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# APPENDIX 10

# PEREGRINE DIAMONDS LTD.

# BULK-FUEL MANAGEMENT FACILITY MONITORING PLAN: CHIDLIAK PROJECT, BAFFIN, NU,

**Original Plan: 25 September 2011**
**Revision 1: 03 May 2012**
**Revision 2: 08 July 2012**

# LIST OF REVISIONS: ADDENDUM PAGE

Original Plan: 25 September 2011
Revision 1: 03 May 2012
Revision 2: 08 July 2012

(*NOTE 1: Revisions will be identified in the text with a superscript number at the end of the revised or added sentence, phrase or paragraph. Superscript numbers added in future will appear as* [1], [2], *etc.)*

*(NOTE 2: Revisions denote changes such as programme or date changes, change of phone number, change or addition of personnel, addition of equipment or products, new or adjusted maps and new appendices.)*

# BULK-FUEL MANAGEMENT FACILITY PLAN – 2013[2]

## INTRODUCTION

This Peregrine Diamonds Ltd. (Peregrine) Bulk-Fuel Management Facility Monitoring Plan (the Plan) is in respect of the initiation of bulk sampling of diamondiferous kimberlites of economic potential on the Chidliak Project, South Baffin, NU, between approximately 15 February and 31 May 2013[2]. This activity will result in a shift in fuel use *from* predominantly *aviation fuel* (used for extensive prospecting, geophysical surveying, sampling and test drilling of targets across a large property***** in the early years of the Chidliak Project) *to* predominantly *diesel fuel* (used for evaluative drilling of selected kimberlites within a defined Focus Area and operation of equipment to support and supply that programme).

***** *See Map 1 below to review the project in a regional context.*

### What is in the Plan and What is Not

The proposed fuel use for the 2013[2] bulk-sampling programme is approximately 2 000 drums of diesel fuel, up from the early-exploration level of approximately 250 drums a year. The Plan is centred on the management of that bulk-fuel allotment. Up to a few hundred of those drums may be used for exploration activities such as core drilling and camp operations after the bulk sample is completed, and that typical usage is outside the parameters of this bulk-fuel Plan. Similarly, the anticipated decreased level of aviation fuel (Jet-A, Jet-B) use, to approximately 250 drums, is outside the scope of bulk-fuel management. Both uses – as well as standard uses of non-bulk quantities of petrol (gasoline) and propane – are well addressed by the controls of the Chidliak/Qilaq/Cumberland Spill Contingency Plan and the Abandonment and Restoration (A&R) Plan already approved by our regulators and revised as required[2].

Thus, the focus of this Plan is the management of a large volume of diesel fuel within the framework of management of all other fuels that are required for operating camps and work sites: aviation fuel, petrol (gasoline) and propane. As will be discussed in the following pages, Peregrine has chosen to address the management of its diesel bulk-fuel requirement by means of a "Designated Fuel Station" (*cf. Drawings 1a and 1b below).*

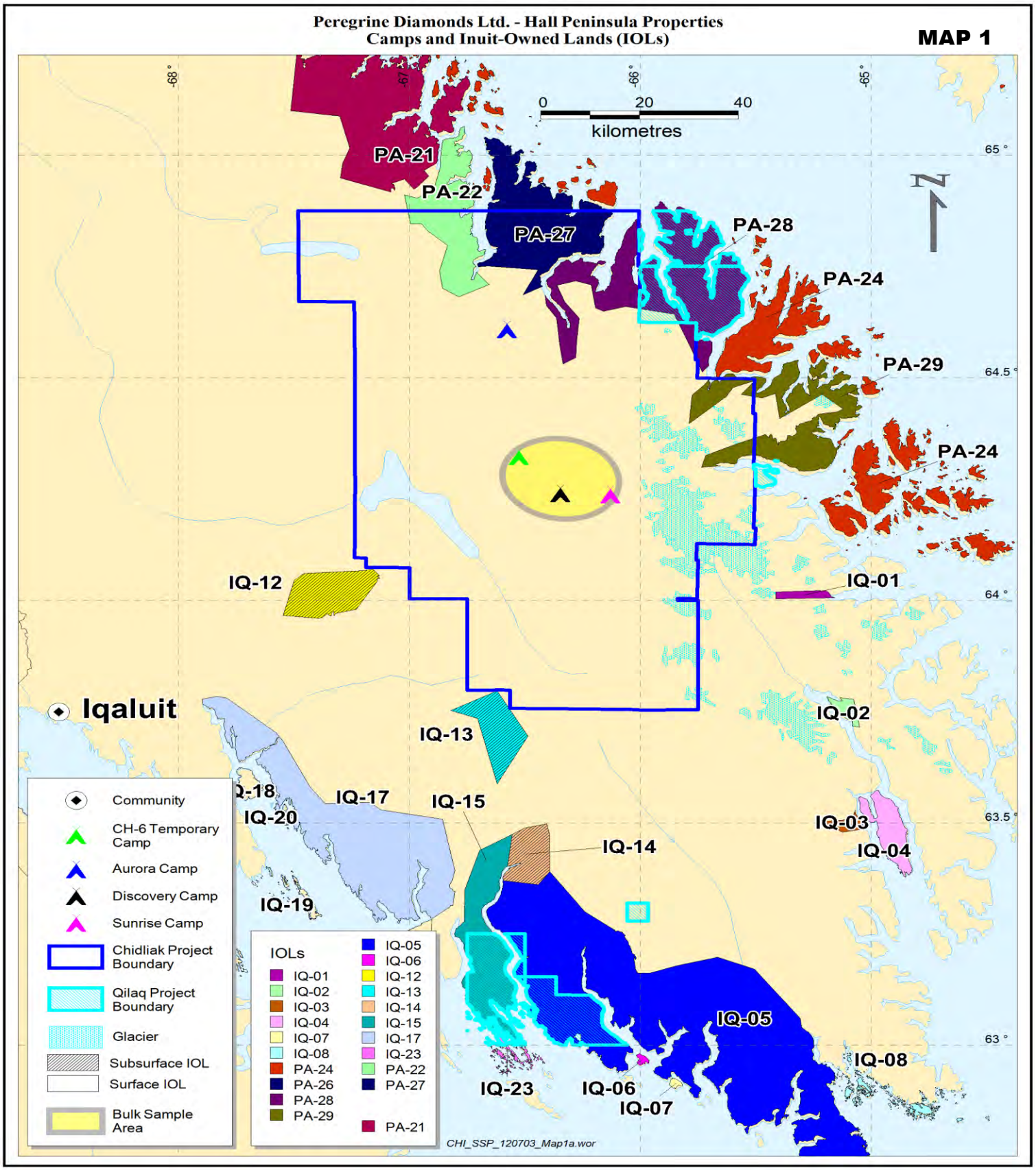
This Plan will be in effect from 01 January 2013 until 01 January 2014[2], and is subject to revision and extension as required.

