Meadowbank Gold Project
2006 Abandonment and Restoration Plan

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Introduction

Cumberland Resources Ltd's wholly owned and operated Meadowbank Gold Project, is located approximately 70 kilometres north of the Hamlet of Baker Lake, Nunavut. The campsite for the project is located at latitude 65°00'75''N and longitude 96°04'39''W on NTS map sheet 66H/1 (figure 1). The project is located on Inuit Owned surface lands (IOL BL-14) and as such access and work activities are subject to licensing and permit approval by the Kivalliq Inuit Association (KIA) and the Nunavut Water Board (NWB). Currently, land use at the site is covered under Commercial Lease KVCL303H305 with the KIA and water use activities are covered under License 2BB-MEA0507 (previously NWB2MEA0507) with the NWB. License NWB2MEA0507 was amended in the summer of 2006 to allow the construction of a five million litre diesel fuel storage tank at the site to support ongoing exploration programs.

This document is an update to the earlier abandonment and restoration plans for the Meadowbank project and includes this larger fuel storage tank. The plan covers three potential abandonment scenarios for the site, including: planned short term shutdown, long term shutdown and final closure of operations at the site. Plans for shorter term cessation of operations at the site generally revolve around "care and maintenance" issues, while final closure plans include details for the demobilization of equipment and the final restoration of the site. An itemized breakdown of the projected cost to demobilize the camp facilities and equipment is provided in table 1. It should be noted that for the demobilization south from Baker Lake of many of the big ticket items (heavy equipment, etc.) it has been assumed that their residual value should offset the cost of barging the equipment south. Therefore, the detailed cost breakdown presented below for demobilization from the site only covers the estimated cost to remove the equipment and materials to Baker Lake for furtherance south.

1.0 Meadowbank Site

Exploration activities have been conducted in the Meadowbank area by Cumberland since 1995. The project has seen steady advancement since that time with over $47 million invested on exploration activities. During the past eleven years of operations at the Meadowbank site significant improvements have been made to the camp facilities and transportation and fuel storage systems.

The original Cumberland camp, now referred to as the "South camp", was installed in 1995 on an island in Third Portage Lake in close proximity to the Third Portage and Goose Island Deposits. As the project advanced, more space was required to accommodate larger field crews so new kitchen and dry facilities were constructed. These improved facilities were constructed in a new location, on the mainland, approximately one kilometre north of the original campsite. The new site was selected on the basis of its proximity to the proposed mill complex required for development of the Meadowbank Project. This location will allow the new camp to be used as a possible initial construction camp, should the project proceed to development. The new kitchen and dry facilities were completed in the summer of 2002, and the "North Camp" was occupied in August of that year. In the spring of 2003 new office and core processing facilities were constructed in the north camp. Decommissioning and progressive reclamation of the south camp was initiated in 2003 and is essentially complete at this time.

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MEADOWBANK PROJECT LOCATION

Figure 1

The camp site is remote and is currently accessible only by helicopter; however, an airstrip is being constructed at the site which will greatly enhance accessibility once complete. During the winter months, the site is also accessible by ice road from Baker Lake or by fixed wing aircraft which can land on ice strips on the frozen lakes. At present the majority of heavy freight, fuel, supplies and equipment are delivered to the site via the ice road during the winter. See figure 2 below for a map showing the location of the camp and the winter road route from Baker Lake to the site.

