



ABANDONMENT AND RECLAMATION PLAN

ALL WEATHER ROAD

NORTH COUNTRY GOLD CORP.

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**Committee Bay Project
All Weather Road
Abandonment and Restoration Plan**

1. Introduction

In addition to continuing camp upgrades, NCG proposes to build an all weather road from Hayes Camp to the Three Bluffs Drill site. The proposed road corridor has been permitted as a commercial lease cover the corridor. Sometime in the future, a third lease application will be submitted to INAC to allow the construction of a new airstrip, long enough to accommodate a Hercules aircraft, and the remainder of the road that will connect the road from the Three Bluffs deposit to the new airstrip.

The all weather road will enable NCG access to the drill sites at the Three Bluffs deposit even on days when it is not possible for the helicopter to fly and in the future will make unloading of aircraft, landing on the new airstrip, possible.

North Country Gold Corp (NCG) has been conducting mineral exploration in the Committee Bay area since 1992. The lands in the exploration area are Federal and Kitikmeot region Inuit Owned Lands (IOL). Land use for the exploration activities has been authorized by the Kitikmeot Inuit Association (KIA), Indian and Northern Affairs Canada (INAC) and the Nunavut Water Board (NWB). As condition of the licenses, NCG will return the land in a condition as near to its original natural state as practical and possible. This abandonment and reclamation plan will be filed with the relevant regulatory bodies.

2. Road Construction

NCG will continue to conduct baseline studies beginning in 2011. These studies will include the proposed corridor of the road and will entail wildlife monitoring programs, archaeology investigations, freshet monitoring, run-off monitoring, hydrology, etc.

In order to build the road, NCG will need to quarry material. A quarry permit has been approved to provide this material. Only enough material will be used to allow for vehicle transportation. Vehicles in use at the site will include; pick up trucks, quads, side by sides, and snow machines in the winter. The all weather road being designed is **not** a haul truck road.

A number of revegetation studies are currently being conducted across the north. NCG will begin discussions with other companies and researchers currently conducting these studies.

3. Reclamation of Road

A bridge will be required to cross the ravine close to camp. This ravine has water in it during freshet from run-off of melting snow, but following freshet is completely dry. The bridge will be a single span bridge that will be removed once the road is no longer required.

Culverts may be required to allow water from run-off from melting snow to move through the road and continue on course. These culverts will be removed once the road is no longer required.

The road will be scarified to a minimum depth of 0.5m to allow for dirt and blowing seeds to become trapped and provide shelter to assist in the natural revegetation process.

During the life of the project, seeds will be collected from site and stored such that they can be used during revegetation and reclamation. Whenever possible, topsoil will be removed and stock piled for use during reclamation.

4. Emergency Contact Information

Contact Telephone Number

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Environment Canada 867-669-4728. 24-hr pager: 867-766-3737
Nunavut Government, Robert Eno: 867-975-7748
Kitikmeot Inuit Association -: 867-982-3310
Department of Fisheries and Oceans: 867-669-4900
Unaalik Aviation (Rankin Inlet, NU office): 867-645-2535
Ookpik Aviation (Baker Lake, NU office): 867-793-4720
Great Slave Helicopters (Yellowknife): 867-873-2533
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Appendix I

Maps and Plans