## DESIGNATED FUEL STATION

The Designated Fuel Station (the Station) will be the management, storage and traffic-control centre for fuel drums, mainly diesel drums, arriving in Discovery Camp, the logistical base for the winter bulk-sampling programme. Discovery Camp is proximal to 5[2] of the 6[2] kimberlites proposed[2] to be bulk-sampled – CH-7, CH-1[2], CH-45, CH-44 and CH-31 – which are within a 3.8km area; the fifth kimberlite, CH-6, is 12km NW (*cf. Map 2 below)*.

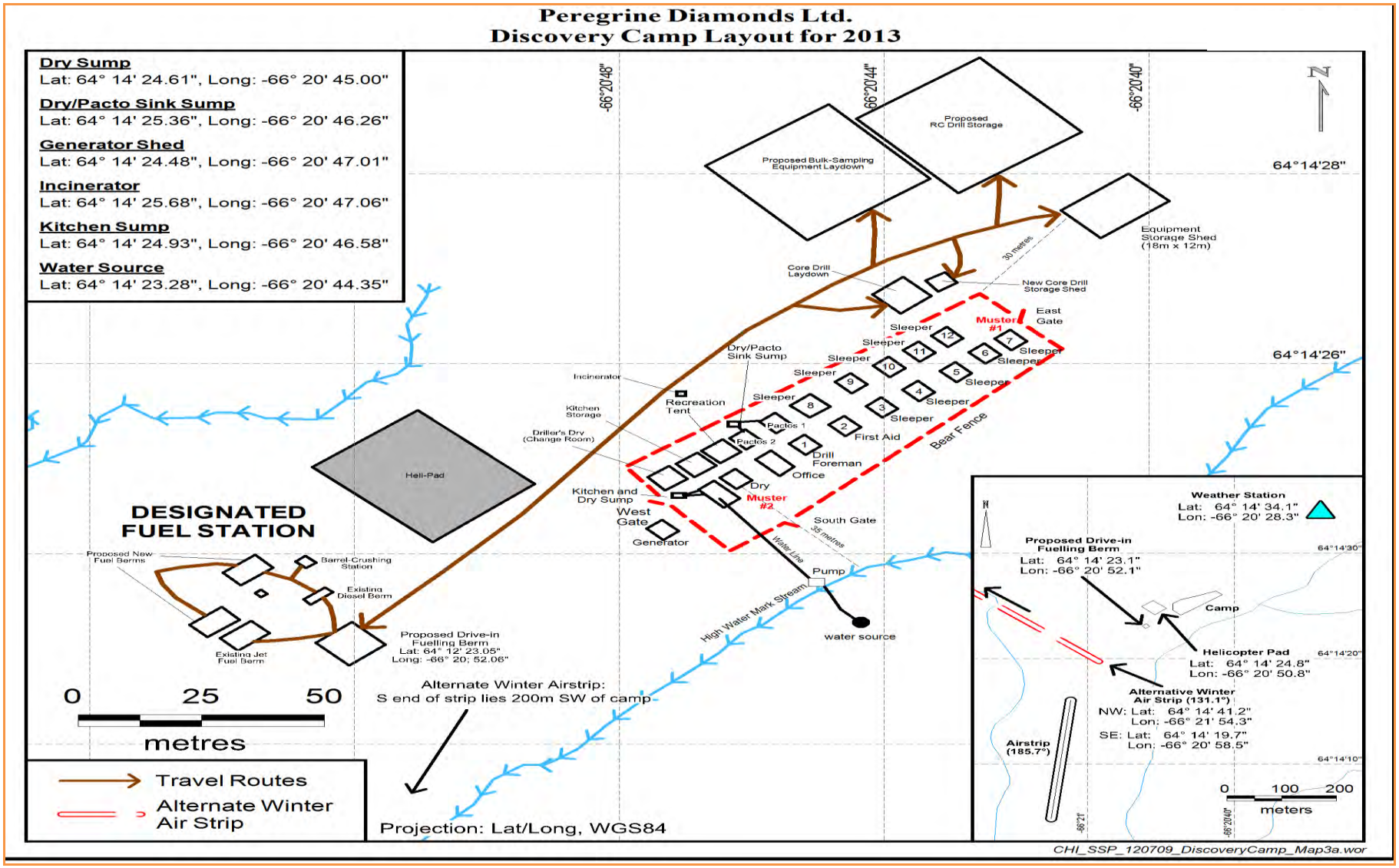
### Rationale for Station

The Station is being established to ensure operational and monitoring efficiency in a predominantly-ground-based field programme. As the programme will be initiated at the height of the dark, severe Baffin winter season – CH-6 Camp[2] will be operated[2] and the CH-6 kimberlite sampled within a brief 35-day period in February-March 2013[2] – there is a greater human-safety risk of transporting fuel by helicopter slinging than by overland routing on established and groomed winter trails. Conducting the programme in winter during the period of stable snow cover also lessens potential impact to archaeological sites and the local environment (the active soil layer and waterways are frozen). Although the trails and spur routes to water sources and cuttings-deposition areas have been archaeologically surveyed and judged to be of low archaeological potential, any undetected archaeological sites will be afforded optimal protection by frozen snow cover.



