

Table 1: 2023 Disturbance Area Analysis by Land Owner

Project Site	IOL				Crown Land	
	Disturbed Area (m ²)	Proposed Disturbed Area (m ²)	Lined Area (m ²)	Proposed Lined Area (m ²)	Disturbed Area (m ²)	Proposed Disturbed Area (m ²)
Milne Port	1,541,641	275,908	67,878	1,488	43,903	0
Tote Road	1,446,487	0	0	0	101,242	0
Mine Site	2,845,625	1,015,329	79,737	58,833	0	0
Total	5,833,752	1,291,236	147,615	60,321	145,145	0

Methodology and Considerations

The goal of the analysis was to quantify areas that will need to be graded and recontoured upon closure of the Project. Disturbed areas and Project infrastructure requiring grading and recontouring were identified by visual review of the 2023 satellite photography collected by PhotoSat during July, 2023.

Assumptions of the analysis included the following:

1. Areas within the Ultimate Pit Limits for Deposit No. 1 will not need to be recontoured following closure.
2. Areas associated with the current Milne Inlet Tote Road (Tote Road) alignment will remain and will not be reclaimed or recontoured following closure.
3. Areas associated with the current airstrip at the Mine Site will remain and will not be reclaimed or recontoured following closure, consistent with the need for the airstrip to allow access to the site for post-closure monitoring.
4. The Tote Road was defined as starting at the fork in the road near KM 3.5 and ending at KM 100 near the Mine Site.
5. Areas where minor linear infrastructure is present that was installed without the use of heavy equipment (such as the effluent discharge line from the Sailiivik Camp at the Mine Site) will not need to be recontoured following closure.

This excel sheet should be used in concert with Figures 1-1 through 1-55 of the Disturbed Area Analysis.