Appendix F.2: OPPP/OPEP

AGNICO EAGLE

HOPE BAY MINE

Oil Pollution Prevention Plan (OPPP) and Oil Pollution Emergency Plan (OPEP)

APRIL 2025

VERSION – 4.0

DOCUMENT CONTROL

Revision #	Date	Section	Changes Summary	Author
1	May 2020	Throughout	Review	Agnico Eagle
1.4	August 2021	Throughout	Formatting changes to reflect Agnico Eagle branding.	Agnico Eagle
2	March 2024	Throughout Section 3.3 Section 3.4.3 Section 3.4.5 Section 3.4.6 Section 3.5.1 Schedule 8a.	Updated to support Agnico Eagle formatting and nomenclature and for the addition of a Document Control table. Further changes made to update emergency contacts and procedures as well as updated flow rates.	Agnico Eagle Permitting Team
2.1	June 2024	Section 1.1 Section 1.3 Section 1.4 Section 1.7 Section1.8.1 Section 3.1 Section 3.2 Section 3.4.2 Section 3.5.1 Section 3.7 Schedule 5 Schedule 8a	Updates made in response to Transport Canada feedback and suggestions.	Agnico Eagle
3	August 2024	 Section 1.3 Section 1.8.2 Section 1.8.3 Section 1.8.6 Section 2 Section 2.4 Section 2.5.2 Section 2.13 Section 2.15.1 Section 2.20 Section 3.3 Section 3.4.3 Section 3.4.4 Section 3.5.1 Section 3.7 Section 3.8	Changes to the plan are marked with a yellow arrow on the right side of the page: Changes made to reflect appropriate fuel transfer dates and reflect content for Paragraph 11(1)(k) of Environmental Response Regulations (Errs) Updated Figure 2 Updated Meteorological Conditions Updated description of fuel transfer system and components Removal of Pre-Transfer Barge Booming section – no longer applicable Specified roles and responsibilities Updated boom deployment exercise figure Updated to reflect site infrastructure Updated to reflect current site needs Updated procedures Updated response strategy Updated internal emergency contacts list Updated external emergency contacts list Updated containment and recovery resources Updated spill response training personnel Revision of spill response scenarios to address Subparagraph 11(1)(b)(ii) and Paragraph 11(1)(c) of the Environmental Response Regulations	Agnico Eagle

Revision #	Date	Section	Changes Summary	Author
		Schedules Throughout	Clean up and review of all Schedules Removal of any reference to barge and adjustments to current infrastructures and procedures.	
4.0	March 2025	Complete Revision	The previous versions of the OPPP/OPEP were designed to meet the requirements of the Environmental Response Regulations and the associated Standard: TP 14909. In earlier versions (2024 and before), the Oil Pollution Prevention Plan (OPPP) and the Oil Pollution Emergency Plan (OPEP) were separate documents within a single overall plan. However, as allowed under the regulations and TP 14909 (3.6.1.7), the OPPP and OPEP have now been combined into a single plan to eliminate redundancies and make the plan more useful in the event of activation. The OPPP/OPEP is required under Transport Canada's Environmental Response Regulations and various associated regulations and standards. For Agnico Eagle's Hope Bay operations, these regulations and plans cover the delivery of fuel from a tanker ship to the tank farm in Robert's Bay. Additionally, Federal and Territorial regulations, such as the Environmental Emergencies Regulations, govern various aspects of the fuel transfer. These regulations are co-managed by Environment Canada and Nunavut and impact the tank farm and other aspects of the fuel transfer. Initially, the OPPP/OPEP conflated these and other related regulations, leading to conflicts in reporting and response operations and causing confusion for users. To address this issue, the OPPP/OPEP has been rewritten to comply solely with Transport Canada regulations. The company's Spill Contingency Plan has also been amended to cover the requirements of Environment and Climate Change Canada, Fisheries and Oceans, Nunavut Territorial, and other associated regulations. The OPPP/OPEP has been reviewed and revised to ensure contact names are current and correct, that the plan covers regulatory requirements (see Concordance Tables), and that scenarios, spill equipment, etc., have been updated to better reflect current response preparedness.	John Staynor

Revision #	Date	Section	Changes Summary	Author

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6	Electronic	Agnico Eagle - Linked to Intelex Documents	Internal Distribution
7	Electronic	Agnico Eagle - Hope Bay Management team including Manager on Duty	Internal Distribution
8	Electronic	Agnico Eagle - Corporate Environment Department	Internal Distribution
9	Electronic	Agnico Eagle - Hope Bay Environment Department	Internal Distribution
10	Electronic	Agnico Eagle - JOHSC Co-Chairs	Internal Distribution
11	Physical Copy	Hope Bay ICP (Conf. Room)	Internal Distribution
12	Electronic	John Staynor (Consultant)	(604) 961-9935

Table of Contents

List of Acronyms:

AWOT	Arctic Waters Oil Transfer		IC	Incident Commander
Bbl.	Barrel		ITZ	Intertidal Zone
C	Celsius (temperature)		JET A-1	Jet Turbine Aviation fuel
CCG	Canadian Coast Guard		KitIA	Kitikmeot Inuit Association
CHS	Canadian Hydrographic Service		Kl	Kilolitre (1,000 litres)
cm	Centimetre		L	Litre
cm/s	Centimetre per second		m^3	Cubic Meter
CMT	Crisis Management Team		m/s	Metres per Second
cp	Centipoises		M	Metre
cs (cSt)	Centistokes		MT	Metric Tonnes
CFO	Coordinator, Fuel Operations		MOU	Memorandum of Understanding
CPR	Cardiopulmonary Resuscitation		NIRB	Nunavut Impact Review Board
CSA	Canada Shipping Act 2001		NORDREG	North. Can. Vessel Traffic Services Zone
DWT	Deadweight		NWB	Nunavut Water Board
EMT	Emergency Medical Technician		NRT	Net Registered Tonnes
ENV	Environment department, Hope Bay		OHF	Oil Handling Facility
EOC	Emergency Operations Centre		OPEP	Oil Pollution Emergency Plan
ERG	AE Emergency Response Group		OPPP	Oil Pollution Prevention Plan
ERT	Emergency Response Team		PFD	Personal Flotation Device
ESI	Environmental Sensitivity Index		PPE	Personal Protection Equipment
F	Fahrenheit (temperature)		ppm	Parts per Million
Ft.	Feet		RO	Response Organization
GRS	Geographic Response Strategies		SCAT	Shoreline Clean-up Assessment Team
GRT	Gross Registered Tonnes		SDS	(Material) Safety Data Sheets
GHS	Global Harmonization System		SOTO	Supervisor Oil Transfer Operations
IAP	Incident Action Plan		TCMSS	Transport Can. Marine Safety & Security
ICP	Incident Command Post		TDG	Transportation of Dangerous Goods
ICS	Incident Command System		ULSD	Ultra-Low Sulphur Diesel
INAC	Indigenous & Northern Affairs Canada		WHMIS	Workplace Hazardous Materials Info. Sys.

1. Preamble

1.1. Combined OPPP/OPEP

This Plan is designed to meet the requirements of: TP 14909 –3.6.1.7:

"The OPPP and the OPEP are two separate plans. However, if the elements of both plans can be combined into one plan, it is acceptable as long as each component required by the Regulations can be clearly identified".

The following plan combines the requirements of the OPPP and the OPEP for ease of use, clarity and flow. A detailed breakdown of the regulatory requirements, and where they can be found in the plan, can be found in Schedule 9 "Concordance Tables".

1.2. Purpose and Scope of this Plan

The purpose of this Oil Handling Facility Plan is to outline the steps to be taken if a spill results from a marine fuel transfer operation at the Robert's Bay Oil Handling Facility. The Plan describes the roles and responsibilities of key organizations and personnel involved in mitigating the effects of a marine spill during transfer while protecting the health and safety of the response team, and the environment.

In combination with other company programs, standards, SOPs and plans; this OHF This plan has been prepared by Agnico Eagle Mines Limited ("Agnico Eagle") to meet regulatory requirements set out in the following applicable legislation and standards pertaining to Oil Handling Facilities:

- Canada Shipping Act, 2001, Part 8, Paragraphs 168(1),168(2), 168(3) and 182(a),
- Environmental Response Regulations: SOR/2019-252, 2019,
- TP 14909 Environmental Response Standards:
- Part 2 and 3 of the Vessel Pollution and Dangerous Chemicals Regulations, 2012,
- TP 9834 Guidelines for Reporting Incidents Involving Dangerous Goods, Harmful Substances and/or Marine Pollutants,
- Arctic Waters Pollution Prevention Act (R.S., 1985, c. A-12)
- Arctic Shipping Pollution Prevention Regulations (C.R.C., c. 353)
- Arctic Waters Pollution Prevention Regulations (C.R.C., c. 354)
- TP 10783 E - Arctic Waters Oil Transfer Guidelines
- The Plan also incorporates the inputs of the annual Nunavut Impact Review Board (NIRB) and the guidance of the Kitikmeot Inuit Association (KitIA).

1.3. Company Policies

The General Manager (or designate) responsible for the Robert's Bay OHF will ensure operations are conducted such that safety of employees, visitors and the environment are given maximum priority. Agnico

Eagle is committed to operating the Robert's Bay OHF safely and in compliance with regulations. This includes:

Complying with all Federal and Territorial regulations and their commitments to communities, the Indigenous People and others regarding the handling and transfers of fuel products;

- Maintaining a capacity to respond safely and effectively to an emergency; including fuel spills;
- Maintaining a copy of this Plan on site which is fully understood by facility and emergency response personnel;
- Ensuring that all operators and contractors at the Facility are trained, exercised and reviewed; and,
- Providing personnel with appropriate equipment and training in safety and spill response.

2. Introduction

2.1. Marine Terminal

The General Manager responsible (or designate) for the Robert's Bay OHF will ensure operations are conducted such that safety of employees, visitors and the environment are given maximum priority.

The Doris North Project mine site and Roberts Bay OHF is located in a remote region, 120km SW of Cambridge Bay, Nunavut. Preventative and responsive measures have been developed to rely primarily on internal resources, training and expertise to prevent and mitigate an oil handling incident. Agnico Eagle also requires its fuel suppliers to carry appropriate prevention and response equipment to respond to any spill they have during the transfer. The Robert's Bay OHF is located at the following coordinates: 68° 10' 43" N, 106° 35' 26" W**.**

Figure 1 - Roberts Bay Oil Handling Facility (OHF)

This plan and associated procedures outline the steps involved in the annual fuel transfer. They are designed to provide a clear understanding and structure to prevent potential incidents from occurring. Environmental and safety measures are addressed throughout the process.

This OHF Plan is designed to work with other emergency plans within the Mine's management systems, including the *Emergency Response Plan*. The plan is supplemented by a ground-level operational procedure: Roberts Bay OHF Bulk Fuel Transfer Procedure (see Schedule 2).

This plan applies to all Agnico Eagle employees, contractors and their employees, alliance partners, and visitors during the preparations, off-loading or on-loading operations, and finalization of bulk fuel transfer operations.

The Roberts Bay OHF has been designed for the safe storage of Untra-Low Sulphur Diesel Fuel and Jet A-1 Aviation Turbine Engine Fuel. The OHF presently consists of five 5-million liters capacity, field-erected steel storage tanks and a 400,000 liter Jet A-1 Fuel storage tank.

A view of the OHF is provided below as Figure 1 and a high-level aerial photograph of Roberts Bay is provided as Figure 2 below.

Marine bulk fuel transfers are concluded between an anchored tanker through a floating hose to a dedicated shore manifold. The shore manifold is connected to a 6" steel welded pipeline to the tank farm manifold.

2.2. Category of Oil Handling Facility

Based on the vessel's fuel transfer particulars in accordance with TP 14909, the category of this Oil Handling Facility is Class 1, with a Maximum Oil Transfer Rate not exceeding 150 m^3/h. The minimum size of oil spill incident, for which a response is planned in this OPEP/OPPP is 1m^3 (1,000 litres).

2.3. Emergencies

In the event of an emergency during a transfer operation, the Master of a vessel and the General Manager (or designate) responsible for the OHF must ensure all plan and responder activations, regulatory notifications and necessary measures to rectify or minimize the emergency's effects are activated immediately.

In all cases, both the vessel and the facility must work together to respond jointly to the spill, without regard to whether they believe one or the other party is responsible.

2.4. Typical Tanker ship Used for Annual Fuel Deliveries

IMO number	9421221
MMSI	316037697
Name of the ship	QIKIQTAALUK W
Vessel type	Chemical/Oil tanker
Flag	Canada
Gross tonnage	13,097 tons
Deadweight	19,998 tons
Length	149 m
Breadth	23 m
Year of build	2011
Classification society	BUREAU VERITAS
Home port	VALLETTA
Owner	ISTANBUL CELIK ENERJI - ISTANBUL, TURKEY
Manager	BRYGGEN SHIPPING & TRADING BERGEN - NORWAY
Description	QIKIQTAALUK W is a Chemical/Oil tanker built in 2011 by ICDAS - ISTANBUL, TURKEY. Currently sailing under the flag of Canada.

3. Application

This plan applies to the equipment, property and procedures used by the Hope Bay – Oil Handling Facility to safety transfer fuel ashore, meet all regulatory requirements, NIRB conditions and to protect environmentally sensitive areas.

A list of spill equipment at the OHF is included in Schedule 3 of this plan.

It is critical that in the event of an emergency during a transfer operation, the Person in charge of the OHF (e.g. Facility Manager) and in charge of the vessel (i.e. Chief Engineer, Supervisor of Oil Transfer Operations) work together to take all necessary measures to rectify and minimize the emergency's effects.

The General Manager (or designate) will activate the plan and become the Incident Commander (IC) for any incidents or oil spills that occur once the product has passed the cargo manifold connection.

The General Manager (or designate) will further ensure that all resources and assistance are made available to the delivery contractor to mitigate the impact of any spill that may occur prior to the product passing the custody transfer point.

Specifically, the General Manager (or designate) as the Incident Commander will ensure:

- The Oil Handling Facility Plan (OPPP/OPEP) is activated;
- The Canadian Coast Guard is notified as per the regulations
- Risks associated with response operations are evaluated and assessed;
- Spill responders are trained and briefed on the specific situation and on the hazardous nature of the product spilled;
- Ensure Personal Protective Equipment (PPE) is available and used to protect responders involved with spill clean-up from potential health or safety risks;
- Trained Emergency Response Team (ERT) personnel are mobilized to the site;
- Unsafe operations or work practices are quickly identified and corrected;
- All Federal, Territorial, Internal and other reporting and notifications are completed;
- The response is escalated and supported as required and needed; and,
- The Incident Commander will assume on-site responsibility over the spill scene and personnel involved.

4. Plan Revisions

4.1. Responsibility

The General Manager (or designate) will ensure that:

- This Plan is managed and maintained at all times;
- The Plan is audited (at least annually) and revised as required;
- Systems and response structure are in place that meet the response requirements outlined in the Plan;

The General Manager (or designate) is also responsible for identifying and supervising the person responsible for receiving fuel from a vessel. This person is referred to as the Facility Manager in this Plan.

4.2. Initiating Revisions

The General Manager (or designate) will ensure the Oil Pollution Prevention Plan (OPPP) and the Oil Pollution Emergency Plan (OPEP) are reviewed annually and updated as required to ensure that they meet the regulatory requirements.

Within 90 days of identifying any of the following issues, the General Manager (or designate) must ensure the Plan is reviewed and updated:

- Change in the law or environmental factors that could affect the loading or unloading of oil to or from a vessel;
- Any change in personnel involved in the loading or unloading of oil to or from a vessel that could negatively affect the operation;
- Gaps identified in the Plan after an oil pollution incident or exercise; and
- Any change in the business practices, policies or operational procedures of the facility that could affect the loading or unloading of oil to or from a vessel.

4.3. OPPP/OPEP Manual (hard copy) holders are responsible

- For keeping their copies current by ensuring that all revisions are made;
- Studying new material and processes, and incorporating them into their work; and
- Suggesting changes to existing material to improve the quality of this and other plans and procedures.

4.4. Submitting Changes and Revisions

If the operator of an oil handling facility updates the oil pollution prevention plan or the oil pollution emergency plan, the operator must submit the up-to-date plan to the Minister no later than one year after the update.

4.5. Revision Identification

Specific revisions in the text of the plan are marked by a vertical line in the margin, adjacent the revise text. A revised date is shown, followed by the revision number, at the bottom of each updated or new page.

4.6. Retention

The General Manager (or designate) must ensure a record of the date and the results of each review of the OPPP/OPEP is retained for three years after the day on which it is created.

4.7. Revision Control Sheet

Each revision is captured on the Control Sheet which lists the Section and number of the pages being superseded, and briefly describes the reason for the change.

The Revision Control Sheet can be found on the 2nd page of this Plan.

5. Planning and Procedures

In the preparation of this OPPP/OPEP, the standards as outlined in the Environmental Response Regulations, Environmental Response Standard (TP14909E) and the Vessel Pollution and Dangerous Chemical Regulations have been employed.

Existing literature pertaining to the site specifics of the Robert's Bay OHF, a trajectory analysis of a land-based and water-based spills, currents and areas of local habitat sensitivity have been taken into consideration and incorporated into this OHF Plan.

To specifically address the regulatory requirements and standards, spill scenarios have been developed taking into account the following factors:

(a) The safety of the facility's personnel;
(b) The safety of the facility;
(c) The safety of the communities living adjacent to the facility;
(d) The prevention of fire and explosion;
(e) The minimization of the oil pollution incident;
(f) The notification and reporting of the oil pollution incident;
(g) The environmental impact of the oil pollution incident; and
(h) The measures to be taken for clean-up following the oil pollution incident, including with respect to areas of environmental sensitivities and surrounding ecosystems

5.1. Response Time Standards

Regulations require that equipment and resources needed to contain and control an oil spill incident to a minimum spill size of 1 m^3, shall be on site and deployed on scene within 1 hour after the discovery of the oil spill incident. Equipment and resources are scaled to ensure spill recovery commences within 6 hours. Additional resources include other equipment from the delivery vessel, neighbouring facilities and the Community can be cascaded in as required.

