PRAIRIE CREEK PROJECT, NT (2022-Present)

NORZINC LTD.

Prairie Creek is an underground zinc mine located in traditional Dene territory in the Northwest Territories, approximately 555 km west of Yellowknife. While there is existing infrastructure in place at the site from historic exploration and development activities, since 1982, access to the site has been primarily by aircraft.

Pioneer Winter Road (2022-Present)

In October 2022, Nuna Logistics was awarded the contract to construct the Pioneer Winter Road to NorZinc's Prairie Creek Project. The winter road represents the first phase of NorZinc's plan to ultimately construct an all-season access road to the site.

Nuna's contract commenced mid-November 2022 until March 2023. Our scope of work includes:

- Construction of a 130 km winter road.
- Construction of an ice bridge over the Liard River.
- Reactivation of 14 km of existing logging road.
- Right of way clearing for the all-season road.
- Installation of stream crossings including a temporary bridge, culverts, and snow/ice crossings.

This will be the Project's first access by land since 1982 and is a key step in future development.

SNAP LAKE PROJECT, NT (2004-2009 | 2012 | 2021-Present)

DE BEERS CANADA INC.

The Snap Lake Diamond Mine is located 220 km northeast of Yellowknife, NT and is Canada's first completely underground diamond mine. Construction began in 2004 and the mine was in operation from 2008 to 2015. Nuna was on-site as part of the original construction team in 2004 and returned in 2021 as Prime Contractor for the mine's reclamation and remediation, representing Nuna's participation in the complete Project life cycle from early exploration to closure.

Mine Site Remediation (2021-Present)

In December 2021, MET / Nuna Joint Venture (MNJV), a partnership between North Slave Métis Alliance company Métcor Inc. and Nuna Logistics, was awarded the 3-year contract to decommission and reclaim the former underground diamond mine. As Prime Contractor, MNJV will manage the closure, demolition, and rehabilitation of the site. MNJV's scope includes:

- Decommissioning and demolition of all structures, tanks, and facilities used during mine operation.
- Environmental monitoring for compliance with land use and water license permits.
- Camp and catering operations for 100-120 people.
- Coordination of activities diverting waste from the landfill for reuse at other locations.
- Logistics coordination including construction of a 30^{+} km winter road and freight and cargo flights.
- Construction of the final tailings containment facility cover system.
- Placement of an estimated 100,000 m^3 of demolition materials in the onsite landfill.
- Coordination of offsite disposal of hazardous materials.
- Construction of water management structures and ditches for closure surface water control.
- Installation of BGM Liner and Dental Concrete for surface water control structures.
- Drilling and blasting to facilitate construction of ditches.
- Landfarming of contaminated aggregate materials generated during mine operation to allow for disposal at site.
- Installation of mine opening concrete caps.
- Final landform grading to meet closure requirements.
- Placement of overburden, fertilizer, and seeding on identified areas of the disturbed footprint.

Water Management Ditch, Quarry Development & Winter Access Road (2012)

Denesoline/Nuna Joint Venture (DNJV) provided construction and maintenance of a winter site access road and constructed a water management ditch approximately 280 m long and up to 15 m deep. Golder Associates designed the ditch to contain run-off water for testing and treatment prior to discharge into the environment. DNJV mobilized construction crews and equipment in February and demobilized in late March and early April, with the exception of a few pieces of equipment required for the summer work. DNJV's work entailed drilling, blasting, loading, and hauling. The project required completion prior to freshet, which was met.

DNJV also provided supervision and site control of quarry blasting for the production of crush and construction rock. This included supervising Breakaway Drilling and Blasting, as well as supporting the work with a 345 excavator to place blast mats, prepare benches, and load material. The project was carried out through the spring and summer with completion in September 2012. The remaining equipment was demobilized over the 2013 winter road.

Earthmoving & Site Infrastructure Construction (2004-2009)

As part of the Snap Lake Project's original construction team, DNJV's activities included: construction and maintenance of a winter site access road; construction of site infrastructure including pads, fuel tank farm, and all-weather site roads;

construction of a 5,000' airstrip capable of handling Boeing 737 and Hercules aircraft; construction of 2 lined processed kimberlite containment dams; and provision of ongoing site service support.

GAHCHO KUÉ PROJECT, NT (2003-2006 | 2013-Present)

DE BEERS CANADA INC.

The Gahcho Kué open pit diamond mine is located at Kennady Lake, approximately 280 km northeast of Yellowknife, NT. The mine is a joint venture between De Beers Canada Inc. (51%) and Mountain Province Diamonds Inc. (49%).

Mine Site Winter Access Road (2015-Present)

Nuna Deton'Cho Winter Road Services Joint Venture, a partnership with Det'on Cho Corporation (Yellowknives Dene First Nation), secured a 3-year contract in February 2015 for the construction and maintenance of the 125 km Gahcho Kué winter site access road; and provision of a full-service camp at Margaret Lake. The site access road transverses 101 km lake ice and 24 km portages with a take-off from the Tibbitt to Contwoyto Winter Road to the Gahcho Kué mine site. The first construction season commenced December 2015 with typical construction and maintenance schedule: December - initial road construction; late-January/early-February - allowable full loads; and mid to end of March - road closure. Initial route construction involves clearing snow from the lake ice to an operational width of 40 m; and portage construction to a width of 10 m. A typical season will see highway legal full load weights of 63.5 metric tonnes on an ice plate of 39" (3') or greater. Aside from the usual remote Northern construction challenges, lack of infrastructure, storms, and achieving cold temperatures to build ice, the route also has several archeologically sensitive areas alongside that must be protected and avoided.

Ad-Hoc Labour Services (2019-2020)

MET/Nuna Joint Venture (MNJV), a partnership with North Slave Métis Alliance, has been providing ad-hoc labour services at Gahcho Kué since late fall 2019 and are expected to be on site through to the end of summer 2020 at minimum. Through the provision of a small crew of multi-skilled equipment operators, MNJV assists with ongoing dam raise construction and other small-scale earthworks projects to supplement the Client's existing crews. Working on an ongoing rotational basis, the crew of operators are providing dozer and loader operations at various locations as well as assistance with dewatering activities when required. The crew work under the direction of De Beers and are fully integrated into the site team.

Earthworks & Site Services (2013-2018)

Denesoline / Nuna Joint Venture (DNJV) performed major earthworks, surface works, and site services support during the development stage of the Gahcho Kué Project. DNJV's 2013-2016 multi-scope contract included:

- Pioneering and construction of a 2.5 km all-weather camp access road.
- Planning and development of the construction quarry which produced 750,000 m^3 of blasted material.
- Construction of the Phase 1 crusher pad to facilitate the setup of the aggregate crusher.
- Operation and maintenance of the aggregate crusher and production of approximately 140,000 m^3 of crushed materials.
- Construction of a 12 km of permanent all-weather site access road network.
- Hauling and placement of 150,000 m^3 of run-of-mine material and crushing aggregate to construct the camp and plant pad to accommodate erection of a 450-person camp, process plant, shop, and other ancillary buildings.
- Construction of 2 HDPE lined tank farms to quarter 22 million liters of fuel.
- Development of various storage laydown pads throughout the site.
- Field design and installation of a dewatering system to allow for safe dewatering of Kennedy Lake during winter months.
- Operation and monitoring of the dewatering system, effectively discharging approximately 2,000,000 m^3 of water.
- Foundation construction and erection of 2 buildings to provide 33,200 square feet of cold and warm storage area.
- Site service support for the 2015 winter road offload program which encompassed unloading and placing 2,400 loads.
- Construction of a 5,500' permanent airstrip capable of supporting Boeing 737 aircraft.

Upon completion of the major earthworks contract, Nuna continued to provide ad-hoc equipment operator services to supplement De Beers' mining and construction crew until the end of 2018.

Nisha & Gahcho Kué Exploration Projects, NT/NU (2003-2006)

Denesoline / Nuna Joint Venture (DNJV), a partnership with Denesoline Corporation Ltd. (Lutsel K'e Dene First Nation), provided support for De Beers Canada's exploration projects in the Slave Geological Region, NU and NT. Scope included: pioneering and construction of a winter access route to support transportation of fuel from Yellowknife to site; preparation of a temporary ice airstrip for delivery of fuel and re-supply; coordination of fuel purchase and transportation from Yellowknife; coordination of the airlift to Lupin; and route selection and construction of a 125 km winter road to Gahcho Kué (included mobilization of construction and drill/blast equipment, transportation of bulk sample to Yellowknife, fuel transportation to site, dam construction, and provisioning fully staffed camp facilities).

DIAVIK DIAMOND MINE, NT (1998-Present)

DIAVIK DIAMOND MINES INC. (RIO TINTO PLC)

Rio Tinto and Aber developed Canada's second major diamond mine. The Diavik Diamond Mine site is located at Lac de Gras, NT, approximately 280 km north of Yellowknife, NT. The capital cost of the project was approximately $1.2 billion. Nuna's involvement began early with support of the advanced exploration stage through construction and into several years of operation activities.

Processed Kimberlite Containment & North Country Rock Pile Labour Support (2019-Present)

In early 2019 Nuna Logistics was awarded a 3-year contract to complete two distinct scopes of work. The first is a continuation of ongoing work to re-slope the mine waste rock pile for eventual mine closure. Once the pile is sloped, layers of till and rock will be placed to ensure the reclaimed structure isn't affected by weathering and erosion and will create habitat for local wildlife.

The larger portion of the work is in the Processed Kimberlite Containment area where Nuna will construct a zoned rockfill dam raise in the existing facility. This includes the loading, haulage, and placement of coarse processed kimberlite in thin lifts, trimming of side slopes, installation of a liner, and extension of roads and pipe access points. All this work will take place in an active deposition area, requiring coordination of activities with numerous groups. Nuna crews will also be installing geotechnical instrumentation in both work areas to allow ongoing monitoring of structural integrity and settling.

A21 Dike Support (2015-2018)

Diavik Diamond Mines Inc. (DDMI) has leveraged Nuna's experience on heavy civil projects, capability to budget and schedule, and ability to supply qualified personnel to make the A21 project grow in scope from a simple manpower provider to a vital part of the DDMI construction team.