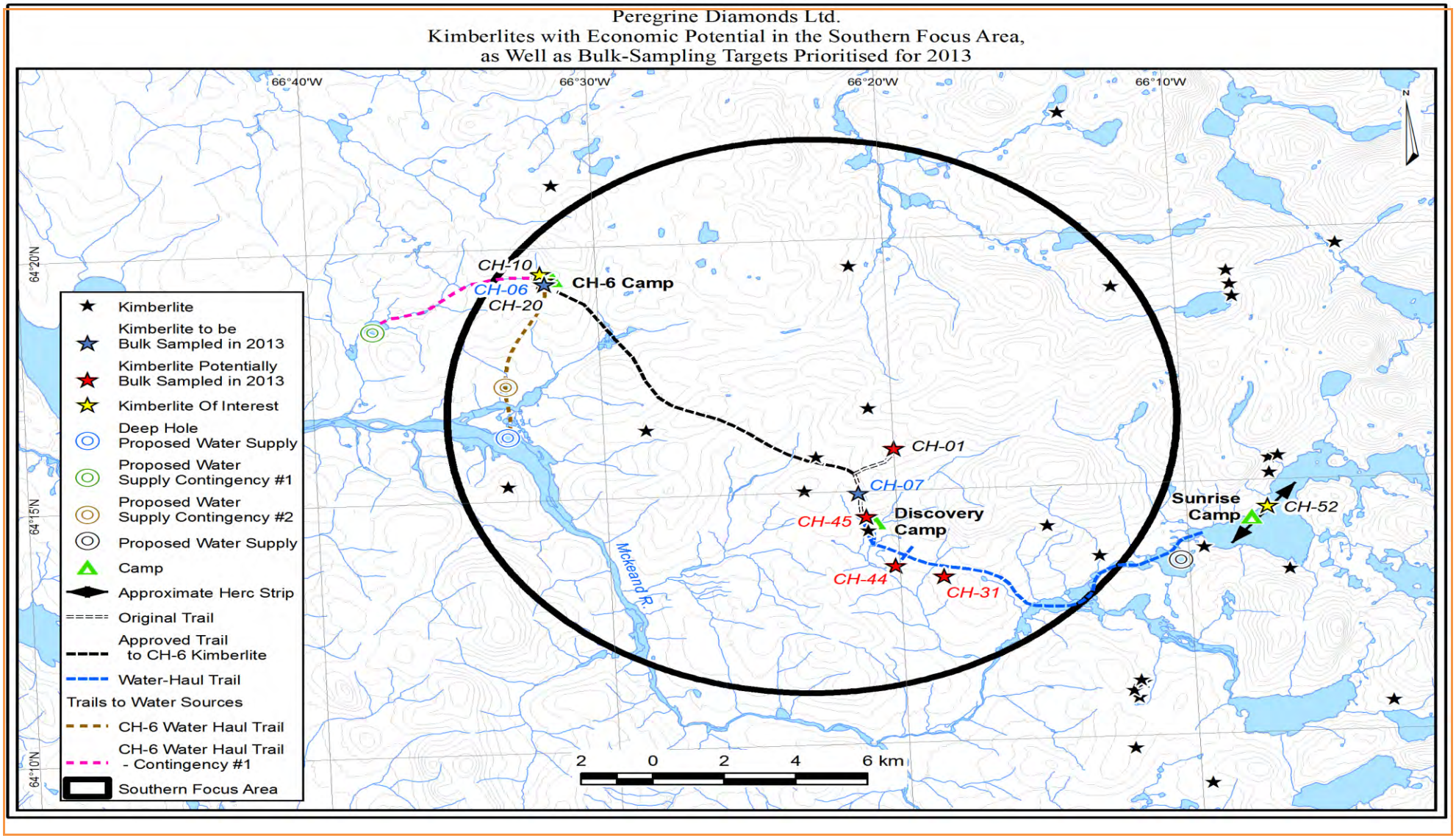

**Exploration of the 858,886.92-ha Chidliak Property now shifts focus to the "Focus Area" (circle above).**

## DRAWING 1a[2]




**The new Designated Fuel Station at Discovery Camp will cover an area approx. 50m long x 38m wide and will serve as the controlled fuel-transfer and refuelling hub for all equipment for the winter bulk-sampling programme. (After consultation with the DC-3 pilot, Peregrine is proposing an alternate or contingency winter airstrip in addition to the existing strip, should such be required.)[2]**

**MAP 2**[2]




**Discovery Camp will serve as the fuel centre for accessing the potentially-sampled kimberlites and the ice airstrip at Sunrise, mainly by means of a 23km-long extension of the existing winter trail network.**

## Plan for Station Operation

Fuel Delivery

Fuel will be delivered by regular in-shipments of 205L drums, as has occurred to date in the Chidliak exploration programmes. Although the overall volume of diesel fuel is greater for the 2013[2] programme than in previous years, the overall process of rotating drums in and out will not be appreciably different than in past years: The *main difference* in initial drum delivery is that First Air's Hercules L382 aircraft will be utilised to bring in the first 100 drums of the programme during the first approximately 14 days of the programme when the drill, water and fuel tanks and other equipment are being mobilised to site via the Sunrise Camp airstrip. In past seasons, this first mobilisation of fuel was via DC-3 aircraft.

The main "work-horse" equipment of the programme – the Sno-Cat, Challenger and Morooka with picker crane and deck – will build the winter-access trails which will allow opening of Discovery Camp and establishment of the Designated Fuel Station. Immediately following establishment of the Station, the heavy equipment will transport the RC drill to its first kimberlite location, CH-6, and deliver a startup supply of fuel for the new CH-6 Camp[2]. The existing land-based airstrip at Discovery Camp (and potentially a contingency strip),[1] will then be groomed for winter landings of the DC-3 and Twin Otter, thus allowing not only in-shipment of further supplies but also out-shipment of empty drums, principally diesel drums. To facilitate out-shipment and drum management, a new DD-30 drum crusher already at Discovery Camp (*cf. crusher Standard Operating Procedure at the end of this Plan*) will be put into service to crush the empty drums for ease of removal. Crushed, empty drums awaiting out-shipment will be stored in a dedicated fuel berm.[2] Peregrine may choose to drive out bagged kimberlite mounted on one of the fuel sleighs with a second Challenger via the equipment trail to Iqaluit; drummed fuel could be brought to site on the backhauls.[2] If some crushing is to be accomplished off site at the yard of an environmental contractor, then those empty drums would be transported intact to Iqaluit.[2]

Fuel Transfer

The *main difference* in fuel transfer is that simple transfer of fuel by pumping directly from drums will in most instances of diesel use be replaced by the more efficient transfer of fuel from drums to two 15 000L double-walled enviro-tanks (*cf. photo in enviro-tank Standard Operating Procedure at the end of this Plan*). This transfer will occur in a transfer berm at the Station (*cf. Drawings 1a and 1b)* and will consist of two processes: (1) transfer of fuel within the lined, drive-in manufactured transfer berm by pumping from drums to the enviro-tanks, and (2) refuelling of mobile equipment which is driven into and out of the same berm. Where instances of simple fuel transfer from a container directly to equipment occurs in the field – either diesel, petrol (gasoline) or aviation fuel to aircraft and helicopters – this transfer will in all cases occur with the container placed inside a drum-sized mini-berm, with all hose connections wrapped and underlying ground protected with absorbent matting and/or drip pans, as already occurs in all conventional exploration fuel transfer.

Fuel Storage and Management

Existing large-berm fuel storage at Discovery Camp will be consolidated at the Station (*cf. Drawings 1a and 1b)*. Two new fuel berms will be added beside the existing berms already placed at that location, and all berms will be in close, driveable proximity to the transfer berm. Three additional full-sized spill kits will be added to the two kits already present in this area, and additional absorbent matting, socks and booms will be on hand and within reach. The Inspection Log process already in effect for existing fuel-storage berms will be increased from daily to once-per shift inspections.

Management also will extend to the entire Station area as part of the Plan, as follows: (1) once-per-shift inspection via the Inspection Log process of the overall Station components; (2) once-per-shift inspection via the Inspection Log process of the transfer berm; (3) once-daily inspection of any waste-storage areas inside of the transfer berm or outside of it, and (4) once-daily inspection of the drum-crushing station.

Station Personnel

The *main difference* between allocation of personnel for past exploration and the 2013[2] programme is that operation and control of the Station will be the responsibility of a dedicated and experienced Fuel Specialist and Fuel Specialist Assistant (*cf. discussion of Fuel Specialist and Fuel Specialist Assistant in the Standard*

*Operating Procedures at the end of this Plan*). These personnel and their cross-shifts will report to the Project Supervisor, who is turn reports to the Project Manager.

Station Personnel and the Precautionary Principle

An important component in the successful functioning of the Station is that Peregrine has engaged a Nunavut Tunngavik Incorporated registered Arctic logistical and heavy-equipment contractor to acquire and train a suitable Fuel Specialist and Fuel Specialist Assistant; the 2013[2] contractor for this role is Nuna Logistics. The precautionary principle has led Peregrine to the conclusion that hiring or contracting dedicated Station staff, familiar with operation of similar Stations on other Northern projects and trained in site procedures, is the best guarantee of proper functioning of the Plan and the smooth operation of fuel transfer and refuelling.

Providing Station control to a dedicated two-person team, and their equally-trained cross-shifts, will complement Peregrine's pre-existing dedication to training and re-training of all site staff. Training, as noted by Peregrine in past Chidliak applications, is not simply confined to one-shot orientation training, but is reinforced with refresher training when personnel return to site after a break, as well as regular health, safety and environment meetings at which key site-performance areas ranging from cold-weather safety to proper drum storage to recycling are discussed amongst programme personnel and issues of mutual concern discussed and resolved. Other targeted training, such as firearms operation and first-aid, also is provided when sufficient camp numbers warrant. Once each season, a spill-response-exercise is conducted for all site personnel, as well as periodic safety-emergency training.

## WINTER TRAILS: FUEL MANAGEMENT AND RESPONSE

There will be no bulk-fuel stations along the winter trails that will serve the 2013[2] programme. As per current practice in driving the previously-existing 3.6kms of winter trail between CH-1, CH-7 and Discovery Camp, any vehicles travelling the route will be equipped with valid communication (two-way radios within short range and sat-phones for longer range) as well as vehicle-sized spill kits and related supplies such as absorbent padding which can be secured around hoses with wire to prevent drips and leaks, and placed under equipment when stopped on a trail. Mobile heavy equipment also will carry at least one mini-berm, where a deck or suitable container is available, or, at a minimum, sufficient absorbent padding and garbage bags for use during jerry-can transfer of petrol to ice augers and pumps required for profiling and water extraction for trail grooming. Refuelling of heavy equipment will be carried out only at the Designated Fuel Station. Refuelling of small equipment such as skidoos will occur at designated petrol stations, such as at CH-6 Camp[2] and Sunrise Camp.

## SUNRISE ICE STRIP: FUEL MANAGEMENT AND RESPONSE

There will be no bulk-fuel transfer from an aircraft bladder to an enviro-tank at Sunrise Camp. Drums simply will be offloaded as per current exploration practice and moved off the lake ice strip as soon as they are offloaded by deployment of the dedicated CAT 930 loader (*cf. separate "Additional Equipment" appendix to this application*) or by skidoo with komatik to the designated fuel berms on land at Sunrise Camp.

## STANDARD OPERATING PROCEDURES

A set of three Standard Operating Procedures (SOPs) which are built upon this Plan and intended to support it are found on the following pages. This Plan is complementary to the existing Spill Contingency Plan and informed by its commitment to prevention of spills and preparedness in the event a spill should occur.

SOPs in support of the "Bulk-Sampling Monitoring Plan" are attached to that separate but complementary Plan.

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# BULK-FUEL MANAGEMENT FACILITY MONITORING:
# STANDARD OPERATING PROCEDURES
# (SOPs)

- **Enviro-Tank Fuel Procedure**
- **Inspection Log Procedure – Designated Fuel Station**
- **Drum Crushing within a Berm**[2]
- **Inspection of Sleigh-Mounted Mobile Fuel Tank Prior to Deployment** [1]

| PEREGRINE DIAMONDS SAFE WORKING PROCEDURES | | | |
|---|---|---|---|
| Division: | Fuel Management Station | | |
| Section: | | | |
| Subject: | Drum Crushing within a Berm | | |
| Owner: | **Corporate EHS Manager** | Effective Date: | **January 2012** |
| Revision: | **#1 (08 July 2012)** [2] | Replaces: | |

DD-30
Drum Crusher -Largest Model - Chicago-Compactors.com

With 19.6 tons (17.8 tonnes) of crushing force, the DD-30 Drum Crusher allows you to profit from recycling or helps reduce disposal costs. Its 6-to-1 compaction ratio saves valuable storage space. Crushed drums are easier to handle, ship off-site.

(**ABOVE: Peregrine Drum Crusher, Model DD-30, at Discovery Camp, Chidliak Project)**

## *1. PURPOSE AND SCOPE:*

- To maintain the control of all fuel waste products prior to and after barrels have been crushed.
- To ensure that all barrels are crushed in a manner that is safe for workers, the site and the environment.