5.2. Sensitivities

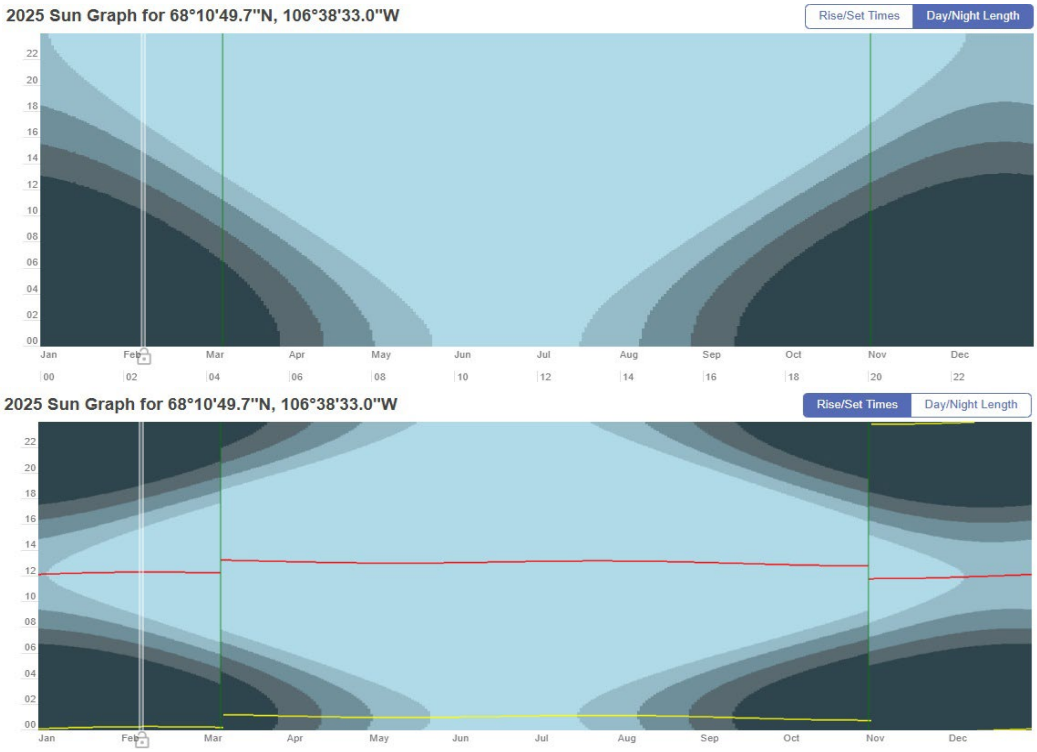
5.2.1. Meteorological Conditions

Roberts Bay occasionally has severe weather during the summer that can present various challenges for the fuel transfer operation. Rain or even snow can reduce visibility for the people operating and monitoring the fuel transfer components. High winds can start rapidly and cause strain on mooring lines. This increases vessel movement and can create chop, which reduces the effectiveness of booming.

Standards and limits associated with wind speed, wave height and other weather issues that pose a safety threat during the transfer are discussed and set between the OHF Transfer Supervisor and the Delivery Vessel Person In Charge (Vessel PIC). This is part of the pre-transfer conference outlined in Schedule 2.

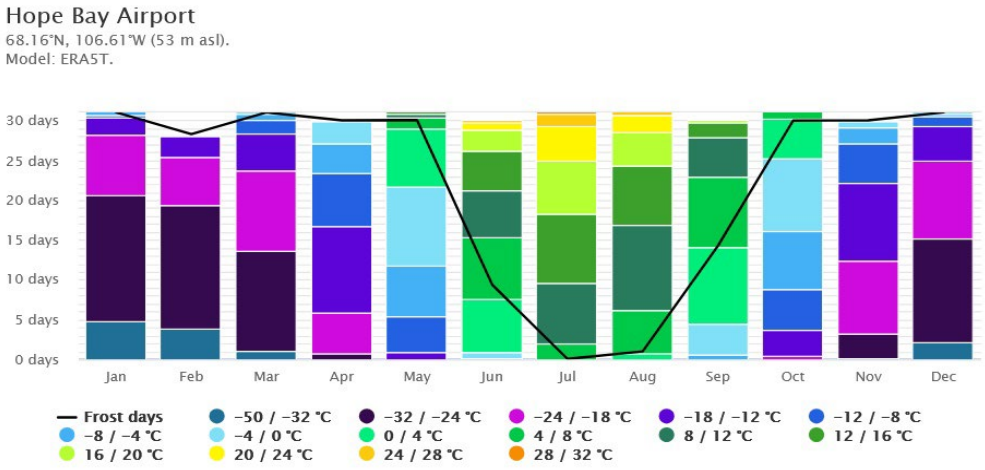
Daylight Hours

Figure 2 - Daylight Hours -- Credit: Metroblue.com



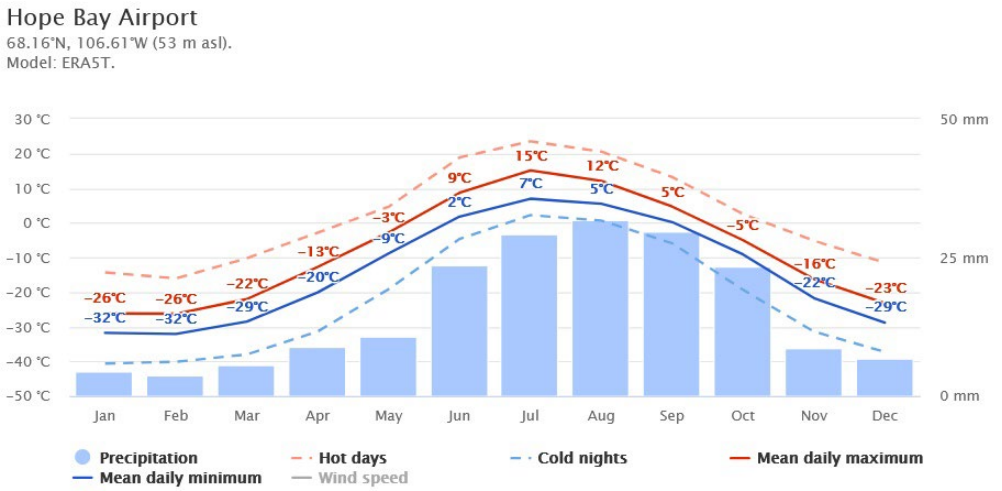
Average Temperatures

Figure 3 Average Temperatures -- Credit: Metroblue.com



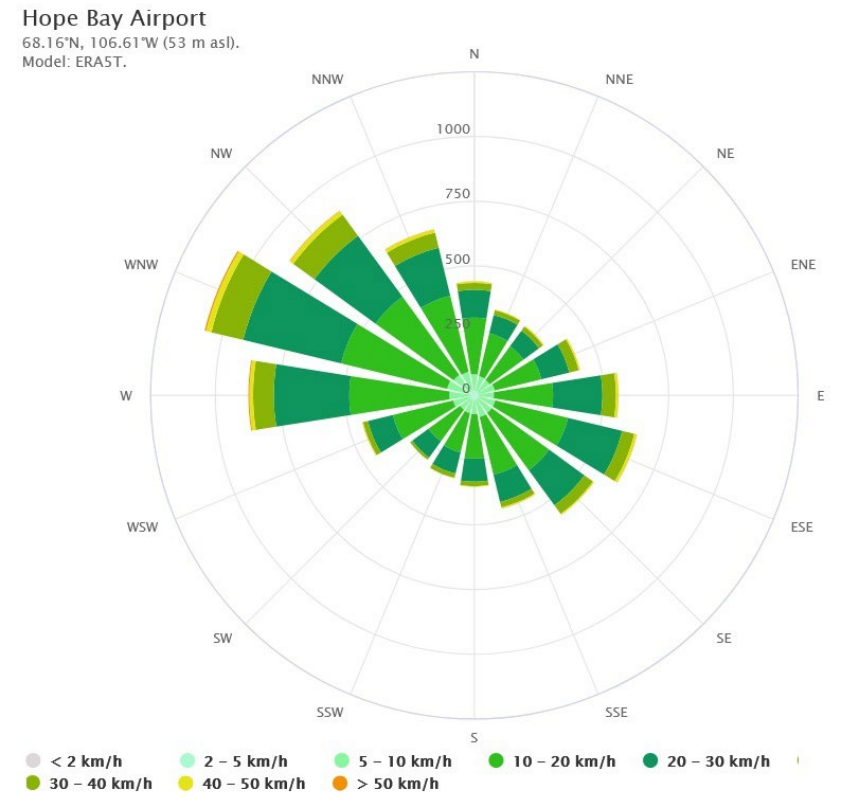
Precipitation

Figure 4 - Precipitation -- Credit: Metroblue.com



Wind Rose

Figure 5 - Wind Rose -- Credit: Metroblue.com



5.2.2. Environmental Sensitivities

Shoreline Substrate Classification

The shoreline of Roberts Bay has been extensively classified with respect to substrate type, allowing identification of areas sensitive from a fish habitat and environmental sensitivity perspective. The detailed classification also supports efforts under the Arctic Shoreline Clean-up Assessment Technique (SCAT) Manual. Refer to Figure 6 - Roberts Bay Shoreline Types (Substrate Typing for SCAT).

Wildlife

Wildlife is active in the area during the period of the transfer and workers performing 24-hour monitoring duties are subject to encounters with animals. Wildlife in the vicinity of the OHF includes raptors, migratory birds, Sik-Sik (ground squirrel), grizzly bears and occasionally wolverine. Preventative measures for potentially dangerous encounters are employed to ensure worker safety through an established wildlife notification and deterrent training program, and emergency protocols are outlined in the *Emergency Response Plan*. Agnico Eagle has placed Focus Wildlife, Surrey, BC on stand-by to respond to any required rescue and rehabilitation of wildlife during the fuel transfer.

Migratory Birds

Roberts Bay lies along a migratory flight path for birds that spend summers in the Arctic. In the event of any incident involving migratory birds interacting with a spill of product under transfer at the OHF, hazing, using noisemakers and visual deterrents may be used to prevent wildlife impacts. Canadian Wildlife Services' "Oiled Bird Response Guidance Plan" would be used and any required handling permits would be obtained. As outlined in Section 3.5.2, external resources will be consulted or retained as required to ensure protection of sensitive areas and species, to minimize the impact of a potential spill.

Fisheries and Aquatic Resources

Several streams flow into Roberts Bay. This includes Little Roberts Creek outflow on the eastern side of the bay, which supports a prominent Arctic Char run during late summer. On the southwestern side of the bay is the outflow from Glenn Lake, which supports an anadromous Lake Trout population. Stream outflow locations are depicted in Figure 7.

In addition, in Roberts Bay directly to the southwest of the jetty, are a series of submerged fisheries compensations shoals. The shoals were constructed in accordance with a Navigable Waters Protection Act authorization, and are depicted on recent versions of Canadian Hydrographic Service marine chart 7790 for Melville Sound. A Sensitive Areas diagram in Schedule 2c also shows the locations of the four shoals. In advance of seasonal marine activities in Roberts Bay, a white buoy will be placed at their north-east corner to mark the position of the shoals to aid vessel navigation in proximity to the jetty.

Figure 6 - Roberts Bay Shoreline Types & Fish Habitats

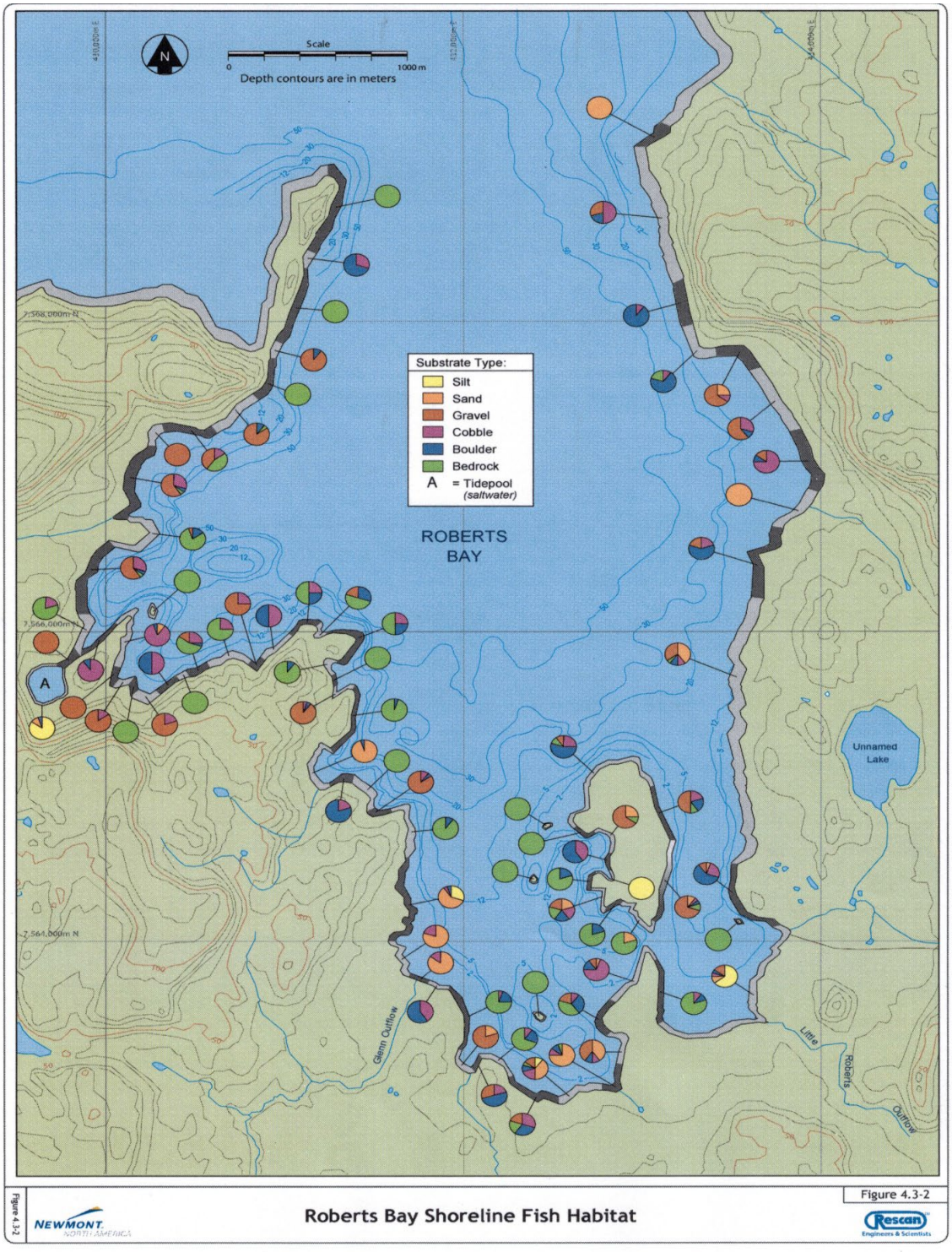


Figure 7 - Aerial of Roberts Bay Sensitive Areas and Artificial Fish Habitat

Figure 8 - Artificial Fish Habitat

☆ = Artificial fish habitat

5.2.3. Cultural Heritage

Roberts Bay is rich in cultural heritage, with evidence of a long history of Inuit use of the area. All areas along the shoreline are classified as sensitive in terms of the need to protect and preserve archaeological sites. Any work needing to be performed above the High-Water Mark of the shoreline of Roberts Bay needs to be cleared by the site Archaeologist in advance. Under emergency conditions, every effort will be made to minimize damage to archeological resources. As soon as practically possible in an emergency, the site Archaeologist will be kept apprised of any shoreline activities in an emergency requiring access to the land.

5.2.4. Management of Contaminated Materials and Waste

In the event of a spill where significant quantities of contaminated wastes are generated, Agnico Eagle waste management personnel will be enlisted to manage the waste stream. The waste stream management strategy will account for collection, temporary contained storage, transport and approved disposal of contaminated solids and liquids, in addition to disposal of any non-contaminated wastes generated during a response. Decontamination of equipment and personnel will be handled to strictly control the spread of any spilled product outside the immediate area of impact. Handling of all materials at the waste management facility is managed under the approved *Non-hazardous Waste Management Plan* and *Hazardous Waste Management Plan* following all inter-provincial disposal and transfer

requirements where applicable. The primary focus during management of contaminated wastes will be personnel safety and protection of the environment during clean-up activities.

5.3. Tides and Currents

There is limited bathymetric and marine data is available for the Melville Sound CHS Charts 7790.

The tidal range at the Robert's Bay OHF are small, with a maximum of ~0.4 m. Water circulation is influenced by winds rather than by tides.

The marine environment is characterized as a protected water environment. Prevailing winds generally create sea conditions with onshore waves of less than 0.65 metre in height, and average winds of less than 30 km/hr.

With increased activity in the area, it is expected that the Canadian Hydrographic Service (CHS) will undertake more detailed surveys in the coming years. This Plan will be revised to reflect additional bathymetric information as it becomes available.

6. Bulk Fuel Transfers

The standards as outlined in the Environmental Response Regulations were used in the preparation of this Oil Handling Facility Plan (OPPP/OPEP). Bulk fuel transfers from vessels to shore will take place in the summer season, typically between late July and late September. The Facility is designed to transfer multiple products in bulk: Jet A1 Fuel, and Ultra-Low Sulphur Diesel (ULSD). See Schedule 8 for Safety Data Sheet (SDS) additional information. The employees and contractors responsible for the transfer operations are trained and qualified to handle these petroleum products.

Safety is essential, and personnel responsible for product handling are required to consider the risks, and identify and promptly report all dangerous situations and conditions; including equipment or facility failures or deficiencies.

This Plan, and specifically this section, has been written to reflect the fundamental response priorities outlined in TP-14909 Environmental Response Standards.

The General Manager (or designate) acting as the IC is responsible for ensuring the activities listed above are carried out. Please see Scenario in Schedule4 for a description of these activities. Details of the role of the IC can be found in the Agnico Eagle *Spill Contingency Plan*.

The General Manager (or designate) is also responsible for making available at least one person who is authorized and responsible for ensuring that the response to an oil pollution incident is immediate, effective and sustained, to the Department of Transport and the Canadian Coast Guard during the entire response to the discharge.

6.1. General Spill Procedures

The OHF Transfer Supervisor will take action to isolate the spill area, notify regulatory and emergency contacts and initiate site evacuations as required. The OHF Transfer Supervisor will brief all spill response personnel on the procedures they are to follow to initiate spill response.

Following a fuel spill, the ERT's top priority must always be personnel safety. Before any clean up or containment operations can begin, the OHF Transfer Supervisor must first evaluate the risks involved and ensure the area is safe for the spill response team members to proceed.

Before responding to fuel spills, all responders involved must be informed of the hazardous nature of the product spilled. The responders must also be given an explanation of the safety and handling methods that must be adhered to at all times. The OHF Transfer Supervisor (or delegate) will provide this information to responders by way of the product SDS, training and practical equipment use demonstrations.

Personal Protective Equipment (PPE) must be always worn during spill response operations. The OHF Transfer Supervisor will provide responders with appropriate PPE and replacements as required.

6.2. Pre-Transfer Preparations

The OHF Transfer Supervisor will meet with the Vessel's PIC of the transfer or their designate. This would typically be the Master, who may delegate to the 1st Mate, Chief Engineer or other responsible person.

Prior to the commencement of any off-loading, the OHF Transfer Supervisor and Vessel PIC work together to review the transfer procedures and complete the Fuel Transfer Checklist located in Schedule 2 of this Plan. Once they are both satisfied, both will sign the checklists and each will retain a copy.

6.3. Standard Response Assumptions

In all cases, the Tanker Ship used for fuel delivers will be a Class approved double hulled Tanker, suitable for the delivery location. The vessel will meet the legal and regulatory requirements to deliver the fuel. Based on the vessel's fuel transfer particulars in accordance with TP 14909, the category of this OHF is Class 1, with a Maximum Oil Transfer Rate not exceeding 150 m^3/h. The minimum size of oil spill incident, for which a response is planned in this OPEP/OPPP is 1m^3 (1,000 litres).

This means that the OHF is required to contain a spill to water during a marine transfer within 1-hour and to start recovery immediately after containment. Recovery systems must be scaled so that all of the spilled fuel is recovered within 6 hours of the spill happening.

