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December 21, 2012

Andrew Keim
Water Resources Officer
Aboriginal Affairs and Northern Development Canada
Box 100 Building 918
Iqaluit, Nunavut XOA OHO

Dear Mr. Keim,

RE: Water License Inspection - Temporary Closure- Hope Bay Mining Ltd. – 2AM-DOH0713, 2BE-HOP-1222 and 2BB-BOS1217 October 2 and 3, 2012. Inspection Report Response

In response to your Inspection Report dated October 29, 2012, and received on November 21, 2012, Hope Bay Mining Ltd (HBML) has compiled the following information to address the items identified:

AANDC Comment	*HBML Response*
2AM-DOH0713 Doris	
Water Pumphouse - Intake: Intake line remained in Doris Lake at the time of the inspection but was scheduled to be removed in the coming days.	*The water intake line was left in place. The heat trace will be turned on to thaw the line upon reopening the camp in April/May 2013.*
Roberts Bay 5 Million Litre Tank area: Drums of helicopter fuel were found strapped to pallets. These are to be stored in Sea-cans	*These drums were moved into seacans during camp shut down procedures.*
Roberts Bay 5 Million Litre Tank area: Monitoring is to be completed by the Cambridge bay HTO. A schedule of inspection has not been provided however an outline of inspection locations was submitted in draft form during the inspection.	*HBML submitted the Winter Inspection Plan to AANDC on December 6, 2012 (see attached), and received approval by Ms. Paul on December 10, 2012.*
Waste Management Area: Transportation manifests from the contractor are not sufficient to meet the requirements of the Water license	*Part G, Item 12 of the Water Licence requires that "The Licensee shall back haul and dispose of all hazardous wastes generated through the course of the operation at an approved waste disposal site." Item 13 states that, "The Licensee shall maintain records of all waste backhauled and confirmation of proper disposal. These records shall be made available to an*

AANDC Comment	*HBML Response*
	Inspector upon request." *With respect to Part G, Item 12, KBL Environmental is the registered waste receiver that HBML uses for handling waste shipped from Hope Bay. KBL is a registered waste receiver (registered by the NT Department of Environment, receiver number NTR000123). KBL bulks HBML's waste with that of other mines in the North prior to shipping full loads of waste to registered disposal facilities (this activity makes KBL the waste generator for bulked shipments transferred from KBL to other facilities as per the Interprovincial Movement of Hazardous Waste and Hazardous Recyclable Materials Regulations). KBL then issues a government approved Certificate of Disposal to HBML confirming that all waste has been disposed of at authorized facilities following all federal, territorial and provincial legislation.* *With respect to Part G, Item 13, HBML is completing the Interprovincial Movement of Hazardous Waste and Hazardous Recyclable Materials Movement Document (Movement Document) in compliance with the instructions of the Regulations and as per discussions with Heather Birchard of the Waste Reduction and Management Division of Environment Canada. HBML is also completing the International Air Transportation Association dangerous goods declarations and the International Marine Dangerous Goods declarations as per the respective regulations.*
<u>Waste Management Area:</u> Records from the transportation of hazardous wastes off site in 2011 are still required to complete the 2012 annual report. This issue remains outstanding after the previous request by the inspector.	*Part G, Item 13 states that, "The Licensee shall maintain records of all waste backhauled and confirmation of proper disposal. These records shall be made available to an Inspector upon request."* *HBML showed AANDC the records in the waste management office during the July 2012 inspection, thereby meeting this licence requirement.* *There is no requirement in the Water Licence to submit the waste transportation manifests and disposal certificates with the annual reports, therefore HBML has not done so, nor has HBML been requested to do so prior to now. HBML has scanned and sent all available 2011 manifests and documentation to AANDC on November 7, 2012 (see attached emails).*
<u>Contractor Shops at Roberts Bay:</u> The Kingland ford [shop] is not currently lined and will require contaminated [soils] to be removed next year.	*As part of the care and maintenance and progressive reclamation activities, HBML will continue to work on removing contaminated gravel around the property. HBML cannot guarantee that all contaminated gravel will be removed in 2013, but will commit to ongoing clean-up across the site.*

