FUEL MANAGEMENT PLAN

TTMG PROJECT, NUNAVUT, CANADA

Effective February 15, 2022

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1 Introduction

This Fuel Management Plan ("FMP") applies to mineral exploration activities to be conducted by Bathurst Metals Ltd. ("Bathurst" or "BM" or "the Company") on the Ted, Turner, McAvoy and Gela Properties ("TTMG" or the "Properties" or the "Project"), Nunavut, Canada. This FMP will come into effect pending approval from all relevant regulatory bodies. Copies and updates to this plan may be obtained via the Company. This FMP will be replaced, upon approval, if there are any significant changes to the activities outlined in the forthcoming permits, which warrant changes to this FMP. Minor changes will be submitted as an addendum to this FMP and submitted to the distribution list as required.

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2 Purpose and Scope

The primary objective of the Ted, Turner, McAvoy and Gela Properties FMP is to provide straightforward procedures for the storage and handling of fuels for the purpose of reducing the risk of environmental contamination and to ensure the health and safety of all personnel from the accidental release of deleterious materials. The FMP includes the following:

- Promote safe handling and use of all types of fuel;
- Reduce the likelihood of spills of all types of fuel;
- Identify responsibilities and procedures for all staff and contractors;
- Provide site specific information about the facilities and contingencies in place;
- Comply with federal and territorial government regulations and guidelines pertaining to transportation, storage, handling and disposal of any type of fuel.

2.1. Other Plans

The FMP should be considered as a part of the Property wide management system. Other management plans in place at the Bathurst Inlet Project include:

- Spill Prevention and Response Plan ("SPRP")
- Waste Management Plan

3 Project Description

The TTMG Project is located on the western side of Bathurst Inlet, in the Kitikmeot Region of Nunavut (Appendix A, Figure 1) within the 1:50,000 scale National Topographic System ("NTS") map sheet 076N06. The nearest community to the Property is Cambridge Bay located 180 km to the north-northeast, across Bathurst Inlet on the southern shore of Victoria Island. The Properties includes the Ted, Turner McAvoy and Gela mineral tenures collectively known as the TTMG Project (the "Properties").

The Properties comprise eleven mineral claims in three noncontiguous blocks under one prospecting permit (KIA License No. KTL121B003). The Properties covers a combined area of approximately 13,450.5 ha and is bound by latitudes 67°08' N and 67°25' N, and longitudes 108°45' W and 109°30' W (Appendix A, Figures 2 through 4).

Past work on the Properties included prospecting, geological mapping, geochemical sampling, geophysical surveys and a nine-hole diamond drilling program (Turner & Ted Properties). Bathurst does not currently have a camp permitted and no new camp will be constructed as the crew will use the existing accommodations and facilities already in place at Bathurst Inlet Lodge. All exploration activities will be based out of Bathurst Inlet Lodge.

Bathurst proposes a twenty hole, five-thousand-meter drill program focusing specifically on known gold occurrences on the Turner Lake and Ted claims. Drilling activities would commence in July once the land is free from snow and the Property surface is fully accessible.

4 Fuel Inventory

During operations, a main fuel cache area will be established on titled land adjacent to Bathurst Inlet Lodge ("BIL" or the "Lodge") at approximately 66° 50' 24.8" N; 108° 2' 5.1" W. Jet fuel, gasoline and propane will be stored in the same fuel cache. There may be temporary fuel caches created to support drilling operations in on the mineral tenures. These temporary caches will store no more than 5 barrels of diesel fuel and/or Jet B fuel, as needed for drilling operations. Other hazardous materials found on site may include small quantities of various lubricants/oil/grease for maintenance of motorized equipment, cleaning products, and waste oil.