6.4. Spill Response Scenarios

The Scenario-based incident is based on real projected operations and potential quantities of fuel spilled. The Scenario is based on actual pumping rates and estimated times required to stop pumping operations. The Spill Scenario can be found in Schedule 4 of this Plan.

6.5. Initial Response Checklist

All contaminated wastes are to be transported to a temporary storage area as designated by the IC (The following outlines the steps to be taken in the event of a spill):

STEP 1 – Identify Product and Assess Hazards:

- Cease all Operations;
- For information on the spilled product, see SDS in Schedule 8;
- Eliminate all sources of ignition.

STEP 2 – Ensure Safety of Yourself and All Others in Area:

- Alert all persons in the immediate area that a spill has occurred;
- Where life or property is in danger, get help. See Schedule 1 for Emergency Contacts;
- Keep all persons not involved with the response activity away from the spill site;
- Ensure all personnel involved in the containment procedures are aware of the hazards and are issued PPE.

STEP 3 – Shut off the Source of Spill – if it is safe to do so:

- Locate the spill source(s), and if safe to do so, shut it/them off;
- If the product is being pumped, shut the pump off.

STEP 4 – Contain the Spill:

- Determine the direction and speed the spill is moving, as well as what is causing the spill to move (wind, gravity, water, etc.);
- Determine what will be affected by the spill (People, Environment, and Property);

- Determine where the spill can be contained;
- Determine actions to reduce damage as a result of the spill;
- Contain the spill.

STEP 5 – Report the Spill:

- The General Manager (or designate), acting as the Incident Commander (IC) is responsible for external reporting and notifications:
- As soon as practically possible, the IC will notify the Canadian Coast Guard's Central and Arctic Region: 1-867-979-5269,
- As soon as practical, the IC should notify impacted Inuit and others who may be impacted by the spill.

STEP 6 – Spill Clean-up & Disposal:

- Spill clean-up and disposal procedures should be reviewed and agreed on with the appropriate Federal and Territorial authorities.

STEP 7 – Contractor Debriefing:

- The IC will follow up with the appropriate regulatory body(ies) having jurisdiction, to ensure that clean-up and/or remediation of the impacted areas is satisfactory.

STEP 8 – Close Spill File:

- The IC will ensure that a full Incident Investigation is conducted and, the results of the investigation are communicated to regulators and any action items are closed.

7. Incident Reporting

7.1. Regulatory Overview

Any response to a fuel spill to water must reflect the regulatory role of the Canadian Coast Guard and the need to follow the requirements of the Canada Shipping Act; specifically, the Environmental Response Act, Regulations and Standard. This Plan focuses on the role of the OHF and its compliance to these regulations.

The Robert's Bay OHF falls under both Federal and Territorial jurisdiction. It must be understood that a spill to water at the Facility may originate from the landside (i.e. storage and pipelines). Land-side spills fall under Territorial and Federal Jurisdiction (the KitIA and Environment and Climate Change Canada (ECCC).

Response structures and procedures at the OHF need to encompass the entire Facility. It would be disruptive to design a response where the OHF was required to mount two separate and unique response structures.

Both the Federal and Territorial Regulators recognize and use the Incident Command System (ICS). Please see the *Spill Contingency Plan* for more detail.

OPPP/OPEP plans fall under the jurisdiction of Transport Canada – Marine Safety and Security when involved in Marine Bulk Fuel transfer.

7.2. Reporting Requirements and Responsibilities

Following any spill, key federal and territorial agencies must be notified as soon as it is safely possible to do so. In addition to their regulatory functions, these agencies may provide additional response personnel, equipment, and supplies, and/or technical expertise to support the Facility's response.

The General Manager or their designate (IC) will ensure that all regulators are notified as soon as is practically possible, in the event of spill. The report must include the following information:

a) The identity of any vessel involved;
b) The name and address of the OHF;
c) The name and position of the person who is responsible for implementing and coordinating the OPEP;
d) The date, time and location of the discharge or the estimated date, time and location of the anticipated discharge;
e) The nature of the discharge or anticipated discharge, including the type and estimated quantity of oil involved;
f) A description of the response actions to be taken;
g) On-scene conditions; and any other relevant information.

7.3. Spills to Water

All spills to- or threatening to enter the water of any volume **must be reported immediately** to the Canadian Coast Guard Marine Communications and Traffic Services (MCTS): **1-867-979-5269.**

E-mail: dfo.ccg.arcticerdo-odiearctique.gcc.mpo@dfo-mpo.gc.ca or iqanordreg@innav.gc.ca

As soon as possible, the General Manager (or designate) must report in writing any discharge or anticipated discharge of oil to the nearest Department of Transport Marine Safety Office

7.4. Reporting Information and Supports

As soon as possible and safe to do so, all spills should be reported to the 24-hour Spill Report Line:

24-Hour Spill Report Line: spills@gov.nt.ca, Tel: (867) 920-8130, Fax: (867) 873 6924

7.5. Post Incident Investigations

An incident investigation will be completed for spills to water or spills having potential to enter water. Incident investigations are initiated and managed by the General Manager or Environmental Superintendent. Spill Investigations may follow the steps outlined below:

Incident Investigation Steps:

PART-1 "Base Information"

1. Employer's information;
2. Injured persons / Persons involved in the incident;
3. Place, date, and time of incident;
4. Type of occurrence;
5. Report type.

PART-2 "Information Gathering"

6. Witnesses;
7. Other persons whose presence might be necessary for proper investigation.

PART-3 "Documenting and Initial Investigation"

8. Sequence of events that preceded the incident;
9. Conditions, acts, or procedures that significantly contributed to the incident;
10. Nature of the serious injury;
11. Brief description of the incident.

PART-4 "Corrective Actions"

12. Corrective actions identified and taken to prevent recurrence of similar incident;
13. Explanation of blank areas on this Preliminary Report, if any;
14. Persons who carried out or participated in the preliminary investigation.

PART-4 "Communicating Findings"

15. Findings are communicated to all stakeholders involved;
16. Procedures are updated to reflect the Incident Investigation findings;
17. Changes in processes and the operational procedures are reviewed annually to

ensure they are effective.

8. Training

The General Manager (or designate) for the Robert's Bay OHF will ensure that all personnel (including contractors) engaged in the loading and unloading of a vessel are prepared for the responsibilities that they may be requested to undertake.

Training is an integral part of an effective spill response program. Training activities ensure the knowledge, skills and ability of the personnel taking part in the response activities are current and correspond to their roles in an incident.

Training should include but is not limited to the following criteria:

(a) Equipment deployment techniques;
(b) Spill prevention, control, and countermeasure;
(c) Workplace Hazardous Materials Information System (WHIMS);
(d) Roles and responsibilities of various responders;
(e) Site safety plan;
(f) Transfer operations;
(g) Basic vessel information;
(h) Familiarization with the OHF Plan:

- OHF staff understanding and proficiency in functions assigned to them;
- Training and understanding of the Notification Systems;
- Roles and Responsibilities during an Incident;
- Deployment of Pollution Countermeasure Equipment;
- Training in the Safety component of the OPEP:
  - Familiarity with the safety standards;
  - Federal and Territorial occupational health and safety laws;
  - Transportation of Dangerous Goods Act (if applicable).

9. Exercising

The exercise program is an integral part of the Robert's Bay OHF and response planning. The primary goals are to evaluate, in a controlled environment, the effectiveness of:

- All aspects of the procedures, equipment and resources identified in the Plan,
- The capabilities of Robert's Bay OHF response staff, and
- The interaction between the Robert's Bay OHF, vessels, other government agencies and response organizations.

Exercises are divided in four categories: internal notification, external notification, deployment and table-top (management).

Exercise design includes specific evaluation criteria. The evaluation criteria are based on the actions expected to be carried out as described in the procedures in the Plan.

A written description of any exercise will be sent to Transport Canada at least 30 days in advance of the exercise to allow the marine safety inspector sufficient time to review the objectives of the exercise, raise any concerns, and to be prepared to attend and evaluate the exercise when it is conducted.

To test the interaction between various parties, exercises should be coordinated with TCMSS, and other players or interested parties (i.e. vessels that could be used when responding, vessels engaged in oil transfer operations, response organization(s), the CCG, Inuit communities and others).

As per the Regulations, if a gap is identified as a result of an exercise, it will trigger a review of the Plan. If updates to the plans are deemed necessary, the updates will be completed within 90 days after the day on which the event occurred.

The following table lays out the objectives of the various types of exercises, description of the exercises and the suggested frequency the exercises should be carried out.

TYPES OF EXERCISE	DESCRIPTION	FREQUENCY
Internal notification: Objective: Verify Internal Contacts	Notification of emergency call out activation To meet the requirements of TP 14909 (3.7.5.4)	Once a year
External notification: Objective: Verify external Contacts	Notification of emergency call out To meet the requirements of TP 14909 (3.7.5.4)	Twice a year
Deployment: Evaluate the effectiveness of the OHF response. **Note:** this exercise is conducted prior to delivery transfers.	• Shut down procedures • Source control • Deployment of equipment • Containment and recovery activities • Site Safety Plan development	Once a year
Table Top - Management: Objective: Evaluate all aspects of the response management system	Physical response and ICS command & control. To meet the requirements of TP 14909 (3.7.5.4)	Once in 3 years

Schedules

Schedule 1.0 – Emergency Contacts

Please see the *Emergency Response Plan* for an up to date and accurate list of emergency contacts.

Schedule 2.0 – Transfer Procedures

1. Purpose

The OHF Transfer Supervisor and people under their supervision during a transfer are trained and qualified to handle petroleum products. The following procedures must be followed during fuel transfer operations. Safety is essential, and personnel responsible for product handling are required to identify and promptly report all dangerous situations and conditions, including equipment or facility failures or deficiencies.

Prior to the transfer taking place, the Vessel -PIC and the OHF Transfer Supervisor must establish two-way voice/radio communication on a continuing basis. These communications must enable the Vessel-PIC and the Facility Operator to communicate and immediately shutdown the transfer operation in case of an emergency.

The immediate shut down of loading or unloading operations and their restart are will be planned so that they do not interfere with the immediate, effective and sustained response to the discharge.

2. Equipment and Supplies:

The following equipment associated with the transfer operation is provided by the Delivery Tanker. The Facility Manager is responsible for ensuring the vessel's master has on board the test certificates for the hydrostatic test of the transfer conduit.

Communication;

- Two intrinsically safe handheld radios compatible with shipboard frequencies
- Spare batteries
- Chargers

Gauging Equipment;

- Gauge tapes equipped with grounding clamps
- Thermometers
- Water and fuel finding paste

Sampling Equipment;

- Fuel sampler
- Sample cans (minimum of 3)
- Funnels
- Sample shipping boxes and labels

Cargo Hoses must meet the following criteria;

- Has a bursting pressure of not less than four times its maximum design pressure;
- Is clearly marked with its maximum design pressure; and
- Has successfully passed, during the year before its use, a hydrostatic test to a pressure equal to one and one-half times its maximum design pressure.

NOTE: The delivery ship is the Owner of the floating transfer hoses used to transfer from the delivery barge to the Oil Handling Facility. The Owner of a transfer conduit (cargo hoses) that is used in a transfer operation must ensure that the conduit is used, maintained, tested and replaced in accordance with the manufacturer's specifications

3. 48 Hours Prior to the Delivery Ship Arrival

The OHF Transfer Supervisor is responsible to inform Transport Canada, Prairie and Northern Region, Marine, via NORDREG, or the nearest CCG Radio Station of the intended nature and duration of transfer, 48 hours prior to the start of transfer operations, or as soon as practicable, in sufficient time that would allow a Marine Safety Inspector to arrive at the site and witness the transfer. (The OHF Transfer Supervisor will assist with logistics, site access and accommodation for the Marine Safety Inspector, as needed).

As per TP 10783 - Arctic Waters Oil Transfer Guidelines:
An e-mail must be sent to iqanordreg@innav.gc.ca at least 48 hours prior to the ship's arrival. The email should include the following information:

- Name and role (OHF Transfer Supervisor);
- Contact phone and email;
- Name and Location of the OHF;
- Start and (estimated) end dates for the transfer;
- Volume and products to be transferred;
- Delivery Ship name, IMO Number, Flag.

4. Pre-Transfer Equipment Requirements

Prior to fuel transfer, shore preparations of equipment include radios, lighting, signage, PPE, and support equipment as needed at the OHF and along the fuel transfer lines' route. Annual hydrostatic testing and certifications of the OHF's pipeline will have been completed. These requirements are listed on the Pre-Transfer Equipment Requirement Checklist which must be verified and signed off by the OHF Oil Transfer Supervisor prior to fuel transfer operations. Other requirements to be established to support fuel transfer personnel include a place of temporary shelter from the weather for fuel transfer team members and sanitary facilities.

Prior to the transfer taking place, the Vessel PIC and the OHF Transfer Supervisor must, before and during the transfer operation, have the means for two-way voice communication on a continuing basis. This will enable the supervisor on board the vessel and the supervisor at the facility to communicate immediately if there is need for immediate shutdown of the transfer operation in case of an emergency. The immediate shut down of loading or unloading operations and their restart will be planned to avoid interference with the immediate, effective and sustained response to the discharge;

4.1. Pre-Transfer Interface

Prior to the bulk fuel transfer taking place, the OHF Transfer Supervisor must meet with the Vessel PIC or the vessel's representative to complete the Arctic Water's Oil Transfer Checklist. A copy of the checklist can be found in TP 10783 - Arctic Waters Oil Transfer Guidelines. The OHF Facility Supervisor must keep a signed copy of the checklist along with the Hydrostatic Testing Certificates (from the ship). These documents will be included in the Post Transfer Report to Transport Canada.

4.2. Pre-staged Equipment

The OHF Transfer Supervisor will ensure that the following items are tested and in place prior to the transfer.

a) Traffic delineators are in place alongside the pipeline road and anywhere else vehicles could accidentally hit the pipeline;
b) Signage – No smoking, no open flames, speed limits, MARSEC Level (if interfacing with an international ship), etc. are erected along the pipeline route.
c) Spill kits and fire extinguishers are deployed along the pipeline route,
d) Portable lighting has been deployed as required under the regulations (see 2.5.4 OHF Transfer Supervisor's Role). Additional lighting should be in place as needed.
e) The two company workboats are tested, fueled and ready to respond if needed.
f) 4 x anchor kits are loaded onto one of the response boats, in case they are needed.
g) 500 feet of boom is connected and deployed at the Cargo Jetty with towing drogues and towlines attached.
h) Shore anchors are in place in areas where they are anticipated to be needed.
i) Supplies of sorbents, waste bags, tools, portable berms, PPE and other response gear are loaded onto the response boat and response vehicle as needed.
j) The skimmer and power-pack have been tested and is ready-to-go if needed
k) Responders are trained, equipped and ready to respond if needed;
l) Line walkers are trained and ready to perform their duties.

NOTE: In the month immediately prior to the fuel transfer, a marine spill response exercise will be performed at the shore manifold. This exercise will be designed to meet the regulatory exercise requirements, train and test responder and equipment and will inform the best locations for all of the equipment listed above. It will also be used to identify any deficiencies so they can be mitigated prior to the fuel transfer taking place.

4.3. Verifications prior to the transfer

The OHF Transfer Supervisor will review the Bulk Fuel Transfer Sequencing Checklist to ensure that all of the preparations and tests have been completed. (see following pages)

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Roberts Bay OHF

Bulk Fuel Transfer Procedure

BULK FUEL TRANSFER SEQUENCING CHECKLIST

TRANSFER DATE: _____

	TASK	DATE COMPLETED	Signature
Sea-Lift Command Centre	Sea-Lift Command Centre Activated?		
	Radios and Chargers Supplied?		
	Administrative Supplies Available?		
	Bear Kits available?		
	PFDs available?		
	First Aid Kit available?		
	Flashlights/torches/headlamps available and working?		
	Marine Chart for Roberts Bay?		
	Satellite Phone available, with contact numbers?		
	Copies of OHF Bulk Fuel Transfer Procedure available?		
	Oil Pollution Emergency Plan (OPEP) on site?		
	Emergency Communications Signal Chart Posted?		
	Red flags available?		
	FLRA Cards on site?		
	Coffee and water available?		
	Sanitary facilities arranged?		
Pre-Transfer Area Preparedness	Transfer hose route delineated?		
	Light plants in place for night work?		
	Fire Suppression Equipment along hose route?		
	Spill Kits along hose route?		
	"No Smoking" Signage erected along route?		
	Tripping hazards, hose hazards removed?		
	Traffic restricted if required? Signage?		
	Fuel supplier barge and/or vessel boomed?		
	Marine Spill Response Equipment Inventoried?		
Communications /Documentation	TMAC OTSupervisor/Fuel Supplier meeting conducted?		
	Two-way radio communications agreed on?		
	Two-way radio communications tested for all locations?		
	TMAC Hope Bay Emergency Procedures reviewed?		
	Emergency Communications agreed on?		
	Inter-company Org. chart contact info. verified?		
	Emergency roles identified?		
	Assigned Roles and Responsibilities Schedule completed?		
	Fuel Volume Agreed to?		
	AWOT Transfer Checklists being completed?		
Fuel Verifications	Pre-transfer fuel volume verifications completed?		
	Shore tank(s) dipped?		
	Barge tank(s) dipped		
	Fuel temperature recorded?		
	Hose volume calculated?		
	No water contamination detected?		
Mobile Equip.	Marine Boat launched?		
	Safety equipment and fuel in boat?		
	Vacuum truck on stand-by?		
	Crane Operator available?		
	Equipment removed from barge as needed?		

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Roberts Bay OHF

Bulk Fuel Transfer Procedure

BULK FUEL TRANSFER SEQUENCING CHECKLIST

Transfer Hose Placement and connection	Hose follows established route?		
	All chafing or pinch points eliminated?		
	Containment tray available under each coupling?		
	Containment trays lined with sorbent pads?		
	Couplings wired closed?		
	Each hose section has a test certification tag? or		
	Hose test certification w/i last 12 months? (retain copy of testing)		
	Hose connects correctly to OHF storage tank manifold?		
	Pig catcher installed in line?		
	All other valves closed and locked?		
	All areas well lit?		
	Containment trough between barge and jetty?		
Fuel Transfer	Final walkthrough completed with TMAC/Fuel Supplier?		
	All roles present for shift?		
	Crew meeting conducted?		
	Emergency stop communication signals reviewed?		
	All roles in position?		
	Announcement to commence transfer broadcast at OHF?		
	Helipad notified to keep all heli operations clear of OHF area?		
	Shore tank valve opened?		
	Pumping start time documented?		
	Line walkers confirm no leaks?		
	Tank Valve Monitor confirms no leaks?		
	Log Maintained by Oil Transfer Supervisor?		
	Pumping stop time recorded?		
Transfer Completion	All valves closed?		
	Pig removed?		
	Hoses disconnected over containment, capped, rolled up?		
	Shore and barge tanks dipped and recorded?		
	Fuel temperatures measured and recorded?		
	All final documentation is signed off?		
	All equipment returned for proper storage?		
	No spills or leaks detected?		