AANDC Comment	*HBML Response*
Contractor Shops at Roberts Bay: 5 gallon jerry cans of fuel and glycol were noted without any secondary containment	*The jerry cans and glycol were removed from the area immediately after the inspection. These were placed inside the seacans in the Roberts Bay 5 million litre tank berm.*
Burn Pan/ Land farm: Contaminated soils from both Windy and Boston are to be moved to the facility as soon as possible to facilitate the closure and remediation of these sites.	*Closure plans for Windy and Boston are currently pending approval from the NWB. Once approved, HBML can proceed with the approved plan. The EBA Phase 3 reports have been submitted with the Windy and Patch Plan and the Boston Phase 3 will be completed in winter 2012.*
Burn Pan/ Land farm: Signage present (some were found lying on side)	*The signage was stood up and re-secured immediately after the inspection.*
Burn Pan/ Land farm: Maxi bags of contaminated soils sitting adjacent to cell area, not within the cells	*The drums of contaminated soil are staged for placement in the landfarm soil cell after the batch that is currently in the cell is remediated. Maxi bags were not located outside of the landfarm facility, they were located in the center cell of the landfarm (in the bags). The soil in the cell is from the Windy bulk fuel containment berm, which had elevated F2 fractions; HBML anticipates that this material will be remediated in 2013, at which time the soils will be removed and the staged material will be placed in a thin lift.*
Sewage Treatment Plant: During the period of inspection it was unclear how the licensee would shut down the unit given the need for 10 days to clear the system. A report on how this was done and what happened to the sludge from the treatment system is requested by the Inspector.	*HBML submitted a letter to AANDC on November 19, 2012 (see attached) explaining the procedure used to shut down the sewage treatment*
Doris Camp Water Treatment Plant: Total usage records are to be provided in the Annual report.	*As per the requirements of the Water Licences, water usage is reported in the monthly SNP reports submitted to the Nunavut Water Board (NWB), and are also included in the annual reports. These reports are available to AANDC through the NWB public registry.*
Reagent Pad Laydown and Shops: Drip trays were not present under the equipment at the time of the Inspection	*During the inspection, closure preparations were still ongoing. Drip trays were placed under the equipment immediately after the inspection.*
Reagent Pad Laydown and Shops: Herman-Nelson heater sitting adjacent to building. It is unclear what is being done with these heaters	*The Herman-Nelson heaters are stored in the following locations, which are areas that will require heating upon arrival of crews to reopen the camp in April/May 2013:* *– 2 in the Construction power house.* *– 1 in the wash bay, (explosives shop).* *– 1 in Orbit's shop at Rob Bay* *– 1 in the Kingland shop.* *– 1 in the seacan below the air strip tower.* *– 1 in the Wes Arc shop.*
Reagent Pad Laydown and Shops: Buildings to be secured for winter	*During the inspection, closure preparations were still ongoing. The buildings were secured as part of the camp shut down activities.*
Doris Camp Bulk Fuel Storage: Not all tanks were found to be locked out at the time of the Inspection	*During the inspection, closure preparations were still ongoing. The tanks were locked out prior to the crew departing site on October 13, 2012.*