Jet fuel, and gasoline at the Lodge will be stored in standard, sealed and labeled 205 litre (L) metal drums. Propane will be stored in standard 100 lb. cylinders equipped with pressure relief valves. Waste oil and fuel will be sealed in 205 L steel drums and removed from BIL for proper disposal. Drums will be stored in an organized manner with the bungs at the 9 o'clock and 3 o'clock positions. All empty fuel drums and waste fuel drums will be backhauled to Yellowknife for cleaning and storage/disposal on an ongoing basis.

Table 1. below lists the fuel types, WHMIS and TDG classifications and expected quantities used annually on the TTMG project.

Product	**WHMIS** (Classification)	**Canadian TDG**	**Quantity Onsite**
Diesel Fuel	B-3, D-2B	UN1202	50 – 205L Barrels
Jet B Aviation Fuel	B-2, D-2A, D-2B	UN1863	60 – 205L Barrels
Unleaded Gasoline	B-2, D-2A	UN1203	5 – 205L Barrels
Propane	A, B-1	UN1978	10 – 100lb Cylinders

Table 1. List of Fuel Types, WHMIS &TDG Classifications and Expected Quantities

The Project Supervisor is responsible for maintaining a detailed fuel and hazardous material inventory and oversees the maintenance and monitoring of all fuel and hazardous material caches.

5 Storage and Containment

All fuels and other hazardous materials will be stored within "Arctic Insta-Berms", or similar products, for secondary containment. These types of berms utilize chemical and fire-resistant fabric (generally polyurethane coated nylon or vinyl coated polyester material) designed for extreme arctic temperatures and puncture resistance. "RainDrain" or similar hydrocarbon filtration systems will be used to safely remove any water collected inside the berms, and as a safeguard against any potential overflows of contaminated water.

Fuel drums will be stored on their sides in organized rows with the bungs in the three o'clock and nine o'clock positions. Drums will be stood upright 1 to 2 days prior to use to allow any contaminants to settle. Daily visual inspections will be conducted to identify any damaged or leaking containers, the findings reported in the "Weekly Fuel Inspection Record" (Appendix B). If a leak is discovered, the substance will either be used immediately or transferred to an undamaged container.

Propane cylinders will be equipped with a pressure release valve that opens and closes to prevent a buildup of excessive internal pressure. Labels, showing data such as date of manufacture and re-testing dates, will be applied to the collar of the cylinders. Propane is non-toxic and will not contaminate soil; therefore, secondary containment berms are not required for storage. All propane cylinders will be secured for safety and stored away from any sources of ignition.

All fuel storage and fuel transfer areas will be located a minimum distance of 31 m from the normal high-water mark of any water body. Spill kits and firefighting equipment will be strategically located near where any hazardous materials are stored or transferred, at all drill sites, in the helicopter(s), and at other locations throughout BIL.

6 Fuel Transportation and Transfer

Fuel and other hazardous materials will be brought to site from Yellowknife via fixed wing aircraft to the marine Port facility operated by Sabina Gold and Silver and then slung by helicopter from Port to the fuel containment area at Bathurst Inlet Lodge. Regulations outlined in the Transportation of Dangerous Goods Act, and other relevant legislation, will be observed at all times during transport. Fuel drums will be slung by helicopter as needed to drill sites. All drums will be inspected for leaks and defects prior to and after helicopter transport. Empty drums will be removed from site for proper disposal.

Electric or hand wobble pumps equipped with filtration devices will be used for the transfer of diesel, jet fuel, and gasoline from their storage containers directly to their end-use fuel tanks. Portable drip trays or mini-berms will be used to mitigate the risk of any spillage, and fully stocked spill kits will be available at all refueling stations. Proper grounding procedures will always be used during fuel transfer while using an electric pump. Cigarette smoking, sparks, open flames, and any potential ignition sources are always prohibited within 100 m of any fuel storage site and during fuel transfer.

When transferring fuel, the drum will be stood upright and blocked with the high side at 12 o'clock, the bung at 3 o'clock, and the vent at 9 o'clock to prevent water or dirty fuel from reaching the openings. The standpipe will be placed in a manner so that it will not be able to reach the lowest point in the drum, thus ensuring any contaminants will remain in the drum.