Nuna's 2016-2018 scope included:

- Supply of labour, large mine equipment operators, and equipment to support DDMI and Bauer construction of the A21 dike cut-off wall including raising dike elevation, pipe benches, and roads.
- Supply of embedded personnel: 2 site services operators; 8 Cat D10 dozer operators; 4 underground operators; and numerous management and administrative positions including Superintendent, Senior Advisor, Field Coordinators, and Travel Coordinator.
- Support and liaise between DDMI and the contractors of various cultures (multi-language) on the project performing functions including: cut-off wall foundation; marine and barge; engineers of record; electrical; site services; scaffolding and carpentry; survey; dike thermosiphons; mobile plant maintenance; and janitorial and logistics.
- Provision of backfilling services during vibrodensification to produce dike columns (vibro tool vibrates into the ground and consolidates the existing material; once the tool has reached the desired elevation, the hole is backfilled with 2" material and vibrated again so the result is a complete hard column).
- Operation of water buggies and grout plant for dike curtain grouting.
- Provision of labour, concrete mixer trucks, and excavators; and development of trenches and installation of concrete templates for pre-drill rigs (BG30 and BG40).
- Provision of crane services and excavator support to clear the spoils generated from dike cutter soil mixing wall construction.

Processed Kimberlite Containment (PKC) Dam
Initial Construction & Subsequent Raises (2007-2009)

Work comprised the initial construction of 5.5 linear km of containment and subsequent raising of the PKC dam (5 m to 15 m lifts) which entailed blasting and excavation of the key trench to bedrock and/or permafrost, leveling with till material, and placement of HDPE liner locked in with a till plug. Structure comprised rock fill, liner bedding, liner, and placement of rock fill for thermal protection.

A418 Dike Construction, Dewatering & Pre-Stripping (2005-2006)

Kimberlite pipe A418 required construction of a water retaining dike and cut-off wall. A418 dike is 1.2 km long, located in water up to 32 m deep, and required approximately 1.1 million m^3 of rockfill.

A418 dike joins existing A154 dike, and construction methods similar to those used in A154 dike were utilized – various sizes of rockfill, a central plastic concrete cut-off wall, jet and curtain grouting, and installation of instrumentation. A significant crushing facility prepared much of the rock before placement using rock from the A154 open pit. The rockfill portion of the A418 dike was completed in 2005, and the cut-off wall completed in 2006.

A154 Dike Construction, Dewatering & Pre-Stripping (2001-2002)

Located 20 m below water off an island in Lac de Gras, the A154 kimberlite pipe required construction of a 3.8 km long, up to 25 m high dike to enclose an area 1.5 km^2. Lac de Gras Constructors, a partnership between Nuna and Peter Kiewit Sons Ltd., was awarded the construction contract in 2000.

During the 2001 season, 5,000,000 m^3 of rock was excavated and 6,000,000 tonnes of crushed granular aggregate was produced and placed to complete the dike. Excavation along the central core of the dike allowed the installation of a bentonite cut-off wall of 51,000 m^2.

Work included: installation of turbidity curtains; foundation preparation (dredging); placement of filter material on lake bed floor; placement of embankment (3 types of materials); vibrodensification of materials; excavation through central core to facilitate cut-off wall; trenching on land and in shallow waters for cut-off wall in some areas; placement of abutment insulations, which included thermosiphons, drainage, and toe berms; and relief wells and installation of geotechnical instrumentation. Jet grouting was required along the entire length of the dike between the cut-off/bedrock interface and curtain grouting below the cut-off in the bedrock. Civil infrastructure work included pads, tank farm containments, airstrip construction, installation of Hilfiker wall, and supply and placement of structural concrete.

North Inlet Dike (2001)

The North Inlet Dike was constructed prior to the A154 dike and provided a test platform to confirm the cut-off wall constructability criteria. This project consisted of backfilling the core with granular material, vibrodensification, and jet grouting columns.

Early Works (seasonal between 1998 & 2000)

- Preparation of the exploration site and placement of site facilities.
- Installation of a remote development site comprising camps, shops, fuel storage, and mining supplies sufficient for a 10-month underground bulk sample program. The program included drill/blast and muck of a decline adit.
- Annual winter road access construction and maintenance.
- Reverse circulation drill support for an extensive drilling program which included establishing drill pads on the Lac de Gras ice for the annual drill program.
- Preparation and transportation of a 3,000-tonne bulk sample from the A154 site to the pilot plant in Yellowknife.
- Constructability review for the Diavik feasibility study prepared by Nishi-Khon/SNC♦Lavalin Limited.

TIBBITT TO CONTWOYTO WINTER ROAD, NT/NU (1998-Present)

TIBBITT TO CONTWOYTO WINTER ROAD JOINT VENTURE

The Tibbitt to Contwoyto Winter Road (TCWR) is a permitted, up to, 604 km heavy haul ice road corridor serving as a re-supply route for operating diamond mines and exploration in the Northwest Territories and Nunavut. Approximately 85% of this road is constructed on frozen lakes, with overland portions linking the 64 lakes along the route. From 1998 to 2016, Nuna constructed and maintained the winter road from Yellowknife to Lupin; and in 2008, Tibbitt to Contwoyto Winter Road Joint Venture (TCWR JV) (and Nuna) received the Professional Award of Merit for Engineering from the Northwest Territories and Nunavut Association of Professional Engineers and Geoscientists (NAPEG).

In 2016, TCWR JV split the road contract into 2 segments to allow for additional regional Indigenous participation. Nuna Deton'Cho Winter Road Services Joint Venture, a partnership with Det'on Cho Corporation (a wholly owned development corporation of the Yellowknives Dene First Nation), holds the contract for the North end of the road comprising 149 km over frozen lakes and portages; construction, operation, and maintenance of land and ice-based airstrips to support shoulder season activities; and full-service operation of the client's Lac de Gras camp.

GIANT MINE CARE & MAINTENANCE, NT (2005-Present)

PUBLIC SERVICES AND PROCUREMENT CANADA (GOVERNMENT OF CANADA)

The Giant Mine site is located on the Ingraham Trail, 5 km north of Yellowknife, NT. Between 1948 and 2004, Giant Mine was a major economic driver for Yellowknife and the Northwest Territories. When the mine closed, attention focused on the environmental issues left behind, notably 237,000 tonnes of arsenic trioxide stored in underground chambers. In 2018, Parson's Inc. was contracted by Public Services and Procurement Canada to take over management of the mine's care and maintenance program.

Surface Care & Maintenance (2018-Present)

Deton'Cho / Nuna Joint Venture continues to provide services to the Mine Manager including maintenance of all surface infrastructure, water management and monitoring, electrical system maintenance, drilling support, and select demolition work.

Care & Maintenance (2005-2018)

In 2005, Deton'Cho / Nuna Joint Venture (DCNJV) was contracted by the Government of Canada to provide care and maintenance at the Giant Mine site. DCNJV's scope included: maintenance of site facilities, equipment, underground access, and hoisting and pumping equipment; site security; bulk fuel storage demolition; select building demolition; pipe works upgrade; surface water management improvements; and operation of the effluent treatment plant.

Freeze Optimization Study (2011-2013)

Under the Giant Mine Care & Maintenance contract with the Government of Canada, Deton'Cho / Nuna Joint Venture provided construction services to support a trial project designed to optimize methods of freezing the underground arsenic storage chambers. Work included: surface drilling by a variety of methods (mud rotary, coring, and down hole hammer) and installation of piping for a mechanical freezing system; instrumentation installations; underground development required for horizontal drilling and freeze pipe installation; surface civil works and site grading; and bulkhead construction.

EKATI DIAMOND MINE, NT (1994-Present)

ARCTIC CANADIAN DIAMOND COMPANY LTD.

Former Owners: Dominion Diamond Mines / BHP Billiton Diamonds Inc.

Located 320 km north of Yellowknife, NT, the Ekati mine is Canada's first diamond mine, which was constructed at a capital cost of approximately $1 billion. Nuna had been involved with the project since the early development stages, first under original owner BHP Billiton; and has continued with former owner, Dominion Diamond Mines, and current owner, Arctic Canadian Diamond Company Ltd.

Ad-Hoc Labour Services (2014-Present)

Nuna Deton'Cho Contracting Joint Venture performs ad-hoc labour services to the Mining Operations department year-round by providing supplemental haul truck drivers, multi-equipment operators, and drillers for open pit operations. These crews operate under the direct supervision of the Owner's Team Leaders and are embedded with the mining crews.

Site Services (2018)

Under our site services contract, Nuna Deton'Cho Contracting Joint Venture successfully executed the following major scopes:

- Misery underground 440 bench work – Loading, hauling, and dumping 100,000 tonnes of blast rock; construction of various pads and structures backfilled to support future underground operations including fresh air raise units, heaters, fuel tanks, and pumping stations; and installation and removal of crane pads on the Misery Pit ramp to support highwall scaling and mesh installation.
- Misery camp pad re-grading – Cut-to-fill activities on the existing camp pad to accommodate Misery Camp expansion; pad construction for various tanks and structures; and wildlife fence relocation.
- King Pond saddle dam upgrade – Construction of an impermeable saddle dam in preparation for dewatering Misery underground operations. Scope included loading, hauling, and placing approximately 24,000 m^3 of crush stone material and 8,450 m^2 of geosynthetic clay liner.
- Sable ERT building – Erection of a 60' x 40' steel foldaway building, foundation block installation, and surfacing material.
- Drill support – Provision of labour and equipment to support the 2018 winter drill program at various exploration sites.
- Environmental remediation – In conjunction with the Client's environmental department, completion of Old Camp reclamation and Landfarm bio-remediation projects.

Jay Road Project (2017)

Following completion of the Sable Project, crews and equipment were transferred to the Jay Road Project at Ekati under a new entity, Nuna Deton'Cho Contracting Joint Venture. The road provides access to the Jay deposit on Lac du Sauvage from the existing Misery Road. Construction on the Jay Road started in mid-July 2017 and completed in early-October 2017, with a peak on-site manpower of 42. Scope items included: Jay Road Construction (4.3 km with 25.8 m running surface and 6 culvert crossings); and Jay North Road Construction (2.2 km with 25.8 m running surface and 2 culvert crossings).

Sable Project Early Works (2016-2017)

As part of the continual development of the Ekati site, in 2016 Nuna Contracting Ltd. was awarded the Sable early works infrastructure contract. The Sable deposit is located beneath Sable Lake on the Ekati property. A large heavy civil fleet (100-tonne trucks and support gear) was mobilized to perform this scope – 140 direct hires and subcontractors at peak manpower on site. A total of over 263,000 man-hours were worked by Nuna and 11 subcontractors. Nuna's scope was completed between April 2016 and July 2017 and included:

- Beartooth waste rock stockpile – drill and blast.
- Beartooth crushing operation.
- Sable haul road construction – 16 km with 21 m running surface and 5 culvert crossings.
- Sable site haul road construction – 1.6 km with 26.4 m running surface.
- Sable pit quarry operation – pioneering, drill, and blast.
- Sable crushing operation.
- Sable infrastructure pad and access roads.
- Two Rock frozen core dam construction.
- Two Rock filter dike and access road construction.
- Sable Tank farm – tank pedestals, liner, and containment berms.
- Sable Lake and Two Rock Lake dewatering.

Lynx Pit Access Road (2015)

In 2015, Nuna's presence increased at the Ekati site as an ad-hoc crew to complete the construction of the Lynx Pit Access Road and upgrade (1 km new construction plus 3 km upgrade). The work was carried out utilizing the Owner's fleet. In addition, Nuna provided Ekati Mine Services crusher support (Misery) and ad-hoc labour for the operation of the Koala crusher and for the Misery power supply project. Under Nuna Winter Road Services, Nuna's scope comprised the 2015/16 winter road construction and exploration drilling support for the Jay Pipe project.

Early Works & Continued Involvement (1994-2007)

Nuna's involvement at Ekati began in the early stages of development (1994) and included:

- Construction of a 7,000' airstrip and supporting access roads.

- Construction of a 160 km winter road over the barren lands and frozen lakes to support a major exploration drill program.
- Drill support for 5 reverse circulation drill rigs, which involved construction of road access, set-up and tear-out of rigs, and rig support.
- Transportation of bulk bagged cement from Hay River, NT to Ekati mine site for the construction of the process plant and ancillary buildings.
- Crush and supply of aggregates for construction concrete and backfill materials for the plant site and road maintenance.
- Contract mining services for the Panda pit pre-stripping program, the Koala North pit, and standalone mining of the Misery satellite pit, which included provisions of all site infrastructure such as camps, shops, fuel bays, etc. Nuna personnel moved 1.2 million tonnes per month average during these programs.
- Construction of a CEA award-winning 800 m long frozen core dam at Long Lake, including the installation and operation of frozen core aggregate batch.
- Additional construction of 3 frozen core dams at the Misery Pit satellite site.
- Construction and maintenance of a 31 km all-weather access and haulage road linking the Ekati site to the Misery site.
- Construction of HDPE dewatering pipelines and earthworks at various locations on-site.

DO-27 DIAMOND PROJECT, NT (2005-2009)

PEREGRINE DIAMONDS LTD.

Nuna provided drill support services for bulk sampling at the DO-27 kimberlite occurrence, WO Diamond Project, located approximately 27 km southeast of the Diavik Diamond Mine and 11 km east of the Tibbitt to Contwoyto Ice Road, NT. Nuna's scope included: drill support; and construction of site access roads and a 5,000' ice airstrip capable of handling Hercules aircraft.

CON MINE RECLAMATION, NT (2007)

NEWMONT MINING CORPORATION (formerly Miramar Mining Corporation)

The Con Mine site is located in the Northwest Territories, just south of Yellowknife; and was Canada's first gold mine, ceasing operations in 2003. Deton'Cho / Nuna Joint Venture carried out site road and pad contouring as part of the site reclamation scope.

AFRIDI LAKE & ARNAK EXPLORATION PROJECTS, NT (2004)

KENNECOTT CANADA EXPLORATION INC.

The Afridi Lake and Arnak diamond projects are located in the Slave Geological Province of the Northwest Territories, 320 km northeast of Yellowknife, NT. Nuna's project scope included: construction of a 65 km ice road to Afridi Lake; transportation of fuel from Yellowknife to site; preparation of a temporary airstrip; establishment of drilling pads; mobilization and provision of a fully staffed 40-person camp facility; and construction and maintenance of an ice airstrip for the Arnak Project.

BACK RIVER GOLD PROJECT, NU (2012-2013 | 2017-2018 | 2020 | 2022-Present)

SABINA GOLD & SILVER CORP

Located in the Kitikmeot Region of Nunavut, the Back River Gold Project is approximately 75 km southwest of Bathurst Inlet, NU (520 km northeast of Yellowknife, NT), and hosts Sabina Gold & Silver's Goose and George deposits. Sabina purchased the project from Dundee Precious Metals in 2009.

Goose Mine Winter Access Road (2022-Present)

In November 2022, Nuna West Mining was awarded a contract to construct and maintain a winter ice road to the Goose Gold Project. The 163 km road will provide access from Sabina's Marine Laydown Area (MLA) at the southern end of Bathurst Inlet to the Goose Site, allowing for the transport of approximately 1,500 loads of equipment and supplies from February 2023 until the end of the winter road season.

Goose Earthworks (2020)

In summer 2020, Nuna West Mining (NWM) was contracted by Sabina for further infrastructure development at the Goose site. Utilizing the Owner's equipment fleet, NWM's scope included runway expansion (length and width); continuation of haul road development to the plant site location; and excavation of a portal box cut to provide access for the first underground advance.

Marine Landing Area & Goose Infrastructure Development (2017-2018)

In 2017, Nuna was engaged by Sabina to provide constructability review and cost estimating related to the development of site infrastructure at the Bathurst Inlet Marine Landing Area (MLA), and for the Goose Site infrastructure and plant site development. During 2018, Nuna crews were deployed to the MLA site to develop a quarry, and construct freight storage pads, camp pad, all-weather airstrip, and site roads utilizing Owner-supplied fleet.

Early Earthworks & Infrastructure (2012-2013)

In 2012, Nuna's winter scope required Hercules aircraft mobilization of equipment from our available inventory via an ice strip located at Hope Bay and from Yellowknife, NT. The fleet mobilization included: Cat 320 excavator, 140 grader, 730 haul trucks; CS563 packer; wobbly wheel packer; water truck; mechanic rig; and crew cab. Nuna's summer scope included: construction of an access road from the camp; and construction of an airstrip to accommodate larger payload Dash 7 aircraft, which provided the Client with 4 additional landing months in the season. In 2013, Nuna was contracted to carry out rock excavation and early earthworks services. Scope included: establishment and maintenance of a Hercules capable ice airstrip on Goose Lake; development of a rock quarry, which included drill / blast activities; construction of a 5 km road from the existing airstrip to the proposed plant site area; crushing services for production of crush rock for roads and airstrip base and topping; upgrade and widening of the existing road from airstrip to camp; and construction of pads near the future plant site.

MARY RIVER IRON ORE PROJECT, NU (2007-Present)

BAFFINLAND IRON MINES CORPORATION

The Mary River iron ore deposit is located 160 km south of Pond Inlet, Baffin Island, NU. Nuna has long been a partner of Baffinland Iron Mines as the Company has developed the Mary River Project. From Nuna's earliest activities on site in 2007, which included the tote road upgrade and initial bulk sample to current activities including a variety of heavy civil construction activities and site services, Nuna has worked closely with Baffinland and has made Inuit training and employment a high priority.

South Rail Feasibility Study Assistance (2023-Present)

Nuna East Ltd. was contracted by BIM to work in parallel with their engineering team to provide constructability and cost inputs to the South Rail Expansion Project.

Miscellaneous Site Works (2015-Present)

Nuna East Ltd., a partnership with 3 Arctic Co-operatives (Hall Beach Eskimo Co-operative Association Limited, Tununiq Sauniq Co-Operative Limited, and Igloolik Co-Operative Limited), has been contracted to perform a variety of scopes including: infrastructure improvements at the port site; 100 km road upgrade; road construction; crushing; fuel storage containment; culverts; bridges; load and haul ore; and logistics management. Since 2015, Nuna East has executed multiple contracts as part of expansion of the Mary River Project, including loading and hauling over 1 million m^3 of material in support of earthworks in 2019, and several contracts are still underway. These include:

Mary River Expansion Stage 3 Early Earthworks

- Pond 1A earthworks – drill, blast, and excavate footprint; and construct berms and place liner (15,000 m^3).
- Environmental work – drainage ditches and culvert installations.
- Freight dock construction.
- Road construction to support heavy module mobilization and installation.
- Placing surfacing in laydown areas.
- Pond 1 earthworks – drill, blast, and excavate footprint; and construct berms and place liner.
- Ore stockpile Phase 1 expansion, including Pond 3.
- Miscellaneous quarry, road, and laydown area construction.
- Tank farm construction.

Mary River Expansion Stage 3 Site Services

- Water and sewage services.
- Waste collection.
- Deliver materials between airport and construction camps.
- Provide bus service for crew change days and for on-site bussing of personnel.
- Snow removal around construction camps.
- General labour support.

Mary River Expansion Stage 3 MEIP

Scope of electrical work in coordination with electrical contractor ADCO Power:

- Power generation upgrade, including installation of new diesel generators and modular switchgear building.
- Power distribution upgrade / expansion, including installation and relocation of E-Houses and installation of MV and LV power distribution cables.
- Heat traced water/effluent pipelines, including new and modified overland pipes.
- Fiber optic cable modification and installation to interconnect facilities.
- Area / flood lighting, including poles and lights.
- Construction of Milne Port camp pad and fuel pads.
- Installation of heaters in 800-person camp crawl space (8 wings).
- Provide electrical support for 800-person camp and other camps as required.
- 5 kV cable relocations at Port to accommodate new camp installation and pond construction.
- General site electrical as required at the Mine and Port.

Scope of mechanical work:

- Construct new raw water pipeline and place on new berm with heat trace.
- Supply materials and construct new effluent line (1,475 m).
- Install new sewage receiving station.
- Supply and install new treated effluent pump station.
- Install insulation in 800-person camp crawlspace (8 wings).
- General mechanical service as required at the Mine and Port.

Miscellaneous Earthworks (2015)

Nuna East Ltd. carried out upgrade work to the 120 km all-weather road between Mary River and Milne Inlet; constructed a crusher pad and settling pond at Mary River; repaired bridge abutments; removed a sea-can bridge; and performed drill / blast services.

Ore Dock, Milne Inlet (2014)

An open cell sheet pile ore dock at the Milne Inlet Port, a design build project, commenced July 2014. The design team consisted of PND Engineers Inc., engineer; and Ruskin Construction Ltd., general contractor. Nuna East Ltd. provided subcontracting services to Ruskin. The ore dock serves two primary functional objectives: provide a safe, efficient, and secure deep-water berth for a range of design vessels including Supramax, Panamax, and Post-Panamax bulk ore carriers; and provide a means of support for the ship-loaders and associated mechanical equipment used for loading the vessel. Nuna East's scope included:

- Mobilization to site: Cat 988 loader, D8 dozer, 773 haul trucks, and 345 excavator; John Deere 850 excavator; pick-up trucks; office building; maintenance shop; 45 kW generator; light plants; and frost fighters.
- Load, haul, and place 174,700 m^3 of material.
- Supply and installation of silt curtain (580 m length).
- Construction of laydown next to causeway (24,000 m^3) and mooring tie-off points (45,000 m^3 combined).
- Haul ROQ to crusher (75,000 m^3).

Earthworks & Site Services (2013-2014)

Constructed all civil infrastructure including tank farms, settling ponds, camp, and facility infrastructure pads at both Milne Inlet and Mary River locations. Provided site services and miscellaneous maintenance functions. Constructed and maintained ice airstrip for winter Hercules aircraft program.

Miscellaneous Care & Maintenance and Minor Earthworks (2009-2012)

Nuna performed care and maintenance activities as well as tank farm construction in 2011.

Earthworks & Mining Bulk Sample (2007-2008)

To allow for self-sufficient execution of the bulk sample scope, Nuna mobilized heavy civil and mining fleet equipment including excavator, loaders, dozers, packer, crusher, conventional and mining trucks, mobile ambulance, 54-person camp, shops, and 100 sea-containers; and transported 2 million liters of fuel from Milne Inlet to Mary River. Nuna's construction scope comprised: construction of a 120 km all-weather road including bridge installations on 4 major river crossings; and set-up and construction of site infrastructure including fuel tank farms. Mining scope comprised: construction of a 9 km access road up mountain; sample site development (drill / blast); transportation of raw ore to the crusher; crushing 120,000 tonnes of fine and lump

product; and hauling product to the coast in order to meet the project's objectives of shipping on the following season's sealift in order to adhere to the 12-month timeline for project completion.

EUREKA WEATHER STATION & RESEARCH BASE, NU (2015-Present)

PUBLIC SERVICES AND PROCUREMENT CANADA (GOVERNMENT OF CANADA)

Eureka is a small weather station and research base located in the High Arctic on Fosheim Peninsula, Ellesmere Island, in the Qikiqtaaluk Region of Nunavut. It is the second Northernmost permanent weather station in Canada and was established in 1947.

Water & Sewer Treatment Infrastructure (2021-Present)

In March 2021, Nuna East Ltd. was awarded a 5-year contract at Eureka for construction and maintenance of new water and sewage treatment infrastructure. Our scope of work includes supply, delivery, construction, and commissioning of new and upgraded raw water supply and wastewater treatment infrastructure systems, including construction of a new lined freshwater reservoir complete with pumphouses, pipelines, and control systems to supply and store raw water for the High Arctic Weather Station (HAWS). The existing wastewater treatment facilities will be decommissioned and replaced with a containerized wastewater treatment plant. The treatment plant and all ancillary facilities will provide for complete collection, control, treatment, and discharge of all HAWS municipal wastewater.

Materials will be delivered to site by sealift in both 2021 and 2022, with site work scheduled to occur during the June to September period of 2022 through 2024. The existing fleet from the Runway Recapitalization Project will remain on site for the duration of the new Project with final demobilization planned for September 2025. A 5-year service contract will follow the construction and commissioning of the new water and sewage infrastructure facilities, which will entail annual site visits to verify operational factors and complete any required maintenance and warranty work.

Runway Recapitalization (2015-Present)

The research base required rehabilitation of the existing runway and apron; construction of a new apron and roads; and replacement of all airport lighting facilities. Due to the High Arctic remoteness of the project the area is never completely free of ice, so Nuna East Ltd.'s scope of work was spread out during the spring/summer months over several seasons.

The initial planned mobilization to site occurred over 2 seasons (2015 & 2016) due to challenges with ice conditions and the Coast Guard's ability to safely escort the cargo ship to site during the first year. Poor quality and quantity of material within the Client-specified granular borrow area resulted in the Project being moved into standby mode while an alternate source of gravel was identified. Through a series of change orders, Nuna completed 2 geotechnical investigations and in 2018 began construction of an access road to a new borrow source. This necessitated a third sealift to deliver additional fuel, equipment, and bridge to the site. Work continued during the summer of 2019 to complete the access road, followed by crushing and hauling of gravel for future airstrip rehabilitation. Runway reconstruction and lighting upgrades were completed during the 2020 and 2021 summer seasons. Additional crushing and stockpiling of granular materials for other future projects continue in 2022 and 2023 with final demobilization from the site scheduled for the fall of 2025 upon completion of additional separate contract scope.

HOPE BAY PROJECT (DORIS NORTH), NU (1999-Present)

AGNICO EAGLE MINES LIMITED

Former Owners: TMAC Resources Inc. / Newmont Mining Corporation / Miramar Mining

The Hope Bay Project (Doris North) is located 160 km southwest of Cambridge Bay, NU. Nuna has been involved in the Project since 1999 with respect to project planning, design, and costing estimates; working closely with previous owners, TMAC Resources, Newmont Mining Corporation, and Miramar Mining.

Following a brief hiatus during the ownership transition from TMAC to Agnico Eagle Mines (AEM) in 2021, Nuna West Mining Ltd. was engaged by AEM to support site activities in 2022.

Quarry Development (2022-Present)

Nuna West Mining's current scope at Hope Bay includes drill and blast activities for quarry development to support future crushing and construction needs. 2023 work includes development of an emergency overflow channel, construction of a toe berm along one of the existing tailings dams, crushing, and pad construction within the Madrid development area.

Madrid Infrastructure & Naartok East Crown Pillar Recovery Trench (CPRT) (2019-2020)

In April 2019, Nuna West Mining began construction for the first phase of infrastructure development at the Madrid mining area, located approximately 8 km south of Doris North. The scope of work includes development of a new quarry to support construction of all-weather roads and a contact water pond adjacent to the future waste rock stockpile. Work also includes stripping of overburden from the waste rock stockpile area and the surface of the Naartok CPRT in preparation for mining. Additional Nuna fleet including three 60 tonne articulated haul trucks, one D8 dozer, one 385 excavator, and several pieces of support equipment will be mobilized on the 2019 sealift to begin mining approximately 1.1 million tonnes of waste rock and ore from the Naartok CPRT, starting in fall 2019 through summer 2020.

Doris North Crown Pillar Trench (2018-2020)

In September 2018, TMAC requested surface mining of a high-grade ore zone identified at Doris North to supplement ore to the mill. Nuna's scope of work included access construction, overburden removal, and mining of over 240,000 tonnes of waste rock and ore. Surface mining was completed late in 2019 while underground operations broke through from below. Once the ore was removed by Underground Operations Nuna returned to backfill the trench mine to original grade with excavated waste rock from surface and underground sources.

South Dam (2018)

Expansion of the tailings management area occurred in 2018 with construction of the South Dam. The frozen foundation of this dam was constructed by Nuna through the winter of 2018. The execution plan required blasting of a key trench into frozen native soils, detailed excavation and cleaning prior to liner placement, and backfill. The above ground structure of the dam was then completed during the summer months. In total, this 530 m long dam required approximately 105,000 m^3 of ROQ and manufactured granular materials for completion.

Earthworks & Site Services (2013-2021)

In 2012, Newmont Mining placed the Hope Bay Project on care and maintenance while seeking a buyer. In March 2013, TMAC Resources Inc. assumed ownership of Hope Bay. Nuna West Mining Ltd, has remained on site since this transition providing a full range of site services for TMAC's exploration and environmental programs. Initially, work involved the continued care and maintenance of existing facilities and small infrastructure projects such as jetty repairs and reclamation at Patch Lake. Following the receipt of full project funding in 2015, Nuna was authorized to complete additional major infrastructure work to support TMAC's Path to Production, including development of the mill pad and foundations, quarry development, airstrip expansion, and extension of the tailings area access road.

Following TMAC's advancement into gold production in early 2017, Nuna continued to provide year-round support to TMAC's Site Services, Mill Operations, Underground, Maintenance, and Exploration groups. Work scopes included delivery of minor and major earthworks projects, construction projects including the South Tailing Dam, Doris Crown Pillar Trench, and Ocean Discharge Jetty, and numerous smaller-scale projects.

Early Construction Support (2010-2012)

In 2010, Nuna performed as General Contractor as well as part of the EPC design-build team to optimize design and minimize total installed costs. Nuna provided a full complement of services from safety, engineering, quality control, and procurement; and were involved in all planning, scheduling, and execution of work on all site civil infrastructures: roads, airstrip, jetty landings, quarry and aggregate development, culvert and bridge installations, bulk fuel storage and waste containment construction, and site services support. Nuna also provided heavy equipment, crushers, cranes, shops, concrete batch plants, and drill / blast activities necessary to support the work.

In addition to our primary earthwork activities as General Contractor, Nuna provided oversite to several specialty technical subcontractors. Specifically, Nuna was responsible for power station installation and electrical distribution, fuel farm installation and fuel network distribution, HDPE and CSP installation, and fibre optic installation and terminations.

Electrical Activities

- Conducted power, grounding and relay coordination study.
- Maintained generators (4 in Vancouver and 2 on site).
- Installed switchgear and two 1.45 MW generators at power facility.
- Upgraded grounding system.
- Relocated switchgear from Boston site to Doris site.
- Furnished and installed power distribution for the Doris site.
- Construction of permanent power foundations.
- Constructed Substation #12 and relocated existing transformers and electrics.
- Designed and installed heat tracing HDPE piping.
- Installed site communication / radio network.
- Installed temporary and permanent airstrip lighting packages.
- Completed various building installations with electrical and HVAC fit out.
- Investigated wind farm design for the site.

Piping / Mechanical Activities

- Installed water management dewatering and pump systems.
- Installed HDPE pipe.
- Constructed 1 x 5 million and 4 x 1.5 million-liter diesel fuel tanks with associated piping.
- Constructed 1 x 1.5 million-liter Jet B fuel tank.
- Constructed approximate 2 km fuel transfer pipeline to diesel fuel tanks at Roberts Bay.
- Constructed approximate 2.2 km Jet B fuel transfer double-wall pipeline and fuel pump module jetty to 1.5 million-liter tank.

Advanced Exploration Support (2007-2010)
In 2007 Nuna mobilized, via barge, equipment, supplies, and a crew into site. Nuna's scope included: site services; construction of the Windy Lake 2,800' airstrip, camp pad, and tote road; crushing; and construction and maintenance of seasonal ice access roads from Roberts Bay to the Doris North site.

FERGUSON LAKE PROJECT, NU (2007-2012 | 2022-Present)

CANADIAN NORTH RESOURCES INC.

Former Owner: Starfield Resources Inc.

The Ferguson Lake nickel-copper-cobalt-platinum-palladium property is located approximately 160 km south of Baker Lake in the Kivalliq Region of Nunavut. Canadian North Resources Inc. acquired the Project in 2013 and has continued exploration activities as well as camp and equipment updates.

Exploration Support (2022-Present)
In March 2022, Nuna personnel reopened the Ferguson Lake camp in order to provide exploration support. In early 2023, Nuna was awarded a contract to conduct airstrip improvements during the Summer 2023 exploration season.

Exploration Support (2007-2012)
Via cat train, Nuna mobilized construction equipment and supplies into the area for Starfield Resources' continued exploration work. Scope included: coordination of manpower, subcontractors, and support services for full site management of camp and fuel containment area; and construction of an all-weather airstrip.

CHIDLIAK PROJECT, NU (2011-Present)

DE BEERS CANADA INC.

Former Owner: Peregrine Diamonds Ltd.

The Chidliak Project is located on Baffin Island, approximately 120 km northeast of Iqaluit, in the Qikiqtaaluk Region of Nunavut. The Project was acquired by De Beers Canada as part of the purchase of Peregrine Diamonds Ltd. in 2018.

Site Support (2016-Present)
Nuna Pang Contracting Ltd., a partnership with Pangnirtung Eskimo Co-Operative Limited, maintains a site presence with support equipment for various Client requirements.

Drill Support (2014/2015)
Nuna Pang Contracting Ltd. carried out drill support services, including reverse circulation drill set-up, and laydown and flooding of Hercules aircraft-capable ice airstrip.

CH-6 Deposit – 508 Tonne Bulk Sample (2013)
Nuna Pang Contracting Ltd. was initially contracted to establish an overland access from Iqaluit, NU to the CH-6 deposit; drill/blast and extract overburden; and extract, bag, and transport a planned 200 tonne kimberlite bulk sample to Iqaluit. Scope included:

- A scout crew to establish a 170 km trail from Iqaluit to the Chidliak site plus a 19 km access from the CH-6 deposit to the Discovery Camp. Crossing frozen lakes and rivers and rugged terrain, the 170 km trail took a northerly direction to maximize snow coverage which lessened terrain impact.
- Mobilization of heavy loads utilizing LGP tracked equipment to and from the Discovery Camp to Iqaluit. Loads included: 320EL excavator, drill/blast equipment supplies, support equipment, and enough fuel to sustain the operation.
- Transportation of explosives to site from Iqaluit via Twin Otter aircraft equipped with ski/wheels for landing on a snow-covered airstrip constructed by Nuna utilizing a BR-350 Snowcat.
- Drilling approximately eighty 75 mm holes to a depth of 8 m. Drill holes were strategically loaded to avoid contamination or dilution of the kimberlite sample.
- Excavation of kimberlite to a depth of 4 m below the contact, resulting in approximately 508 tonnes of kimberlite being stockpiled. The bulk sample was bagged utilizing specially designed bag holding racks and a 247B Cat skidsteer.
- 9 round trips to transport the 414 1-tonne sample bags using a combination of Challengers with sleighs overland and DC-3 aircraft into Iqaluit.

CH-6 Deposit – Bulk Sample / Drill Support (2011/2012)
As the first stage of providing drill support for the Chidliak bulk sample program, August-September 2011, Nuna mobilized equipment via sealift into Iqaluit. In early April 2012, and over approximately 7 days, a snowmobile expedition lead by two Iqaluit residents and Nuna's project superintendent resulted in the opening of a 185 km trail from Iqaluit to Chidliak's Sunrise Camp. Nuna established an additional snow trail to Chidliak's Discovery Camp and mobilized a 4-person crew, 875C Cat Challenger, BR-350 Snowcat, Morooka ST3000, two 12,000-liter heated water tank shacks with 20 kV generators, and 50^{+} rig mats. Once on site, the equipment was used to test transportation routes between kimberlites and aircraft landing areas in preparation for the bulk sample. Concurrently, Nuna provided site services to support the drill program.

MELIADINE GOLD PROJECT, NU (2007-2008 | 2012-2018)

AGNICO EAGLE MINES LIMITED

Former Owner: Comaplex Minerals Corp.

The Meliadine property is located near the western shore of Hudson Bay in the Kivalliq Region of Nunavut, approximately 24 km northwest of the Hamlet of Rankin Inlet and 290 km southeast of Agnico Eagle's Meadowbank mine. Agnico Eagle acquired the Meliadine property from Comaplex Minerals Corp. in 2010.

Civil Earthworks (2013-2018)

MTKSL Joint Venture was contracted to provide heavy civil earthworks services at the Meliadine Project. MTKSL Joint Venture is a partnership between M & T Enterprises, a wholly-owned company of Sakku Investments Corporation (development arm of Kivalliq Inuit Association); and Kivalliq Services Ltd., a partnership between Peter's Expediting Ltd. (Baker Lake, NU), Northern Networks Ltd. (Arviat, NU), and Nuna Logistics (Rankin Inlet, NU).

MTKSL's scope included:

Water Management Dikes – Key Features

- Construction of 2 jetties.
- Construction of 2 dikes: D-CP1 - 600 m long; and D-CP5 - 300 m long. This included:
  - Material preparation: crushing, drill, and blast.
  - Key trench excavation in permafrost to ice-saturated frozen till or bedrock (1.4 m to 2.4 m deep).
  - Key trench detail cleaning.
  - Key trench backfill with Bentonite-augmented material; nearly-saturated aggregate materials; and crushed aggregates and blasted rock.
  - Dike construction with run-of-mine rockfill; run-of-quarry from saline water pond excavation; transition rockfill (150 mm minus); and granular rockfill (20 mm minus).
  - Bituminous liner installation (Coletanche).
  - Excavation of a water collection ditch downstream of Dike D-CP1.

In late spring 2017, MTKSL negotiated 2 contracts with Agnico Eagles Mines:

Rankin Inlet Laydown & Tank Farm

- Drill and blast for cut/fill of existing ground.
- Drill and blast for quarry development.
- Laydowns for Agnico Eagle sealift.
- Tank farm construction for Agnico Eagle fuel tanks containment.
- Construction of a bypass road.

Meliadine Industrial Pads (Balance of Work)

- Construction of access roads and pads.
- Production of crushed aggregate materials.
- Installation of culverts and other drainage structures.
- Borrow developments, environmental control measures, and other work.
- Drill and blast for a saline pond development.
- Drill and blast, excavation, and backfill for underground portal development.
- Drill and blast, excavation, and backfill for underground exhaust raise.

Industrial Pad (2015-2016)

In 2015, Kivalliq Services Ltd. (KSL) provided services for the Meliadine Industrial Pad work. Scope included: construction of access roads and pads; production of crushed aggregate materials; installation of culverts and other drainage structures; borrow developments; environmental control measures; and other work. In the winter of 2016, KSL completed a number of frozen core dikes for the project's water management plan.

Advanced Exploration – All-Weather Road (2012-2013)

Kivalliq Services Ltd. (KSL) were awarded the contract to construct an all-weather road providing a year-round connection from Rankin Inlet to the Meliadine advanced gold exploration project. Construction of the 23 km road commenced March 2012 and the first part of construction was completed prior to spring freshet. The road averaged 1.2 m in height with an 8 m running surface and included several multi-level culvert systems to accommodate adequate drainage. Local esker formations and granite outcrops found along the road access alignment provided the materials to construct the road base and road topping (quarry and borrow development, and drill / blast). Work continued in October 2012 and required approximately 6 months to complete. The equipment fleet comprised: 773 rock trucks, 740/730/D300E articulated rock trucks, D6/D8/D9 dozers, 988 loader, 330/345 excavators, screening plant crusher, and numerous pieces of rolling stock and support equipment.

Tiriganiaq Deposit – Site & Labour Support Services (2007-2008)

Under former project owner, Comaplex Minerals Corp., Nuna M&T Services Ltd. provided portal excavation and site support services for the Tiriganiaq deposit; and provided equipment and labour support for the underground bulk sample program and site services.

IZOK LAKE BASE METALS PROPERTIES, NU (2010-2013)

MMG LIMITED (formerly Minerals and Metals Group)

The Izok Corridor project is a proposed, primarily zinc mine development located in the Kitikmeot Region of Nunavut. The nearest community is Kugluktuk, located on the shore of Coronation Gulf near the mouth of the Coppermine River. The Izok property has been under various ownership since its discovery in the early 1970s; Nuna's involvement began in 1993. In 2010, Nuna entered into contract with Minerals and Metals Group to provide extensive input to the Izok Prefeasibility Study update and Feasibility Study. Nuna's input provided cost estimates; construction and operational planning covering project execution; project closure; development of site; civil work; all-season road; barge and port; mine and ore/concentrate haulage; and contribution to project risk analysis.

