

APPENDIX 17 2025 MOCK SPILL SCENARIO REPORT



AGNICO EAGLE

MELIADINE GOLD MINE

Rankin Inlet, Itivia OHF – Mock Spill Scenario Report 2025



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SPILL RESPONSE TRAINING BY NUNATTA ENVIRONMENTAL SERVICES INC.

A spill response trainer from Nunatta Environmental Services conducted a comprehensive petroleum spill training session for members of the Environment Department and the Emergency Response Team (ERT). The training included a classroom-based course focused on spill prevention, response protocols, and safety procedures, followed by a formal written exam to assess participants' understanding of the material.

To reinforce practical application, the trainer also assisted and provided guidance during the mock spill scenario designed to simulate a realistic petroleum spill event. This hands-on exercise allowed participants to practice containment strategies, deploy response equipment, and coordinate effectively under simulated emergency conditions.

The training aimed to strengthen on-site readiness, improve interdepartmental coordination, and ensure that both Environment and ERT personnel are equipped with the knowledge and skills necessary to respond swiftly and safely to petroleum spill incidents.

PURPOSE

The annual mock spill exercise targets operations where there is a potential for land-based or marine-based spills. It is primarily designed for on-site first responders, regardless of their prior experience in handling petroleum product spills. Through a combination of verbal instruction and hands-on practice, the exercise aims to demonstrate effective measures for preventing spills and minimizing their potential impact.

A key focus of the mock spill is to highlight the importance of avoiding situations that pose risks to human health and safety.

Given that a large proportion of annual spills in Nunavut involve petroleum products, particular attention is given to diesel fuel—the substance transferred at the Rankin Inlet Itivia Oil Handling Facility (OHF) and stored in the greatest volume on site.

The exercise is crafted to reflect realistic scenarios that frontline staff at the Itivia OHF are most likely to encounter.

MOCK SPILL SCENARIO

On September 13th, 2025, during ship to shore refueling, the floating line breaks loose from the shore manifold releasing a large quantity of fuel. The spill is estimated to be approximately 5,000 liters of diesel.

This scenario simulates a high consequence spill to the shoreline and a waterbody as well as a potential fire hazard.

ROLES AND RESPONSIBILITIES

- Incident Commander (1 ERT Personnel)
 - Assess the size and severity of the emergency and the likely consequences. Establish response priorities and deploy the ERT as required.
- ERT Captain (1 ERT Member)
 - Maintain direct contact with the Incident Commander and execute the directives provided by the Incident Commander through the ERT.
- Nunatta Environmental Services Inc. (1 Spill Response Trainer)
 - Provide both classroom and field exercise training to the Environment Department and the ERT.
- Environment Personnel (2 Environment Personnel)
 - Assist the ERT team during the mock spill scenario.
 - Advise on and document the events of the mock spill scenario. Lead the debrief and assign and action improvement action items as required.
- AmSpec Personnel (AmSpec was not present as no fuel transfer was occurring, Agnico Eagle covered for this role: 1 Environment Personnel)
 - Inspect and monitor the fuel transfer. Respond to environmental emergencies related to the fuel transfer.
- Emergency Response Team (3 ERT Personnel)
 - The ERT team members must report to the fire hall, when paged for a “Code One” emergency.
 - ERT members will be given instructions on the emergency by the Incident Commander.
 - ERT team members will follow instructions from the Incident Commander and will not put the Team at risk.

REVIEW OF THE EMERGENCY RESPONSE EQUIPMENT

13:15 The ERT Captain and Environment Personnel provided a comprehensive overview of the Itivia OHF, including a review of the Oil Pollution Emergency Plan/Oil Pollution and Prevention Plan (OPEP/OPPP) with a focus on general spill response procedures and priorities (Section 10). This session covered health and safety considerations, roles and responsibilities, OHF security, and the locations of response equipment at the Itivia OHF.