Notes:

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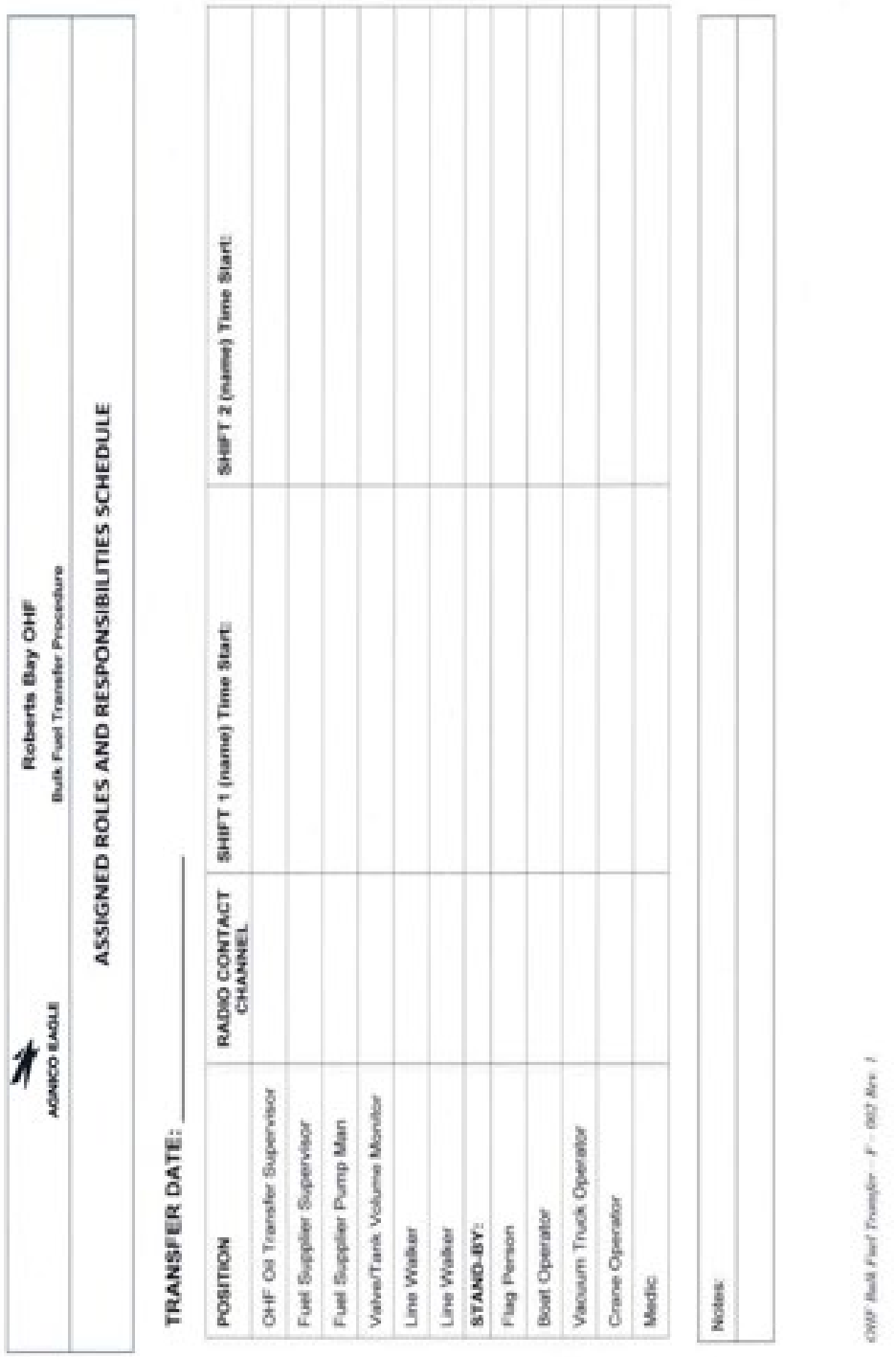
The OHF Transfer Supervisor will review the Assigned Roles and Responsibilities Schedule to ensure all of the personal needed, are available, ready to go and have been trained.



Roberts Bay OHF
Bulk Fuel Transfer Procedure

AGNICO EAGLE

ASSIGNED ROLES AND RESPONSIBILITIES SCHEDULE

TRANSFER DATE: _____

POSITION	RADIO CONTACT CHANNEL	SHIFT 1 (name) Time Start:	SHIFT 2 (name) Time Start:
OHF Oil Transfer Supervisor			
Fuel Supplier Supervisor			
Fuel Supplier Pump Man			
Valve/Tank Volume Monitor			
Line Walker			
Line Walker			
STAND-BY:			
Flag Person			
Boat Operator			
Vacuum Truck Operator			
Crane Operator			
Medic			

Notes:	

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5. Transferring Fuel

5.1. Starting the Transfer

Once the OHF Transfer Supervisor is confident that everything is in place, internal communications have been completed, and all training etc. has been completed, the Transfer can commence.

Note: If a transfer conduit or a connection leaks during a transfer, the supervisor on board the Vessel PIC and the OHF Transfer Supervisor must, as soon as feasible, slow down or stop the operation to remove the pressure from the conduit or connection.

- ☐ Radio confirmation of readiness is confirmed by the OHF Transfer Supervisor, Line Walkers, Valve/Tank Volume Monitor, Vessel PIC and the Vessel (floating) Hose Monitors.
- ☐ The Valve/Tank Volume Monitor confirms the valve at the target tank is closed and all other tanks at the tank farm have been isolated.
- ☐ Once readiness is confirmed, the Vessel PIC uses compressed air to pressurize the floating hose(s), shore manifold, pipeline, and tank farm manifold and piping. Pressure is raised to the agreed level and held while the entire length of the transfer conduit is checked for leaks.
- ☐ Upon conformation that there are no air leaks, the Vessel PIC vents the air from the conduit.
- ☐ After consulting with the Line Walkers, Valve/Tank Volume Monitor, and the Vessel (floating) Hose Monitors. The Vessel PIC and the OHF Transfer Supervisor confirm readiness to commence the transfer.
- ☐ The Valve/Tank Volume Monitor confirms the valve at the tank to be loaded is open.
- ☐ The Vessel PIC starts pumping fuel at an agreed-upon reduced rate (i.e. 70%).
- ☐ Line Walkers and the Vessel (floating) Hose Monitors check the entire conduit and confirm there are no leaks, and the Valve/Tank Volume Monitor confirms “first-in’s”.
- ☐ Once confirmation has been obtained that fuel is flowing safety through the conduit and is arriving at the tanks the Vessel PIC consults with the OHF Transfer Supervisor and they agree to increase the full operating rate.
- ☐ Line Walkers and the Vessel (floating) Hose Monitors check the entire conduit and confirm there are no leaks, and the Valve/Tank Volume Monitor confirms the increase in volume.

5.2. Duties During the Transfer

- ☐ The Pressure at the ship, shore manifold is recorded separately every hour by the OHF Transfer Supervisor and Vessel PIC. Volumes are recorded by the Vessel PIC and the Valve/Tank Volume Monitor hourly.
- ☐ The Valve/Tank Volume Monitor constantly tracks the fuel flow and volume, and estimates when the flow will need to be switched to another tank.
- ☐ Vessel (floating) Hose Monitors and Line Walkers conduct checks every hour to ensure there are no leaks.
- ☐ Radio Checks are conducted at the top of every hour.

5.3. Transferring between Tanks

Ultra-Low Sulphur Diesel volumes are sufficient to require that multiple tanks will be needed.

The Valve/Tank Volume Monitor tracks the tank levels continuously, so that they can accurately predict when the planned (full) level will be reached. When transferring between tanks with the same product, the OHF Transfer Supervisor in consultation with the Valve/Tank Volume Monitor, may choose to transfer "on-the-fly" at a reduced rate or by stopping the pumping completely.

Prior to the switch, the OHF Transfer Supervisor and the Valve/Tank Volume Monitor meet and confirm the lines of communication. Specifically, who will be communicating with the Vessel PIC.

- ☐ 1-hour prior to the transfer to a new tank, the Valve/Tank Volume Monitor informs the Vessel PIC and the OHF Transfer Supervisor of the time the transfer will take place, and the type of transfer that will be used.
- ☐ 10 minutes prior to the transfer to a new tank, the Valve/Tank Volume Monitor confirms the timing and method of transfer.

5.3.1. Stopping the flow:

If the transfer is to be done when the flow is stopped, the Valve/Tank Volume Monitor will tell the Vessel PIC to "stop pumping".

- Once the Vessel PIC has confirmed the pumping at the ship has stopped, the Valve/Tank Volume Monitor confirms the flow has stopped (on flow monitors or direct observation from the top of the tank).
- With confirmations complete, the valve to the full tank is closed and the valve to the new (empty) tank is opened.
- Once the switch has been made, the Valve/Tank Volume Monitor confirms with the OHF Transfer Supervisor that they are ready to receive fuel into the new (empty) tank.
- The OHF Transfer Supervisor calls the Vessel PIC and they confirm readiness to start the transfer. Once confirmed, the Vessel PIC start pumping again at a reduced rate (i.e. 70%) until fuel is observed flowing into the new empty tank.

- ☐ Line Walkers and the Vessel (floating) Hose Monitors check the entire conduit and confirm there are no leaks.
- ☐ The Valve/Tank Volume Monitor confirms with the Vessel PIC that there are no leaks or issues and they agree to increase pumping to the full (agreed) operational speed.
- ☐ Line Walkers and the Vessel (floating) Hose Monitors check the entire conduit again and then once every hour.
- ☐ The Valve/Tank Volume Monitor allows the full tank to settle and conducts/records and accurate final volume for the tank.

5.4. On the Fly-Tank Switches:

On-the-fly refers to switching between tanks while the fuel is continuing to flow. This should be done at a reduced rate.

While these methods can be done safely, the Valve/Tank Volume Monitor should base their decision on the type of switch based on their comfort, experience and equipment. The timing is affected by the volume of flow, the size of the tanks and the type of valves that will be used (the speed they can be opened

and closed). In some cases, Line Walkers may be needed to open and close manual valves at the direction of the Valve/Tank Volume Monitor.

Ideally, or if there is any doubt, the flow should be stopped when the tanks are switched.

- ☐ 1-hour prior to the transfer to a new tank, the Valve/Tank Volume Monitor informs the Vessel PIC and the OHF Transfer Supervisor of the time the transfer will take place, and the type of transfer that will be used.
- ☐ 10 minutes prior to the transfer to a new tank, the Valve/Tank Volume Monitor confirms the timing and method of transfer.
    - When the Valve/Tank Volume Monitor identifies the timing of the switch, they will inform the OHF Transfer Supervisor who will ask the Vessel PIC to slow the flow to the pre-agreed lower rate.
    - The valve to the new (empty tank) is opened and the Valve/Tank Volume Monitor confirms flow to the new tank.
    - Once the flow to the empty tank is observed, the Valve/Tank Volume Monitor will ensure the valve to the full tank is closed and then informs the OHF Transfer Supervisor and the Vessel PIC.
    - With confirmations complete, the valve to the full tank is now closed and the valve to the new (empty) tank is opened.
- ☐ Once the switch has been made, Line Walkers and the Vessel (floating) Hose Monitors check the entire conduit and confirm there are no leaks.
- ☐ Once confirmation is made by the Line Walkers and the Vessel (floating) Hose Monitors that there are no leaks, the Valve/Tank Volume Monitor and the Vessel PIC confirm their readiness and agree to increases the volume back to the agreed-to full flow
- ☐ Once at full flow, the Line Walkers and the Vessel (floating) Hose Monitors check the entire conduit again and then once every hour.
- ☐ The Valve/Tank Volume Monitor allows the full tank to settle, and then conducts/records an accurate final volume for the tank.

5.5. Switching Products

When switching between Ultra-Low Sulphur Diesel and Jet A-1, the transfer will need to be shut down and the entire transfer conduit (from the ship to the tanks) will need to be Pigged.

The Valve/Tank Volume Monitor tracks the tank, levels continuously so that they can accurately predict when the planned (full) level will be reached.

- ☐ 1-hour prior to the transfer of products, the Valve/Tank Volume Monitor will inform the Vessel PIC and the OHF Supervisor of the time the transfer is expected to take place. The Valve/Tank Volume Monitor will confirm that the transfer will be stopped when the current tank is complete.
- ☐ 10 minutes prior to the switch the Valve/Tank Volume Monitor confirms the timing.

5.5.1. Stopping the flow:

- When the Valve/Tank Volume Monitor is ready, they tell the Vessel PIC to “stop pumping”.
- Once the Vessel PIC has confirmed the pumping at the ship has stopped, the Valve/Tank Volume Monitor confirms the flow has stopped (on flow monitors or direct observation from the top of the tank).
- The Valve/Tank Volume Monitor calculates the remaining product in the transfer conduit and (if satisfied there is room in the receiving tank), confirms that the pigging can commence. **(See Pigging Operations below).**
- Once pigging is complete, and the transfer conduit is now clear (empty) from the ship to the Tank Farm manifold, and preparations for transferring the new product can begin

- ☐ The Valve/Tank Volume Monitor confirms the valve at the target tank is closed and all other tanks at the tank farm have been closed and isolated.
- ☐ Readiness is confirmed between the OHF Transfer Supervisor, Vessel PIC and the Valve/Tank Volume Monitor.
- ☐ the Vessel PIC uses compressed air to pressurize the floating hose(s), shore manifold, pipeline, and tank farm manifold and piping. Pressure is raised to the agreed level and held while the entire length of the floating hose and pipeline is checked for leaks.
- ☐ Confirmation is made by the Line Walkers and the Vessel (floating) Hose Monitors that there are no leaks, the Valve/Tank Volume Monitor and the Vessel PIC confirm their readiness and agree that the transfer can commence.
- ☐ The Valve/Tank Volume Monitor confirms the valve at the target tank to be loaded is open.
- ☐ The Vessel PIC starts pumping fuel at an agreed-upon reduced rate (i.e. 70%).
- ☐ Line Walkers and the Vessel (floating) Hose Monitors check the entire conduit and confirm there are no leaks, and the Valve/Tank Volume Monitor confirms “first-in’s”.
- ☐ Confirmation is made by the Line Walkers and the Vessel (floating) Hose Monitors that there are no leaks, the Valve/Tank Volume Monitor and the Vessel PIC confirm their readiness and agree to increases the volume back to the agreed-to full flow
- ☐ Once at full flow, the Line Walkers and the Vessel (floating) Hose Monitors check the entire conduit again and then once every hour.

5.6. Pigging

At various times throughout the transfer the floating hoses and pipeline will need to be “pigged”. Pigging is the process of pushing a foam plug through the pipeline with compressed air. Because the pig has a larger diameter then the inside of the pipe, it squeegees the pipeline (or hose) clean as it passes. Floating hoses and the pipeline are typically pigged separately.

The process for pigging the floating hoses involves pushing a pig through the hoses from the ship to the shore manifold. Because the pig will push both fuel and air, it is critical for one of the shore tanks to be open, to give the fuel and air somewhere to go. Once the Floating hoses are pigged, a second pig will be loaded at the shore manifold. This pig will be pushed to the Tank farm.

5.6.1. Pigging the Floating Hoses

- ☐ The ship’s manifold valve is closed, and the shore manifold and one tank are open.
- ☐ A pig is loaded into the ship’s pig launcher. When sufficient pressure has accumulated, the ship’s manifold valve is opened and compressed air pushes the pig and pipe contents to the shore manifold.

Note: The pressure will vary depending on the length of hose, pressure head in shore tank and type of cargo.

- ☐ If the compressed air is not enough to push the pig all the way, the ship’s manifold valve is closed and the air pressure is built up again. Once pressure is reached the ship’s manifold valve is opened and the hose is blown again. This is repeated until the pig arrives at the shore manifold's pig catcher.
- ☐ The floating hose is now empty with the pig inside the floating hose pig catcher.
- ☐ A hose clamp is placed on the hose approximately 24 inches from the connection and tightened to seal the hose.
    - The ship’s manifold is closed isolating the floating hose.
    - The large ball valve between the floating hose pig catcher and the shore manifold should be closed,
    - The gate valves on the upstream and downstream sides of the shore manifold pig launcher are closed, isolating the shore manifold pig launcher.
- ☐ With the floating hose pig catcher isolated, air is released by the vessel crews via the drain valve into a drip tray or buckets (ideally both). When the air is completely drained the pig catcher can be opened and the pig removed.

5.6.2. Pigging the Shore-side Pipeline

Once the pig has been removed from the floating hose pig catcher, the shore-side pipeline will need to be pigged. It is important to note that the shore manifold (upstream from the large ball valve) and the shore-sire pipeline are still full of fuel and under pressure. **Great care should be exercises when opening drain valves and access hatches.**

- ☐ Confirm that the shore manifold pig launcher is isolated by checking:
  - The gate valve immediately upstream from the shore manifold pig launcher is closed,
  - The large ball valve located immediately downstream from the shore manifold pig launcher is closed,
- ☐ With the shore Manifold pig launcher isolated, fuel is drained via the drain valve into a drip tray or buckets (ideally both). Once the fuel is completely drained the pig launcher can be opened and a new pig loaded.
- ☐ With the pig is in position and the pig launcher sealed, the OHF Transfer Supervisor and the Vessel PIC (and Vessel Crews) take the following steps:
  - The Vessels Manifold is closed,
  - The Large Ball Valve is confirmed closed.
  - The floating hose (if disconnected) is re-connected,
  - The floating hose clamp is removed
- ☐ Once confirmed, the Gate Valve immediately upstream from the shore manifold pig launcher is opened. Note: this will flood the pig launcher with fuel from the shore-side pipeline.
- ☐ The OHF Transfer Supervisor confirms with the Valve/Tank Volume Monitor that the valves are open at the Tank Farm Manifold and at the target tank. Valve/Tank Volume Monitor also confirms that there is sufficient space available in the target Tank for the volume in the shore-side pipeline.
- ☐ Once confirmed, the OHF Transfer Supervisor and Vessel PIC confirm that they are ready to start the shore-side pipeline pigging process.
- ☐ The Vessel PIC starts pressurizing the floating hose. When sufficient pressure has accumulated, the Vessel PIC Confirms readiness to launch the pig.
- ☐ The OHF Transfer Supervisor confirms with the Valve/Tank Volume Monitor that they are ready to receive the pig. Once confirmed, the OHF Transfer Supervisor announces that the pig is being launched and instructs the Vessel Crews at the shore manifold to open the large ball valve.

Note: The pressure will vary depending on the length of pipeline, pressure head in shore tank and type of cargo.

- ☐ If the compressed air is not enough to push the pig all the way, the large ball valve is closed and the air pressure is built up again. Once pressure is reached the ship's large ball valve is opened and the hose is blown again. This is repeated until the pig arrives at the Tank Farm Manifold's pig catcher.
- ☐ The Valve/Tank Volume Monitor informs the OHF Transfer Supervisor and Vessel PIC when the pig arrives at the Tank Farm manifold pig catcher.
- ☐ The Valve/Tank Volume Monitor immediately isolates the Tank Farm manifold pig catcher by closing the gate valves immediately upstream and downstream of the pig catcher.

- ☐ At this point the Vessel PIC can begin depressurizing the floating hose and pipeline.

Great care should be exercises when opening drain valves and access hatches.

- ☐ With the Tank Farm Manifold pig launcher isolated, fuel is drained via the drain valve into a drip tray or buckets (ideally both). Once the fuel is completely drained the pig launcher can be opened and the pig removed.
- ☐ At this point the Transfer system is clean and ready t to be used to transfer other fuel products.

