring and reporting. Furthermore, *BearWise*, a Yellowknife, NWT firm that specializes in the management of wildlife encounters, is brought to site each year to provide bear safety training for all project staff. According to site staff, grizzly bear attraction by camp facilities has not occurred to date in 2010, even though there are grizzly bears sighted when passing other project facilities (e.g. the all weather road) at night, nor have any serious wildlife human encounters occurred in the field outside the camp.

Condition 25:

> *MHBL shall file a monitoring plan focused on assessing and mitigating interaction between humans and wildlife at the mine site, including associated infrastructure such as the TIA (Tailings Impoundment Area), roads, and activity at the waterfall. A quarterly report must be sent to NIRB's Monitoring Officer on interactions that have occurred, any effect the interaction may have had on humans and wildlife, and mitigation measures taken to avoid similar interactions in the future.*

HBML has been in compliance with this condition by submitting a quarterly wildlife sighting report to the NIRB's Monitoring Officer, even though there have not been any activities at the Tailings Impoundment Area to date. The required specific information as per Condition 25 with regards to mitigation measures taken to avoid wildlife and human interactions has been incorporated in the submitted Quarterly Wildlife Reports.

Condition 27 and 28:

> *MHBL shall consult with local Elders, Kitikmeot Hunters and Trappers Organizations, the Nunavut Wildlife Management Board, GN-DoE, and NIRB's Monitoring Officer to*

review and discuss the results of wildlife monitoring and develop mitigation measures, including measures to discourage wildlife and birds from coming into contact with Tail Lake and contaminated areas of the mill site. MHBL shall incorporate a plan for this consultation into a revised Wildlife Monitoring and Mitigation Plan.

MHBL shall update and revise the Wildlife Mitigation and Monitoring Plan to reflect these terms and conditions and shall submit the revised Wildlife Mitigation and Monitoring Plan to NIRB. NIRB may consult with relevant Government departments and the Nunavut Wildlife Management Board prior to approving the revised Wildlife Mitigation and Monitoring Plan. The Wildlife Mitigation and Monitoring Plan must be submitted within three (3) months of the issuance of a Project Certificate and it must be approved by NIRB prior to the commencement of construction. MHBL must also submit an updated plan on an annual basis which must also be approved by NIRB.

Following the requirement of Condition 27, Miramar submitted the revised Wildlife Mitigation and Monitoring Plan (WMMP) to NIRB in early 2007, and the WMMP has been implemented by HBML since 2008 when it took over the Doris North Project. The monitoring and mitigation results, contained within the annual WMMP Report, were submitted to the NIRB in each of the past three years.

With regards to the annual WMMP reports, the Government Nunavut, Department of Environment (GN-DoE) has consistently raised concerns and requested that HBML adopt new methodologies for baseline studies of carnivore species (i.e. grizzly bear and wolverine), to which HBML has disagreed. Accordingly, NIRB encouraged the both parties to work out a solution for the outstanding issues. In November 2009, a meeting was held between the two parties, during which GN-DoE identified five issues to be implemented or to be improved by HBML's WMMP. Based on discussion at the meeting, on December 8, 2010 HBML indicated to the NIRB and GN-DoE that it would implement DNA technology when conducting its baseline studies for carnivore species in the 2010 field season, and would conduct new caribou survey programs upon further discussion with and confirmation by GN-DoE. Unfortunately, the further discussion did not take place as expected until July 7, 2010 when GN-DoE responded HBML's letter dated December 8, 2009. Nevertheless, HBML undertook baseline studies of carnivore species using the DNA technique as committed. The interim results and outstanding issues will be likely further discussed by GN-DoE, HBML and NIRB.

4.6. Noise monitoring

Condition 29 states:

MHBL shall develop and implement a noise abatement plan to protect people and wildlife from mine activity noise, including blasting, drilling, equipment, vehicles and aircraft. The noise abatement plan will be developed in consultation with GN-DoE, EC and HC, and includes: restrictions on blasting and drilling when migrating caribou, birds or local carnivores may be affected; the establishment of strict standards for noise levels; use of equipment and vehicles with the best noise attenuation devices; when practical, the use of fences or berms around noisy machinery or sites; flight corridor restrictions over sensitive areas with known concentrations of wildlife and birds whenever possible; and requiring with the exception of take off and approach for landing, a minimum flight altitude of 300 metres above ground level when flights to and

from the mine site are passing near sensitive wildlife and bird areas. The noise abatement plan will also incorporate the use of sound meters to monitor sound levels at sites in and around the mine site and local study area. The location and design of the sound meters shall be selected in consultation with EC and set up immediately upon issuance of the Project Certificate for the purpose of obtaining baseline data, and during and after operations. The final noise abatement plan shall be filed with NIRB's Monitoring Officer within six (6) months of the issuance of the Project Certificate.

