

5050 Nunavut Limited
Winter Trail
Abandonment and Restoration Plan, 2008

Prepared for:

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1. INTRODUCTION

5050 Nunavut Limited (5050 Nunavut) was incorporated under the laws of Nunavut and presently holds 100 claims comprising 253,796.89 acres in three areas i.e., All Night Lake, McGregor Lake, and Inuit Owned Lands (IOL). The properties are located 60 and 100 kilometres south of Kugluktuk, Nunavut and are known as the All Night Lake Property, the McGregor Lake Property, and IOL Property (Figure 1-1). Together the properties comprise the Mackenzie Igneous Event Project (the "MIE Project") targeting Ni, Cu,Pt group element (PGE) mineralization and Bear Valley Uranium Project (the "BVU Project") for uranium exploration.

5050 Nunavut is a wholly owned subsidiary of Adriana Resources Incorporated (Adriana) and has its corporate office at Adriana's office. The principals in each company are:

Mike Beley, President and Director of Adriana and
Gordon Addie, President of 5050 Nunavut.

5050 Nunavut's corporate office is located in Vancouver, Canada:

Adriana Resources Inc.
Suite 1818, 701 West Georgia Street
Vancouver, BC V7Y 1C6

This Abandonment and Restoration Plan is in support of the single-use, one-way Winter Trail for a cat train to transit personnel and equipment from Kugluktuk to 5050 Nunavut's McGregor Lake Campsite approximately 100km south of Kugluktuk. This plan shall be in effect when approval is attained by the appropriate authorizing agencies, and is subject to revisions as may be necessitated by future programs.

The cat train transit program is of low impact. It includes walking a D6M Caterpillar with a sled in tow. The sled will contain the necessary survival gear and a bobcat construction equipment as well as an escort of 2 snowmobiles between Kugluktuk and the McGregor Lake Campsite. Once at the campsite, the equipment will be used by the cat train crew and camp personnel (to be flown in via helicopter) to construct an ice airstrip, prepare the campsite, and move drill equipment (as outlined in the 2008 Winter Trail Project Description)

Use of the camp, staking & prospecting, exploration (geophys-grd/air) drilling (diamonds/ice, etc.) and bulk fuel storage at McGregor Lake is covered under KIA Land Use License KTL306C016. The License is valid until July 15, 2008 and an application for extension of the permit is presently being prepared. Once at the McGregor Lake Campsite, the Abandonment and Restoration Plan submitted under KTL306C016 will be adhered to.

2. FINAL ABANDONMENT AND RESTORATION

The Cat Train will move from Kugluktuk to McGregor Lake in February or March 2008. The final abandonment and restoration of the trail made by the Cat Train will occur in the spring of 2008, when 5050 Nunavut is finished with the trail.

We do not anticipate much (if any) environmental damage as a result of the Cat Train. 5050 Nunavut will survey the trail by air in the spring, collecting photos of the trail to confirm the absence of negative environmental effects.

In the unlikely event of environmental damage en route, such as a hydrocarbon spill or rutting on the land, the affected area will be reclaimed as close as possible to its pre-disturbed state.

If a hydrocarbon spill occurred during the Cat Train transit, the impacted area will be closely examined. If, after following the actions identified in the Winter Trail Spill and Contingency Plan, there are still visual indicators of environmental damage, 5050 Nunavut will work with an environmental consultant to remediate the affected areas.

If during the Cat Train transit, rutting or other surface disturbances occur, the rut will be filled in and cover with water so that it will turn to ice and harden.

3. DESCRIPTION of CAT TRAIN ACTIVITIES

The information for the Winter Trail Activities is provided for reference only. For specific details, please refer to the Winter Trail Spill and Contingency Plan and the Winter Trail Project Description.

The winter trail route is outlined in Figure 1-2. It extends from Kugluktuk, approximately 100km south to the McGregor Lake Campsite.

The transit from Kugluktuk to McGregor Lake will take place in early February 2008 and will take approximately 30hours, weather permitting.

All fuel & waste transport and storage is guided by the procedures set out in the Winter Trail Spill and Contingency Plan. Once at the Campsite, all activities will be conducted in accordance to the McGregor Lake Campsite Spill and Contingency Plan in KIA Land Use Permit KTL306C016.

P-50 diesel motive will be used to power the Caterpillar while the snowmobiles will use gasoline.

Fuel for the Cat will be transported in a 100 gallon double-walled tidy tank secured to the sled. To refuel, the Cat will unhook from the sled, stay on the trail, back up alongside the sled, fuel up, drain the fuel hose, and hook back up. A spill kit will be on hand during refuelling activities a drip tray will be placed under the hose to protect the ground from possible drips. Absolutely no refuelling will take place on ice or water bodies; such activities will only occur on land.

Any waste will be stored in 5 gallon buckets with lids and will be disposed of at the camp when the cat train arrives, in full compliance with the waste disposal practices for the camp as outlined in KIA Land Use License KTL306C016.

4. EXPECTED ENVIRONMENTAL IMPACT

The transportation is not expected to have adverse effects on the environment. LGP tracks provide an even distribution of Cat and sled weight to the ground minimizing damage to the ice covered ground. Furthermore, the Caterpillar will walk with its blades up to avoid any impact to the tundra. Since, the transportation will occur during frozen ground conditions, the damage is anticipated to be negligible.

The Cat train will adjust course to ensure that absolutely no trees will be damaged or removed as part of the transit. There will be no land or water disturbances.

The transportation will take place in the winter, so there should have no effect on birds or most wildlife. The presence of wildlife will be monitored and activities adjusted to avoid unnecessary disturbance.

The Spill Contingency Plan discusses the preventative measures 5050 Nunavut will abide by to avoid spills, as well as spill cleanup strategies.