Unless you are planning to immediately start pumping the new fuel product, the gate valve at the and Shore Manifold should be closed.

6. Emergency Shut Down

If any of the following conditions occur, the transfer should be stopped immediately:

- ☐ Lost communications
- ☐ Loss of ability to monitor hose to shore;
- ☐ Sign of spillage, or damage to hoses and couplings;
- ☐ Any detection of accumulated gases;
- ☐ Significant increase in wind and/or swells;
- ☐ When an electrical storm is present or predicted;
- ☐ Any other situation deemed dangerous by the transfer supervisor

All spills to, or threatening entering the water of any volume **must be reported immediately** to the Canadian Coast Guard Marine Communications and Traffic Services (MCTS): **1-867-979-5269.**
A follow-up email should be sent to: iqanordreg@innav.gc.ca as soon as safe and possible to do so

- Location and time of spill,
- Type and approximate quantity of product spilled,
- Precautions being taken at time of notice,
- Current state of tide and local weather,
- Extent of local and shipboard containment and recovery resources,
- Personnel numbers and skills available on site as well,
- Request for extra resources, and advice, if needed, and
- Complete the Spill Line Form.

Nunavut Spill Contingency and Reporting Regulations. As soon as possible and safe to do so, all spills should be reported to the 24-hour Spill Report Line:

- ☐ 24-Hour Spill Report Line:
- ☐ **spills@gov.nt.ca, Tel: (867) 920-8130, Fax: (867) 873 6924**

7. Post Transfer Reporting

A copy of the post transfer report cover page can be found at the end of this Appendix.
Forward a copy of the report as soon as the transfer is completed.

Definitions in the report form:

- ☐ Ship to Shore Checklist means *"Arctic Waters Oil Transfer Checklist"* completed with the Vessel, See Appendix 2 - Section "*2.2.3 Pre-Transfer" Interface* for more information and links.
- ☐ Annual Hose Test Certificate Verified means:
  - A copy of each of the Delivery Vessel's annual hydrostatic testing certificates for each section of hose used, and annual hydrostatic testing certificate for the pipeline.
  - A copy of the annual hydrostatic testing certificate for the shore-side conduit. Thos includes the Shore Manifold, Pipeline, Tank Farm Manifold and Tank Farm distribution piping and systems.

NOTE: These documents are typically "PDF'd" and bookmarked into a PDF document, then emailed.

Email the document to: tc.erpnr-ierpn.tc@tc.gc.ca
Also send a copy to:
Jared Reichert (Robert's Bay OHF Representative at Transport Canada) jared.reichert@tc.gc.ca

- ☐ Ask for an email confirmation of receipt when you sent the email.
- ☐ You do not need to mail the completed document if it has been emailed

8. Roles and Responsibilities Overview

Agnico Eagle and the Marine Fuel Supplier are jointly responsible for successfully transferring the prescribed volume of bulk fuel.

Agnico Eagle's OHF Transfer Supervisor is the company representative responsible for the Marine Bulk Fuel Transfer at the Roberts Bay OHF. The OHF Transfer Supervisor ensures all preparations are in place and tested prior to the transfer. Details of these preparations can be found in Section "*2.2.3 Pre-Transfer"* of this Appendix (2).

It is the responsibility of the fuel supplier to provide all necessary ship and vessel preparations and to control the flow of fuel between the vessel and the shore tanks of the OHF. The supplier also notifies the appropriate regulatory authorities of the transfer operation. The role of Agnico Eagle OHF personnel is to ensure shore preparations, including communications, equipment and personnel available to support the transfer are arranged in advance of fuel transfer operations.

In the event of a spill during the transfer, the OHF Transfer Supervisor will activate the response plans and procedures outlined in this OPPP/OPEP, other emergency response plans (i.e. the Agnico Eagle Spill Contingency Plan), the Incident Command Post, and will ensure all required reporting and notification as are completed.

The OHF Transfer Supervisor will also coordinate with the Delivery Vessel Master will ensure a physical response is activated to meet the response requirements outlined in Section 5.1 Response Time Standards.

In the event of a spill to water, the Vessel-PIC will activate their SOPEP (Ship-source Oil Pollution Emergency Plan) and will notify and coordinate their response with the OHF Transfer Supervisor.

Note: There are contractual agreements in place between the Facility and Vessel, and separate regulatory response regulations related to the Transfer Operation.

In the event of a spill during transfer, both the vessel and facility must respond and work together to mitigate the incident. In other words; issues of who was at fault, jurisdiction, who owned the product or failed equipment etc. are required to be deferred until after the spill is contained and mitigated.

8.1. Fuel Transfer Team

The fuel transfer team consists of the Robert's Bay OHF staff and crews who have been delegated specific responsibilities for the Marine Bulk Fuel transfer. and appropriate qualified members of the fuel supplier vessels. The team consists of the following roles during fuel transfer shifts:

- (Agnico Eagle) OHF Transfer Supervisor
- (Agnico Eagle) Shift Supervisor
- (Agnico Eagle) Hose Monitors/Line walkers (2 per shift)
- (Agnico Eagle) Valve and Tank Monitor (1 per shift)
- Agnico Eagle) Shore Manifold Monitor (1 per shift)
- (Agnico Eagle) Response Vessel Crews (at least 2 per boat, as required)
- Agnico Eagle) Emergency Response Team (on stand-by, if needed)
- (Agnico Eagle) Other Crews if and as required:
    - Traffic control
    - Communications Support
    - Medical/1st Aid
    - Wild Life Monitor
- (Vessel) Vessel PIC (Person In Charge)
- (Vessel) Fuel Supplier pumpman (on-board)
- (Vessel) Workboat (2 per shift)
- (Vessel) Responders (on stand-by, if needed)

8.2. OHF Transfer Supervisor

The Agnico Eagle OHF Transfer Supervisor is responsible for all aspects of the transfer on the receiving side. They must be trained and experienced (or have experienced support) in all aspects of the Marine Bulk Fuel Transfer. This includes, but is not limited to:

General:

- Procedures and requirements associated with (vessel) pre-arrival reporting;
- Trained, and ensure all of their transfer team members are trained and exercised as appropriate to their roles;
- Role-specific understanding of the regulations and reporting requirements;
- Ensures that all OHF transfer crews have the proper certifications required by their role,
- Ensures that all of the steps and procedures outlined in this plan are verified, and followed.

Specific To the Transfer:

- All ignition sources are eliminated;
- Product is pumped into designated tanks through the designated and tagged header;

- The Vessel-PIC and OHF Transfer Supervisor have reported readiness for the transfer operation to begin;
- Continuous communication is maintained between the Vessel-PIC on board the vessel and the OHF Transfer Supervisor on shore;
- The manifold valves and the tank valves at the handling facility are not closed until the relevant pumps are stopped (if the closing of the valves would cause dangerous over-pressurization of the pumping system);
- The Vessel-PIC and the OHF Transfer Supervisor are each aware and understand they must give notice of stopping the loading or unloading to each other in order to reduce the rate of flow or pressure in a safe and efficient manner;
- The Vessel-PIC and OHF Transfer Supervisor agree that two-way communication is continuously maintained before and during the loading or unloading fuel from the vessel.
- In the event of failure of the means of communication, do not start or continue a fuel transfer. Stop the fuel transfer immediately. If communications are lost, the Vessel-PIC and OHF Transfer Supervisor will use a portable “air horn”. 5 short blasts (1 second blast, 1 second pause) with a three second pause between signals are used to indicate an immediate shut down,
- Ensure all shore preparations are in place prior to starting of the fuel transfer;
- Responsible for ensuring the correct amount of fuel is transferred. This is done through flow calculations, and tank dips.
- Ensures all transfer associated documentation is completed and signed off between the fuel supplier and Agnico Eagle.

8.3. Vessel PIC (Person In Charge)

The person responsible for the Vessel, and vessel side of the Marine Bulk Fuel Transfer, is the Master. The Master may (is likely to) delegate the transfer responsibility to the 1st Mate or the Chief Engineer. For the purposes of this plan and the transfer operation, this person is referred to as the Vessel PIC.

The Vessel Master is responsible to ensure that Vessel is well secured when anchored, and to inform the Agnico Eagle OHF Transfer Supervisor of any issues that might negatively affect the fuel transfer process with respect to anchoring, weather conditions etc.

Agnico Eagle will work with the Vessel PIC to ensure they are fully knowledgeable of the Robert’s Bay area with respect to the geographical position of the Roberts Bay jetty, transfer site, underwater habitat compensation structures and other navigational hazards.

8.4. Robert’s Bay OHF - Support and Transfer Team Roles

Shift Supervisor:

The Shift Supervisor works for the OHF Transfer Supervisor. As directed, they are responsible for ensuring operational crews (i.e. Line Walkers, Valve and Tank Monitors, Shore Manifold Monitors Response Vessel Crews, ERT and others) are aware of their responsibilities and are managed and supervised.

Line Walkers:

Physical monitoring during a marine fuel transfer, is critical to environmental safety and the success of the transfer operation. Line Walkers work in pairs and are responsible for ensuring the pipeline, from the Shore Manifold to the Tank Farm is functioning as planned, and that any issues or leaks are identified quickly and reported. Line walkers act as both transfer system monitors and 1st responders in the cases of a spill.

Line Walkers work for the Shift Supervisor, and have the authority to stop all transfers immediately if they detect a leak, something of concern, or encounter a situation they do not recognize.

Line Walkers are the likely the first responders on-site if there is a release from the pipeline. In order to respond quickly and effectively, a vehicle will be dedicated to the Line Walkers for the duration of the transfer. This vehicle will provide transportation and will store all of the response gear and equipment needed for an initial response.

Valve and Tank Monitor:

The Valve and Tank Monitor works for the Shift Supervisor and is responsible for the ensuring the fuel arriving at the Tank Farm Manifold is transfer safely into the appropriate storage tanks as planned. They ensure that the volumes are monitored, transfers between tanks are managed effectively, all procedural steps and issues are communicated to the Shift Supervisor, OHF Transfer Supervisor and Vessel PIC as required. The Valve and Tank Monitor is also responsible for all documentation associated with the transfer.

From time-to-time, the Valve and Tank Monitor will second the Line Walkers to support transfers between tanks and pigging operations. The Valve and Tank Monitor will likely be the first on-site at the Tank Farm should there be a spill or other incident. If there is a release, they will contain the flow (close valves etc.) alert the Line Walkers to respond and alert the Shift Supervisor so they can respond and activate the ERT and others as needed.

Response Vessel Operator and Crews:

The Mine has purchased two vessels that will be used to support the transfer operation and response to any marine requirements (i.e. deploying booms, supporting the Vessel workboat as needed, monitoring shorelines, providing transportation to and from the vessel as needed etc.).

These vessels are by definition, commercial vessels. While their small size (<5GT and 8M in length) and range (Sheltered Waters), limits the regulatory requirements. In addition to the training associate with the transfer operations, the Operators and crews will need to meet the training and certification requirements as described in the Marine Personal Regulations.

Transfer Area Lighting

During hours of darkness, the Facility lighting will meet or exceed those lighting requirements specified in the Vessel *Pollution and Dangerous Chemicals Regulations 34 "Lighting".* Specifically:
When transfer operations take place between sunset and sunrise, the Roberts Bay OHF will provide illumination that has:

i) At each transfer connection point at the OHF, a lighting intensity of not less than 54 lux; and

ii) At each transfer operation work area around each transfer connection point at the OHF, a lighting intensity of not less than 11 lux.
iii) The lighting intensity shall be that measured on a horizontal plane 1 metre above the walking surface in the case of an OHF.

Light plants are positioned along the route of the transfer conduits between the jetty and the OHF storage tank facility. Lighting intensity is established by the light plant manufacturer. Light plants will come in two and four bulb configurations. At Hope Bay, each light contains a 1,000-watt bulb which equates to 96000 lumen (1 lumen = 1 lux).

Schedule 3.0 – Spill Response Resources

Hope Bay Site Heavy Equipment List (August 27th 2024)

Mobile equipment available to Agnico Eagle that will be used for spill contingency by trained ERT, E&I and operations include:

Mobile Equipment - Surface

Type	Quantity
Grader	2
Loader	7
Crane	2
Vacuum Truck	2
Backhoe	1
Bulldozer	4
Excavators	5
Water Trucks	3
Fork Lifts	1
Container Handlers	2
Skid Steer	5
Telehandler	5
Winch Trucks	1
Fire Truck	1
Landing Craft	3
Small Boats	4
Fuel Trucks	2
Haul Trucks	5
Snow Cat	2
Challenger	3
Fat Truck	1
Light Tower	15
Pickups	30
Utility Vehicles	12
Snowmobile	4
Dewatering Pumps	5

All wheeled equipment can be at the OHF within 15 minutes. All tracked equipment would have to be loaded and transported which would take 1-2 hours

Hope Bay Site Spill Response Equipment Inventory

Seacan #1 (Boom)			Seacan #7 (Pylons. Anchors)	
50’ 24” GP Boom Yellow	9 Sections		Orange Pylons	51
Boom Connectors	4		Anchors	12
Seacan #2 (Boom)			**Seacan #8 (Shore Boom MT Cubes)**	
50’ 24” GP Boom Orange	9 Sections		Anchors	4
Seacan #3 (Anchors)			Shore Savers	1
Danforth Anchors	26		Buoy Kit	1
Shore Anchors	9		Orange Tarp	1
Spools – Yellow 3 strand rope	6		Empty Blue Cubes	3
Spools – Yellow 3 strand rope	2		**Seacan #9 (Hoses, Mega Bags)**	
Large Buoy	1		Polar Max Hoses	3
Medium Buoy	2		Mega Bags	7
Small Buoy	29		**Seacan #10 (Miscellaneous)**	
Empty Drums	2		Bags of Rags	1
Misc. Chain	Random		Orange Pylons	6
Seacan #4 (Skimmer)			Admin Supplies	
RBS skimmer and supplies	1		Barricade Tape	6
Insta-berm	2		Flagging Tape	4
Seacan #5			Eye Wash Station	1
ABC Fire Extinguishers	5		1st Aid Kit	1
Signal (air) horns	5		Megaphone	1
Spill Bins	3		Cable Ties	
6mm Waste Bags (100 ea.)	60		Chair	1
30 ea. Oil Snare (pompoms)	30 boxes		Ladder	3
White Poly Sorbent Roles	7		Flashlight	1
Sorbent Socks	1 box		Measuring Reel	1
Seacan #6 (Tools)			Boom Repair Kit	1
Coal Shovels	21		Tyvek Suits	50 large
Squeegees	7		Tyvek Suits	20 XL
Stiff Brooms	12		Tyvek Suits	50 2XL
Spades	5		Hard Hats	9
Picks	4		Rain Suits	2
Mustang Suits	2		Small Measuring Tape	2
Mustang Jackets	4		High Viz Vests	
Terra-Tank Fittings	5		Propane Torch	1
Adapters	4		Garbage Can	1
2”, 3”, 4” Reducing Couplers	4		Tool box	3
2” Ball Valve Assemblies			Orange spray paint	7
Ball Valve bin			Tarps	4
1.5” & 2.0” Hose Parts bin			5 gal. Bio-salve	1
3.0” Hose Parts bin			Chest Waders	2
Misc Hose Pieces & Caps bin			Assorted Chain Links	

Schedule 4.0 – Spill Scenarios

SCENARIO #1- Spill to water of #2 diesel from failed transfer hose

This hypothetical scenario illustrates the response actions to an Ultra Low Sulphur Diesel spill at the Robert's Bay OHF. The scenario is designed to demonstrate how the Facility, the delivery vessel, and responding agencies (i.e. the CCG) would respond to a significant fuel spill to water at the facility.

KEY CROSS REFERENCES:

Delivery Vessel SOPEP & CCG Marine Spills Contingency Plan

Response Type	Spill Type/Amount
Spill to water resulting from a failed transfer hose	Product: #2 Diesel | Volume – 1,000 litres

Time:	09:00	**Wind:**	NNW 4 knots
Date:	August 28th 2025	**Temperature:**	15°C
Sunrise/Sunset:	05:05/21:26	**Location:**	Hop Bay, Nunavut
Latitude:	68.180629°N	**Longitude**	-106.643223°W
Tide:	07:40- 0.4m | 14:19- 1.2m	**Current**	07:39 -0.8kt. | 11:23 0.0kt. | 14:15-0.82kt.

Assumptions

- Diesel is a marine pollutant. Response will focus on the safety of responders, protection of local environmentally sensitive areas and containment/recovery of the spilled fuel.

Safety

- PPE, PFDs and other safety precautions around a marine response.
- Any local vessels that may (or may want to) participate in the response should be vetted against OHS personnel standards and CCG small vessel standards.

Initial Objectives

Safety of the facility's personnel;

- Immediately stop transfer operations
- Ensure all responders are trained and are wearing proper PPE

Safety of the facility;

- Cease operations and shut-in.

Safety of the communities living adjacent to the facility;

- Notify others in the area including other fishing lodges and local residents. Solicit their support to keep people locals away from the spill.

Prevention of fire and explosion;

- #2 Diesel is not volatile at the ambient temperature (15°C).

Minimization of the oil pollution incident;

- Spill must be contained quickly.
- Containment must include protection od shorelines

Notification and reporting of the oil pollution incident;

- Conduct all regulatory, internal and other notifications

Environmental impact of the oil pollution incident;

- Environmental/social/economic priorities should be immediately assessed and responded to.

Requirements for cleaning up the oil pollution incident.

- Recover spilled fuel from the water and dispose of appropriately.

Scenario – Generic first steps

Day-1

18:30 The Woodward's Tankership Qikiqtaaluk W. arrives at Hope Bay and anchors in position to be ready for the fuel transfer. The transfer will be made through a floating hose to the shore manifold. The Hope Bay OHF (Oil Handling Facility) is rated as a Class-1 facility; it is limited to a maximum of 150 m^2 per hour.

The Facility and the ship agree to begin the set-up and transfer preparations at 06:30 the following morning.

Day-2

06:30 The Tankership Qikiqtaaluk W. and the Facility link by radio and begin to deploy the transfer hose(s) and stage the spill response equipment.

08:15 The Hope Bay OHF Transfer Supervisor attends the ship and works with the 1st Mate to complete the Arctic Waters Oil Transfer Checklist.

08:50 Both the Ship and the Facility are ready for the transfer. The pressure tests and other preparations have been completed. The Ship's Chief Engineer (Now acting as the Vessel Person In Charge) and the OHF Transfer Supervisor confirm that they are ready to begin the transfer.

The Vessel PIC begins the transfer at 50% and the ship and facility crews check the floating hoses, manifold and pipeline to ensure there are no leaks. The Facility Valve/Tank Volume Monitor confirms fuel is arriving at the shore tank and the Line Walkers confirm that there are no leaks in the pipeline.

09:10 The Vessel PIC and the Facility Transfer Supervisor confirm that that there are no leaks and the rate of transfer is raised to 80%. After 5 minutes, the Vessel PIC and the Facility Transfer Supervisor agree to move to 100%.