ARVIAT AIRSIDE SURFACE REHABILITATION, NU (2009-2010)

GOVERNMENT OF NUNAVUT

Arviat is located on the western shores of Hudson Bay in Nunavut, approximately 200 km north of Churchill, MB. Nuna M&T Services Ltd. and Northern Networks Ltd. of Arviat formed a venture to carry out the Arviat airside surface rehabilitation and lighting upgrade project. Work comprised crushing and stockpiling 30,000 m^3 of 16 mm aggregate spec material; re-grade and placement of new material on the airstrip; upgrading drainage systems; and installation of a new lighting system. The work required significant coordination with air traffic control to ensure minimal impact on flight services.

MEADOWBANK GOLD PROJECT, NU (2006-2008)

AGNICO EAGLE MINES LIMITED

Former Owner: Comaplex Minerals Corp.

The Meadowbank open pit gold mine is located in the Kivalliq Region of Nunavut, approximately 300 km west of Hudson Bay and 110 km by road north of Baker Lake, NU. In October 2006, Nuna M&T Services Ltd. commenced construction of Agnico Eagles' 106 km all-weather road from Baker Lake to the Meadowbank Project (Nunavut's longest all-weather road). The travelling surface is 10 m wide with an average height of 0.8 m above the existing ground with gentle side slopes to avoid impeding the movement of wildlife. Utilizing barges, Nuna M&T mobilized a heavy equipment construction fleet, crushing plant, fuel, supplies, camp, and shop. Road construction required a crew of 60^+ to drill, blast, haul, and place over 1.7 million m^3 of ROQ. The road consists of 119 culvert crossings and 9 river crossings which required the installation of abutments and Acrow-style bridge decks.

JERICHO DIAMOND MINE PROJECT, NU (2006-2008)

TAHERA DIAMOND CORPORATION

The Jericho mine is located in the Kitikmeot Region of Nunavut, approximately 420 km north of Yellowknife, NT. Nuna's scope included: construction and maintenance of a winter access road of which segments were constructed of snow and ice over a substantial boulder field; construction of site infrastructure including access and haul roads, tank farms, pads, tailings dams, 3,960' airstrip, laydowns, and diversion ditches; provision and installation of a 120-person camp and shops; standalone contract open pit mining and crushing services; and all site services.

GEORGE LAKE & GOOSE LAKE EXPLORATION PROJECTS (2008)

DUNDEE PRECIOUS METALS INC. (formerly Kit Resources Ltd.)

Dundee Precious Metals operated the George Lake and Goose Lake advanced exploration projects, located approximately 60 km south of Bathurst Inlet, NU. Nuna's scope included: procurement, mobilization, and transportation of drill equipment, support equipment, and fuel from Yellowknife to the George Lake and Goose Lake sites; establishment of a 162 km route from Contwoyto Lake to both sites for Nodwell transportation of the drill and support equipment; construction of airstrips on the ice at both George Lake and Goose Lake locations; and coordination of fuel lifts by air from Lupin to the sites.

CHURCHILL DIAMOND PROJECT, NU (2007)

SHEAR MINERALS LTD.

The Churchill Diamond Project is located on tidewater of Hudson Bay between the communities of Rankin Inlet and Chesterfield Inlet in the Kivalliq Region of Nunavut. Nuna M&T Services Ltd. carried out a 356-tonne kimberlite bulk sample at the Kahuna deposit. This included mobilization of equipment, drill and blast sample pits, excavation, and reclamation.

LUPIN MINE / ULU EXPLORATION, NU (1993-2006 – various times)

KINROSS GOLD CORPORATION (formerly Echo Bay Mines Ltd.)

Lupin Mine is located in the Kitikmeot Region of Nunavut, 400 km north of Yellowknife, NT. The Ulu advanced exploration site is located 160 km north of the Lupin Mine property. Nuna's activities included: first phase tailings reclamation (crushing and transportation of esker materials and backfill at the tailings site); refurbishment of existing dams and new dam construction; mobilization of the camp, shop, and support services for the Ulu project; construction of support roads and airstrip at the Ulu project; and transportation of 27,000 tonnes of cement in bulk bags from Hay River, NT to Lupin to supply the paste backfill plant.

QILALUGAQ EXPLORATION PROJECT, NU (2005)

BHP BILLITON EXPLORATION

The Qilalugaq exploration site is located on the Melville Peninsula, NU, 9 km north of Repulse Bay. Nuna M&T Services Ltd., a partnership with M & T Enterprises Ltd., provided construction, site services and drill support which included: erection of a 50-person camp; mobilization of construction equipment; provision of a custom designed skid-mounted vacuum unit for collection of sludge from the large diameter drilling operation; site services including maintenance of a 5,000' ice airstrip and aircraft freight handling; transportation of kimberlite bulk samples from the drill sites to the airstrip; and, using a Bombardier SW48HY tractor, construction of a 5,000' ice airstrip capable of handling Hercules aircraft.

HAYES LAKE EXPLORATION PROJECT, NU (2004)

COMMITTEE BAY RESOURCES LTD.

Committee Bay Resources' Hayes Lake exploration project is located northeast of Baker Lake, NU. Nuna M&T Services Ltd., a partnership with M & T Enterprises Ltd., provided services to Committee Bay's Hayes Lake camp exploration site. Nuna M&T's activities included construction and maintenance of a 5,000' Hercules aircraft-capable ice airstrip in a location inaccessible by overland methods; and mobilization of equipment and supplies to facilitate construction and site service activities.

CÔTÉ GOLD PROJECT, ON (2020-Present)

IAMGOLD CORPORATION

The Côté Gold Project is located approximately 130 km southwest of Timmins and 200 km northwest of Sudbury. Early construction of the open pit gold mine commenced in October 2020 and the mine is expected to enter commercial production in late-2023.

Tailings Management Facility & Surface Mining Preparation (2020-Present)

In October 2020, North American Nuna Joint Venture (NAN JV), a partnership between Nuna Logistics and North American Construction Group, was awarded the $250 million early works construction scope, which comprises dam construction, watercourse diversion channels, road building, crushing, and pre-strip activities for the ultimate open pit. A diverse equipment fleet, ranging from 45T rock trucks and 50T excavators to 785 heavy haulers and 2500 excavators, began mobilization in November 2020 and the work is estimated to be complete by summer 2021. The planned workforce for this scope consists of a mix of direct NAN JV employees and subcontractors that will peak at approximately 300 in the second quarter of 2021. Construction and mining are estimated to be complete by the end of 2023.

NAN JV's work scope includes:

- Open pit mining in 4 separate pits, with 6 m benching up to 10 benches deep.
- Construction of 3 water management dams and spillway structures within the open pit for water storage and diversion.
- 400 m 10" HDPE pipe installation for pit dewatering to ultimate mine water pond.
- 9.7 million m^3 of overburden removal; 6.6 million m^3 in the open pit area the remainder from site infrastructure.
- 5.4 million m^3 of rock excavation; 5.1 million m^3 in the open pit and the remainder from site infrastructure.
- 530,000 m^3 of ore excavation.
- Production of 1.2 million m^3 of processed aggregate on site; 410,000 m^3 stockpiled for Client use and the remainder for use in infrastructure construction.
- 5.3 million m^3 of rock fill and 1.3 million m^3 of common backfill.
- Installation of 280,000 m^2 of geotextile and geomembrane.
- Production of 700 m^3 of concrete for plinth construction and foundation preparation.
- Construction of 5 major water crossings including mechanically stabilized earth wall installations.
- Installation of 1,500 m corrugated steel pipe
- Construction of 7.5 km of mine haul roads for 250t haul truck traffic connecting open pit mine to tailings management facility, mine rock area, overburden dump, and ore stockpile pads.
- Construction of over 13 km of service roads connecting mine infrastructure.
- Tailings Management Facility (TMF) construction including East Starter Dam, West Starter Dam and 7 small dams and dykes within the TMF footprint for water management and diversion during construction as well as 2 seepage ponds and diversions surrounding the TMF.
- Mine rock area water management construction including ditching and spillways.
- Overburden stockpile water management construction including ditching, dams, ponds and spillways.
- Construction of 8 watercourse realignment dam structures around the open pit area.
- Polishing pond dam construction with steel sheet pile wall installation.
- Construction of 25 m high, 25,000 m^2 crusher plateau and 250,000 m^2 medium grade ore stockpile pad.
- Major construction dewatering efforts and fish salvage dewatering throughout duration of the Project.

MUSSELWHITE MINE, ON (2019-Present)

NEWMONT GOLDCORP

The Musselwhite Mine is an underground gold mine located near Opapamiskan Lake, approximately 500 km north of Thunder Bay, ON. In August 2019 Nuna was awarded a surface support contract at Musselwhite involving the organization and relocation of several existing and ongoing ore stockpiles. The surface hauling portion of this contract involves loading ore into rigid frame haul trucks and transporting the ore approximately 2 km to permanent ore storage facilities. Nuna's working equipment fleet primarily consists of a Caterpillar 988 loader, 3 Caterpillar 773 rigid frame rock trucks, and a Caterpillar D8 dozer.

MADSEN GOLD PROJECT, ON (2021-2022)

PUREGOLD MINING INC.

The Madsen Underground Gold Mine is located in the Red Lake District of Ontario, approximately 440 km northwest of Thunder Bay. In 2021, Nuna Logistics was awarded a contract to provide surface ore haul and crushing services to support construction of the mine. Nuna's scope included ore haul, waste haul, crushing, snow removal, site services, and tailings dam construction.

DETOUR LAKE MINE, ON (2020)

KIRKLAND LAKE GOLD LTD.