Any personnel who are required to handle or store fuel will receive appropriate training, including instruction in the operation and maintenance of fuel transfer and storage equipment. All on-site personnel will receive training as outlined in the Aston Bay Property "Spill Prevention and Response Plan"

7 Signs, Labels, Inspections

All drummed fuel will be clearly labeled in accordance with the Workplace Hazardous Materials Information System ("WHMIS") and other applicable legislation. Labels will include, but not limited to, the type of fuel, safe handling procedures, reference to Material Safety Data Sheets ("MSDS"), company name, and the date of delivery to site. Signs with the same information, along with MSDS for each fuel type will be posted at each fuel storage or transfer site. "No Smoking" signs will be posted at each fuel cache, drill site, and fuel transfer area.

As previously stated, all fuel drums will be inspected upon arrival at BIL, and before and after helicopter transport. Monitoring of drums, fuel transfer equipment, and fuel caches will be ongoing during the exploration program. Daily inspections will be conducted to identify any

damaged or leaking containers, and the findings reported in the "Daily Fuel Inspection Record" (Appendix B). Any damage discovered during or because of transport will also be recorded. Any leaks or spills will be reported and contained as outlined in the Aston Bay Property "Spill Prevention and Response Plan". The Project Supervisor is responsible for overseeing the monitoring and inspection program and keeping a detailed inventory of all fuel and other hazardous materials on site.

8 Spill Kits

Spill kits will be located at each fuel cache, storage area, and refueling station. See the Aston Bay Property "Spill Prevention and Response Plan" for further details regarding spill kits, and spill response and reporting procedures.

9 Applicable Legislation and Guidelines

Applicable acts, regulations, and legislation that relate to the storage, handling, and transport of fuel are presented in the following:

9.1. Federal

- Canadian Centre for Occupational Health and Safety Act
- Hazardous Products Act
- Canadian Environmental Protection Act
- Fisheries Act
- Nunavut Waters and Nunavut Surface Rights Tribunal Act
- Transportation of Dangerous Goods Act
- National Fire Code of Canada
- Northern Land Use Guidelines
- Workplace Hazardous Materials Information System ("WHMIS")
- CCME Environmental Codes of Practice for Aboveground and Underground Storage Tank Systems Containing Petroleum and Allied Petroleum Products
- Storage Tank Systems for Petroleum Products and Allied Petroleum Products Regulations

9.2. Territorial

- Fire Prevention Act
- Environmental Protection Act
- Mine Health and Safety Act and Regulations
- Safety Act
- Nunavut Occupational Health and Safety Regulations
- Environmental Guideline for the General Management of Hazardous Waste

- Contingency planning and spill reporting in Nunavut
- A Guide to Spill Contingency Planning & Reporting

10 Inspections

The Project Manager will be responsible for daily inspections of the fuel berms and the monitoring, tracking and recording of fuel inventories while operations are active. Secondary containment berms will be inspected for signs of punctures, failures, leaks, etc. Drums will be inspected for proper storage, leaking bungs, cracks, and punctures. Any issues noted will be remediated immediately. See Appendix B for the Fuel Inspection Record form.