The Noise baseline studies for Doris North Project have been conducted by Miramar and HBML since 2007, and HBML updated original *Noise Abatement Plan* in December 2009 as per the request of the NIRB. According to the comments received by NIRB regarding the updated plan, NIRB directed HBML to finalize the plan by incorporating the comments provided by parties in March 2010. This plan is currently being finalized and will be implemented once it is approved by the NIRB.

4.7. Air quality Monitoring

Condition 23:

MHBL will install and fund an atmospheric monitoring station. This station and its location shall be developed in consultation with EC and HC air quality officials and focus on particulates of concern generated at the mine site. The results of air-quality monitoring are to be reported every six (6) months to NIRB through the Monitoring Officer, and from there to all of the parties.

An air quality monitoring station was installed on the top of Doris Mountain in September 2009, and has been operated by trained professionals since then. It appeared to be in good working condition during this site visit. The first report of monitoring results is to be submitted to NIRB in the end of 2010.

4.8. Drilling Sites in Hope Bay Belt

Prior to conducting this site visit, a site tour to one of the drilling sites was expected to help the NIRB's Monitoring Officer understand HBML's fuel and waste management practices used at drilling sites. However, due to the fact that most of drilling work had completed for 2010 field season, there was no active drilling at the time this site was conducted, therefore drilling site inspection did not occur during the site visit.

5. Findings

5.1. Wildlife Issues

Over the past two years GN-DoE has recommended that HBML use DNA sampling as part of their baseline study methods for carnivore species through the Doris North wildlife monitoring program. During the meeting held between GN-DoE and HBML in November 2009, HBML agreed to use the recommended DNA sampling method for the 2010 field study season for a one year period for both grizzly bear and wolverine, and agreed in principle to participating in collaring programs for caribou monitoring. However, the

detailed execution plan and associated protocols projected at the November 2009 meeting were not confirmed and further delineated by the both parties. Ultimately this resulted in HBML proceeding to conduct its 2010 aerial caribou surveys as per its WMMP rather than by participating in the collaring programs as requested by GN-DoE and discussed by both parties.

5.2. Air Quality Monitoring

An air quality monitoring station located on the top of Doris Mountain near the Doris Camp has been in operation since September 2009. This station will provide air quality data reflecting the concentration of gaseous pollutants and Total Suspended Particles (TSP), which are of concern for human health at the camp site.

An important part of general air pollution control and air quality monitoring program, the requirements for waste incineration operation at Doris North, are not yet in compliance as the dioxin and furan emissions exceeded the thresholds set in *CWS for Dioxins and Furans*. A possible contributing factor, incomplete combustion, was also noticed during the site visit.

6. Summary

Since the decision was made for a staged development of the Doris North Project by HBML in November 2009, the construction of infrastructure at the Doris North mine site has made significant progress up to the date of this site visit. Based on the observations made during this site visit, all facilities which have been in operation and all sites currently under construction appear to be well managed and maintained with adequate environmental protection measures and procedures in place.

As part of efforts made by HBML to be in full compliance with regulator requirements, major project changes were reported to the NIRB and appropriate approvals and licences were obtained from authorizing agencies prior to execution on project sites. Observations made by the NIRB Monitoring Officer during the site visit in 2010 have shown that HBML has been compliant with the majority of the terms and conditions contained within the Doris North Gold Mine Project Certificate. The findings listed in this report may warrant further efforts by HBML in order to ensure the objectives of the terms and conditions in Project Certificate #003 are satisfied.

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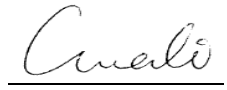
Signature: 

Reviewed by: Ryan Barry
Title: Director, Technical Services
Date: October 27, 2010

Signature: