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NORTHERN ABITIBI MINING CORP.

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FEBRUARY 6, 2009
Environmental Registration Application

NAME OF UNDERTAKING: Viking Gold project - Access Trail

PROPONENT:

- (i) Northern Abitibi Mining Corp.
- (ii) Suite 500, 926 – 5 Ave. S.W., Calgary, AB, T2P 0N7
- (iii) Chief Executive Officer
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- (iv) Principle Contact for the purposes of environmental assessment:
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THE UNDERTAKING:

- (i) Nature of the Undertaking:

Northern Abitibi Mining is planning on conducting continued mineral exploration work at the Viking gold project in 2009. The Department of Natural Resources, Exploration Approval & Land Use, has indicated our application to conduct 9 trenches and 35 drill holes at Viking will be approved, however, our application to construct a 2.6 km tote road to connect our existing workings with highway 420 has not been approved and will require Environmental Assessment. This application is for permission to construct the 2.6 km tote road.

- (ii) Purpose/Rationale for the Undertaking:

Exploration at Viking in 2007 and 2008 has discovered several high grade gold occurrences, and drilling has confirmed high grade and continues gold zones on the property. The potential to delineate high grade gold resources is excellent. In 2007 Northern Abitibi constructed a 6.5 km access trail (tote road) into the Viking property from a non-maintained logging road located west of the property, and constructed 6

trenches. In 2008 an additional 1.9 km of tote road was constructed and 20 trenches were excavated. In 2009 a drill was mobilized into the project along the tote road and 10 holes were drilled with excellent results. Getting the drill in and out of the project along the existing tote road was extremely difficult due to the swampy nature of the terrain and the abundance of large boulders and steep hills. In addition getting materials, supplies, and people in and out of the project proved to be very challenging, and was not always successful.

Constructing the modest 2.6 km tote road from highway 420 to the existing trail network will allow for the expedient and safe transport of workers and equipment to the site, and enable gold resources to be delineated in a much more cost effective manner.

In 2008 the Viking project underwent an Environment Registration process (File # 1370 2.2131.0002) and permission was granted to construct an ATV trail from the highway into the project along essentially the same route as proposed here. The ATV trail was not completed as the terrain contains too many large boulders and too much uneven ground to safely traverse by ATV.

DESCRIPTION OF THE UNDERTAKING:

(i) Geographical Location:

The Viking gold project is located approximately 10 kilometers south of Sop's Arm on the west side of Route 420 (Figure 1).

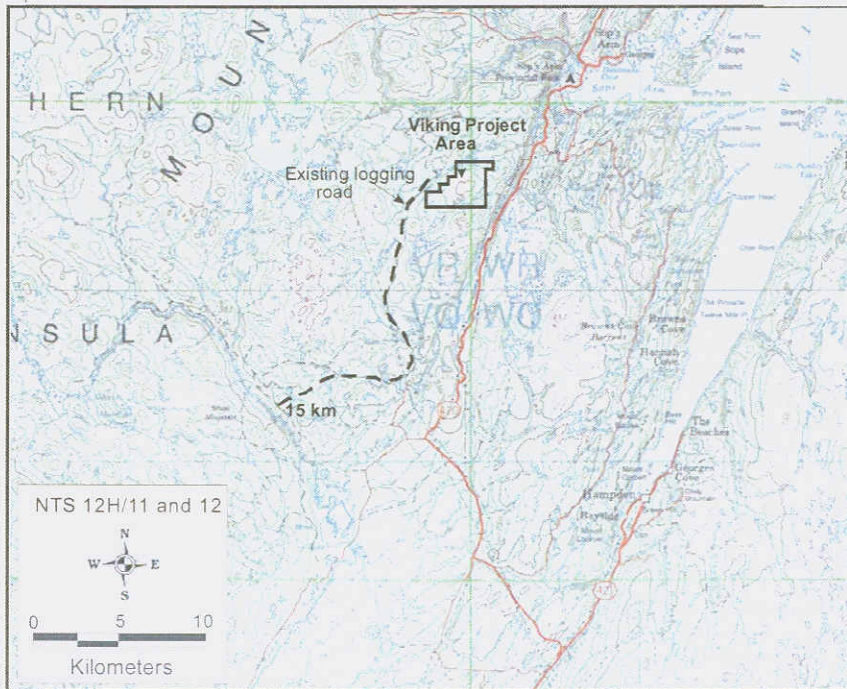


Figure 1. Location of the Viking Project in the White Bay region of northwest Newfoundland.

The detailed location of the project in relation to existing infrastructure is shown on Figure 2. Route 420 and a power line occur just east of the project area and there are no existing buildings or structures within the claim area.

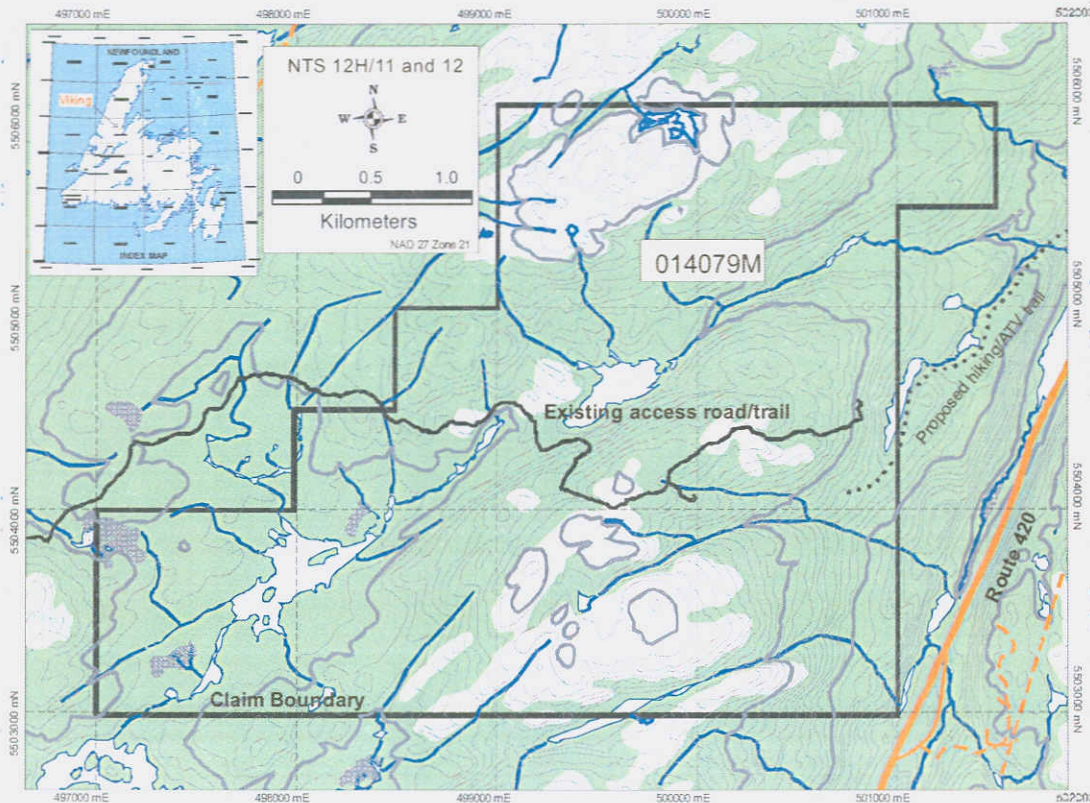


Figure 2. Detailed location of the Viking Project showing the claim boundary and existing infrastructure (Route 420 in orange, and the existing access road in black).

(ii) Physical Features

The major physical features of the undertaking will be the construction of a 2.6 km tote road from highway 420 into the project to aid in the exploration and delineation of high grade gold resources on the property. The location of the proposed tote road is shown on Figures 3, 4, and 5.

The tote road will be constructed using a track mounted excavator. All trees along the route will be cut and stacked following mineral exploration guidelines. Once the exploration program is complete, the tote road will be reclaimed and re-contoured according to mineral exploration guidelines.