AANDC Comment	*HBML Response*
Doris Camp Bulk Fuel Storage: It was unclear in discussions with site personnel during the inspection how snow accumulation over the winter months would decrease the overall containment capacity within the bermed area.	*HBML crews will be returning to site prior to spring melt to remove snow accumulation from berms, containment areas, and the Doris Camp pads. The containment berm has a capacity of 2,976,000 litres, which is considerably larger than the total volume of fuel contained in the berm (1,640,738.4 litres).*
Doris Camp Bulk Fuel Storage: Monitoring is to be completed by the Cambridge Bay HTO. A schedule of inspection has not been provided however an outline of inspection locations was submitted in draft form during the inspection	*HBML submitted the Winter Inspection Plan to AANDC on December 6, 2012, and received approval by Ms. Paul on December 10, 2012.*
Main Powerhouse and Fuel Tanks: Three double walled exterior tanks (two with shelters built around) were noted in place. It is unclear if any fuel remained within the units however they were piped in.	*The day tank in one of the shelters, which had been in use, has a small volume of fuel remaining. The other two tanks, which had not been in use, are empty. The volume of fuel in the one tank is less than the containment capacity.*
Main Powerhouse and Fuel Tanks: No spill kits were present at this location during the period of inspection.	*Spill kits are present in the Tank Farm located next to the day tanks.*
Main Camp Accommodations Buildings: Accommodation units still were in use however two wings had been shut down prior to the inspection.	*The remaining wings were shut down and boarded up as part of the shut-down activities prior to the crew departing site.*
Main Camp Accommodations Buildings: During the inspection the licensee requested to discharge water from the fire suppression system to a location on the south waste corner of the pad. This site was inspected and subject to the water meeting discharge limits approval for the discharge was subsequently granted by e-mail by the Inspector.	*The water was discharged upon receipt of compliant water quality results. The details were provided in the October SNP monthly report submitted to the NWB.*
Main Camp Accommodations Buildings: The licensee was required to take such measures as were required to prevent erosion to the pad and sedimentation down-gradient from the release location	*The discharge location was selected to prevent erosion. No erosion occurred as a result of draining the fire water tank.*
Warehouse: It was unclear if any further hazardous materials remained within the warehouse during the period of inspection.	*All bulk hazardous materials remaining on-site are identified in the Spill Contingency Plan Revision 5 which was provided to AANDC on October 10, 2012. Any materials that could not withstand freezing were shipped offsite to the Con Mine.*
Warehouse: A spill kit was not noted during the inspection.	*The warehouse spill kit is usually located outside the front door, however, it had been moved inside a seacan for winter storage.*
Portal: Plywood or another solid barrier has not been installed at the entrance to the Portal. Gravel and wire mesh fencing along with signage have blocked the entrance so to prevent entry to the decline.	*The current portal closure method has been approved by the Mines Inspector under the Mines Act for the care and maintenance period.*

AANDC Comment	*HBML Response*
Portal, Waste Rock and Ore: Run off diverted and captured in the pollution control ponds is to be sampled as outlined in the current licence upon freshet.	*HBML will manage water as per the water licence requirements and the approved Interim Water Management Plan.*
Portal, Waste Rock and Ore: Monitoring for the stability of the waste rock pile after the period of abandonment is required to ensure continued stability.	*As per the water licence requirements, HBML will continue to conduct annual geotechnical inspections as per the water licence requirements.*
Portal, Waste Rock and Ore: Any additional sampling following freshet, if required, will be ordered by the inspector.	*HBML is operating in compliance with the water licence commitments and is monitoring runoff from the waste rock and ore pad as per the licence requirements. All information is available in the monthly SNP reports, and will be included in the annual reports. HBML is unclear where this threat for an order is coming from.*
Tail Lake Roadway/ Tail Lake Dam: It was noted by the inspector that water levels remain higher than originally anticipated by the proponent.	*HBML anticipated that dewatering Tail Lake to the original water level (28.3 m elevation) would require 2 to 4 years, depending on the annual precipitation received. In 2012, HBML lowered the water level by approximately 0.5 m to the current elevation of 29.0 m, which was greater progress than originally estimated.*
Tail Lake Roadway/ Tail Lake Dam: The Inspector has requested an estimate of the volume of water discharged to Doris Creek TL-3 (falls).	*As per the requirements of the water licence, HBML has reported the discharge volumes and water quality monitoring results in the monthly SNP reports submitted to the NWB. The final discharge volume is in the September SNP report and will also be provided in the annual report.*
2BE-HOP1222 Regional Exploration	
Quarry B: The licensee will monitor for water build up within the quarry and if removal of the water is required then samples are to be collected and the results submitted to the inspector prior to discharge. Sampling and discharge criteria are outlined in the 2BE-HOP1222 water licence and the approved Quarry A, B and D Management and Monitoring Plans. Additional sampling, as required will be determined by the inspector following freshet and a review of the sampling results submitted in the monitoring plans.	*HBML intends to monitor water quality prior to discharge as per the requirement of the water licence and the approved Quarry A, B and D Management and Monitoring Plan. Non-compliant water will be transferred to the TIA.*
Windy Camp: Issues with slumping and erosion at the Windy Camp remain and have not been addressed to date by the licensee.	*While much of the shoreline erosion of Windy Lake is naturally occurring, with respect to the landfarm area, HBML has placed coconut matting on the exposed soils of the former landfarm area and fuel containment area. The landfarm area has begun naturally revegetating, which will stabilize the area. Ongoing inspections and erosion control will be implemented in 2013 and beyond.*
Windy Camp: None of the demolition work on buildings and cabins has been undertaken	*Demolition of the tent frames is scheduled to begin in 2013.*