1.1 Meadowbank Site Facilities Description

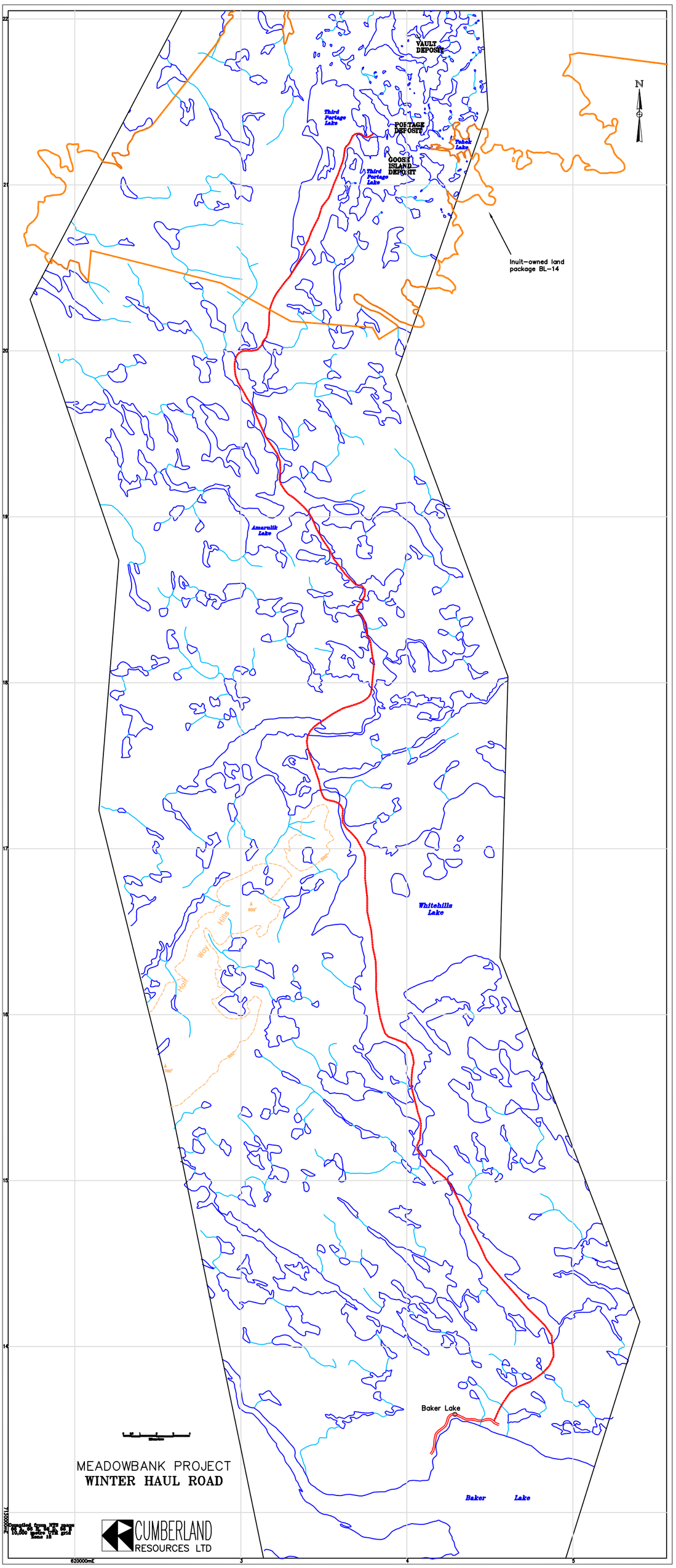
North Camp

The current Meadowbank camp site (North Camp) covers an area of approximately 3.3 hectares along the shore of Third Portage Lake. The reader is referred to figure 3 below for a map showing the location and layout of the Meadowbank campsite. The camp can accommodate approximately 45 people, although generally during exploration programs no more than 25 to 35 people would be accommodated in the camp at any one time. Facilities at the site include a stick built kitchen/dry building with a Weatherhaven office (24' x 32') and a Weatherhaven core shack (24'x 84'). Accommodations for workers are provided through a combination of wood framed canvas tents and Weatherhaven sleepers. At present there are 4 - 14'x16' Weatherhaven sleeper tents and 19 - 14'x16' wooden framed canvas sleeper tents in use at the site. The sleeper tents generally house between two to four people depending on tent size and the number of personnel at the site. A large fabric skinned "Cover-all" structure (42' x 70') has also been installed at the site to provide an enclosure for the storage and maintenance of heavy equipment at the site. The camp has a small plywood shop building for the storage and maintenance of smaller equipment (including snowmobiles, etc.) and a small plywood generator shed which houses a back up generator. The drilling company also has a shop building which incorporates several sea cans. This building provides storage and maintenance facilities for their equipment and supplies. Figure 2 below provides a detailed map of the Meadowbank site.

Water for domestic uses at the site is pumped from Third Portage Lake using a submersible pump. The hose carrying water to the main kitchen/dry building from the lake has heat tape installed in the line to prevent freezing during winter operations. The camp water supply also has a water filtration system installed which treats the water used for domestic purposes. Electrical power for the camp is provided by a pair of 125 kW diesel powered generators (housed in a sea can) which provide primary and secondary power for the camp. Generally, only one of the generators runs at a time, the second genset provides backup in the event of problems with the primary generator.

Fuel storage systems at the site currently utilize five 50,000-l and four 75,000-l double walled fuel "vaults", which provide storage for approximately 451,250 litres of diesel fuel and 71,250 litres of Jet-A fuel. Transportation systems have also been upgraded to accommodate bulk fuel transport of both Diesel and Jet-A fuels, effectively negating the use of barrels for re-supply of diesel and Jet-A. A small cache of gasoline drums are generally kept on site to provide fuel for snowmobiles and boat outboard motors.