Appendix A: Figures

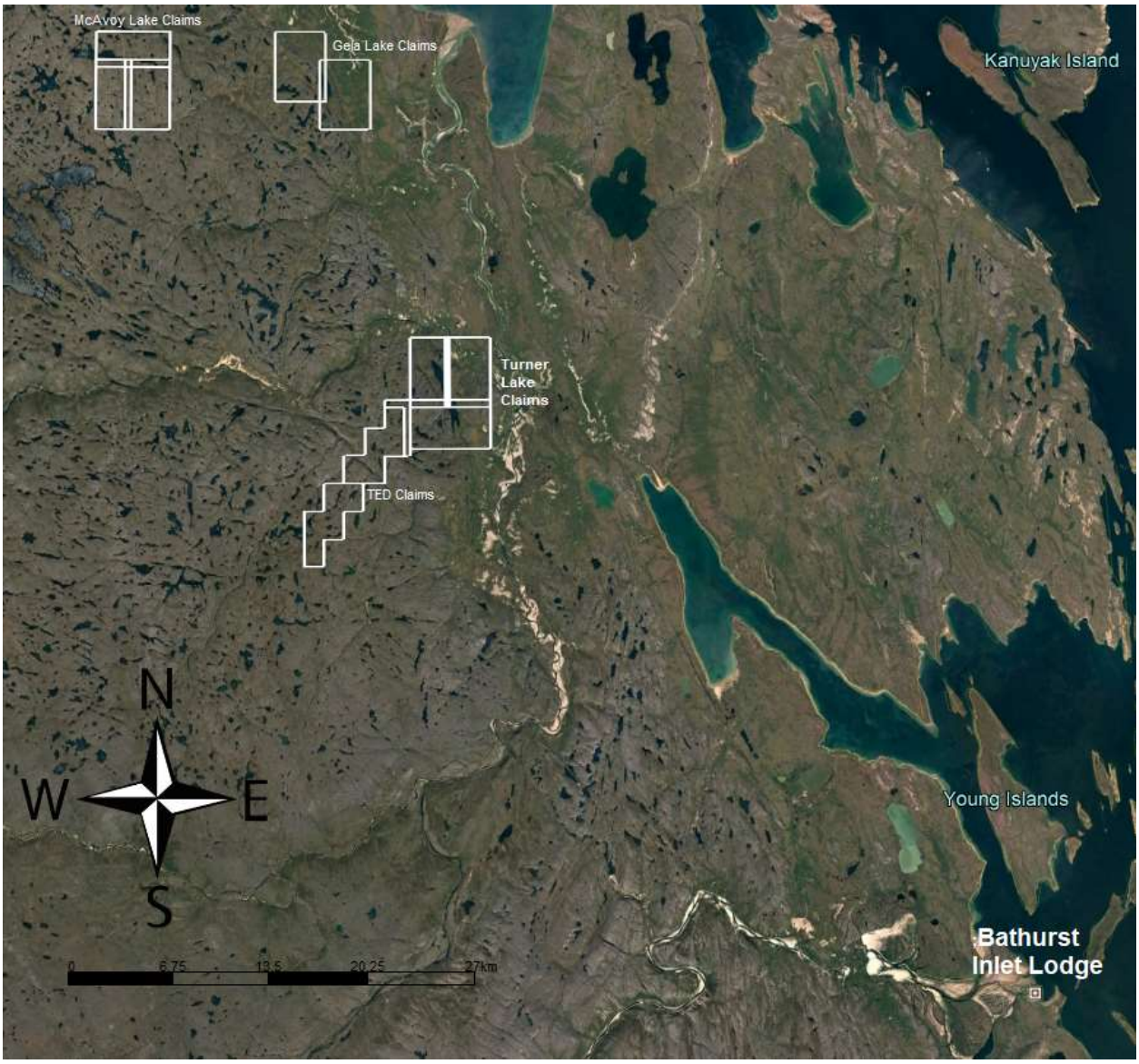

Figure 1. Ted, Turner Lake, McAvoy Lake, Gela Lake Mineral Tenures Location Map.