AANDC Comment	*HBML Response*
as of the period of inspection	
Windy Camp: The Licensee has proposed a schedule of in-situ remediation be implemented; this has not yet been approved. It is the recommendation of the inspector that soils be removed and transported to the Doris Land Farm facility as part of the on-going reclamation of the site and during the Care and Maintenance phase of the Hope Bay project.	*A closure plan for Windy, including Patch Lake, is currently pending approval from the NWB. Once approved, HBML can proceed with the approved plan.*
Patch Lake: Sampling results required from the last inspection from an old cuttings deposit to the south of the Facility have not been submitted. These results and a remediation plan to address the site is required.	*In the July 2012 Inspection, AANDC requested that HBML submit a sampling plan for the cuttings deposit and surrounding area and lake by the end of 2012. HBML's reclamation contractor had opportunistically sampled the area in July 2012. HBML submitted a draft sampling plan on November 13, 2012. HBML received the sample results on December 5, 2012, and has revised the cuttings sump sampling plan to include the information. The revised sampling plan (attached) was submitted on December 20, 2012. Reclamation plans for the area are included in the Windy and Patch Closure Plan that was submitted in July 2012 and is currently under review by the NWB and regulatory agencies.*
Patch Lake: The Licensee has proposed a schedule of in-situ remediation be implemented for Hydrocarbon contaminated soils. This has not yet been approved. It is the recommendation of the inspector that soils be removed to the Doris land Farm facility as part of the on-going Care and Maintenance of the Hope Bay project.	*A closure plan for Windy, including Patch Lake, is currently pending approval from the NWB. Once approved, HBML can proceed with the approved plan.*
2BB-BOS1217 Boston	
Boston Camp: The on-going issue with the salt burn extending from the drill platform to a localized water body remains outstanding. The licensee indicated during this and the previous inspection that a plan was being developed in conjunction with a review of all drill holes throughout the property. This plan has not been submitted to the inspector at this time.	*The general drill site reclamation plan is included in the Boston Closure Plan and the Windy and Patch Closure Plan. HBML had completed an inventory of all drill holes on the Hope Bay Property during the 2012 season.* *HBML is currently working with consultants to develop a reclamation plan for Orbit 25 salt burn at Boston Camp, and other drill holes on the property. The report for the July 2012 Orbit 25 monitoring programs was submitted on December 21, 2012. The reclamation plan for the other drill holes on the property is under development.*