**Specific Hazards Include:**

- Explosion/fire of waste fuel
- Contact injuries from hydrocarbons, such as inhalation of fumes, skin and eye irritation and possible burns.
- Cuts, lacerations and crushing injuries.
- Slips, trips and falls.
- Waste fuel spillage.
- Pinch points.
- Strains/sprains while lifting, rolling or carrying empty barrels.

**Packaging crushed barrels:**

- Crushed barrels are to be placed on pallets in stacks of no more than 20 crushed barrels per pallet.
- Place wooden side walls and corners on all four sides and top of stack, then strap pallet.
- Cut off excess strapping and put into trash can.
- Store pallets of crushed barrels in assigned storage area, in a dedicated fuel berm,[2] until shipped from site for proper disposal.

## *FIGURES*

**Process steps to follow at all times. (NOTE: DD-30 crusher at Discovery Camp is new: Photos below, from Nuna Logistics, are for illustration purposes).**


Figure # 1


Figure # 2

| PEREGRINE DIAMONDS SAFE WORKING PROCEDURES | | | |
|---|---|---|---|
| Division: | Mobile Fuel Management | | |
| Section: | | | |
| Subject: | Procedure: Inspection of Sleigh-Mounted Mobile Fuel Tank prior to Deployment via Mobile Fuel-Carrying Equipment[1] | | |
| Owner: | **Corporate EHS Manager** | Effective Date: | **May 2012** |
| Revision: | | Replaces: | |

## 1 OBJECTIVE

1.01 To ensure that Operators of mobile fuel-carrying equipment, principally the Challenger 875C and backup Morooka MST 3000 used for conveying sleigh-mounted fuel tanks, put the Peregrine Bulk-Fuel Management Facility Monitoring Plan and Spill Contingency Plan into practice by inspecting the sleigh-mounted mobile Fuel Enviro-Tank prior to each trip, thereby preventing or minimising environmental impact.

## 2 SCOPE

2.01 This procedure applies to all Operators of mobile equipment carrying a sleigh-mounted Fuel Enviro-Tank, and secondarily to the Fuel Specialist and Fuel Specialist Assistant, who will cross-check equipment departing the Designated Fuel Station.

## 3 INTRODUCTION

3.01 Prior to departing the Designated Fuel Station for travel on Chidliak Project winter trails to support drilling and other related activities, each Operator intending to convey a sleigh-mounted Fuel Enviro-Tank must conduct a thorough check of the **Fuel Sleigh** and **Fuel Enviro-Tank** and a walkaround of these components. Activity purpose: To determine that the sleigh-mounted Fuel Enviro-Tank is safe and environmentally acceptable for departure, or to correct deficiencies prior to departure and, additionally, to record inspection results and corrective actions on a **Fuel Sleigh and Fuel Enviro-Tank Checklist**.

3.02 The **Fuel Sleigh and Fuel Enviro-Tank Checklist** will be filled out and signed by the Operator, and signed off by the Fuel Specialist or Fuel Specialist Assistant before the fuel-carrying mobile equipment leaves the Designated Fuel Station. Should any new deficiency(ies) be noted in transit, the Operator will notify the Fuel Specialist or Fuel Specialist Assistant by radio (if at short range) or by sat-phone (if at long range), noting the deficiency and immediate actions taken, if any, and requesting these personnel to address any deficiency(ies) requiring further action upon the equipment's return to the Designated Fuel Station. During this call-in, the Fuel Specialist or Fuel Specialist Assistant will provide the Operator with any required instructions.

3.03 Addressing deficiency(ies) may necessitate that the Fuel Specialist or Fuel Specialist Assistant involve other personnel on site, such as a Mechanic, Welder, another Equipment Operator or the Operations Manager (if a part, such a trailer hitch or other item, must be ordered).

## 4 RESPONSIBILITY

4.01 The **Project Manager** is responsible for:

- Ensuring this procedure is implemented and maintained.

4.02 The **Fuel Specialist** or **Fuel Specialist Assistant** is responsible for:

- Reviewing and signing off on the **Fuel Sleigh and Fuel Enviro-Tank Checklist**, keeping in touch with the Operator in transit, ensuring documentation of any scheduled and completed repairs and keeping the records.

4.03 The **Operator** is responsible for:

- Conducting a thorough check of the **Fuel Sleigh** and **Fuel Enviro-Tank** and a walkaround of these components, ensuring correction of deficiency(ies) prior to departure of fuel-carrying equipment, and completing and signing the **Fuel Sleigh and Fuel Enviro-Tank Checklist**.

4.04 The **Operators' Supervisor** is responsible for:

- Ensuring that the Operators understand and are trained in this procedure, and have been trained in operation of the vehicles and fuel-carrying equipment named herein, transport of dangerous goods, spill response and use of response equipment carried by the vehicle, as well as all other related procedures under the Bulk Fuel Management Facility Monitoring Plan and Spill Contingency Plan.

4.05 The **Environment Manager** is responsible for:

- Monitoring the implementation of this procedure and compliance.