In 2006, an application was made to the KIA and the NWB to allow for the construction of a single 5,600,000-l fuel tank at the Meadowbank site. The tank and associated dispensing unit


VAULT DEPOSIT
POSTAGE DEPOSIT
GOOSE ISLAND DEPOSIT
Third Portage Lake
Third Portage Lake
Tehek Lake
N
Inuit-owned land package BL-14
Amarulik Lake
Whitehills Lake
Hills
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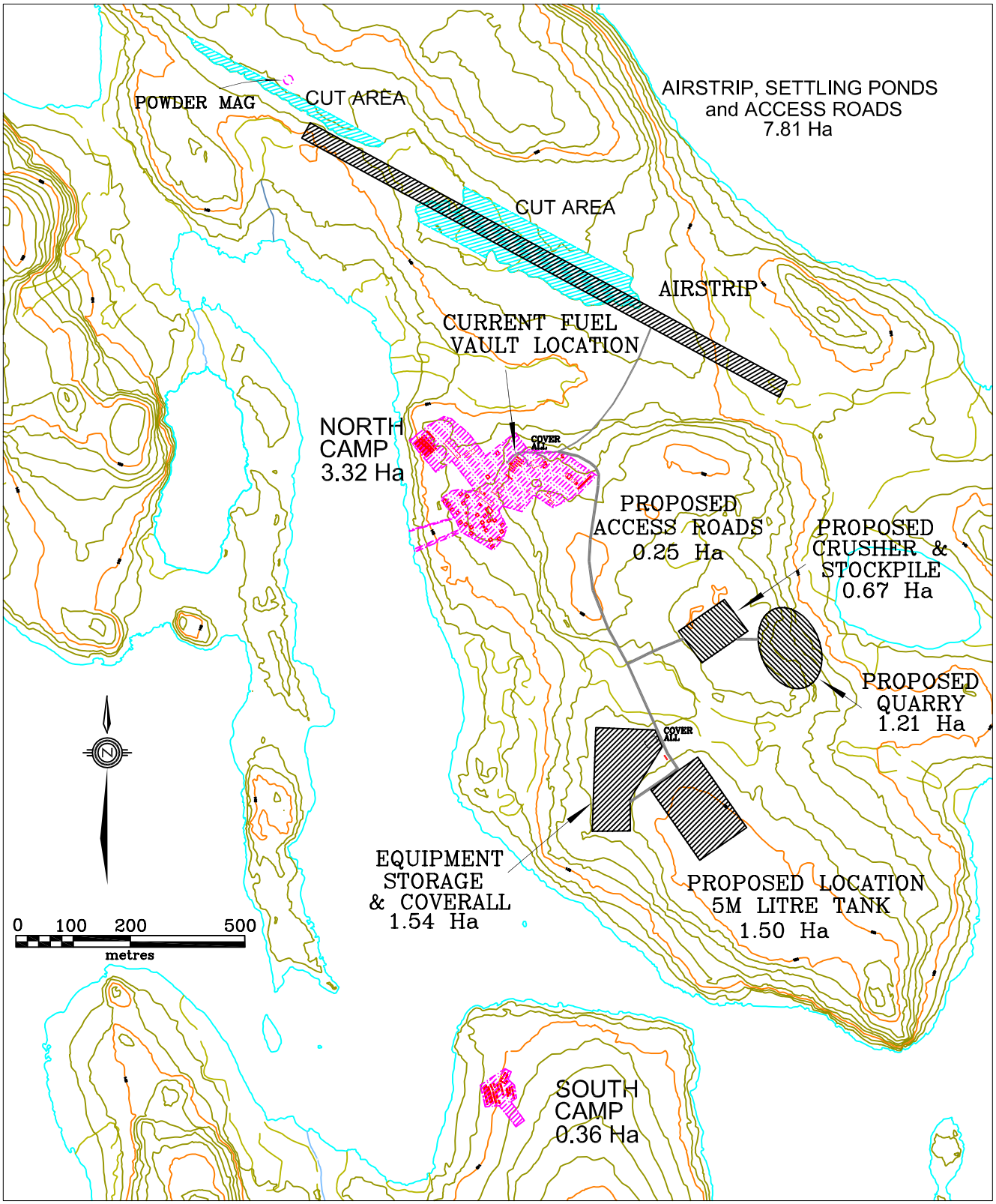