AANDC Comment	*HBML Response*
Boston Camp: Soils from the Boston land farm remain on site. The integrity of the berm is in serious doubt. A detailed inspection including soils sampling around the perimeter of the facility as well as to depth below the facility are on-going to determine the extent of any migration from the facility. It is the recommendation of the inspector that soils be taken off-site for disposal or treatment as part of the on-going Care and Maintenance of the Hope bay project.	*In August 2012, EBA completed a Phase 3 site assessment at Boston Camp; additional sampling using an excavator will be required to complete the assessment. As part of the 2012 assessment, EBA sampled the land farm. Based on the lab results for these samples, HBML will not attempt to remediate the soils on-site but will package the soils for offsite disposal.*
Boston Camp: Monitoring is to be completed by the Cambridge bay HTO. A schedule of inspection has not been provided; however an outline of inspection locations was submitted in draft form during the inspection.	*HBML submitted the Winter Inspection Plan to AANDC on December 6, 2012, and received approval by Ms. Paul on December 10, 2012.*
Boston Camp: No evidence of Open Burning was noted on site at the time of the inspection. The Field Operations unit does not endorse the use of open burning and recommends that as closure activities proceed these wastes are back hauled to Doris North Camp	*The Boston Water Licence does not include permission to open burn and as such, HBML has never conducted open burning at the Boston Camp. All burnable and non-burnable waste is transported to the Roberts Bay Waste Management Facility for handling and proper disposal as per the Hazardous and Non-hazardous Waste Management Plans, which have been submitted to the NWB previously.*
Boston Camp: It is unclear in the closure plan what activities will be untaken during the 2013 freshet to manage water within and moving off the footprint of the camp. This is to be provided specifically for the Boston camp as an addendum to the 2012 Annual report.	*The Closure plan does not address water management during Care and Maintenance; the Water, Waste Rock and Ore Management Plan is still applicable during Care and Maintenance. The Boston Water Licence does not require HBML to have a separate water management plan addressing containment facilities such as the fuel berm. HBML will continue to manage, and monitor, water as per the requirements of the Water Licence. HBML has include the water sampling plan in the revised Monitoring and Follow-up plan (submitted on December 21, 2012).*
Boston Camp: Double walled fuel tanks were placed throughout the camp. One such unit had a pump and nozzle still attached. Tanks should be secured and locked to prevent access during the period of closure. The pump was to be removed	*The bulk fuel storage facility was locked out. The gas tank with the pump and nozzle is unpowered; gasoline from that tank is available for use by the winter check crews, but only if they power it with the generator left inside of the survival shelter for them.*
Non-compliances section:	
The Inspector is also still waiting for results from sampling conducted at the Inspectors request from the cuttings deposit area at the Patch lake site in July of 2012. While the monitoring plan may require a greater period of time to produce the sampling results can be provided. HBML is asked to provide these results as soon as possible to ensure continued compliance.	*As indicated to the Inspector during the inspection, the cuttings sump was sampled opportunistically by HBML's reclamation contractor. HBML has not received these results, nor an interpretation of them at this time. AANDC requested that HBML prepare and submit a monitoring plan by December 31, 2012; there was no requirement so collect or submit monitoring data in 2012. The monitoring plan was submitted on November 13, 2012. The opportunistic sampling results have been added to the draft monitoring plan and was*