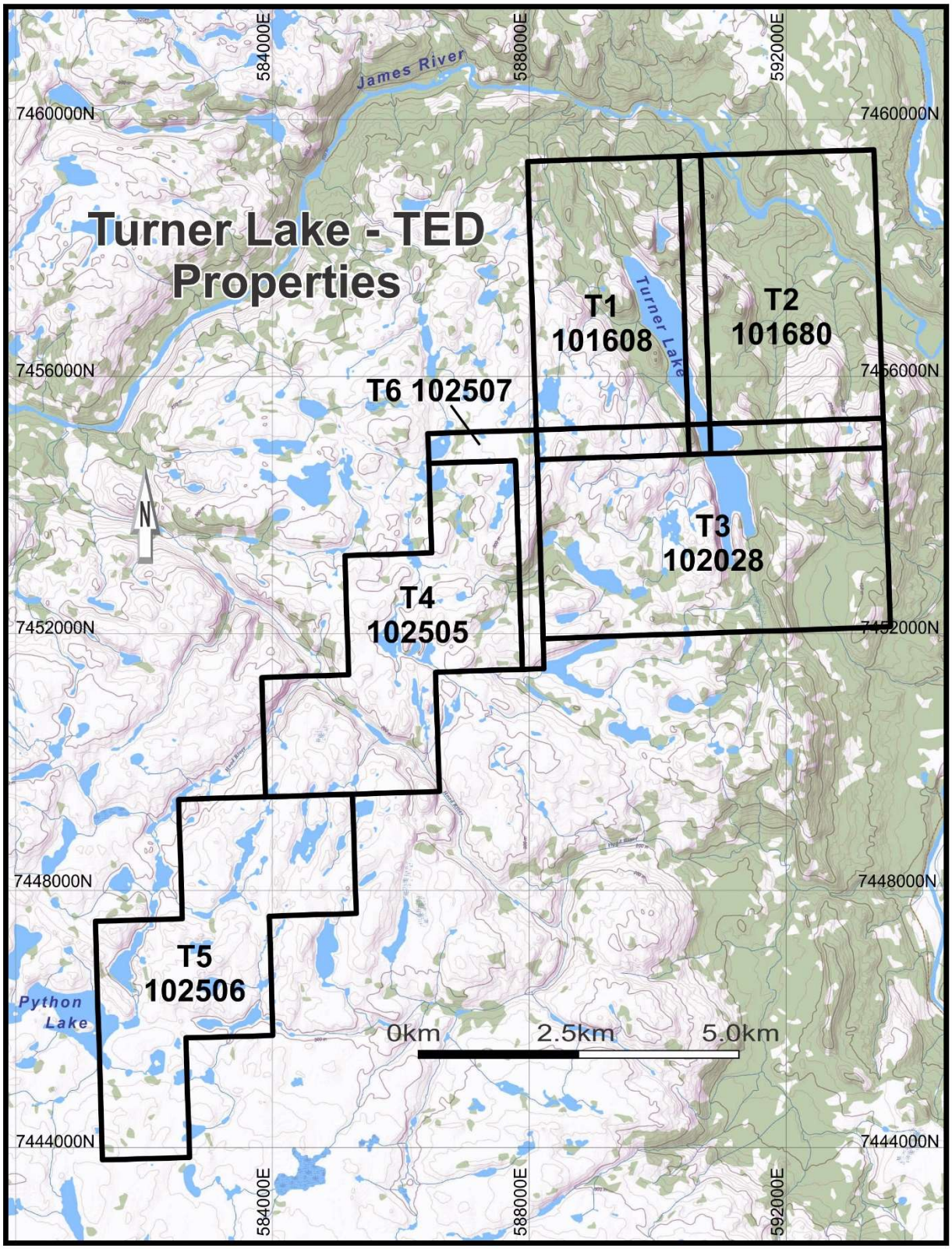

Figure 2. Turner Lake and Ted Mineral Tenures.