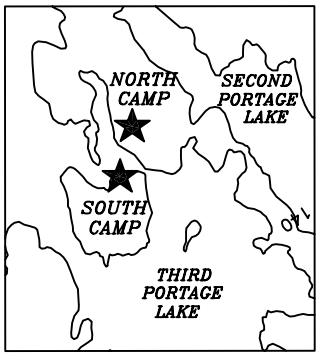

LEGEND

LAKESHORE

BUILDING

CONTOUR

CUMBERLAND RESOURCES LTD

MEADOWBANK PROJECT
Nunavut

2006

Meadowbank Camp Site Plan

Scale: as shown	N.T.S. 66A,H	Date: Dec 2005
Revised by: JT Kellner	I.O.L. BL-14	Map No. Fig 2
Filename:	Datum: NAD83Z14	

will be located within a bermed and lined containment facility. The dispensing unit will be capable of both filling the 5.6 million litre tank as well as dispensing fuel as required. Once constructed, this tank will replace the existing smaller enviro-tanks currently in use at the site and allow the consolidation of the multiple tanks into one unit within a bermed and lined containment. At the same time, it will provide the increased diesel storage capacity required at the site in support of ongoing exploration activities. The construction of the tank had received the screening approval of the NIRB and was approved by the KIA and NWB for the 2006 construction season.

A 900m long airstrip, located immediately northeast of the camp, was partially constructed at the Meadowbank site during the summer of 2005. Once complete, the airstrip will be of a suitable length to accommodate use by small aircraft, as required, in support of exploration work at the site.

South Camp
Operations have not been conducted from the south camp since 2004 when the driller's shop and equipment were relocated in the North camp. Reclamation of the south camp has been ongoing since that time and now much of the area of the old camp is re-vegetating naturally. The only structures that remain at the south camp are the stick built core shack and the core storage racks. The core shack has been left intact to provide facilities for revisiting stored drill core at the site, as well as, to provide additional shelter away from the main camp site in case of emergency. There are currently no accommodations for personnel at the south camp and no fuel or petroleum products are stored at the site.

1.2 Meadowbank Site Petroleum Inventory

The inventory provided below for petroleum products indicates the amount stored at the site as of August 9, 2006. It should be noted here that as of August 9, 2006 the camp was still in full operation and that the amount of fuel left stored at the end of the season should be significantly less.

Diesel Fuel (P-50):	369,769 litres
Jet –A:	17,735 litres
Gasoline:	2,000 litres
Engine Oil:	50 litres

1.3 Contact Information

Corporate Contact: *Phone:* **604-608-2557** *Fax:* **604-608-2559**
Gordon Davidson, Exploration Manager, Canada or Brad Thiele, VP Meadowbank Operations

Meadowbank Site Contact: *Phone:* **604-677-0689** *Fax:* **604-677-0687**
Jeff Kellner, Manager, Camp Operations

2.0 Shutdown / Abandonment of Operations

This section of the Abandonment and Restoration plan deals with the procedures employed for the seasonal shutdown of operations at the site, as well as, plans for the eventual final closure of the site, demobilization of equipment and supplies and the restoration of the project area.

2.1 Planned Seasonal or Short-term Shutdown

Each year the Meadowbank camp is shutdown for the winter season. Generally operations cease by mid September to early October each year and the camp is closed until exploration programs resume, generally in early March.

During these seasonal shutdowns tents and buildings in the camp are sealed up to keep out blowing snow. All water lines in the main building are drained to prevent damage from freezing water and the lake pump is pulled out of the lake and stored away. All valves on fuel drums that supply fuel to the individual heating stoves in the tents are closed and the bulk fuel storage vaults are sealed and locked. All equipment is stored away in buildings where possible to keep them out of the weather and to facilitate quick start up the following spring.

2.2 Planned Long Term Shutdown

In the event of a longer term shutdown of operations at the site, the camp would be closed up in a similar fashion as during current seasonal shutdowns. Depending on the length of time of a planned long term shutdown there may be a requirement to ship some supplies out of the camp. Some consumable supplies such as diesel and jet fuel have a limited shelf life before they degrade and become unusable. Therefore, in the case of a planned shutdown that would last for more than one to two seasons all of the supplies of diesel fuel, Jet-A and gasoline stored at the site would have to be transported to Baker Lake over the winter road and sold to local interests.

2.3 Final Closure / Demobilization

In the event that all work on the project ends and it is decided to cease operations at the site permanently, all equipment, structures and fuel containers will be removed from the lease area prior to lease termination. Non-combustible materials and equipment will be removed by the tenant from the site and transported to Baker Lake. These materials and equipment will be offered for purchase by local interests. Any items which remain will be shipped to points south from Baker Lake on barges.