AANDC Comment	*HBML Response*
	resubmitted on December 20, 2012).
The Inspector will require that HBML provide a final on site monitoring plan for both the Doris and Boston Camps for review by December 31st, 2012.	*HBML submitted the Winter Inspection Plan to AANDC on December 6, 2012, and received approval by Ms. Paul on December 10, 2012.*
…the Inspector remains concerned with the lack of a response to the Inspector's requirements as well as the failure to provide a monitoring program that conforms to the requirements of the MSRG.	*HBML has complied with the site preparation requirements outlined in the Mine Site Reclamation Guidelines For The Northwest Territories – 1.4 Temporary Closure. These guidelines specify the following requirements relating to monitoring programs:* *1) All physical, chemical and biological treatment and monitoring programs must continue according to licenses, permits, and leases in order to maintain compliance.* *2) Fluid levels in all fuel tanks must be recorded and monitored regularly for leaks or removed from the site* *3) Facilities and infrastructure must be inspected regularly* *There is no requirement in the Mine Site Reclamation Guidelines For The Northwest Territories – 1.4 Temporary Closure for a stand-alone CM Plan. HBML has provided updated versions of the management plans required in the water licences and project certificate. The pending winter inspection plan will address items 2 and 3 above.* *HBML received feedback from Ms. Paul on December 3, 2012, regarding the proposed format for a revised Monitoring and Follow-up Plan that would be revised to include care and maintenance summaries in addition to the operating monitoring plan summaries. This document, in the original format, is a requirement of the water licence. The revision includes a summary of the Boston and Windy/Patch monitoring requirements, as well as a summary of operational plans that do not have monitoring components, and the care and maintenance specific procedures for winter inspections and seasonal camp closure requirements in compliance with the expectations of the Mine Site Reclamation Guidelines For The Northwest Territories – 1.4 Temporary Closure. These additions expand the Monitoring and Follow-up Plan well beyond the intended scope of the document, but will allow HBML to provide a "stand-alone care and maintenance plan" within the existing documents required in the project licences. This document was submitted on December 21, 2012.*
Introductory Timeline Section:	
March 5, 2012, HBML and AANDC met in Toronto with AANDC Inspector's participating by conference call. During the meeting AANDC Inspectors outlined for HBML the essential elements that must be	*Per our agreement on March 5th, Newmont reviewed all its permits and licences and concluded that revising all of the plans required in the Environmental Management System under the Water Licence and Project Certificate was the best approach for site management and met our legal*

AANDC Comment	*HBML Response*
included in a CM plan for it to meet the needs of Inspectors conducting compliance inspections and to facilitate the temporary closure of the site. On September 27th, 2012…The Inspector was clear in outlining the requirements for completion of the Plan and provided a reference for the Licensee to the January 2007, Mine Site Reclamation Guidelines for the Northwest Territories and more specifically Section 1.4 on Temporary Mine Closure	*requirements. As a point of clarification, AANDC had not outlined the specific items they wished to have in a care and maintenance plan until the letter dated September 27, 2012 from Ms. Eva Paul. This letter only stated that "the Care and Maintenance Plan shall be based on the Mine Site Reclamation Guidelines for the Northwest Territories, Indian and Northern Affairs Canada, Yellowknife, NWT, January 2007 Version, Section 1.4 – Temporary Mine Closure." And proceeded to copy the list included in that document. HBML provided the requested information in a letter on September 28, 2012. However, the requirement for a standalone CM plan that summarizes all of the existing management plans is not a requirement of the Mine Site Reclamation Guidelines for the Northwest Territories document, nor does that document outline monitoring requirements for temporary closure other than basic infrastructure and fuel inspections.*
On July 10, 2012 an inspection was conducted on the site and at that time a Record of Inspection Form was provided to HBML representatives. That form contained a request for an update on the anticipated timeline and decisions regarding CM. The report also advised that CM plans were required to be reviewed and approved prior to entering into CM. This was not a request, and was provided to HBML in writing. … On September 6, 2012, the Inspector notified HBML of the requirement to submit the said plan 90 days prior to the company's anticipated date for entering into care and maintenance. This was provided to HBML in an e-mail format.	*A CM plan is not a requirement of the Water Licence. The Water Licence requires HBML to review and update the management plans to reflect current project status and processes. HBML has revised, and submitted, each of the required management plans to include care and maintenance sections. HBML also provided AANDC with an internal document entitled, "Hope Bay Care and Maintenance Plan" summarizing which current approved plans would require updating given the change in project status. On December 21, 2012, HBML submitted the revised Monitoring and Follow-up Plan as discussed with Ms. Paul.*

In addition, to the items noted in the October 2012 Inspection Report, HBML notes that the following requests from the July 2012 Inspection Report have been addressed:

AANDC Request	*HBML Response*
AANDC requested the as-built drawings of the North Dam.	*HBML has received the as-built drawings and construction report for the North Dam from SRK Consulting. HBML mailed a copy of this report to Ms. Paul at AANDC on November 5, 2012.*

If you have any questions regarding this response, please contact Chris Hanks at Chris.Hanks@Newmont.com or 720-917-4489.