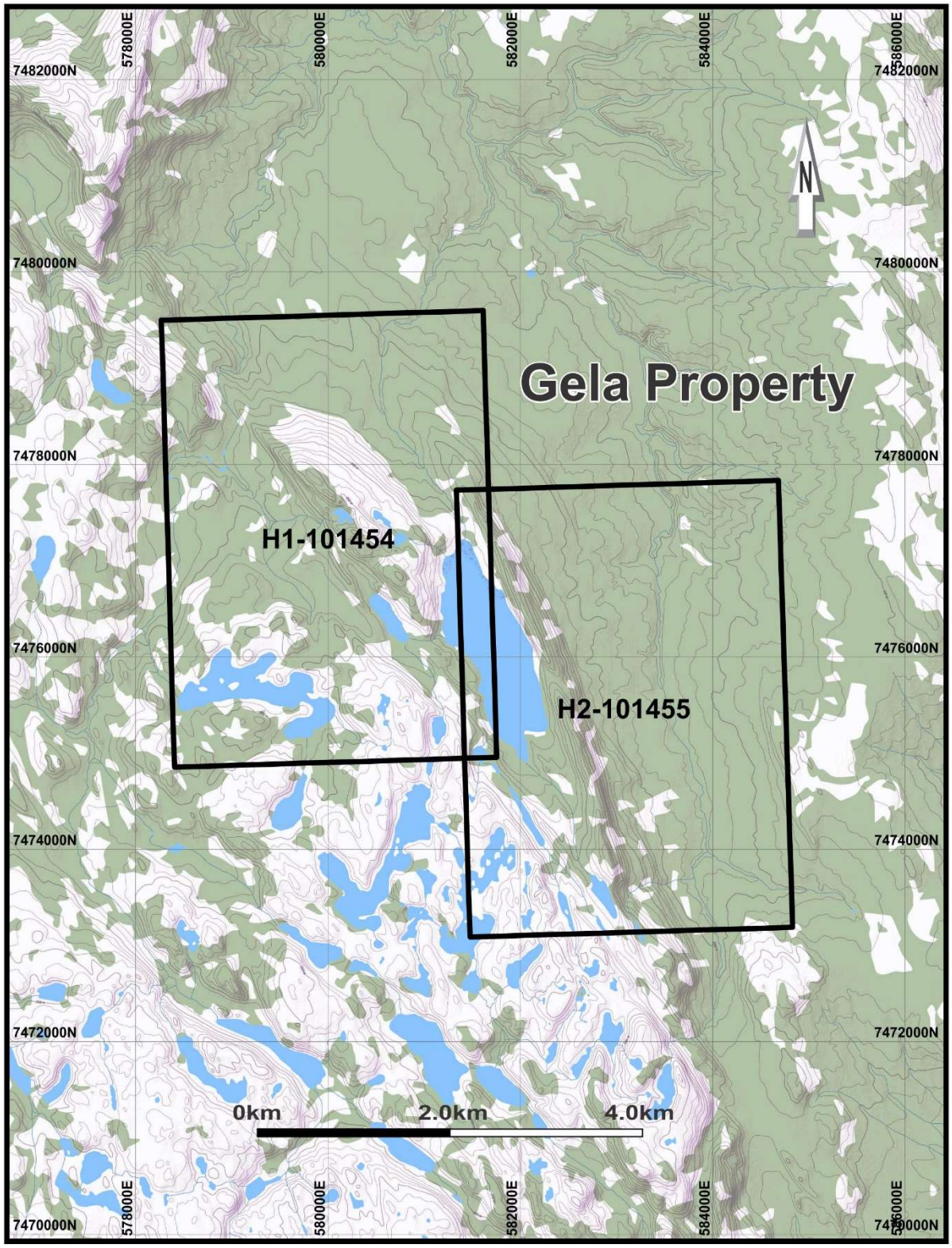

Figure 3. Gela Lake Mineral Tenures.