Non-hazardous, combustible materials and wooden buildings will be burnt on site. Local persons and businesses will be given the opportunity to salvage buildings, materials and equipment that would otherwise be destroyed prior to undertaking final land reclamation procedures. The only materials and structures that will remain at the site after demobilization is the drill core stored in the core racks.

A detailed description of the planned methodology for dealing with demobilization of the various

types of equipment, etc. is provided below. A detailed cost estimate for the planned demobilization is provided in Table 1 below.

2.3.1 Fuel

2.3.1.1 Remove Fuel

All bulk fuel on site will be sold and delivered to the buyer by Delta tanker over the winter road. Sufficient fuel for heating needs will be stored on site in standard 205 L barrels during the camp closure. Any remaining fuel will be flown to BAKER LAKE and sold to local interests.

2.3.1.2 Remove Fuel Vaults

The portable double-walled bulk fuel storage tanks (50,000 and 75,000 litre capacity) will be hauled overland to Baker Lake along the winter road once they have been emptied of fuel. These tanks will be offered for purchase by local interests. If a buyer can not be found, then the tanks will be shipped south on barges.

The larger 5.6 million litre tank will be emptied of fuel using the drain valve and the balance pumped out from a hatch near the bottom of the tank. After making sure of proper ventilation in the roof areas, the tank will be further cleaned by burning any remaining fuel film on the inner surfaces of the tank. The tank will be collapsed and cut into smaller pieces for transport to Baker Lake for disposal at a designated disposal site or shipped south on barges. All contaminated soils pertaining to the tank farm area will be removed and either disposed of at site in a lined disposal facility or hauled to Baker Lake for disposal at a designated site.

2.3.1.3 Remove Fuel Drums

Empty fuel barrels will be removed to Baker Lake and shipped south on a barge. The fuel drums will be crushed prior to shipment south to reduce revenue tonnes and hence cost of transport. Any usable fuel drums will be offered to local interests.

2.3.2 Drill Equipment

All drill equipment and supplies will be relocated to Baker Lake over the winter road for shipment south on barges to the place of business of the drilling contractor.

2.3.3 Camp Equipment

All portable and/or mobile equipment will be transported from the site to Baker Lake along the winter road. The cost estimates provided in Table 1 assume that all equipment will be removed by the Tenant. However, local persons and businesses will be given opportunity to salvage camp equipment that would otherwise be destroyed prior to the Tenant undertaking final land reclamation procedures.

2.3.4 Camp Structures

Structures presently in use at the Meadowbank camp include: a stick built kitchen/dry structure,

along with 4 14'x16' Weatherhaven sleeper tents, 19 14'x16' wooden framed canvas sleeper tents, a 24'x 84' Weatherhaven core shack and a 24' x 32' Weatherhaven office tent. The site also contains a plywood generator shed and driller's shop and a 42' x 70' temporary Cover-all fabric building.

All Weatherhaven units (shell and aluminium frames) and canvas tent skins will be removed by the Tenant (provided that they are in suitable shape to be re-used elsewhere) and transported to Baker Lake for sale or reuse at another site. The wooden frames and flooring for the canvas tents and the wood flooring for the Weatherhavens (along with any canvas tent skins which are unsuitable for re-use) will be burned at the site. All the other remaining wooden structures and buildings at the site will also be burned, once everything salvageable and any hazardous materials have been removed. The non-combustible remainder will be collected and removed to the municipal land fill at Baker Lake.

2.3.5 Drill Core

There is approximately 70,000 metres of drill core in storage at the south camp site. Drill core is consolidated at the south camp near the old core shack in a compact area. The integrity of this core is best preserved with minimal re-handling, therefore it is not intended or recommended that this be moved. It is most useful in its current storage mode. Drill core is also stored at the north camp in the same manner. At present the core storage facilities located in the north camp contain an additional 51,000 metres of core. It is also intended that this drill core will remain at the site after demob.

3.0 Reclamation

The natural re-vegetation of the site generally will be slow due to the dry conditions that exist at the camps. The use of fertilizers is most effective in moist sites and while it helps on drier sites, the response by the tundra plant community on the higher ground occupied by the new camp will be significantly slower. There are a number of different types of surface conditions that will require reclamation on termination of activities at the present camp site, these are described below.

3.1 Areas of Heavy Traffic

In these areas the total amount of vegetation on surface is diminished thereby reducing the insulative layer over the permafrost which has receded allowing surface settlement and so there appears to be more rocks protruding through the surface. These areas remain stable and reclamation will involve applications of fertilizer to accelerate natural re-vegetation. These sites will also receive applications of fertilizer in the interim to stimulate healthier plants and seed development on the margins of the disturbed areas.