+00:00 Approx. 50 minutes into the transfer, the compression fitting holding the floating hose to the hose camlock lets go. This occurs where the floating hose connects to the shore manifold. Immediately, a large volume of fuel sprays from the separated hose. The Facility Transfer Supervisor, immediately announces "Stop, Stop, Stop" on the radio. The Vessel PIC seeing the reduction in pressure, hits the emergency stop.

+00:05 Ship's workboat crews race to the location to clamp the open end of the hose which is floating 20 metres offshore.

The Facility Transfer Supervisor activates the ERT and directs them to deploy containment booms to the shore manifold area and to respond to the spill site with additional containment and recovery equipment and responders.

+00:15 Facility ERT responders arrive at the jetty and use the workboat to pull the pre-staged containment booms into the water and to the spill site. Once underway, they report to the Transfer Supervisor that their ETA is 10 minutes.

Other Facility crews load two pick-up trucks with the pre-staged equipment. This includes:

- 10 x responders,
- Assorted PPE,
- Skimmer, powerpack and associated hoses,
- *"Fast Tank"* liquid waste storage tank,
- Containment berm, tarps, garbage bags,
- Shore anchors and extra lines,
- 5 bales of sorbent booms, 2 roles of sorbents and 5 bales of sorbent pads,
- Assorted response tools (rakes, pitch forks, shovels),
- Water pump(s), hoses and nozzles,

+00:20 The OHF Transfer Supervisor assesses the situation and determines the spilled fuel is in the water and has spilled over the shore and road from the manifold to the shoreline.

+00:25 Emergency Management Team members have arrived in the Incident Command Post (IPC) and begin setting up. A communications link is established between the Incident Commander in the IPC through the Ops Section Chief and the OHF Transfer Supervisor.

The Incident Commander informs the OHF Transfer Supervisor that he will be activating the corporate response and will be making all of the internal and external reporting calls.

The Incident Commander asks the OHF Transfer Supervisor if there is any additional support needed. The OHF Transfer Supervisor requests the Emergency Management Team:

- Identify any environmentally sensitive shorelines that should be protected, and their priorities,
- Send the Environmental department team to the site to assess the toxicity of the spill, water, and shorelines.
- Ask Fire services to respond to assess the issue of "pooled fuel" and any recommendations and guidance related to recovery and shoreline flushing.
  The OHF Transfer Supervisor tells the Incident Commander they will call in 30 minutes with and update.

Figure 1- Response Containment Deployment Plan

+00:30 The Incident Commander meets with the Emergency Management Team and provides initial overview of the response and provides direction. At this point, the Incident Commander has established that this is a Level 3 Incident, but may escalate to Level 4 if there are additional external issues.

+00:30 Containment booms and other response equipment starts to arrive at the spill site.

The OHF Transfer Supervisor directs the workboat crews to deploy their booms as outlined in Figure #1. Crews on the Ship's workboat confirm that they have completed sealing off the floating hose and no more fuel is escaping. The Vessel PIC confirms that they have made their regulatory reports and that their workboat will be available to support the response.

The Vessel PIC and OHF Transfer Supervisor agree that the failed (sealed) hose end is best left in place for the time being as it is inside the containment boom. Plans will be made to recover the floating hose and drain it later once the spill is contained.

+00:35 The OHF Transfer Supervisor directs the shore crews to set up the skimmer, power pack and portable storage. Once this is completed, they are to set up the water pump and hoses to be ready to flood and corral the spill as needed.

+00:50 Spill booms are deployed and anchored and the skimmer is in place and ready to begin recovery. Water pumps and hoses are also deployed.

The OHF Transfer Supervisor calls the Incident Commander and provides a briefing of the response operations and confirms that the fuel spill on the water a shore has been contained. The OHF Transfer Supervisor informs the Incident Commander of the plans to commence recovery operations.

The Incident Commander informs the OHF Transfer Supervisor that The Environmental team that the Environment Dept. have identified the #1 priority will be diverting any spill away from the artificial fish habitat located near the marine cargo jetty.

The OHF Transfer Supervisor requests that the Incident Commander send someone from environment to assess and confirm whether it will be OK to flush fuel from the road and shoreline into the water within the containment.

The Incident Commander and the OHF Transfer Supervisor plan to meet at the spill site in 15 minutes. (See figure #2 below)

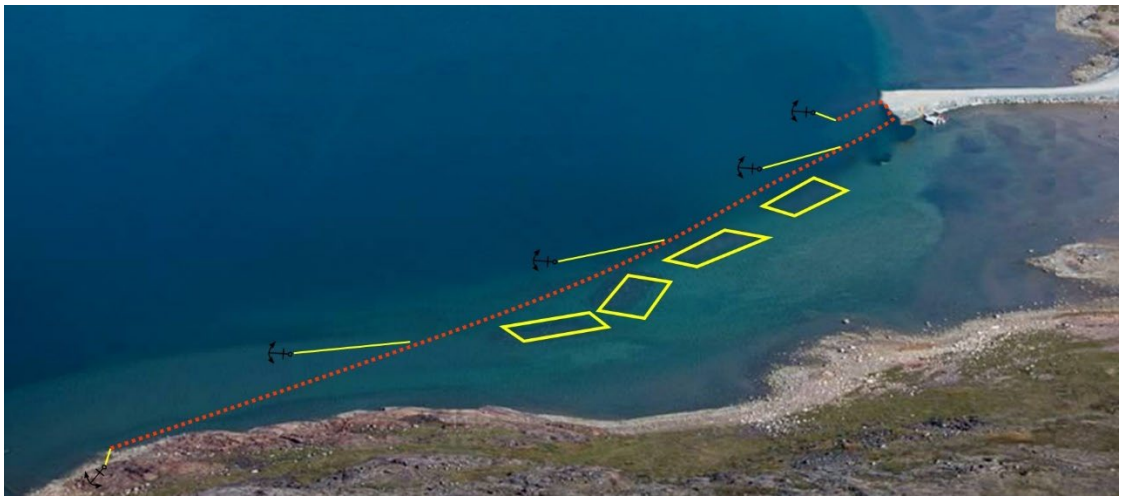


Figure 2

+01:00 Spill booms are deployed and anchored and the skimmer is in place and ready to begin recovery. Water pumps and hoses are also deployed.

+01:10 The Incident Commander and the OHF Transfer Supervisor meet at the spill site to assess the situation and discuss the response. The confirm the following:

- The spill is contained and additional sorbent socks are being deployed inside of the containment.
- Containment appears to be working. The local shore currents are keeping the spill against the shoreline,

- The ship's workboat is assessing the local shorelines to see if they can identify any fuel on the water, outside of the containment,
- The Facility workboat is deploying additional containment booms to protect the Artificial Fish Habitat. (See Figure #2) This will include deploying a diversion boom from the west shore to the Jetty, and a "hook" to trap any spilled fuel. Recovery (if needed) will be conducted from the jetty.
- The Facility Fire reps have assessed the spill and do not see any issues with the proposed flushing of the shoreline and road. They also confirm that pooled fuel is not a fire hazard,
- Members of the environment department assess the shoreline and confirm that the best solution will be to flush the shoreline (under their supervision) to move the fuel into the water for recovery.
- The environment department will be taking samples at the spill site. They have identified two local shoreline sensitivities and will take pre-impact samples at those sites.

+02:00 The Incident Commander informs the OHF Transfer Supervisor that a Representative from the Canadian Coast Guard will be arriving at 08:00 the following morning.

The response continues in a steady state until +08:00:

- Responders continue to monitor the booms diverting fuel away from the fish habitat. These seems to be working well. The fuel that is being diverted is being recovered at the Jetty with sorbent pads.
- Vessel crews on their work boat have towed the broken end of the damaged transfer hose to the side of the vessel. The hose end has been lifted to the vessel deck and secured. The vessel is planning on stripping the pie into their slops tank.
- The Environment Department is satisfied with the effectiveness of the shoreline flushing. The are using local salt water and a light spray. They plan to keep this operating over-night.
- The ICP have developed their 1st ICS 201 and have sent a hard copy to the OHF Transfer Supervisor. Once approved, copies will be sent to Regulators, Stakeholders and the Company head office.
- Logistics in the ICP has arranged for hot meals to be delivered to the site. The Shift Supervisor is making sure crews are taking breaks and are being watered and fed. The Shift Supervisor has asked the medical department to make rounds and ensure all of the responders are keeping well.

+10:00 It is now 17:00 and the work associated with the spill I coming to an end. The OHF Transfer Supervisor consults with the Incident Commander. They agree that a small maintenance night shift will be deployed and the current responders can get some rest.

Day-3

07:00 The Incident Commander, OHF Transfer Supervisor, Vessel Master and PIC and the ERT Captain meet and survey the spill site and adjacent areas.

The containment and work overnight has essentially completed all spill recovery. The booms and flushing equipment is in place and working, but there is no noticeable fuel being recovered. The team agree to leave everything in place until the CCG arrive.

08:20 The Canadian Coast Guard rep. has arrived on sit, meets the team and assesses the response, and success of the methods used. He is pleased with the success and feels the spill response has been successfully mitigated and recovered. He directs the Incident Commander that the transfer can start up again, and the booms and other equipment can be recovered. He is also in agreement that all of the waste can be disposed of in the Facility's incinerator.

12:00 The transfer is restarted and fuel has started to flow into the tanks. All of the spill equipment has been recovered and is being decontaminated or disposed of.

SCENARIO #2- Catastrophic spill of +10,000 tonnes

This hypothetical scenario illustrates the response actions to an Ultra Low Sulphur Diesel spill at the Robert's Bay OHF. The scenario is designed to demonstrate how the Facility, the delivery vessel, and responding agencies (i.e. the CCG) would respond to a catastrophic fuel spill to water at the facility.

KEY CROSS REFERENCES:

Delivery Vessel SOPEP & CCG Marine Spills Contingency Plan

Response Type	Spill Type/Amount
Spill to water resulting from a failed transfer hose	Product: #2 Diesel | Volume – 10,000 Tonnes

Time:	09:00	**Wind:**	NNW 4 knots
Date:	August 25th 2025	**Temperature:**	15°C
Sunrise/Sunset:	05:05/21:26	**Location:**	Hop Bay, Nunavut
Latitude:	68.180629°N	**Longitude**	-106.643223°W
Tide:	07:40- 0.4m | 14:19- 1.2m	**Current**	07:39 -0.8kt. | 11:23 0.0kt. | 14:15-0.82kt.

Assumptions

The anticipated Delivery Vessel is a Type-2 Ice Class, Chemical Tanker that will deliver fuel to the Roberts Bay Oil Handling Facility. The vessel has a capacity of 15,000 m^3 in 12 cargo tanks (approx. 1,250m^3 per cargo tank.). A complete loss of the fuel from 9 cargo tanks while being offloaded is a highly unlikely scenario which would require multiple points of failure. For the purposes of this scenario, we will simply accept the catastrophic loss to the water over the course of 1 hour.

Safety

- PPE, PFDs and other safety precautions around a marine response.
- Any local vessels that may (or may want to) participate in the response should be vetted against OHS personnel standards and CCG small vessel standards.

Initial Objectives

Safety of the facility's personnel;
- Immediately stop transfer operations
- Ensure all responders are trained and are wearing proper PPE

Safety of the facility;
- Cease operations and shut-in.

Safety of the communities living adjacent to the facility;
- Notify others in the area including other fishing lodges and local residents. Solicit their support to keep people locals away from the spill.

Prevention of fire and explosion;
- #2 Diesel is not volatile at the ambient temperature (15°C).

Minimization of the oil pollution incident;
- Spill must be contained quickly.
- Containment must include protection od shorelines

Notification and reporting of the oil pollution incident;
- Conduct all regulatory, internal and other notifications

Environmental impact of the oil pollution incident;
- Environmental/social/economic priorities should be immediately assessed and responded to.

Requirements for cleaning up the oil pollution incident.
- Recover spilled fuel from the water and dispose of appropriately.

Initial Actions Taken to Respond

IMMEDIATELY SHUT DOWN FUEL TRANSFER, if possible, to do so.

In an event of this size, it should be anticipated that the ship would be at risk of losing stability. The ship's crews would immediately look to stabilize the vessel and to move (if possible) to a place of refuge.

Facility crews on the Workboat #1 deploy 5 uninflated red "Scotty" floats into the spilled fuel. This will aid in tracking the fuel on water. Pre-stagged containment booms at the jetty are deployed by the Workboat to divert the spilled fuel to shore.

The goal of the boom deployment is to keep the fuel away from the Fish Habitat and deflect it into the south east end of the bay. This is a lower sensitivity area and the prevailing winds will help keep the fuel against the shore.

With one end of the 1,200 feet of the 24" GP boom attached to the east side of the Jetty; Workboat #1 pulls hard to the North West in an effort to create a sufficiently straight deflection barrier.

The Workboat is stationed on the "inside" of the boom in an effort to use their propeller wash to create a current, and help force the fuel into the planned sacrificial containment area.

Figure 1 +15 minutes

As soon as practical to do so, the CCG is notified of the spill and the facility responders and response managers are activated to the site and the Incident Command Post.

The CCG will be asked to respond as quickly as they can. The Company will support in arranging for flights and securing additional resources from Contractors, other OHFs in the area and region and the MRSRC cooperative.

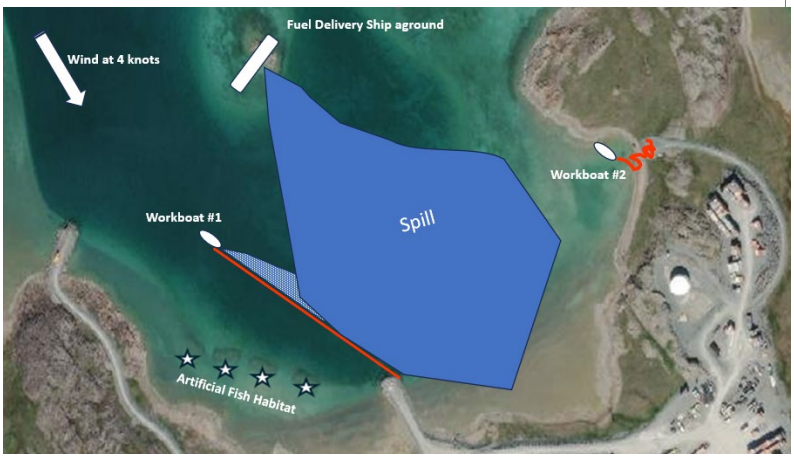


Figure 2 +1 hour

Hour 1

Within the first hour, the spill has migrated to the jetty and is impacting on the sacrificial cove. The thrust from Workboat #1 is working and the bulk of the spilled fuel is moving to the shore.

As this is happening, the ERT (Emergency Response Team) move 1,000 feet of additional 24" GP boom to a shore ramp located on the North Eastern side of the Sacrificial cove, their goal is to deploy the boom and connect with the Workboat #1 boom once the fuel is all (as much as possible) inside the sacrificial cove.

At the Incident Command Post (ICP) The Incident Management Team is completing all of the regulatory and internal reporting and notifications. The Incident Commanders Prioritize Objectives are:

1- To protect the responders. This is a high-tension situation and we do not want injuries resulting from responders taking chances.

2- Protect the Artificial Fish Habitat

3- Contain the spill. As much as is possible, crews on the water should try to contain the spill in the sacrificial cove. this will buy us time to cascade additional spill response equipment, expertise and personal to recover the spill.

4- Expect and plan for additional people and their needs. In addition to cascading as much spill response resources as possible, as quickly as possible; we will need to also cascade in the resources we will need to support them.

5- The Planning Section will need to quickly develop plans for the containment working and the containment not working.
    a. What will we need to quickly recover the spill if we can maintain containment. and,
    b. What can we expect (and do) if we lose containment.

Hour 2

The wind and currents are continuing to push the spill ashore. The ship has notified the response that they think that all of the fuel that can leak out, has leaked out. They are concerned about the stability of the vessel and are choosing to remain aground on the reef.

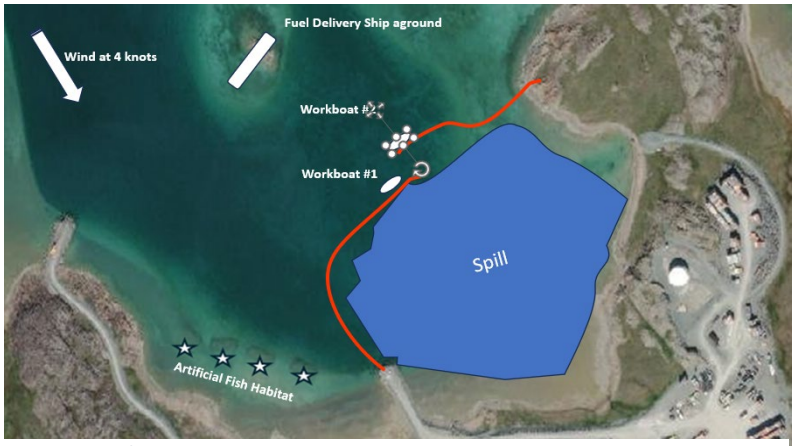


Figure 3 +2 hours

At this point they are working to secure the vessel. Transport Canada will be arriving on site within the nest few hours. The ship requests a Workboat be used to transport them to the ship.

With the spill essentially all in the sacrificial cove, Workboats #21 & #2 work to close off the initial containment. Once they have closed the booms, they will work with the ERT to deploy the simmer and start recovery. There is an empty fuel storage tank adjacent the spill site that holds 5,000 M^3. This will be sufficient for now, but additional storage will be needed either on site of on a vessel. Logistics is look for options.

The ICP has issued their first ICS 201 and are meeting with responders who have arrived from B2Gold's MLA. They have arrived with a (requested) second portable disk skimmer and power-pack. Additional responders and equipment from Yellowknife are expected within the next 2 hours.

Planning is developing a plan for what happens if containment is lost. This includes trajectories and anticipated environmental sensitivities that might be impacted. They are assessing and prioritized these possible impact sites. Planning is also it talks with Environment and Climate Change Canada about the possibility of igniting the contained spill.

Weather and the prevailing wind should remain steady for the next 3 days.

Next 10 days:

Based on what is currently understood we can anticipate and rely on the following:

- The Camp has sufficient accommodations and support the house an additional 200 responders (if needed).
- Additional booms, skimmers and transfer pumps are being cascaded in. It is expected that there will be sufficient response equipment and personal on site by hour 24.
- The mine has enough equipment and resources, but the response anticipates a need for additional storage. Most of this can be obtained from the empty fuel tanks (The ship was arriving to deliver the next year's fuel). If the tanks are used for storage, the mine will have to go into maintenance. The CCG and industry are scrambling to ensure another tanker is made available.
  This may be a moot point as it will be difficulty to replace to fuel delivery on short notice.
- The ERT and Mine staff will need to be supported with their cross shifts. This is underway and will allow for full coverage over the next 10 days.
- The Crisis Management Team at Corporate headquarters have activated and are dealing with the business, operational and external concerns.
- If all of the resources expected arrive on schedule, the mathematical recovery rate points to 10 days of spill recovery followed by an unknown amount of time to mitigate the environmental impacts.
- The Ship is working with Transport Canada. Salvors are on their way to re-float the ship. They anticipate this is possible before the winter season closes in.