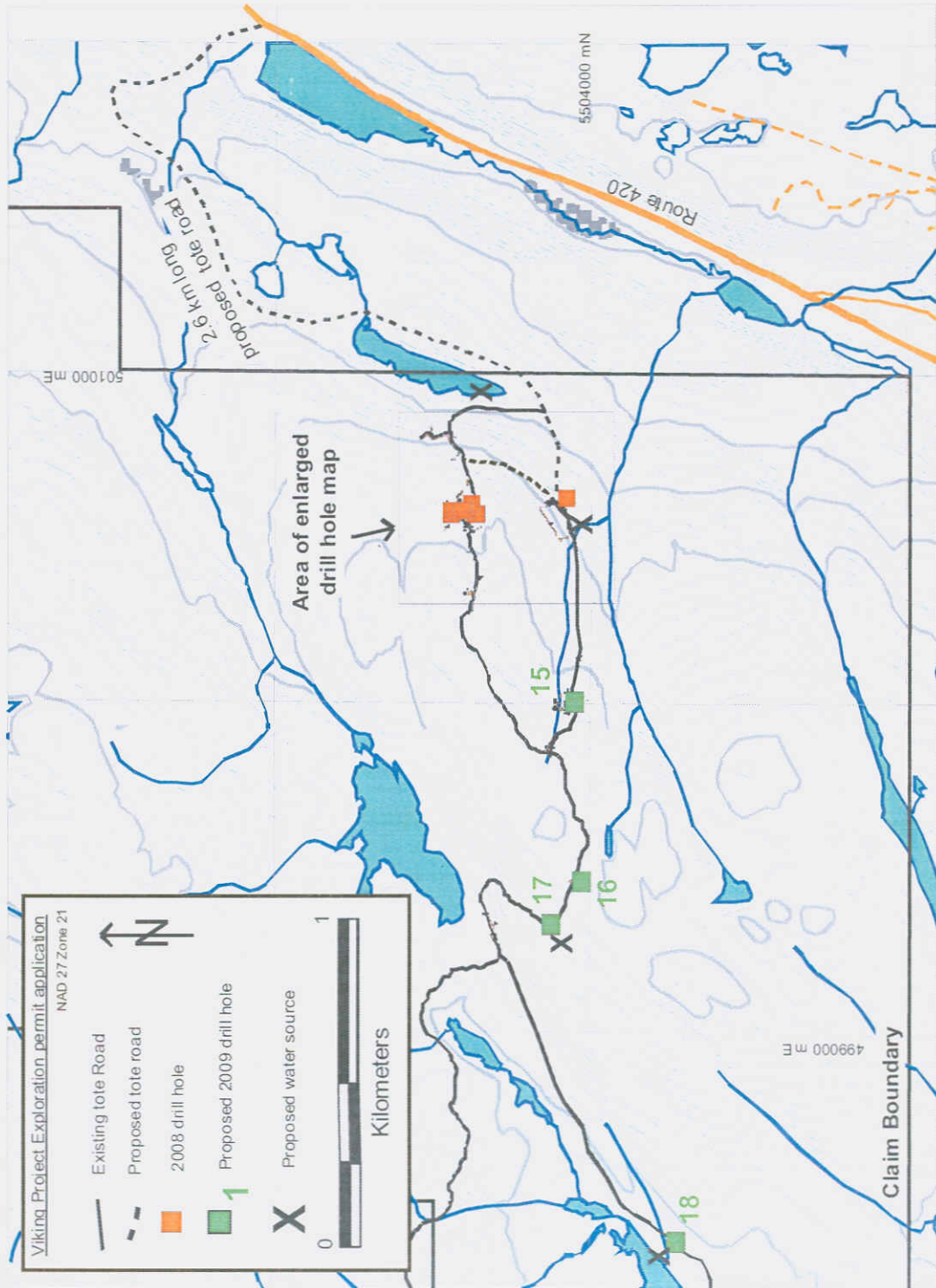


Figure 3. Location of the proposed tote road at the Viking Project.

Figure 4 shows photographs of the proposed tote road and the general topography and forest cover of the area. The proposed tote road would start near Route 420 where an existing dirt road accesses the power line on the west side of the highway. The existing

power line access road would allow the start of the proposed tote road to be 150 meters west of the highway. A small salmon stream runs parallel to the highway. Our proposed tote road does not cross that stream as the stream passes under the highway just south of the powerline access road (see Fig. 5). The start of any disturbance from our proposed tote road is approximately 150 meters from the salmon stream.

A small stream that runs into the north end of White Bottom Pond will be crossed by the proposed tote road (Figs. 3 and 5). We proposed to put in a temporary beam bridge across this small stream to prevent undue damage from equipment and all terrain vehicles.

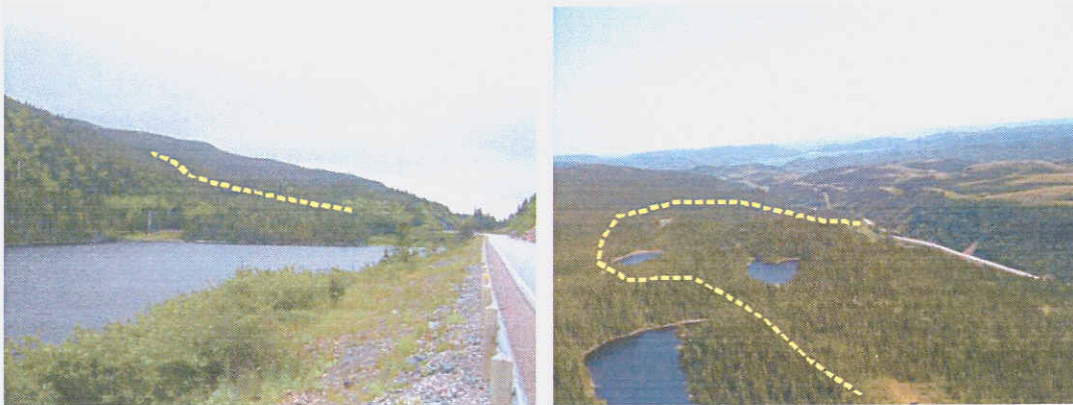


Figure 4. Proposed access trail into the Viking Project (yellow dashed line). Left: View to the north from the bottom of the valley along route 420 showing the proposed trail at the north end of White Bottom Pond. Right: View to the north from the top of the ridge.