3.2 Gravel Pads

Gravel has been placed on the lease area to establish a level supporting surface under fuel tanks. The natural surface remains stable and is bordered by natural vegetation. The gravel will be mixed with peat and fertilizer and be dispersed; the original ground surface will be fertilized and allowed to re-vegetate naturally.

3.3 Building Bases

The prolonged presence of structures prevents plant growth by blocking light to the plants on the site. The ground surface remains stable and time alone will allow plants to re-establish. This will be enhanced by limited scarification to improve the germination of seeds from adjacent plants responding to the application of fertilizer throughout the lease area generally.

3.4 Drill Sites

The reclamation of drill sites is generally completed as the sites are drilled, therefore we do not expect to have any sites that will require reclamation upon closure of the property.

3.5 Burned Sites

Material to be burned will be consolidated to reduce the number of sites and total area of the scorched tundra. All burning sites will be raked and any remaining metal removed and placed in the municipal land fill in Baker Lake.

All live plant tissue in the soil will have been destroyed by the heat but the surface will be stable. Like former building sites discussed above, natural re-vegetation will be slow. The sites will be raked to remove metal, the ash scattered, and the sites fertilized. Non-combustible residue will be placed in the municipal landfill in Baker Lake.

3.6 Trenches

Trenches will be backfilled with the material previously removed and stockpiled beside the trenches. They will be smoothed, re-contoured and fertilized as above.

3.7 Roadways

All access roads which were constructed under the exploration permits will be decommissioned and returned to the original ground profile. The pre-existing drainage courses will be re-established and all culverts removed. Disturbed surfaces will be scarified and fertilized to promote natural vegetative cover.

3.8 Airstrip

The area of the airstrip will be re-contoured; drainage ditches filled in and the area will be fertilized as above, unless it is decided by regulators and local interests that the strip should remain functional for other potential uses.

3.9 Contaminated soils

As indicated in the paragraph 2.3.1.2 above all contaminated soils pertaining to the tank farm area will be removed and either disposed of at site in a lined disposal facility or hauled to Baker Lake for disposal at a designated site. Any other contaminated soils at site, such as in the area

of diesel generator and shop area, etc. will be removed from site and disposed off as indicated above

4.0 Schedule for Restoration

It is anticipated that at least two work seasons will be required for the restoration activities after the site has been de-commissioned of any exploratory operation.

5.0 Site Monitoring

After the completion of reclamation, two years of annual monitoring of the site will take place in the late summer. The monitoring will consist of measuring and documenting plant re-growth, ensuring that the core racks and boxes are stable and inspecting potential problem areas for erosion and run-off into the Lake. Reports, including photographs, will be submitted to the KIA..

6.0 Management and Contingency Factor

Cost estimates for the above activities are based on unit costs and units. Project management costs are estimated at 70 days at $500/day or $35,000. Table 1 is attached to this document, which includes detailed cost estimates for each activity. No contingency factor has been added to the amounts presented in table 1.