Schedule 5.0 – Transport Canada Declaration

DECLARATION - OIL HANDLING FACILITY NORTH OF 60 DEGREES NORTH LATITUDE

Pursuant to subsection 168(1) of the Canada Shipping Act 2001 (CSA 2001), I,
Agnico Eagle Mines Limited, declare to comply
(Name of the Operator of the oil handling facility)

with the *Environmental Response Regulations*, on the detection of an oil pollution incident that arises out of the loading or unloading of oil to or from a vessel (declare the manner in which the operator will comply with the regulations).

(i) with the *Vessel Pollution and Dangerous Chemicals Regulations (SOR/2012-69)*, respecting the circumstances in which operators of oil handling facilities shall report discharges or anticipated discharges of oil, the manner of making the reports and the persons to whom the reports shall be made.

All the information contained in the submission is true and complete to the best of my ability and accurately reflect our interpretation of the regulations.

The persons listed below are authorized to implement the oil pollution emergency plan.

Cody Kerr, Hope Bay, Nunavut, (819) 759 3555 x4600131, cody.kerr@agnicoeagle.com

Morgan Hjorth, Hope Bay, Nunavut, (819) 759 3555 x4600123, morgan.hjorth@agnicoeagle.com

Guy Dufour, Hope Bay, Nunavut, (819) 759 3555 x4600102, guy.dufour@agnicoeagle.com

Cody Kerr Digitally signed by Cody Kerr Date: 2024.06.11 11:38:50 -06'00'

(Signed by the operator of the oil handling facility or its representative)

(Date)

Schedule 6.0 – Training Records

AGNICO EAGLE HOPE BAY

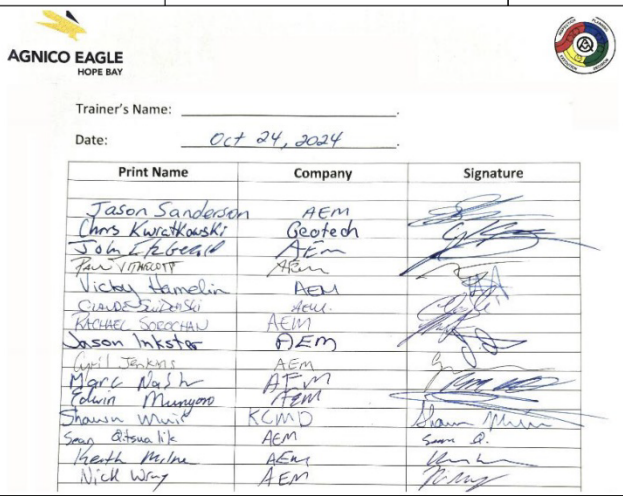
Oil Spill Compliance Training

This course provides responders with training associated with fuel spills at the Hope Bay site. The training covers safety, response equipment familiarity, tools and techniques and other subjects associated with the specific site and fuel types.

Trainer's Name: John Staynor

Date: October 24th, 2024

Print Name	Company	Signature
Jason Sanderson	AEM	See attachment below
Chris Kwratkowski	Geotech	
John Fitzgerald	AEM	
Paul Tithecott	AEM	
Vicky Hamelin	AEM	
Claude Swiderski	AEM	
Rachel Sorochan	AEM	
Jason Inkster	AEM	
Cyril Jenkins	AEM	
Marc Nash	AEM	
Edwin Munyoro	AEM	
Shawn Muir	KCMD	
Sean Qitsualik	AEM	
Keith Milne	AEM	
Nick Wray	AEM	


AGNICO EAGLE HOPE BAY

Trainer's Name: _____.

Date: Oct 24, 2024.

Print Name	Company	Signature
Jason Sanderson	AEM	
Chris Kwratkowski	Geotech	
John Fitzgerald	AEM	
Paul Tithecott	AEM	
Vicky Hamelin	AEM	
Claude Swiderski	AEM	
Rachel Sorochan	AEM	
Jason Inkster	AEM	
Cyril Jenkins	AEM	
Marc Nash	AEM	
Edwin Munyoro	AEM	
Shawn Muir	KCMD	
Sean Qitsualik	AEM	
Keith Milne	AEM	
Nick Wray	AEM	

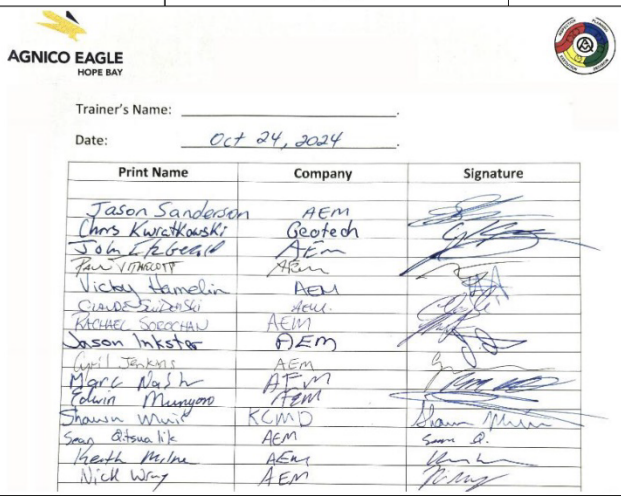
Oil Spill Compliance Exercise

The Oil Spill Compliance Exercise builds off the Oil Spill Compliance Couse. The exercise is designed to familiarize participants with the safety, response equipment, tools and techniques associated with a physical response to a fuel spill.

Trainer's Name: John Staynor

Date: October 25th, 2024

Print Name	Company	Signature
Jason Sanderson	AEM	See attachment below
Chris Kwratkowski	Geotech	
John Fitzgerald	AEM	
Paul Tithecott	AEM	
Vicky Hamelin	AEM	
Claude Swiderski	AEM	
Rachel Sorochan	AEM	
Jason Inkster	AEM	
Cyril Jenkins	AEM	
Marc Nash	AEM	
Edwin Munyoro	AEM	
Shawn Muir	KCMD	
Sean Qitsualik	AEM	
Keith Milne	AEM	
Nick Wray	AEM	



AGNICO EAGLE HOPE BAY

Trainer's Name: _____.

Date: Oct 24, 2024.

Print Name	Company	Signature
Jason Sanderson	AEM	
Chris Kwratkowski	Geotech	
John Fitzgerald	AEM	
Paul Tithecott	AEM	
Vicky Hamelin	AEM	
Claude Swiderski	AEM	
Rachel Sorochan	AEM	
Jason Inkster	AEM	
Cyril Jenkins	AEM	
Marc Nash	AEM	
Edwin Munyoro	AEM	
Shawn Muir	KCMD	
Sean Qitsualik	AEM	
Keith Milne	AEM	
Nick Wray	AEM	

AGNICO EAGLE
HOPE BAY

ICS 100 Training

This course is designed to support Incident Command Post (ICP) Responders in better understanding the Incident Command System (ICS), processes and their roles.

Triner's Name **John Staynor**
Date: **October 26th, 2024**

Print Name	Company	Signature
Jason Sanderson	AEM	See attachment below
John Fitzgerald	AEM	
Paul Tithecott	AEM	
Chris Kwratkowski	Geotech	
Sean Qitsualik	AEM	
Claude Swiderski	AEM	
Marc Nash	AEM	
Nick Wray	AEM	
Keith Milne	AEM	
Jason Inkster	AEM	
Cyril Jenkins	AEM	

AGNICO EAGLE HOPE BAY

HOP-HSH-FOR-0006
Training Attendance Sign Off Sheet

Trainers Name (Please Print): JOHN STAYNOR
Date: OCT 26/2024
Training Course Name: ICS - TRAINING (CLASSROOM)

	FULL NAME - (Please Print)	Department/ Contractor Name	SIGNATURE
1.	Jason Sanderson	AEM	
2.	John Fitzgerald	AEM	
3.	Keith Milne	AEM	
4.	Paul Tithecott	AEM	
5.	Sean Qitsualik	AEM	
6.	CLAUDE SWIDERSKI	AEM.	
7.	Marc Nash	AEM	
8.	Nick Wray	AEM	
9.	Keith Milne	AEM	
10	Jason Inkster	AEM	
11	Cyril Jenkins	AEM	
12			

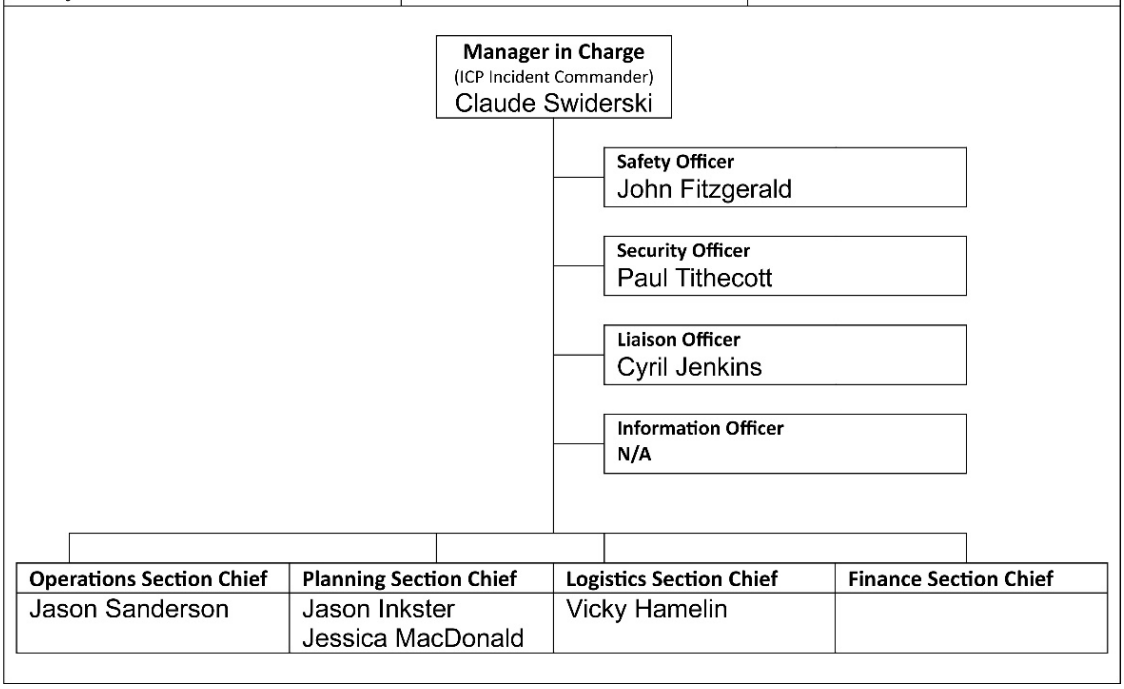
AGNICO EAGLE
HOPE BAY

ICS 200

This course is designed to support Incident Command Post (ICP) Responders in better understanding the Incident Command System (ICS), processes and their roles. The training expands on the ICS 100 course and includes an ICP exercise that culminates in the participants producing an initial ICS 201 report.

Triner's Name **John Staynor**

Print Name	Role	Signature
Claude Swiderski	Manager On Duty (ICP-IC)	See attachment below
John Fitzgerald	Safety Officer	
Paul Tithecott	Security Officer	
Cyril Jenkins	External Liaison Officer	
Jason Sanderson	OPS Sec. Chief	
Jason Inkster	PLN Section Chief	
Jessica MacDonald	PLN Section Chief	
Vicky Hamelin	LOG Section Chief	



Schedule 7.0 – Forms and Documentation

Transport Canada
Marine Safety & Security

Transports Canada
Sécurité et sûreté Maritime

Post Oil Transfer Report

Facility

Name	Location	
Robert's Bay – Oil Handling Facility	Hope Bay, Nunavut	
Operator	Latitude & Longitude	Nautical Chart #
Agnico Eagle – Hope Bay	68° 10' 43" N, 106° 35' 26" W	CHS 7790

Transfer

Date Started (yyyy-mm-dd)	Maximum Transfer Rate m^3/h
Name of Vessel	Shipping Company
Number of trained OHF staff on site during transfer:	
Transfer Hose Diameter ○ m ○ ft	No. of Sections:
Product 1 Type: Quantity:	**Product 2** Type: Quantity: litre
Product 3 Type: Quantity: litre	**Product 4** Type: Quantity: litre

☐ Ship to Shore Checklist(s) Completed *
☐ Annual Hose Test Certificate Verified *
☐ Oil Pollution Emergency Plan On Site During Transfer
☐ Spill Response Equipment Checked and Available During Transfer

*Copies of each to be included with submission of this report to TCMSS

OHF Representative

Name _____ Signature _____ Date _____

Send completed report along with supporting documentation to:

tc.erpnr-ierpn.tc@tc.gc.ca or Marine Safety – Environmental Response
PO Box 8550, 344 Edmonton St
Winnipeg, MB, R3C 0P6

Canada

ARCTIC WATERS OIL TRANSFER **TRANSFER PARTICULARS**

VESSEL / STATION INFORMATION				
	Supplier	Recipient	Location:	
Vessel / Station Name			Start Date	
Officer in Charge			Start Time	
Title			Finish Date	
			Finish Time	

OPERATIONS	
Transfer Type:	Connection Type (eg 2/4 bands):
Total Length of Hose (m):	Number of Hose Sections:
Diameter (m):	Test Pressure (kPa):
Purge Method: Nitrogen / Air	Pig Used: Yes / No
Boom deployed before transfer: Yes / No	If yes, type:
Work Boat used: Yes / No	
Hose Strain Relief System used: Yes / No	

PRODUCT INFORMATION				WEATHER CONDITIONS
Type	Quantity	Start Time	Finish time	Ice:
				Wind Force (knots):
				Wind Direction:
				Sea State:
				Visibility:
				Light Conditions:

COMMUNICATIONS	
Primary Method:	(VHF/UHF CHAN/FREQ)
Backup Method:	(PHONE, RADIO, ETC)
Language Used:	

ARCTIC WATERS OIL TRANSFER **GENERAL CHECKLIST FOR ALL TRANSFERS**

GENERAL PROCEEDURE	CHECK	SUPPLIER		RECIPIENT		COMMENTS
	YES	INITIAL	DATE	INITIAL	DATE	
1. Pre-transfer P.A. Announcement made?						
2. All personnel involved are informed & adequately trained? A designated person in charge on duty at all times during the transfer operation?						
3. Language agreed to?						
4. All communications including Backup System tested?						
5. Is fire fighting equipment tested, available & are fire screens in place?						
6. Are all regulations for transfer understood and observed and "NO SMOKING, NAKED LIGHTS or FLAMES" signs posted?						
7. Are flashlights "intrinsically safe" and approved?						
8. Are window type A.C. units switched off?						
9. Are exterior doors and ports leading to main deck closed?						
10. Is equipment, tools & material required for transfer available at hand?						
11. Is containment equipment and absorbent material available?						
12. Has Transfer Emergency Shutdown been tested?						
13. Hoses to be used have been checked for:						
a) correct diameter & length to reach other station,						
b) chafing, cracks or other deformation,						
c) damaged fittings,						
d) blanking of hoses,						
e) continuity.						
14. All repair work at either station stopped. (if dangerous for transfer)						
15. Inert gas system is fully operational (if fitted).						

GENERAL PROCEEDURE	CHECK	SUPPLIER		RECIPIENT		COMMENTS
	YES	INITIAL	DATE	INITIAL	DATE	
16. Main transmitting aerials and radar scanners are used with due care.						

ARCTIC WATERS OIL TRANSFER **GENERAL CHECKLIST FOR ALL TRANSFERS** (Continued)

GENERAL PROCEEDURE	CHECK	SUPPLIER		RECIPIENT		COMMENTS
	YES	INITIAL	DATE	INITIAL	DATE	
17. All craft alongside are authorised and following hazard warnings, etc.						
18. Is hose test certificate or records available for inspection?						
19. Have weather and ice reports been determined?						
20. Are gas concentration accumulations in still air conditions monitored?						
21. Are all scuppers plugs in place?						
22. Are main decks free of standing water?						
23. Were manifolds drained before removing blanks?						
24. Are pressure gauges ready and in place?						
25. All sea valves on cargo systems closed?						
26. Are drip cans and trays in place, and empty?						
27. Is lighting adequate for all transfer requirements?						
28. Is mooring watch being monitored?						
29. Are spill reporting procedures understood?						
30. Are all tank vents free of blockage?						
31. Have Pressure/Vacuum Relief (PVR) valves been checked?						
32. Has a post-transfer PA announcement been made?						
33. Are International signals being displayed? (if required)						
34. Has a written procedure and the sequence of the transfer been agreed upon?						
35. Is there a clear understanding of the watch and shift arrangement?						
36. Will there be sufficient personnel available at all times to monitor the transfer operation, tend cargo hose and mooring lines and take appropriate action in an emergency?						

ARCTIC WATERS OIL TRANSFER **CHECKLIST FOR SHIP TO SHORE TRANSFERS**

SHIP to SHORE - PROCEEDURE	CHECK	SUPPLIER		RECIPIENT		COMMENTS
	YES	INITIAL	DATE	INITIAL	DATE	
1. Has the General Checklist for All Transfers complete?						
2. Are all vehicles outside the agreed safe distance?						
3. Are the emergency towing wires in place?						
4. Is the vessel ready to move under its own power immediately?						
5. Has a hose drainage plan been agreed upon?						
6. Has the hose string been checked to working pressure?						
7. Is a work boat deployed to check the hose frequently for leaks during transfer?						
8. Are all transfer associated valves and tanks closed after transfer?						
9. Have hoses been purged prior to their return to the vessel?						
10. Are hoses and other transfer equipment properly stowed?						