13:35 The Nunatta Environmental Services Trainer and Environment Department conducted a detailed review of the seacans' contents with ERT personnel. The Environmental Technician explained the available equipment in the seacans and where to find the current version of the OPEP/OPPP. The following response equipment was reviewed with attendees:

- Marine Booms (reviewed how to properly assemble)
- Anchors and Anchor Rigging
- Hydrocarbon Booms
- Hydrocarbon Rolls
- Hydrocarbon Pads
- Lined Quatrex Bags
- Empty 205 L TDG drums
- Spill Trays (drip trays)
- Personal Protective Equipment (PPE)
- Oil Skimmer
- Hand Tools
- Trophy boat/140hp engine and location of keys
- ATV (how to pull start it if battery fails)

14:00 The Environmental Coordinator provided all responders with a detailed overview of the roles and responsibilities of the AmSpec Personnel stationed at the Itivia OHF during ship-to-shore fuel transfers.

RESPONSE

14:07 AmSpec Personnel (Environmental Coordinator filled this role for the mock spill scenario) noticed the floating line break loose from the shore manifold, releasing a large quantity of fuel. AmSpec immediately contacted the ship captain to halt the fuel transfer and initiated a “Code 1” to inform the Incident Commander of the spill. ERT personnel were notified, and their support was requested.

14:09 The ERT Captain requested that logistics personnel suspend all work at the Itivia laydown, secure the area by blocking entryways to the Itivia OHF, and prevent unauthorized personnel from entering the area. The Rankin Inlet Fire Department and Sarliaq Holdings Ltd. were also contacted to be made aware of the emergency.

14:10 The Incident Commander (IC) informs the Manager on Duty of the spill at the Itivia OHF. The IC assessed the severity of the spill and provided a response plan to the ERT Captain. The ERT Captain briefed the ERT and conveyed the response plan. All members assisted with loading the required emergency spill response equipment into a pick-up truck to be transported to the shoreline from the emergency spill response seacans.

14:18 Environment and ERT members were tasked with preparing the marine booms for deployment at the shoreline of Melvin Bay. The remaining ERT/Environment members gathered absorbent pads and booms to deploy near the spill and along the marine booms to prevent migration to Melvin Bay.

14:30 Under the direction of the ERT Captain, the team deployed marine booms and secured anchors along the shoreline to maintain boom placement during tidal movements. Given wind speeds of up to 40 km/h and the timing of low tide, the decision was made not to deploy the Trophy boat to prioritize the safety of personnel and equipment.

15:05 The spill response team completed the deployment of the marine and absorbent booms. The spill migration was brought under control, and the area was secured.

15:06 Spill remediation activities were directed by the ERT Captain, and booms and response equipment were collected from the shoreline for disposal.

15:30 The spill response trainer reviewed the scenario with the participants and provided constructive feedback. The practical scenario concluded with participants’ actions and

responses to the spill deemed satisfactory. It was determined that all group members had a sufficient understanding of the roles and responsibilities of all spill responders.

15:30-16:30 A postmortem was conducted to review what went well and identify areas for improvement in future spill responses.

POST-MORTEM

After the mock spill scenario, all personnel involved in the response conducted a debriefing about the mock spill and to identify potential opportunities to improve the overall response:

- Replace the current 60-pound Danforth anchors used with the marine boom with 20-pound anchors. This adjustment will improve safety during transport and handling while maintaining functional effectiveness as recommended by the spill response trainer
- Reposition the sea-can containing marine booms to allow adequate clearance for accessing the Trophy boat and adjacent spill response sea-cans. This adjustment will improve equipment accessibility and response efficiency.
- Some ERT members who participated in the previous year's mock spill event were pleased that the sea-can containing marine booms was moved closer to the other spill response equipment.
- The spill response trainer who was present for the Mock Spill in 2022 was very pleased to see that improvements made to the rocky slope leading to the shore manifold have successfully enabled easy truck access.
- The ATV battery was found dead upon beginning the mock spill. Ensure the ATV battery is checked and fully charged as part of the weekly Itivia site inspections throughout the open water season.

APPENDIX A • Photo documentation



Photo 1: 60-pound Danforth anchor being transported to the shoreline. To be replaced with 20-pound anchors.



Photo 2: Spill response equipment being deployed.



Photo 3: *Demonstration to the team on how to properly connect the marine booms.*



Photo 4: *Marine booms installed along shore (in a real scenario these would be deployed in water)*



Photo 5: ERT, Environment, and the spill response trainer post Mock Spill.