Table 1: MEADOWBANK GOLD PROJECT

Meadowbank Site Cost Estimate of Reclamation as of Dec 31, 2006

Activity	Sub-Activity	Item	Units	# Units	Cost/Unit	Cost by Activity	# man days	Allocation of Labour $200	Allocation of Camp Costs $100	Allocation of Helicopter $20,000	Total for Activity
1.0 Demobilization											
1.1 Fuels/tanks	1.1.1 Remove Fuel	Bulk	litres	2,000	$0.589	$1,178		$0	$0	$0	$1,178
		Drums	litres	2,050	$0.589	$1,207		$0	$0	$0	$1,207
	1.1.2 Remove Fuel Vaults/I-beams	Camp to Baker	tonne	97	$727.49	$70,566		$0	$0	$0	$70,566
											$0
	1.1.3 Remove Fuel Drums	Camp to Baker	kg	4,362	$0.727	$3,172					$3,172
											$0
	1.1.3 Remove Fuel Tidy Tanks & Pumps	Camp to Baker	kg	777.0	$0.727	$565					$565
											$0
	1.1.4 Remove 5.6M litre tank& accessories	Dismantle					12	$2,400	$1,200	$3,429	$7,029
		Camp to Baker	tonne	135	$727.49	$98,210					$98,210
		Airfare for GemSteel				$12,000					$12,000
Subtotal - Remove Fuel & tanks						**$186,899**	**12**	**$2,400**	**$1,200**	**$3,429**	**$193,928**
1.2 Drills/equip (Contractor)	Remove Drill Equipment and Supplies										
	-4 BLY diamond drills	Camp to Baker	kg	10,885	$0.727	$7,917					$7,917
	-3 BLY sloops	Camp to Baker	kg	1,360	$0.727	$989					$989
	-3 BLY Pump shacks	Camp to Baker	kg	2,721	$0.727	$1,979					$1,979
	-625 BQ Drill Rods (18 kg ea)	Camp to Baker	kg	11,250	$0.727	$8,182					$8,182
	-437 NQ Drill Rods (22.6 kg ea)	Camp to Baker	kg	9,876	$0.727	$7,183					$7,183
	-Miscellaneous Drill Equipment	Camp to Baker	kg	7,257	$0.727	$5,278					$5,278
											$0
							4	$800	$400	$1,143	$2,343
Subtotal - Remove Drill Equipment						**$31,528**	**4**	**$800**	**$400**	**$1,143**	**$33,871**
1.3 Other major Equipment	1-350 (52 tonnes)	walk out on ice-road	trip	1	$1,320.00	$1,320					$1,320
	3-777B rock trucks c/w spare tires (130 tonnes)	walk out on ice-road	trip	3	$1,320.00	$3,960					$3,960
	1-966C loader c/w spare parts in bucket (18 tonnes)	walk out on ice-road	trip	1	$1,320.00	$1,320					$1,320
	1-Fuel truck (9 tonnes)	walk out on ice-road	trip	1	$1,320.00	$1,320					$1,320
	1-Lube truck (9 tonnes)	walk out on ice-road	trip	1	$1,320.00	$1,320					$1,320
	2-pickups (3 tonnes)	walk out on ice-road	trip	2	$1,320.00	$2,640	-	$0	$0	$0	$2,640
	35 tonne crane	tow out on skid	tonne	29	$727.49	$21,416					$21,416
	Portable crushing plant and supplies	tow out on skid	tonne	186	$727.49	$135,312					$135,312
	Shop van	Camp to Baker	tonne	5	$727.49	$3,637					$3,637
	Shop Coverall	Camp to Baker	tonne	14	$727.49	$10,185	6				$10,185
	4-light plants, used oil tanks	Camp to Baker	tonne	7	$727.49	$5,092					$5,092
	2- BLY Skidders (12 tonnes)	walk out on ice-road	trip	2	$1,320.00	$2,640					$2,640
	D7H Dozer (19 tonnes)	walk out on ice-road	trip	1	$1,320.00	$1,320					$1,320
	1981 Bombardier Go-Tract GT800S (1 tonne)	walk out on ice-road	trip	1	$1,320.00	$1,320					$1,320
	Cat 307B Excavator	Camp to Baker	kg	9,067	$0.727	$6,594					$6,594
	Bomag BW124PD Compactor	Camp to Baker	kg	1,360	$0.727	$989					$989
	Joy Ramtrack VCR 60 Airtrac Drill	Camp to Baker	kg	7,030	$0.727	$5,113	-	$0	$0	$0	$5,113
	Gardner Denver 750 cfm Compressor	Camp to Baker	kg	5,896	$0.727	$4,288					$4,288
	Sullivan 160 cfm Compressor	Camp to Baker	kg	997	$0.727	$725					$725
	Lincoln 300 amp welder	Camp to Baker	kg	204	$0.727	$148					$148
	Jack leg & Steel	Camp to Baker	kg	180	$0.727	$131					$131
	Incinerator & chimney	Camp to Baker	kg	1,655	$0.727	$1,204	2				$1,204
	Weather Station	Camp to Baker	kg	180	$0.727	$131					$131
	Powder Magazine	Camp to Baker	kg	6,300	$0.727	$4,582					$4,582
	Cap Magazines (2)	Camp to Baker	kg	2,100	$0.727	$1,527					$1,527
	Cold Storage (20' Sea can)	Camp to Baker	kg	2,258	$0.727	$1,642					$1,642
	Taylor Power Plant (2 x 250 kw)	Camp to Baker	kg	12,637	$0.727	$9,191	4				$9,191
	Subtotal for Ocean Freight	Baker South	tonnes	26.6	$300.00	$7,969					$7,969
	50 kw generator	Camp to Baker	kg	1,134	$0.727	$825					$825
	19 kw generator	Camp to Baker	kg	498	$0.727	$362					$362
	17 kw generator	Camp to Baker	kg	430	$0.727	$313					$313
	11 kw generator	Camp to Baker	kg	249	$0.727	$181					$181
	6.5 kw generator	Camp to Baker	kg	100	$0.727	$73					$73
	2.2 kw generator	Camp to Baker	kg	32	$0.727	$23					$23