The Detour Lake Mine is an open pit/underground gold mine located approximately 300 km northeast of Timmins, ON and 185 km northeast of Cochrane, ON. In February 2020 Tribal Nuna Joint Venture (TNJV), a partnership with Moose Cree First

Nation business Tribal Logistics Inc., was awarded 2 construction work packages: TMA – Cell 2 Tailings Pond Dam and Mine Water Pond (MWP). TNJV's work scopes included excavation and placing of clay and rock; and installation of a concrete plinth, slush grout, and bituminous geomembrane liner. Following notification of award in early February, 50^{+} heavy equipment units were mobilized to site prior to implementation of heavy load restrictions on the access road on March 1. Construction of both work packages commenced at the beginning of April 2020 with completion of both in October 2020.

CONSTANCE LAKE WATER TREATMENT PLANT, ON (2015-2016)

CONSTANCE LAKE FIRST NATION

Constance Lake First Nation, located on the shores of Constance Lake near Hearst, ON, commissioned a new water treatment plant including treatment equipment, connection to existing communal system, and partial decommissioning of the existing water treatment plant. Generally, the new water treatment plant included pre-engineering building and foundation / reservoir, filters, pumps, chemical feed equipment, natural gas emergency generator, HVAC, electrical, and controls. Mahiihkanuk Nuna / Tribury Joint Venture (MNTJV), a partnership with Mahiihkanuk Construction Limited Partnership (MFN) and Tribury Construction (1995) Inc., completed the following scope: excavation of backfill for the new water treatment plant; installation of site services (water, storm, and sanitary sewer); and new pavement structure.

SKUNK RIVER BRIDGE REPAIR, Constance Lake, ON (2014)

PHOENIX GROUP 2011

Mahiihkanuk / Nuna Joint Venture was awarded the contract for the replacement of the Skunk River wooden bridge deck for Constance Lake First Nation. MNJV's scope included: supply and prefabrication of wooden bridge deck; selective demolition and removal of existing bridge deck; and installation of a new bridge deck on existing structure.

LANSDOWNE HOUSE RUNWAY RESURFACING, ON (2010)

ONTARIO MINISTRY OF TRANSPORTATION

Nuna's scope of work for the Ontario Ministry of Transportation at Lansdowne House in remote Northern Ontario included ice road construction for heavy and oversized equipment mobilization and demobilization; removal of frozen overburden; and drill, blast, crush, haul, and stockpile 20,000 m^3 of Granular M (19 mm minus) material for runway resurfacing at the Lansdowne House airport.

KWG / CANADA CHROME BIG DADDY PROJECT, ON (2010)

KRECH OJARD & ASSOCIATES

To support the Project pre-feasibility study, Nuna provided a conceptual approach to the construction of a service road and rail bed between CNR at Nakina, ON to KWG Resources' Big Daddy Mine (approximately 320 km) in order to facilitate construction of a rail infrastructure along the provided alignment.

MARTISON PHOSPHATE PROJECT, ON (2008)

PHOSCAN CHEMICAL CORP

Mahiihkanuk / Nuna Joint Venture provided construction services at Phoscan's Martison Phosphate Project located near Hearst, ON. Scope of work comprised Fox River Crossing construction and Fushimi Road maintenance work: new culvert bridge construction; removal of the existing bridge; and re-profiling/re-grading crossing approaches and 35 km of access road.

SEABEE GOLD OPERATION, SK (2019-Present)

SSR MINING INC.

The Seabee Gold Operation is located in Northern Saskatchewan, approximately 125 km northeast of the town of La Ronge.

Tailings Management Facility Expansion (2019-Present)

Nuna Logistics was contracted by SSR Mining to expand their existing tailings management facility at the Seabee mine site. Nuna mobilized to site in the winter of 2019 on a seasonal winter road to commence work on the 2-phase, 3-year project. The project scope involved raising existing dams to increase the capacity of the tailings management facility, as well as building new dams to expand the facility's current footprint. The project included: tree clearing; development of a rock quarry and crushing for material production; access road construction; construction of a concrete sump-pump structure; dewatering; rock surface preparation and concrete plinth installation; dam construction; and HDPE liner installation. The total project volumes were approximately 400,000 m^3 and the initial contract was completed at the end of 2021, as scheduled.

In 2022, Nuna was retained by SSR Mining to continue work at the site, with efforts concentrated on the East Lake Stabilization Project, which includes construction of Dam 3 and a tailings retention berm to the south, as well as stabilizing the east dike by dewatering and maintaining a 1% channel along the east alignment. Other works will include electrical substation construction civil support, ferric and hydrogen peroxide containment, demolishing existing warehouse buildings and preparing the pad for a new warehouse, and installation of a plant water line access bench and support for the ore pad concrete wall installation. Activities within these scopes will include tree clearing, opening a new quarry for ROQ production, crushing, drill and blast, access road construction, dewatering, clearing and grubbing, and site maintenance.

GUNNAR URANIUM MINE & MILL SITE REMEDIATION, SK (2016-2021)

SASKATCHEWAN RESEARCH COUNCIL

The Saskatchewan Research Council (SRC) manages Project CLEANS — a multi-year, multimillion-dollar project to assess and reclaim abandoned uranium mines and mill sites comprising: Lorado Uranium Mill site, Gunnar Uranium Mine & Mill site, and 35 satellite mine sites in Northern Saskatchewan. The projects are funded by the governments of Saskatchewan and Canada.

The Gunnar site is located on the north shore of Lake Athabasca, approximately 25 km southwest of Uranium City, SK. The mine was in operation from 1955-1963 and officially closed in 1964.

Fond du Lac Nuna Joint Venture (FDLN JV), a partnership with Fond du Lac First Nation Development Limited Partnership, mobilized to the Gunnar site in September 2016 to carry out a 5-year contract to reduce the risks from the abandoned site. FDLN JV's scope was similar to that of the Lorado Project; and involved remediation of 3 major tailings deposits by covering them with 800,000$^+$ m^3 of waste rock, 430,000 m^3 of medium textured till, and 280,000$^+$ m^3 of coarser textured till; and construction of a drainage channel through the entire site, lined with riprap and armour along the entire shoreline adjacent to Langley Bay. All materials used for the project were generated from on-site borrows developed and maintained by FDLN JV.

FDLN JV, as prime contractor, was responsible for all aspects of the project: site health and safety policies; landing strip; charter flights; and fuel supply and storage. Additionally, although SRC maintained and operated the camp, all onsite equipment was owned or subcontracted by FDLN JV. At the end of 2021, FDLN JV demobilized from the site following completion of the remediation scope as scheduled.

FALCON PROJECT, SK (2018-2020)

RIO TINTO EXPLORATION CANADA INC.

The FalCon Project is located 65 km east of Prince Albert, SK. The area, known as Fort á la Corne, hosts one of the most extensive kimberlite fields in the world.

Kimberlite Bulk Sample, Vertical Cutter Mining (2018-2020)

In partnership with Bauer Maschinen GmbH (Bauer), Nuna has introduced to the mining industry the first cutter in the world capable of cutting to a depth of 250 m in a commercial application. The Cutter Rig comprises a Bauer BC 50 vertical cutter mounted on a MC 128 duty-cycle crane. Under contract to Rio Tinto Exploration Canada Inc., Nuna Bauer Joint Venture commenced vertical cutting services for a 3-phase kimberlite bulk sampling program comprising up to 30 holes (trenches) measuring each 3.2 m x 1.5 m with a maximum depth of 250 m. The project was managed by Nuna; and other than the Cutter Rig, all equipment was operated by Nuna personnel.

Mobilization & Site Establishment

Nuna Bauer Joint Venture mobilized a BC 50 vertical cutter and MC 128 duty-cycle crane (together referred to as the Cutter Rig), along with a BE-550 separation / desanding plant, conveyors, HP-50 hose pump, and a bentonite mixing plant from Germany. Support equipment for the erection of the Cutter Rig and the separation / desanding plant included a 120-tonne crane, a 70-tonne crane, loaders, telehandlers, and manlifts. Support equipment was mobilized from Edmonton and materials were sourced locally in the region.

Nuna carried out the site establishment scope utilizing excavators, dozers, loaders, a packer, articulated trucks, a fuel/lube truck, and pickup trucks. The scope included consolidation and relocation of numerous piles of processed kimberlite prior to

construction activities; construction of a 2,000 m^3 capacity lined, double-celled bentonite pond; and construction of various pads for the Cutter Rig, a BG 30 drill rig, the desanding plant, mechanic shop, and the cement mixing station. A total of 1,100 m^2 of Portafloor was placed under the desanding plant pad, mechanic shop, and cement mixing station with rig matting being used to stabilize the pads around the trenches. 3,000 linear metres of 6" HDPE pipe was fused for water supply, bentonite movement, and sample recovery. The sample recovery pipe had the internal bead removed after being fused for maximum retrieval of the product.

Kimberlite Bulk Sample Sequence
The Cutter Rig was specifically designed to reach a maximum depth of approximately 250 m. The first 110 m to 120 m of a trench are considered overburden with the remaining 130 m to 140 m in kimberlite. The material is pumped from the Cutter Rig to the desanding plant and while the overburden material is being trenched, the desanding plant moves the "waste" which is collected and trucked to a stockpile location in preparation for backfilling. When the sample horizon is reached, the feed line is switched from the desanding plant to a kimberlite separation unit and a sample is taken every 10 m. These samples are washed in the "big bag" station on the desanding plant and placed into mega bags for processing. After the desired depth has been reached in the trench and the sample has been recovered, the Cutter Rig is moved to the next location, along with all feed and return lines. The final step in the trenching process requires backfilling. The material is put back in the trench consistent with the original location: the processed sample is filled first, followed by a bentonite chip seal of 10 m (to ensure a distinction between the sample and overburden horizons), and finally overburden. This technology, adapted from the foundation industry, is a unique innovative approach to bulk sampling where a large volume of kimberlite is required to support resource evaluation.