Sincerely,

chris.hanks@newmont.com
Digitally signed by chris.hanks@newmont.com
DN: cn=chris.hanks@newmont.com
Date: 2012.12.21 10:39:37 -07'00'

Chris Hanks
VP Environmental Affairs
Hope Bay Mining Ltd.

Attachments:
Letter to AANDC re: Doris Waste Water Treatment Plan Shut Down Process
Winter Inspection Procedure, submitted and approved by AANDC
Cutting Sump Salinity Monitoring Plan, revised and resubmitted to AANDC
Email #1 and #2 to AANDC with copies of 2011 waste manifests and disposal certificates

cc. Phyllis Beaulieu, NWB

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November 19, 2012

Andrew Keim
Water Resources Officer
Aboriginal Affairs and Northern Development Canada
Box 100 Building 918
Iqaluit, Nunavut XOA OHO

Dear Mr. Keim,

RE: Water License Inspection - Temporary Closure- Hope Bay Mining Ltd. – 2AM-DOH0713, 2BE- HOP-1222 and 2BB-BOS1217 October 2 and 3, 2012 Draft Inspection Report Waste Water Shut Down Response

In response to your draft October Inspection Report, Hope Bay Mining Ltd (HBML) has compiled the following information to address your request for information on how the Doris Waste Water Treatment Plant (WWTP) was shut down and how the sludge was disposed of.

Shut down of the WWTP began in the last week of September by progressively processing all of the material in the plant and dewatering the solids. This was done concurrently with decreasing WWTP input by decreasing numbers of on-site personnel and shutting down the wastewater generation zones throughout the camp, with the exception of the Kitchen and the Men's and Women's dry's.

The shutdown process for the camp involved flushing and draining the lines, including the main line running from the camp to the WWTP. Each lift station was rinsed and vacuumed empty with the use of a vacuum truck, with all water being transferred to the WWTP. Once drained, the lines were blown out with compressed air, where necessary, low point drains were left open and un-drainable lowpoints (e.g. sink and toilet U-bends) were filled with non-toxic RV Antifreeze that will be flushed to, and processed through, the WWTP on start-up.

While sections of the camp were being shut down, the wastewater in the WWTP continued to be processed and dewatered. As water levels in the WWTP equalization tank were lowered, wastewater was moved from the primary settling/aeration tanks to the equalization tank by vacuum truck for continued processing and dewatering. Multiple presses were conducted a day during this process and sludge produced was incinerated in the quantities outlined in Table 2.

Table 2. Doris Camp WWTP Dewatered Sludge Incineration Log

Date	Quantity of Dewatered WWTP Sludge Incinerated (lbs)
23-Sep	50
24-Sep	125
25-Sep	250
26-Sep	100
27-Sep	50
28-Sep	125
29-Sep	100
30-Sep	75
01-Oct	100
02-Oct	250
03-Oct	25
04-Oct	-
05-Oct	-
06-Oct	-
07-Oct	200
08-Oct	-
09-Oct	-
10-Oct	-
Total	**22,000**

At the completion of the dewatering/pressing process the membranes were washed and cleaned and the residual liquid in the WWTP tanks and piping was collected by vacuum track and placed in an overflow holding tank for overwinter storage.

On October 7th, 2012, only two lift stations remained active at Doris Camp: Lift Station 5 in the kitchen, and Lift Station 6 near the Dry. As the line to the WWTP had already been shut down, all discharge from these lift stations occurred by pumper truck between October 8th to 12th (the date of camp closure).

Kitchen greywater reporting to Lift Station 5 was collected by vacuum truck and transferred to the WWTP (October 8th) or the Doris Overburden Pile (October 9th to October 12th, 2012) as approved by AANDC on October 4th, 2012. This was done to reduce overwinter wastewater storage quantities. The volumes of greywater discharged to the overburden pile are presented in Table 1.

Table 1. Discharge Volumes of Greywater from Lift Station 5 (Doris Kitchen) to the Doris Overburden Pile.