Northwest Territories | Nunavut | Canada

NT-NU SPILL REPORT

OIL, GASOLINE, CHEMICALS AND OTHER HAZARDOUS MATERIALS

NT-NU 24-HOUR SPILL REPORT LINE
TEL: (867) 920-8130
FAX: (867) 873-6924
EMAIL: spills@gov.nt.ca

REPORT LINE USE ONLY

A	REPORT DATE: MONTH – DAY – YEAR	REPORT TIME	☐ ORIGINAL SPILL REPORT, OR	REPORT NUMBER
B	OCCURRENCE DATE: MONTH – DAY – YEAR	OCCURRENCE TIME	☐ UPDATE # _____ TO THE ORIGINAL SPILL REPORT	____-_____

C	LAND USE PERMIT NUMBER (IF APPLICABLE)	WATER LICENCE NUMBER (IF APPLICABLE)
D	GEOGRAPHIC PLACE NAME OR DISTANCE AND DIRECTION FROM NAMED LOCATION	REGION ☐ NWT ☐ NUNAVUT ☐ ADJACENT JURISDICTION OR OCEAN
E	LATITUDE DEGREES MINUTES SECONDS	LONGITUDE DEGREES MINUTES SECONDS

F	RESPONSIBLE PARTY OR VESSEL NAME	RESPONSIBLE PARTY ADDRESS OR OFFICE LOCATION	
G	ANY CONTRACTOR INVOLVED	CONTRACTOR ADDRESS OR OFFICE LOCATION	
H	PRODUCT SPILLED	QUANTITY IN LITRES, KILOGRAMS OR CUBIC METRES	U.N. NUMBER
	SECOND PRODUCT SPILLED (IF APPLICABLE)	QUANTITY IN LITRES, KILOGRAMS OR CUBIC METRES	U.N. NUMBER
I	SPILL SOURCE	SPILL CAUSE	AREA OF CONTAMINATION IN SQUARE METRES
J	FACTORS AFFECTING SPILL OR RECOVERY	DESCRIBE ANY ASSISTANCE REQUIRED	HAZARDS TO PERSONS, PROPERTY OR ENVIRONMENT
K	ADDITIONAL INFORMATION, COMMENTS, ACTIONS PROPOSED OR TAKEN TO CONTAIN, RECOVER OR DISPOSE OF SPILLED PRODUCT AND CONTAMINATED MATERIALS		

L	REPORTED TO SPILL LINE BY	POSITION	EMPLOYER	LOCATION CALLING FROM	TELEPHONE
M	ANY ALTERNATE CONTACT	POSITION	EMPLOYER	ALTERNATE CONTACT LOCATION	ALTERNATE TELEPHONE

REPORT LINE USE ONLY

N	RECEIVED AT SPILL LINE BY	POSITION STATION OPERATOR	EMPLOYER	LOCATION CALLED YELLOWKNIFE, NT	REPORT LINE NUMBER (867) 920-8130

LEAD AGENCY ☐ EC ☐ CCG ☐ GNWT ☐ GN ☐ ILA ☐ INAC ☐ NEB ☐ TC	SIGNIFICANCE ☐ MINOR ☐ MAJOR ☐ UNKNOWN	FILE STATUS ☐ OPEN ☐ CLOSED

AGENCY	CONTACT NAME	CONTACT TIME	REMARKS
LEAD AGENCY			
FIRST SUPPORT AGENCY			
SECOND SUPPORT AGENCY			
THIRD SUPPORT AGENCY			

PAGE 1 OF _____

Schedule 8.0 – Safety Data Sheets

Schedule 9.0 Concordance Tables

Environmental Response Regulations: SOR/2019-252		Location in Plan
PART-2 Oil Handling Facilities (10- Oil Pollution Prevention Plan)		
10(a)	The position of the person who is responsible for supervising in person the loading or unloading of oil to or from a vessel;	Section 1.3 and 4.1
10(b)	The types and quantity of equipment for use in the loading or unloading of oil to or from a vessel and the measures to be taken in order to meet the manufacturer's specifications in respect of the maintenance and certification of that equipment;	Schedule 2.0 – Section 2 top paragraph and NOTE at the bottom of the page
10(c)	The procedures to be followed by the oil handling facility's personnel before and during the loading or unloading of oil to or from a vessel;	Schedule 2.0 – Sections 3, 4, and 5
10(d)	The procedures to be followed in order to meet the requirements of subsection 38(2) of the Vessel Pollution and Dangerous Chemicals Regulations and in order to reduce the rate of flow or pressure in a safe and efficient manner when the supervisor on board a vessel gives notice of the stopping of the loading or unloading of oil to or from the vessel to the person referred to in paragraph (a);	Schedule 2.0 – Section 8.2 … Specific to the Transfer Bullet 6
10(e)	The measures to be taken in order to meet the requirements of section 33 of the *Vessel Pollution and Dangerous Chemicals Regulations* and, in the event of failure of the means of communication referred to in that section, in order to ensure that effective two-way communication between the person referred to in paragraph (a) and the supervisor on board the vessel is continuously maintained before and during the loading or unloading of oil to or from the vessel;	Schedule 2.0 – Section 8.2 … Specific to the Transfer, Bullet 8
10(f)	A description of the lighting to be provided in order to meet the requirements of section 34 of the *Vessel Pollution and Dangerous Chemicals Regulations*;	Schedule 2.0 2.8.4 … Transfer Area Lighting Last Section

10(g)	Documentation that demonstrates that the transfer conduit at the oil handling facility meets the requirements of subsection 35(1) of the *Vessel Pollution and Dangerous Chemicals Regulations*;	Schedule 2.0 2.2 (LAST BULLET)
10(h)	The measures to be taken in order to meet the requirements of subsection 35(3) of the *Vessel Pollution and Dangerous Chemicals Regulations*;	Schedule 2.0 – Section 2 top paragraph and NOTE at the bottom of the page
10(i)	the procedures to be followed by the person referred to in paragraph (a) in order to meet the requirements of subsection 35(4) of the *Vessel Pollution and Dangerous Chemicals Regulations*;	Schedule 2.0 - 2.5.1 NOTE 1st Paragraph
10(j)	The procedures to be followed by the operator of the oil handling facility in order to prevent a discharge of oil;	Schedule 2.0 (All)
10(k)	A description of the training provided, or to be provided, to the oil handling facility's personnel who are engaged in the loading or unloading of oil respecting the procedures to be followed in order to prevent an oil pollution incident, including the frequency of the training; and	Section 8.0
10(l)	The procedures to be followed for the review and updating of the plan in order to meet the requirements of section 12.	Section 4.0 - 4.2 and All

Environmental Response Regulations: SOR/2019-252 Location in Plan		
PART-2 Oil Handling Facilities (11- Oil Pollution Emergency Plan)		
11(1)	The operator of an oil handling facility must demonstrate in its oil pollution emergency plan that the operator has the ability to meet the requirements relating to the procedures, equipment and resources referred to in section 13 by providing the following information:	See below:
11(1)(a)	The procedures to be followed in order to respond to an oil pollution incident;	Section 6.0 (All) Schedule 4.0 (Scenarios)
11(1)(b)	In respect of each type of oil product that is loaded or unloaded to or from a vessel, an oil pollution scenario that:	Schedule 4.0 (Scenarios)
11(1)(b)(i)	In the case of a facility of a class set out in the table to section 5 located at or south of latitude 60° N, describes the procedures to be followed to respond to a discharge of a quantity of that oil product of at least:	See below:
11(1)(b)(i)(B)	1 m^3, in the case of a Class 1 Facility,	Section 6.3, 2nd Paragraph, Section 2.2
11(1)(b)(ii)	10,000 Tonne catastrophic spill scenario	Schedule 4.0 Scenario See Scenario #2
11(1)(b)(iii)	Identifies the assumptions on which that scenario is based	Schedule 4.0 Scenario cover pages
11(1)(b)(iv)	Identifies the factors that were taken into account when developing those assumptions, including:	See below:
11(1)(b)(iv)(A)	The nature of the oil product,	Schedule 8.0
11(1)(b)(iv)(B)	The types of vessels to or from which the oil product is loaded or unloaded,	Section 2.0 - 2.4
11(1)(b)(iv)(C)	The tides and currents that exist at the facility,	Section 5.3
11(1)(b)(iv)(D)	The meteorological conditions that exist at the facility,	Section 5.2.1
11(1)(b)(iv)(E)	The surrounding areas of environmental sensitivities that would likely be affected by a discharge,	Section 5.2.2
11(1)(b)(iv)(F)	The measures to be taken to minimize the effects of a discharge, and	Section 6.0 (All),

		Schedule 2.0 (Transfer Procedures), Schedule 4.0 (Scenarios)
11(1)(b)(iv)(G)	The time necessary to carry out a response to an oil pollution incident in accordance with these Regulations;	Section 6.3, 3rd. Paragraph
11(1)(c)	The activities to be carried out in the event of an oil pollution incident, the order in which and the time within which those activities are to be carried out, and the name and the position of the persons responsible for carrying them out, taking into account the following priorities:	Schedule 4.0 (Scenarios), Schedule 2.0 (Section 8)
11(1)(c)(i)	the safety of the facility's personnel,	Section 5.0 (a)
11(1)(c)(ii)	the safety of the facility,	Section 5.0 (b)
11(1)(c)(iii)	the safety of the communities living adjacent to the facility,	Section 5.0 (c)
11(1)(c)(iv)	the prevention of fire and explosion,	Section 5.0 (d)
11(1)(c)(v)	the minimization of the effects of a discharge,	Section 5.0 (e)
11(1)(c)(vi)	the reporting of the oil pollution incident,	Section 5.0 (f)
11(1)(c)(vii)	the environmental impact of a discharge, and	Section 5.0 (g)
11(1)(c)(viii)	the measures to be taken for clean-up following the oil pollution incident, including with respect to areas of environmental sensitivities and surrounding ecosystems;	Schedule 4.0 Scenarios, Section 5.2.2
11(1)(d)	The types and quantity of equipment and resources referred to in subsection 13(2) that are available for immediate use at the location of the discharge;	Schedule 3.0
11(1)(e)	The name of each person or organization and the location from which the equipment and resources will be obtained in the event of an oil pollution incident, and the manner in which the equipment and resources will be deployed at the location of the incident;	Schedule 1.0 (Contacts) Schedule 3.0 (Spill Equip.) Schedule 4.0 (Scenarios)
11(1)(f)	The name and the position of the persons who are authorized and responsible for ensuring that the response to an oil pollution incident is immediate, effective and sustained;	Schedule 1.0 (Contacts) Schedule 2.0 (Section 8) Schedule 5.0 (Declaration)
11(1)(g)	The name or the position of each person who has received oil pollution incident response training or any other training in relation to an oil pollution incident;	Schedule 6.0

1(1)(h)	A description of the training provided, or to be provided, to the oil handling facility's personnel or other individuals in preparation for the responsibilities that they may be requested to undertake in response to an oil pollution incident;	Section 8
11(1)(i)	An oil pollution incident exercise program established to evaluate the effectiveness of all aspects of the procedures, equipment and resources that are identified in the plan, including exercises to be coordinated with vessels engaged in the loading or unloading of oil, vessels used to respond to oil pollution incidents, response organizations, the Department of Transport and the Canadian Coast Guard;	Section 9
11(1)(j)	The measures to be taken by the operator, in accordance with applicable federal and provincial (territorial) regulations relating to health and safety, to protect the health and safety of personnel and of other individuals who are involved in responding to an oil pollution incident at the operator's request;	Section 6.1, Section 1.2 and 1.3, Schedule 2.0 (Section 8)
11(1)(k)	The procedures to be followed for the review and updating of the plan in order to meet the requirements of section 12;	Section 4 (All)
11(1)(l)	The procedures to be followed by the operator in order to meet the requirements of section 39 of the *Vessel Pollution and Dangerous Chemicals Regulations*; and	Not Applicable - Relates to the Vessel only
11(1)(m)	The procedures to be followed by the operator to investigate any oil pollution incident in order to determine the causes and contributing factors and the actions that are needed to reduce the risk of reoccurrence.	Section 7.5
11(2) Other plans		
	The operator must ensure that the oil pollution emergency plan takes into account any contingency plan for its geographical area that may affect the facility's plan, including contingency plans that are issued by the Canadian Coast Guard or provincial or municipal governments.	Section 1.2
11(3) Notification — exercise		
	The operator must submit a written description of any exercise referred to in paragraph (1)(i) to the Minister at least 30 days before the day on which it conducts the exercise.	Section 9 (4th paragraph)

Environmental Response Regulations: SOR/2019-252		Location in Plan
PART-2 Oil Handling Facilities (12- Plan Reviews)		
(12) Annual review		
12(1)	The operator of an oil handling facility must review the oil pollution prevention plan and the oil pollution emergency plan annually and, if necessary, update the plans to ensure that they meet the requirements of section 10 or 11, as the case may be.	Section 4.1
(12) Review — events		
12(2)	The operator of an oil handling facility must review the oil pollution prevention plan and the oil pollution emergency plan when any of the following events occur and, if necessary, update those plans within 90 days after the day on which the event occurred:	Section 4.2
12(2)(a)	any change in the law or in environmental factors that could affect the loading or unloading of oil to or from a vessel;	Section 4.2 (1st bullet)
12(2)(b)	any change in personnel involved in the loading or unloading of oil to or from a vessel;	Section 4.2 (2nd bullet)
12(2)(c)	the identification of a gap in either of the plans after an oil pollution incident or exercise; and	Section 4.2 (3rd bullet)
12(2)(d)	any change in the business practices, policies or operational procedures of the facility that could affect the loading or unloading of oil to or from a vessel.	Section 4.2 (4th bullet)
(12) Submission of updates to Minister		
12(3)	If the operator of an oil handling facility updates the oil pollution prevention plan or the oil pollution emergency plan, the operator must submit the up-to-date plan to the Minister no later than one year after the update.	Section 4.4
(12) Record		
12(4)	The operator of an oil handling facility must keep a record of the date and the results of each review of the oil pollution prevention plan and the oil pollution emergency plan conducted under subsections (1) and (2), including any updates, and must maintain the record for three years after the day on which it is created.	Page ii & iii 4.0 Revision Section 4.6

Environmental Response Regulations: SOR/2019-252		Location in Plan
PART-2 Oil Handling Facilities (13- Procedures, Equipment and Resources)		
(12) Annual review		
(13) Procedures		
13(1)	The procedures referred to in paragraph 168(1)(e) of the Act must include the following:	See below:
13(1)(a)	the immediate shut down of loading or unloading operations and their restart in a manner that would not interfere with the immediate, effective and sustained response to the discharge;	Schedule 2.0 (Section 4, 2nd paragraph)
13(1)(b)	the reporting of the discharge in accordance with section 133 of the *Vessel Pollution and Dangerous Chemicals Regulations*;	Section 7.0 (All)
13(1)(c)	the coordination of the oil handling facility's response operation with the activities of the Canadian Coast Guard and federal, provincial and other bodies responsible for, or involved in, the protection of the marine environment;	Section 7.1 (1st paragraph)
13(1)(d)	the taking into account by the operator of the oil handling facility of the priorities set out in paragraph 11(1)(c) during the entire response to the discharge;	Section 5 (a-g)
13(1)(e)	the making available of at least one of the persons referred to in paragraph 11(1)(f) to the Department of Transport and the Canadian Coast Guard during the entire response to the discharge;	Section 6, Last Paragraph
13(1)(f)	the measures necessary to ensure that the operator of the oil handling facility is prepared to respond in the event of a discharge of oil of at least the applicable quantity set out in clauses 11(1)(b)(i)(A) to (D);	Section 6.3, 2nd Paragraph Section 2.2
13(1)(g)	the deployment of the equipment and resources referred to in subsection (2) at the location of the discharge within the time frames set out in that subsection; and	Section 6.3 Schedule 4.0 Scenarios
13(1)(h)	the undertaking of an investigation of the discharge in order to determine the causes and contributing factors, and the actions that are needed to reduce the risk of reoccurrence.	Section 7.4

(13) Equipment and Resources		
13(2)	**(2)** The equipment and resources that the operator of the oil handling facility must have available for immediate use in accordance with paragraph 168(1)(e) of the Act are those:	See below:
13(2)(a)	that are required to contain, control, recover and clean up a discharge of oil of at least the applicable quantity set out in clauses 11(1)(b)(i)(A) to (D); and	Schedule 3.0 Facility Equipment Schedule 4.0 Scenarios
13(2)(b)	that can be deployed, if it is possible to do so in a safe, effective and practicable manner, at the location of the discharge,	
13(2)(b)(i)	for the purposes of containing and controlling the oil, within one hour after the discovery of the discharge, and	
13(2)(b)(ii)	for the purposes of recovering the oil and cleaning up, within six hours after the discovery of the discharge.	

Environmental Response Regulations: SOR/2019-252		Location in Plan
Vessel Pollution and Dangerous Chemicals Regulations		
33 Communications		
If a vessel or a handling facility engages in a transfer operation, the vessel's master and the operator of the facility must, before and during the transfer operation, have the means for two-way voice communication on a continuing basis that enables the supervisor on board the vessel and the supervisor at the facility or on board the other vessel.		Schedule 2.0 – Section 2.4 (2nd Paragraph)
33(a)	to communicate immediately as the need arises; and	
33(b)	to direct the immediate shutdown of the transfer operation in case of an emergency.	
34(1)	If a vessel or a handling facility engages in a transfer operation between sunset and sunrise, the vessel's master and the operator of the facility must ensure that illumination is provided that has	Schedule 2.0 – Section 8.4, Last Section (Transfer Area Lighting)
34(1)(a)	a lighting intensity of not less than 54 lx at each transfer connection point of the vessel or facility; and	
34(1)(b)	a lighting intensity of not less than 11 lx at each transfer operation work area around each transfer connection point of the vessel or facility.	
34(2)	For the purposes of subsection (1), lighting intensity is to be measured on a horizontal plane 1 m above the walking surface of the facility or the working deck of the vessel, as applicable.	
35(1)	A person must not use a transfer conduit in a transfer operation unless the conduit:	
35(1)(a)	has a bursting pressure of not less than four times its maximum design	Schedule 2.0 – Section 2, 4th Bullet
35(1)(b)	is clearly marked with its maximum design pressure; and	
35(1)(c)	has successfully passed, during the year before its use, a hydrostatic test to a pressure equal to one and one-half times its maximum design pressure.	

(35)- Test Certificates		
35(2)	If a transfer conduit used in a transfer operation is part of a vessel's equipment, the vessel's master must keep on board the test certificate for the hydrostatic test.	Schedule 2.0 – Section 1, 1st paragraph
(35)- Manufacturer's specifications		
35(3)	The owner of a transfer conduit that is used in a transfer operation must ensure that the conduit is used, maintained, tested and replaced in accordance with the manufacturer's specifications.	Schedule 2.0 – Section 2 top paragraph and NOTE at the bottom of the page
(35) Leaks		
35(4)	If a transfer conduit or a connection leak during a transfer operation, the supervisor on board the vessel and the supervisor at the handling facility or on board the other vessel must, as soon as feasible, slow down or stop the operation to remove the pressure from the conduit or connection.	Schedule 2.0 – Section 2, 2nd Paragraph under "NOTE"
(38) Duties of supervisors of transfer operations — facilities		
38(2)	The supervisor of a transfer operation at a handling facility must ensure that:	Schedule 2.0 – Section 8.42.8.2 Specific to the transfer
38(2)(a)	the supervisor of the transfer operation on board the vessel has reported readiness for the transfer operation to begin;	(Bullet 3)
38(2)(c)	continuous communication is maintained with the supervisor on board the vessel; and	(Bullet 4)
38(2)(d)	the manifold valves and the tank valves at the handling facility are not closed until the relevant pumps are stopped, if the closing of the valves would cause dangerous over-pressurization of the pumping system.	(Bullet 5)

(133) Oil Handling Facilities		
133(1)	The operator of an oil handling facility who is required to have an oil pollution emergency plan under paragraph 168(1)(d) of the Act must, as soon as feasible:	See Below:
133(1)(a)	report any discharge or anticipated discharge of oil to the federal emergency telephone number identified in the oil pollution emergency plan; and	Section 7.3
133(1)(b)	report in writing any discharge or anticipated discharge of oil to the Department of Transport Marine Safety Office nearest to the facility.	Section 7.3 second paragraph
133(2)	Contents of report	See Below:
133(2)(a)	the identity of any vessel involved;	Section 7.1(a)
133(2)(b)	the name and address of the oil handling facility;	Section 7.1(b)
133(2)(c)	the name and position of the person who is responsible for implementing and coordinating the oil pollution emergency plan;	Section 7.1(c)
133(2)(d)	the date, time and location of the discharge or the estimated date, time and location of the anticipated discharge;	Section 7.1(d)
133(2)(e)	the nature of the discharge or anticipated discharge, including the type and estimated quantity of oil involved;	Section 7.1(e)
133(2)(f)	a description of the response actions to be taken;	Section 7.1(f)
133(2)(g)	on-scene conditions; and	Section 7.1(g)
133(2)(h)	any other relevant information.	Section 7.1(h)