



Horizon Marine Inc.

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Spill Contingency Plan

Site Specifications:

The Arctic Star Barge and the John Wurmlinger camp barges will be moored in Hope Bay Nunavut from Summer 2010 until 2011. It will be operated by Kitikmeot Caterers and Horizon Marine Inc. (HMI) in support of the Newmont Mine construction during this period. The operating period for the camps will be both in open water conditions and during winter months with the barge frozen into the ice.

HMI will have a fuel spill response kit on board both vessels containing oil absorbent material, shovels, empty pails, poly to use as emergency liners, fire extinguishers, and containment berms. This equipment will be located in an accessible area known to the personnel responsible for camp maintenance and operations and ready for rapid deployment.

HMI has a general spill response plan for all operations (attached) and all aspects of this response plan will be followed at the Arctic Star and John Wurmlinger camps. In particular, preventative measures to reduce the potential of Spills and the proper procedure to respond to, and report a spill as well as contingency for cleanup.

We would emphasize that the possibility of a spill of either oil or effluent off the barge camp is very remote. The John Wurmlinger barge has a large storage capacity and can hold enough fuel for both camp barges. Fuel would be transferred from this barge to the Arctic Star via a one inch hose when required, using proper transfer procedures. The only fuel tank for the Arctic Star generators is a double walled 15,000 liter tank on the deck of the Arctic Star barge and it will only need to be refueled once a month. No other refueling operations are expected to occur. In the event of a fuel leak from the tank, or from the line between the generator and the tank it should be able to be contained on the deck.

HMI has put in place a fuel spill contingency plan as described below. There are three scenarios of spills that could possibly occur. These could be:

Fuel oil spill from the generator supply tank.

The Arctic Star barge has one fuel tank on board for storage of generator fuel only. This tank is a 15,000 liter double walled fuel storage tank. No equipment is fueled from this tank, or on Arctic Star or John Wurmlinger barges. Fuel is either delivered to this tank via fuel truck approximately once per month on an as required basis, or will be transferred from the John Wurmlinger barge sitting next to it. When fuel is being transferred, a portable spill kit will be on hand in case of a spill.

All transfers will be done with one person monitoring the tank level while the driver stands by the fuel truck to stop flow immediately in the event of a spill; Portable spill containment berms will be placed under the truck while pumping to catch any possible fuel drips. Transfers from the John Wurmlinger barge will be conducted with 3 persons, one person on the pump, one person monitoring the tank level and one person monitoring the hose length as it will be approximately 150 feet in length. All persons doing the fuel transfers from the John Wurmlinger will monitor intrinsically safe hand held radios while transferring fuel to ensure clear communications.

Fuel lines extending to the generator from the fuel tank are a potential source leak outside the double wall, in the event of a leak of this nature the flow would immediately shut off by isolation valves and any fuel contained on deck or into a barge compartment if possible. Fuel flow from this tank is thought to be low as the fuel lines enter the tank from the top of the tank. Therefore free flow from a broken line is limited.

Any fuel spilled onto the ice would be contained by snow and ice berms and cleaned up by pumping, vacuuming with a vacuum truck, or any means available to pick up the fuel. In the event of a spill the ice will act as a barrier to prevent migrations of contaminants or over a large area. All snow and the surface layer of ice would be loaded onto gravel truck boxes and transported for disposal.

Spillage of untreated effluent from sewage plant or holding tank.

In the unlikely event of a spill of effluent at the Arctic Star it would be contained barge surface, Berms would be constructed to contain the effluent to as small an area as possible. The waste water treatment plant has a overflow in the event that it becomes overfilled or shuts down for any reason. This overflow will be directed into a pump well and directed back to a tank either on the Arctic Star or Wurmlinger. This pump station will be set in place in the event of a overflow condition, and controlled by a float switch to turn on the pump as required.

Spill Response Plan Steps:

Assess Situation: Make sure area is safe and pinpoint cause/source of spill.

Minimize: Use any emergency shutdown device, valve, or block leakage.

Contain: Use available resources such as spill kits, heavy equipment, to prevent migration of spill.

Secure: Place appropriate warning devices and barriers.

Report: Fill out spill report form and notify government authorities. **(867) 920-8130**

Cleanup: Initiate cleanup plan and disposal of contaminants at an approved location.

Horizon Marine Inc. General Spill Response Plan

Fluid transfer guidelines

Many spills occur during routine fueling, pumping, and other fluid transfer operations. Most of these spills can be avoided by paying attention and taking simple precautions. HMI has developed field-wide fluid transfer guidelines which are summarized below.

Check all vehicles and equipment if a leak is apparent, or there are other obvious problems with the equipment, stop the job and have repairs done. Surface liners or drip pans may be used to contain leaks for a short time during critical operations; however, liners are not an acceptable substitute for maintenance.

Park vehicles and equipment away from water bodies, tundra, and wildlife habitat. Do not park on the edges of the pad.

Position equipment so that valves, piping, tank, etc., are protected from damage by other vehicles or equipment.

- Verify that adequate surface liners and sorbents are on hand.
- Inspect hoses, connections, valves, etc., before starting any fluid transfers. Be sure that valves are in the proper position and each connection is tightened properly.

Before starting, check all tank and container levels, valves, and vents to prevent overfilling or accidental releases.