The Viking project contains rolling hills with small lakes and swampy areas. The sides of the hills are overgrown with thick spruce forests but along east-facing hillsides, expansive areas of blow-down are common. With increasing elevation, the thick spruce vegetation gives way to uplands barrens characterized by low shrubs and brush. Intervening valleys between hills are found to contain abundant lakes, ponds, streams and marsh. The wildlife in the area is typical of that found in the forests of northwest Newfoundland. Larger species observed during the 2007 and 2008 field programs include moose and caribou. Figure 6 shows the typical topography and tree and brush cover at the center of the Viking project.



Figure 5. Satellite image showing the proposed access trail (red dashed line) connecting the existing 2007 and 2008 exploration work (left) with the low voltage power line (top right) adjacent to Highway 420.



Figure 6. Right: Photograph looking north down the main gold-bearing trend. Left: Photograph looking south along the main ridge top.

(iii) Construction

No permanent buildings or structure will be constructed during this program. Temporary core logging facilities will be set up as allowed under a separate permit for trenching and drilling. All disturbances will be reclaimed according to mineral exploration guidelines when the project is complete.

(iv) Operation

Pending permit approval, tote road construction will start as soon as most of the snow cover has melted, around mid May to early June. Construction will be done using a track mounted excavator which will be mobilized to the site on highway 420. A Northern Abitibi representative will supervise the tote road construction. Two general laborers will cut and stack timber ahead of the excavator. The tote road is anticipated to take 8 days to complete. A fuel cache containing up to 2 barrels of diesel may be necessary during construction.

The tote road will be used for ATV access to the project and for equipment access during future trenching and drilling programs. These uses pose a minor but possible source of pollutants (fuel and oil) during the project.

(v) Occupation

During road construction 4 people will be working on site during the day. Workers will be staying at hotels or private residences in Pollards Point and no camp will be constructed at the project.

Table 1. Workers during the tote road construction phase – Late May to early June

| Occupation | Duties | Employment type | Duration of employment |
|-----------------------|-----------------------------|------------------------|-------------------------------|
| Exploration Geologist | Site supervisor & technical | contractor | 10 days |
| Excavator operator | excavator | contractor | 8 days |
| General laborer | Power saw misc. | contractor | 8 days |
| General laborer | Power saw misc. | contractor | 8 days |

Following the construction of the tote road Northern Abitibi has a \$500,000 exploration program planned, consisting of 9 trenches and 35 drill holes. The Department of Natural Resources, Exploration Approval & Land Use, has indicated this program will be approved, and that permit is pending.

All of the workers involved in the program will be contractors, including the exploration geologist supervising the project. Northern Abitibi Mining hires contractors based on their ability to safely and efficiently complete the project, irrespective of age and gender. Local contractors are used by Northern Abitibi whenever possible.

(vi) Project-Related Documents

- 1) File E070219, Exploration Approval (10 DDH, Trenching, ATV Use, Access Trail & Fuel Cache) & Notification (Prospecting, Geology & Geochemistry) for Northern Abitibi Mining Corp. on the Viking Property, NTS 12H/10 & 12H/11 Licenses 010935M, 012734M, 008878M dated September 6, 2007.
- 2) File E080060, Exploration Approval (10 DDH, Trenching, ATV Use, Access Trail & Fuel Cache) & Notification (Prospecting, Geology & Geochemistry) for Northern Abitibi Mining Corp. on the Viking Property, NTS 12H/10 & 12H/11 Licenses 010935M, 012734M, 008878M dated July 28, 2008.
- 3) Viking Registration document approval. File # 1370 2.2131.0002, June 16, 2008.
- 4) Permit to Alter a Body of Water No. ALT 3894, April 2008.
- 5) Application for Exploration Approval and Notice of Planned Mineral Exploration for the Viking Gold project. Submitted January 14, 2009.

APPROVAL OF THE UNDERTAKING:

Exploration permits for the proposed work are pending.

SCHEDULE:

The proposed road construction work can start after the snow cover in the area has mostly melted. This will likely be in mid May to early June. The program should take about 8 days to complete.

FUNDING:

The exploration program will be funded by Northern Abitibi Mining Corp. The tote road construction is estimated to cost around \$40,500, the subsequent trenching and drilling phase is estimated to cost around \$500,000.

February 6, 2009



Shane Ebert CEO
Northern Abitibi Mining