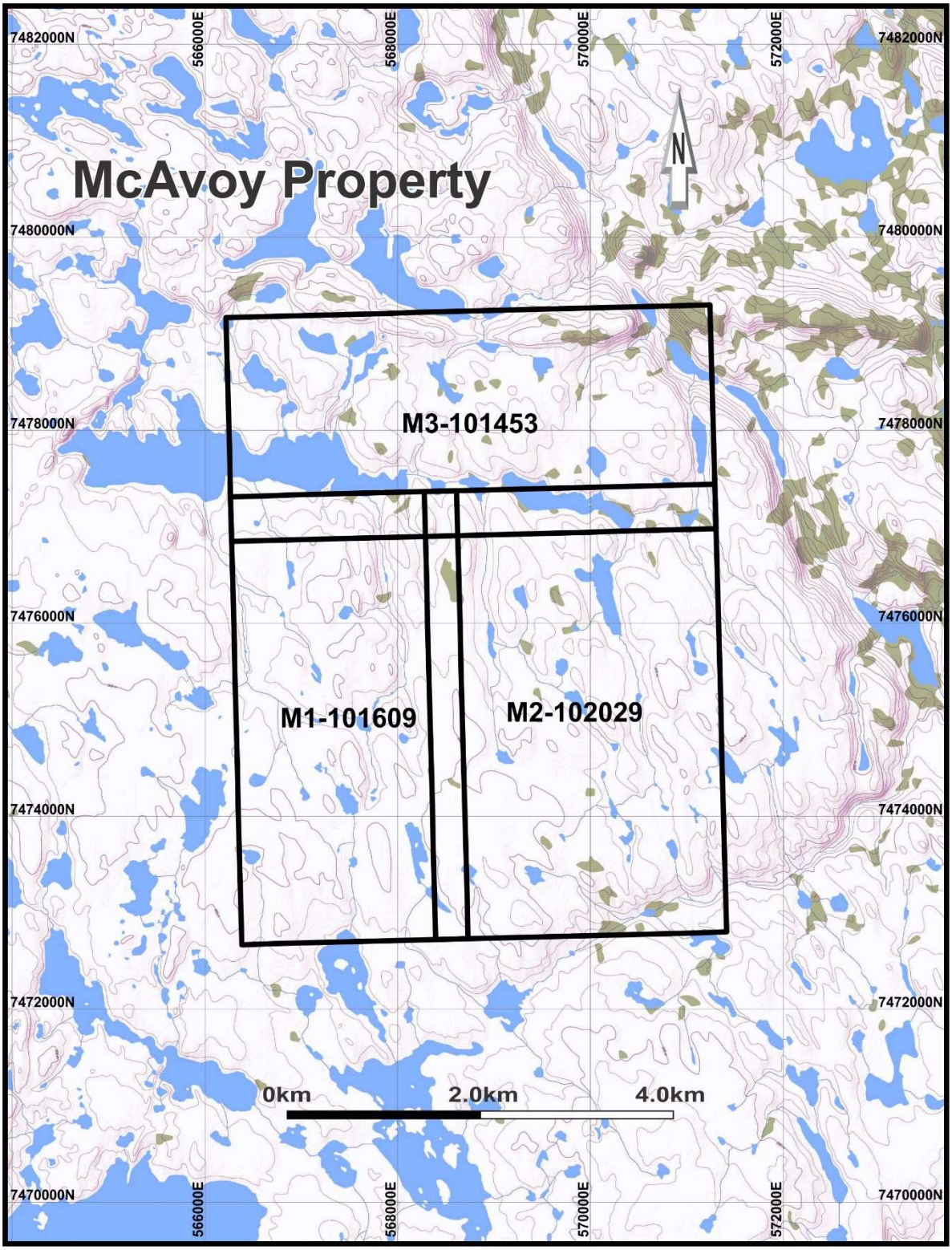

Figure 4. McAvoy Lake Mineral Tenures.

Appendix B: Fuel Inspection Records

Date	Main Cache	Field Cache	Insta-Berm	Bungs & Rims	Corrosion	Hoses/Valves/Fittings	Spill Kit/Fire Extinguisher	Signs	Comments
Example: August 23, 2021	X		No leaks, damage or wear noted, rain drain functioning	All bungs and rings in place and sealing properly, no leaks	Minor rust noted on Jet -B batch 1- priortize use before batch 2	all equipment in place and functioning properly	spill kits inspected, fire extinguishers inspected - no issues noted	Signs posted in high visibility locations. No issues noted	Monitor corrosion on fuel barrels and check for leakage