- Surface liners or drip pans are required under potential spill points.
- Maintain a constant line-of-sight with critical components throughout fluid transfer procedure. Be prepared to stop the transfer immediately if you notice any leak. Do not attempt to fix a leak while fluid is being transferred. Never leave fluid transfer operations unattended. After the transfer is complete, continue to take these precautions while breaking connections, when finished, check the area for spills. Report all spilled immediately to your supervisor and to the 24-hour Spill Report Line (867) 920 8130.

Liner Use procedure

Liners and/or drip pans are not a substitute for good maintenance. Any unit that is dripping or leaking must be repaired as soon as possible. The operating procedure for liner use is summarized below.

Liners and/or drip pans are specifically required as follows:

- Under all non-operated support equipment (heaters, compressors, generators, etc).
- During all fluid transfers, at all connection points, from the beginning of hook-up through disconnection.
- Under fuel/fluid storage containers

Outdoor tank farms are usually located in lined dikes that must be dewatered at breakup to maintain their storage capacity.

GNWT Spill reporting procedure

All spills or potential spills of petroleum products or other hazardous materials must be reported to the 24-hour spill report line to ensure that an investigation may be undertaken by the appropriate government authority.

Fill out the Spill Report form as completely as possible before sending the report, then report the spill immediately to Yellowknife using the **24-hour Spill Report Line (867) 920-8130**. Spill Report forms are available from your supervisor and must be filled out as completely as possible.

A follow up written report that includes a final estimate of spill amount, cleanup and recovery activities undertaken, a disposal plan for any contaminants, and the actions taken to prevent a future occurrence must be written and sent to Spill Report Line.

Non-Emergency Spills. Spills that are on the pad, contained, under control, small in volume, and can be cleaned up by the spiller or the local Spill Response Team, must still be reported.

Emergency Spills. Spills involving injuries, fires or safety hazards, uncontrollable or continuously releasing materials, blowouts, or spills into waterways must be reported to the appropriate emergency number,

Spill Definition/Impact

Any incident that releases a contaminant in to the environment can be considered a spill, and will be taken very seriously by HMI. The regulations that apply to spill prevention, reporting, and response are complex, and the penalties for non compliance are severe.

We must be able to respond quickly and effectively to any type of spill or emergency. Comprehensive spill prevention and contingency plan have been developed by HMI and our clients, and highly trained response teams are on call 24 hours a day. If necessary we can draw on resources from throughout the North and Canada.

Most of the spills at our operations are small drips and leaks onto gravel pads, from vehicles and equipment, but we are also prepared to respond to more serious spill events. All spills in our operations must be cleaned up to the satisfaction of our client, HMI and the appropriate regulatory agencies.

Every HMI worker should know how to prevent spills and what to do if a spill occurs. Contact your supervisor if you need more information about your specific duties.

Prevention is our first and most effective line of defense against spills and is everyone's responsibility.

Emergency Response Plan

In order to respond in an orderly and efficient manner during an emergency situation it is necessary for all personnel who may be involved in an emergency to be trained and advised of their role in advance.

The lead role, in any emergency, is dependent on the type and magnitude of the emergency. HMI, the client or the government may take the lead in an emergency.

All HMI employees and contractors must be aware of the nearest "Emergency Meeting Point" and "Emergency Assembly Area" to their work location.

The First Aid Centre can be reached by local telephone or by radio. If an emergency occurs in your area call it in to the radio operator/medic or to your supervisor.

Under no Circumstances should you put yourself at risk during an emergency, do only the things you are trained to do. All injuries must be reported.



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Emergency/Spill Response Contact Phone Numbers

Emergency Service Contacts

Inuvik Regional Hospital	Inuvik	1 (867) 777 8000
Baffin Regional Hospital	Iqaluit	1 (867) 979 5231
Inuvik RCMP	Inuvik	1 (867) 777 1111
Inuvik Fire Department	Inuvik	1 (867) 777 2222
Paul Winje- HSE Coordinator	Main Office	1 (867) 777 6005 or 1 (867) 678 5224 cell
Willie Moore- Marine Operations	Main office	1 (867) 777 6012 or 1 (867) 678 0050 cell
Deb Karst – Office Manager	Main office	1 (867) 777 6000 or 1 (867) 678 0469

Spill Reporting Contacts

Canadian Coast Guard Central & Arctic Region	24 hours	1 (800)-265 0237
NWB Inspector	24 hours	1 (867) 975 4548
Government of Nunavut	24 hour Spill Report Line	1 (867) 920 8130
KIA Senior Lands Officer	Rankin Inlet	(867) 982 3310

Hope Bay Mining Ltd. Contacts

Site Manager (On-Shore Supervisor)	Russ Ebey/ Alternate	(604) 759 4684 (day) (604) 759 4731 (night)
Sr. Construction Manager/Site Response Team Leader	Norm Stevens/ Ron Desgranges	(604) 759 4711 (day) (604) 759 4726 (night)
Facility Manager/Incident Commander	Fred Penner/ Glenn Winsor	(604) 759 4708 (day) (604) 759 4691 (night)
Sr. Environmental Coordinator	Dave Vokey	(604) 759 4714 (day) (604) 759 4710 (night)
Environmental Technician	Jill Turk	(604) 759 4698 (day) (604) 759 4710 (night)
Site Medic	Claudine Dillman/ Ed Wheeler	(604) 759 4693 (day) (604) 759 4706 (night)
Site Security	Carol McLennon	(604) 759 4704 (day) (604) 759 4687 (night)