## 5 DEFINITIONS

5.01 **Designated Fuel Station:** Designated area at Discovery Camp for fuel transfer and equipment refuelling (*cf. Drawings 1a, 1b in the Bulk-Fuel Management Facility Monitoring Plan),* and under the control of the Fuel Specialist. The mobile fuel-carrying equipment, including the sleigh-mounted **Fuel Enviro-Tank** will depart from and return to the Station, after the **Fuel Sleigh and Fuel Enviro-Tank Checklist** has been signed off by the Fuel Specialist or Fuel Specialist Assistant.

5.02 **Fuel Specialist**: An experienced and competent worker who has been trained in the proper fuel-handling procedure and is responsible for signing off on the Operator's **Fuel Sleigh and Fuel Enviro-Tank Checklist**.

5.03 **Fuel Sleigh and Fuel Enviro-Tank Checklist:** A daily checklist that the Operator signs during inspection and walkaround of the Fuel Sleigh and Fuel Enviro-Tank mounted on it.

5.04 **Fuel-Carrying Equipment:** For the purposes of the Chidliak bulk-sampling programme, the equipment is primarily the Challenger 875C (for hauling bulk fuel in an enviro-tank mounted on a sleigh) and secondarily the Morooka MST 3000 (backup equipment for the Challenger).

5.05 **Fuel Sleigh:** Steel sleigh for conveying the Fuel Enviro-Tank to field locations, such as the reverse circulation drill collecting the bulk sample. The sleigh is pulled by a Challenger tractor. (*See photos at end of procedure*).

5.06 **Fuel Enviro-Tank:** Double-walled steel tank (capacity of 15 000L for bulk sample programme) used to contain diesel fuel that is transferred to equipment and the reverse-circulation drill; it is carried in the Fuel Sleigh. (*See photo at end of procedure).* Fuel flown to site in 205L drums will be transferred to one of two enviro-tanks at the Designated Fuel Station. The Fuel Enviro-Tank is mounted on the fuel sleigh and contains a deck with: a fuel dispenser, hose and spool, a built-in drip tray covered by a grate, a ladder, as well as a fire extinguisher. A spill-kit drum and other response equipment, as noted in the Spill Plan's "Response Inventory Procedure for Mobile Fuel-Carrying Equipment" also will be on board for all trips.

## 6 REFERENCES AND RELATED DOCUMENTS

6.01 NWT and NU Mine Health and Safety Act and Regulations (2008).
6.02 AANDC (formerly INAC) Class A Land-Use Permit *#N2008C0005* [Chidliak land-use permit and amendments].
6.03 NWB Type B Water Licence *#2BE-CHI0813* [Chidliak water licence and amendments].
6.04 Chidliak/Qilaq/Cumberland Spill Contingency Plan, Version 10, Peregrine Diamonds Ltd.
6.05 Environmental Guideline for the General Management of Hazardous Waste – Nunavut Government Department of Environment (April 2010)
6.06 Indian and Northern Affairs Canada-Nunavut Fuel Storage and Handling Guidelines – Draft (April 2008)
6.07 Nunavut Environmental Protection Act
6.08 Transportation of Dangerous Goods Act, 1992 [version of 24 January 2012, or latest version]
6.09 Transportation of Dangerous Goods Regulations, including Amendments SOR/2011-210 and -239 [version of 20 December 2011, or latest version]
6.10 Chidliak Bulk-Fuel Management Facility Monitoring Plan, Revision 1, Peregrine Diamonds Ltd.

## 7 PREPARATION

- **TOOLS:** Work gloves, rubber gloves (lined for winter), safety goggles, reflective vest, steel-toed boots, hard hat ((if in an area where a hard hat should be worn), GPS, sat-phone for long-range communication in transit, two-way radio for short-range communication (near an operating camp), digital camera for documenting photos (of deficiencies or repairs, or if a spill event occurs).
- **HAZARDS:** Since the enviro-tank is double walled, serious damage to this welded-steel container is highly unlikely, but minor drips of fuel could conceivably collect on the sleigh; spill matting on board would be adequate for this purpose. Main hazard would be leakage of fuel from dispenser nozzle if not shut OFF or from a loose cap or fitting. These areas would be checked via the **Fuel Sleigh and Fuel Enviro-Tank Checklist** BEFORE the **Fuel-Carrying Equipment** departs the Designated Fuel Station.
- **REQUIREMENTS:** Ensure that the Operator, Fuel Specialist and Fuel Specialist Assistant, as well as the Operators' Supervisor, are aware of and trained in this procedure, and trained in the handling and storage of hazardous goods associated with mineral exploration programmes.