Site Access Road (2018)
Prior to mobilizing into the FalCon site for the kimberlite bulk sample program, significant upgrades were required to the 30 km site access road which included the installation of a bailey bridge. Nuna mobilized water trucks, haul trucks, excavator, dozer, loader, grader, tractor with wobblies, smooth drum packer, fuel truck, mechanic's truck, pickups, and crew for the road upgrade scope. Work was carried out over a one-month period and comprised the installation of 250 linear metres of Neo-web reinforcement material, 3,075 linear metres of Combi-grid, and haul and placement of 2,430 m^3 sand and 8,373 m^3 gravel for road topping. Road grading, contouring, and compacting completed the road activity.

LORADO URANIUM MILL REMEDIATION, SK (2014-2015)

SASKATCHEWAN RESEARCH COUNCIL

The Saskatchewan Research Council (SRC) manages Project CLEANS — a multi-year, multimillion-dollar project to assess and reclaim abandoned uranium mines and mill sites comprising: Lorado Uranium Mill site, Gunnar Uranium Mine & Mill site, and 35 satellite mine sites in Northern Saskatchewan. The projects are funded by the governments of Saskatchewan and Canada.

Lorado Uranium Mill site, being one of the more complex reclamations in the Project CLEANS program, is located approximately 8 km southwest of Uranium City, SK. The mill was constructed in 1957 and operated until 1960. 305,000 to 545,000 tonnes of low-grade uranium ore was processed through the mill and approximately 227,000 m^3 of tailings material was produced during the mine's operational lifetime.

Tailings Cover & Peripheral Area Remediation
The Lorado contract was performed under the PBN Nuna / Milestone Joint Venture (PBNM JV) - a partnership of PBN Nuna Contracting Joint Venture (managing partner) and Milestone Environmental Contractors Inc. PBNM JV's scope included the construction of all civil works. Milestone Environmental's scope included water treatment on the highly acidic Nero Lake. PBNM JV's specific role was to remediate the roughly 18 ha tailings area by covering the tailings with sand and till per strict design parameters. Prior to the placement of the cover layer, 2 permanent drainage channels were built to remove surface water from the area, and the tailings footprint was fully graded to exacting tolerances, to maintain a positive surface flow towards Nero Lake and prohibit ponding. The design required the placement of a 1.0 m thick sand layer and 0.25 m till layer on the upland tailings cover, representing the entire land area above the water. The beach sand cover placement scope required only sand placement into Nero Lake to a depth of 1.8 m. PBNM JV's scope also entailed the remediation of 10 contaminated satellite sites in the vicinity, which called for debris management and land cover by till. The treatment of Nero Lake, to bring it up to a near neutral pH condition, was completed in the 2014 summer season with the addition of 400 tonnes of lime by Milestone Environmental. PBN Nuna set up the water treatment facility and piping to add the lime and circulate the water. At the end of September 2015, the tailings cover was completed and included load, haul, and placement of 193,000 m^3 of upland sand; 61,000 m^3 of beach sand; and 93,000 m^3 of upland till.

In addition to the volume of material placed on the tailings cover system, there was 20,000 m^3 of till placed on the peripheral areas. For protection, and to prevent sand from washing away, a geotextile layer was laid along the shoreline and covered with a layer of rip rap to prevent erosion. PBNM JV also developed 6 borrow pits to ensure adequate supply of material to meet narrow specifications relating to future percolation of water; restored borrow sites; and constructed and maintained site roads.

The contract contained success criteria that included measurement of contractor engagement with Athabasca Basin personnel and businesses. The 3 primary KPI's included: (1) local hiring; (2) local equipment utilization; and (3) local spend. PBNM JV successfully surpassed these targets and completed the project on time (October 2015).

In July 2016, SRC were presented the Project Management Institute (North Saskatchewan Chapter) 2016 Project of the Year Award. PBN Nuna / Milestone Joint Venture were acknowledged by SRC for their significant contributions (earthworks and consultation) to the project's success and award achievement.

TAZIN LAKE WEIR REFURBISHMENT, SK (2015)

SASKATCHEWAN POWER

The Tazin River, whose headwaters arise in the Northwest Territories before dipping southward into Tazin Lake in Saskatchewan and back up again into the Taltson River, NT system, has been regulated by a dam on the outflow of Tazin Lake since 1939. PBN Nuna Contracting Joint Venture was awarded the contract for the refurbishment of the existing timber weir on the Athabasca Hydroelectric System in Northern Saskatchewan. PBN Nuna's scope included: installation of a new sheet pile wall in front of the existing weir; and placement of granular fill to create a dam shaped structure and finishing with a Concrete Cloth face. PBN Nuna mobilized equipment by barge across Lake Athabasca followed by a heavy lift helicopter to the work site. The work was carried out by a peak crew of 8 during the period July-September 2015.

McARTHUR RIVER PROJECT, SK (2014)

CAMECO CORPORATION

McArthur River mine, in tandem with Key Lake mine, are the world's largest producers of high-grade uranium. The McArthur River mine site is located near Toby Lake in Northern Saskatchewan, approximately 620 km north of Saskatoon.

Boomerang Discharge Upgrade (2014)

To prevent erosion and the deposition of materials into Boomerang Lake, a rock lined conveyance channel was designed by the Client to transfer treated mine effluent from an upstream dam location to a new precast outfall structure 420 m downstream at Read Creek. PBN Nuna Contracting Joint Venture (PBN Nuna JV), provided construction services under strict environmental monitoring. Scope elements involved: clearing, peat removal, common fill installation, channel construction to strict design tolerances, geotextile, rip rap and granular placement, installation of a precast outfall structure, and commissioning. With a small workforce and fleet, PBN Nuna JV completed the project on schedule and with a solid safety record.

138 kV Substation Facility No. 2 // EPCM Contractor: Hatch (2014)

A new electrical substation and backup diesel generation plant was constructed to support the ongoing expansion of the mine. PBN Nuna JV's scope included: supply and installation of a firewater line (pipe installation and civil work – over 800 m of insulated HDPE 6" and 8" DR11 pipe); construction of firewater huts (3x small light gauge steel buildings); fencing and barriers; supply and installation of a counterpoise (800 m of guywire excavated and backfilled); and miscellaneous site services including material receiving support, site laydown preparation, and carpentry work around camp.

KEY LAKE MILL OPERATIONS, WEST WALL STABILIZATION, SK (2012-2013)

CAMECO CORPORATION

The Key Lake Mine is a former uranium mine in Saskatchewan and is the site of the largest uranium mill in the world. It is located 570 km north of Saskatoon by air on the southern rim of the uranium-rich Athabasca Basin. PBN Nuna Contracting Ltd. (PBN Nuna), commenced work at the Key Lake site in May 2012. PBN Nuna's scope included: excavation and relocation of approximately 2.4 million m^3 of sand; 283,500 m^3 of waste rock screening and placement for the stabilization of the embankment of the Deilmann Tailings Management Facility (a tailings pond); numerous road upgrades and realignments including the decommissioning and installation of several road crossings (culverts); and haul road ditching and check dam construction. The Project required mobilization of approximately 30 pieces of heavy equipment along with support equipment, buildings, and other facilities to support the PBN Nuna workforce. PBN Nuna demobilized October 2013.

STAR DIAMOND PROJECT, SK (2005-2008)

SHORE GOLD INC.

Shore Gold Inc. conducted an advanced exploration diamond project in Saskatchewan which utilized Nuna Drilling FALC's two BG36 large diameter drill rigs. Nuna Drilling's scope included: large diameter (1.2 m) drilling of over 72 holes including casing, augering in overburden, and kimberlite sample collection using reverse circulation drilling to depths reaching 300 m; drill support; and bagging.

PREMIER GOLD PROJECT, BC (2022-Present)

ASCOT RESOURCES LTD.

The Premier Gold Project, located 25 km from the town of Stewart, British Columbia and Hyder, Alaska in an area known as "The Golden Triangle", is an underground mine complex initially developed in 1918 and since then has undergone several stops and starts, along with changes in ownership. Ascot Resources acquired the property in 2018, and in 2022, Nuna Logistics was awarded a 1-year contract to refurbish and upgrade surface infrastructure and processing facilities to support the restart of mining operations.

Nuna's scope includes:

- Snow removal, clearing and grubbing, and diversion and run-off ditching.
- Developing and blasting rock for a future Cascade Creek Diversion Channel.
- Utilizing blast rock as dam armouring and processed aggregates.
- Construction of tailings storage facility raises at the site's South, East, and North dams as well as an overflow weir.
- Borrow development and sand extraction to produce inner dam zone material and processed aggregates.
- Channel excavation and armouring.

Work commenced in April 2022 and was paused early in the 2022 construction season. Nuna expects to resume work in Spring 2023.

GALORE CREEK PROJECT, BC (2022)

GALORE CREEK MINING CORPORATION

The Galore Creek Copper-Gold-Silver Project is located in Northwestern British Columbia, within Tahltan Nation territory, approximately 150 km northwest of Stewart, BC. In 2022, SunWolf Earthworks Inc., a Tahltan corporation formed between Tagodi Development Corporation Ltd. and Nuna Logistics, was awarded a contract to perform earthworks activities and construction services.

RUN-OF-RIVER HYDROELECTRIC DEVELOPMENT, Dasque Creek & Middle Creek, BC (2012)

DOWLAND INC., General Contractor | SWIFT POWER LP, Owner

Located approximately 25 km southwest of Terrace, BC, the 20 MW run-of-river hydroelectric development involved the construction of 2 separate power generation facilities; 12 MW facility on Dasque Creek; and 8 MW facility on Middle Creek East (generally referred to as Middle Creek). Dasque Creek drains directly into the south shore of the Skeena River, while Middle Creek East drains into the mainstream of Middle Creek, and then into the southern shore of the Skeena River. The watersheds have historically been impacted by logging and contain existing road access, including forestry roads close to the intake locations and near the penstock route alignments. Nuna Earthworks Inc. mobilized a 110-person crew and equipment to perform all earthworks related to the construction of 2 weirs and intake structures; 2 penstocks; earthworks for 2 powerhouses and tailrace facilities; reactivation/upgrading of existing access roads; development of short spur roads to the intake and powerhouse construction areas; clearing right-of-way for the transmission line from each powerhouse to the existing BC Hydro transmission line; and construction of a new transmission line adjacent to the existing BC Hydro transmission line from the powerhouse to the Skeena Substation near Terrace, BC.