Table 1: MEADOWBANK GOLD PROJECT

Meadowbank Site Cost Estimate of Reclamation as of Dec 31, 2006

Activity	Sub-Activity	Item	Units	# Units	Cost/Unit	Cost by Activity	# man days	Allocation of Labour $200	Allocation of Camp Costs $100	Allocation of Helicopter $20,000	Total for Activity
	18' aluminum boat	Camp to Baker	kg	200	$0.727	$145					$145
	Zodiac & Quicksilver inflatables/3 motors	Camp to Baker	kg	318	$0.727	$231					$231
	8 snowmobiles	Camp to Baker	kg	1,088	$0.727	$791					$791
	4 toboggans & a steel sleigh	Camp to Baker	kg	204	$0.727	$148					$148
	Yamaha ATV	Camp to Baker	kg	300	$0.727	$218					$218
	Gemsteel Equipment	Camp to Baker	tonne	25	$727.49	$18,187					$18,187
								$0	$0	$0	$0
Subtotal - Remove Other Major Equipment						**$258,536**	**12**	**$0**	**$0**	**$0**	**$258,536**
1.4 Kithen/Dry Equipment											
	2 fridges, 1 stove, 1 freezer	Camp to Baker	kg	500	$0.727	$364					$364
	2 washers, 1 dryer	Camp to Baker	kg	249	$0.727	$181					$181
	3 diesel stoves	Camp to Baker	kg	69	$0.727	$50					$50
Tents	Weatherhaven office (16' x 24') & (24' x 32')	Camp to Baker	kg	2,700	$0.727	$1,964					$1,964
	Weatherhaven coreshack (24' x 84')	Camp to Baker	kg	4,400	$0.727	$3,200					$3,200
	4 Weatherhaven sleepers (14' x 16')	Camp to Baker	kg	900	$0.727	$655					$655
	19 Manta sleepers wood (14' 16')	Camp to Baker	kg	0	$0.727	$0					$0
	Cover-All 42' x 70'	Camp to Baker	kg	2,495	$0.727	$1,815					$1,815
	20 diesel stoves	Camp to Baker	kg	460	$0.727	$335					$335
	Miscellaneous equipment/utensils	Camp to Baker	kg	4,500	$0.727	$3,273					$3,273
	Subtotal for Ocean Freight	Baker South	tonnes	16.3	$300.00	$4,882					$4,882
							4	$800	$400	$1,143	$2,343
Subtotal - Remove Kitchen/Dry/Tents & Equipment						**$16,717**	**4**	**$800**	**$400**	**$1,143**	**$19,060**
1.5 Remove Structures/Load out labor(dismantle)											
	Fabric tents						4	$800	$400	$1,143	$2,343
	Wooden buildings-kitchen/dry/mantas						4	$800	$400	$1,143	$2,343
	Equipment/Supplies onto Deltas/skids						4	$800	$400	$1,143	$2,343
Subtotal - Remove Structures/Load out							**12**	**$2,400**	**$1,200**	**$3,429**	**$7,029**
2.0 Core Storage	All core is racked & left for posterity										
3.0 Reclamation											
3.1 Equipment work	D7H flatten slopes, fill sumps, roads, incl airstrip		op hrs	40	$120.00	$4,800	5	$1,000	$500	$1,429	$7,729
	Backfill trenches with Cat 307 hoe	Portage & Vault	op hrs	120	$100.00	$12,000	6	$1,200	$600	$1,714	$15,514
3.2 Supplies/clean up	Fertilizer		bulk	2	$6,000.00	$12,000	5	$1,000	$500	$1,429	$14,929
And labour	Peat		bulk	2	$6,000.00	$12,000	5	$1,000	$500	$1,429	$14,929
	Scarify gravel walkways, airstrip					$0	3	$600	$300	$857	$1,757
	Site clean up						2	$400	$200	$571	$1,171
3.3 Site Monitoring	Contract	Year 1	flat rate	1	$10,000.00	$10,000					$10,000
		Year 2	flat rate	1	$6,000.00	$6,000					$6,000
Subtotal - Reclamation						**$56,800**	**26**	**$5,200**	**$2,600**	**$7,429**	**$72,029**
Accommodation	After camp breakdown	Hotel	mandays	5	$250.00	**$1,250**					**$1,250**
Project Management			mandays	70	$500.00	**$35,000**			**$7,000**		**$42,000**
Total cost - **no contingency**						**$586,731**		**$11,600**	**$12,800**	**$16,571**	**$627,702**
Total Cost						**$586,731**	**70**	**$11,600**	**$12,800**	**$16,571**	**$627,702**