## 8 PROCEDURE

### 8.01 General

- Purpose of procedure: To ensure **Fuel Sleigh** and **Fuel Enviro-Tank** mounted on it are carefully checked during a walkaround, and double-checked by the Fuel Specialist and Fuel Specialist Assistant, before the **Fuel-Carrying Equipment** departs the Designated Fuel Station and the camp compound (*cf. Drawings 1a and 1b, Bulk-Fuel Management Facility Monitoring Plan).*

Winter-Spring 2012, 2013

# PEREGRINE DIAMONDS LTD.
## Fuel Sleigh and Fuel Enviro-Tank Checklist
## DESIGNATED FUEL STATION, DISCOVERY CAMP

**NOTE: FILL IN 1 LOG SHEET PER TRIP PER VEHICLE**

* *Visible leaks from welds, caps and fittings MUST be corrected, signed as corrected and signed off by Fuel Specialist BEFORE Operator may depart from Designated Fuel Station.* ** *If built-in drip tray contains fuel, pump out into refuge container BEFORE departing.*

| CHECKLIST ITEM | ✔ or X or N/A | IF "X", CORRECT BEFORE TRIP -- OR NO SIGNOFF by Fuel Specialist | DATE DD/MM/YY | TIME AM, PM or 24-hr Clock | OPERATOR SIGNATURE | FUEL SPECIALIST OR FUEL SPECIALIST ASSISTANT INITIALS |
|---|---|---|---|---|---|---|
| Condition of Fuel Sleigh | | | | | | |
| Condition of Fuel Sleigh Hitch | | | | | | |
| Condition of Sled Skiis | | | | | | |
| Condition of Fuel Enviro-Tank | | | | | | |
| Visible Leaks? * | | | | | | |
| Condition of Tank Fittings | | | | | | |
| Condition of Tank Mounting | | | | | | |
| Condition of Deck: | | | | | | |
| (1) Fuel Dispenser and Nozzle | | | | | | |
| (2) Hose and Spool | | | | | | |
| (3) Capacity in Built-in Drip Tray ** | | | | | | |
| (4) Ladder and/or Miscellaneous | | | | | | |
| Additional Items | | | | | | |
| Additional Comments | | | | | | |

*"N/A" is an acceptable entry for "Additional Items" OR "Additional Comments" if there are no Additional Items or Additional Comments.*

File: CHECKLIST-Copy for Chidliak Fuel Sleigh and Tank Check SOP-v1

8.01 **General** *(cont.)*

- Typical scenario at the start of a shift might be for the **Fuel-Carrying Equipment** to proceed from the storage shed to the Designated Fuel Station, where one of the two sleigh-mounted, double-walled enviro-tanks will be hitched to the **Fuel-Carrying Equipment** and filled within the Fuel Transfer Berm. During the fuel transfer, or whilst the **Fuel-Carrying Equipment** still is within the Designated Fuel Station, the Operator will inspect the **Fuel Sleigh** and **Fuel Enviro-Tank** by walking around it. During or immediately after the walkaround, the Operator must fill out the **Fuel Sleigh and Fuel Enviro-Tank Checklist** and sign it **if** the Checklist Items are given a "check" mark or an "N/A" (not applicable). The Fuel Specialist or the Fuel Specialist Assistant will then review the Checklist against the equipment intended for departure and initial the Checklist. The Checklist is then complete, and the vehicle may start its trip along the winter trail.
- If the Operator places an "X" by any Checklist Item, the vehicle is not ready to leave. The Fuel Specialist or Fuel Specialist Assistant will assist the Operator in correcting any deficiency(ies) or arranging for any repairs, after which the Operator will sign the Checklist and the Fuel Specialist or the Fuel Specialist Assistant will initial the Checklist to indicate that the **Fuel Sleigh** and **Fuel Enviro-Tank** are safe and environmentally acceptable for departure.
- Minor or non-urgent maintenance items which need not be immediately corrected prior to departure – *e.g.*, a notation to order spares or shovel slush from deck on next trip – are to be noted in the Checklist sections "Additional Items" or "Additional Comments".
- Should a spill or leak occur in transit, the "Enviro-Tank Fuel Procedure" (under the Bulk-Fuel Management Facility Monitoring Plan) and the "Response Inventory Procedure for Mobile Fuel-Carrying Equipment" (under the Spill Contingency Plan) would be activated. Standard spill cleanup would occur and the Operator would radio in or phone in the occurrence to the Supervisor, taking co-ordinates of the spill location and making a documenting photo, if possible. The Supervisor to whom the information was relayed would then complete an internal report. According to Peregrine's policy, any hydrocarbon spill of 50L or more is reported to the NWT-NU Spill Line, and any spill on a waterbody (frozen during the period of use of the winter trail) or adjacent to a waterbody also would be reported to the Spill Line.
- Upon return to the Designated Fuel Station after a spill event, the Operator would debrief the Supervisor on the incident event, its location and cleanup completed. Used spill pads and other cleanup waste will be turned over to the Fuel Specialist or Fuel Specialist Assistant for proper allocation to marked hazardous waste containers as required under Transport of Dangerous Goods legislation.
- **Fuel Sleigh and Fuel Enviro-Tank Checklist** records (as stated on Page 2) are retained by the Fuel Specialist.

## 9 ATTACHMENTS

Top: Sleigh-Mounted Fuel Enviro-Tanks. Above: Rear view with Fuel Dispenser, Hose, Built-in Drip Tray, Ladder

**CAT Challenger to pull sleighs**


**Morooka will be a backup vehicle to pull sleighs**

## 10 APPROVED RECORD

| NAME | POSITION | DATE | REV # | NOTES |
|---|---|---|---|---|
| | | | | |
| | | | | |
| | | | | |