Date	Greywater discharged (liters)
Oct 9, 2012	1,000
Oct 10, 2012	1,000
Oct 11, 2012	17,000*
Oct 12, 2012	3000
Total	**22,000**

**This water was discharged from the water treatment plant water storage tanks*

Wastewater reporting to Lift Station 6 (which includes water from toilets, washers, and showers) was removed by vacuum truck between October 8th and October 12th and discharged into the WWTP overflow holding tank for overwinter storage.

In total, 20,000 L of wastewater was transferred to the Doris WWTP overflow holding tank for seasonal overwinter storage until the WWTP is reactivated in spring 2013.

Doris Camp was closed for the season on October 12, 2012.

If you have any questions regarding this response, please contact Chris Hanks at Chris.Hanks@Newmont.com or 720-917-4489.

Sincerely,

For

Chris Hanks
VP Environmental Affairs
Hope Bay Mining Ltd.

1.0 BACKGROUND

On January 31, 2012, Newmont Mining Corporation (NMC) announced that the Hope Bay Project was going to be placed into long-term care and maintenance (C&M). Throughout the 2012 season, Hope Bay Mining Ltd. (HBML) Employees prepared the site for this C&M period and seasonal camp closure. Preparations included shipping out excess equipment, materials, chemicals, and fuel, removal of the hazardous wastes and as much non-hazardous waste as possible and destruction of the explosives. The preparations also included winterizing and boarding up buildings, draining and disconnecting unnecessary fuel tanks, organizing equipment and supplies for camp start-up in spring and setting up emergency shelters to be used by winter inspection crews. Based on a risk assessment conducted by HBML and NMC management teams, it was decided that leaving care-takers at the property over winter was too great of a risk. This was specifically due to a fatality that occurred at Hope Bay when the previous Project Proponent (Miramar Hope Bay Ltd.) had caretakers stationed at site during seasonal winter closure. As such, NMC and HBML opted to mitigate environmental risks through careful temporary closure planning to allow for seasonal closure without caretakers stationed at site.

The most significant environmental risk associated with the property is the bulk fuel storage. This is a greater risk if the camp is unmanned because leaking fuel may not be detected immediately. To mitigate this risk, HBML has distributed fuel in the various bulk tanks at Doris and Roberts Bay to maintain the total fuel volume in the tanks within each containment berm well below the actual capacity of the containment berm itself. This will prevent release of fuel to the environment if there was a catastrophic failure of a multiple tank failure, even if there is snow accumulated in the berm.

Vandalism or wildlife entry into buildings is another risk. To mitigate this, HBML has secured doors and boarded up windows and man-door accesses. HBML has also installed 2 emergency shelters, with fuel, for use by the winter inspection crews or if a passing hunter becomes stranded in the area.HBML has also installed heat and movement triggered cameras around the site to document wildlife use of the camp and also as a form of security monitoring.

2.0 PURPOSE

This procedure was developed to describe the winter inspection program that has been developed to enable HBML to regularly monitor the infrastructure and fuel that is present in the Hope Bay Project Area. These inspections are critical for identifying issues or risks during the seasonal winter closure periods when personnel are not stationed at the site.

In addition to Newmont's corporate requirement to regularly inspect facilities, HBML has considered the *Mine Site Reclamation Guidelines for the Northwest Territories – 1.4 Temporary Mine Closure* published by Indian and Northern Affairs Canada (now Aboriginal Affairs and Northern Development Canada [AANDC]). These guidelines specify that:

- Fluid levels in all fuel tanks must be recorded and monitored regularly for leaks or removed from the site; and
- Facilities and infrastructure must be inspected regularly.

These guidelines also specify that:

- All physical, chemical and biological treatment and monitoring programs must continue according to licenses, permits, and leases in order to maintain compliance;
- All waste rock piles, ore stockpiles, tailings, mine water and other impoundment structures must be stable and maintained in an appropriate manner (including regular geotechnical inspections); and

- Drainage ditches and spillways must be inspected and maintained regularly (e.g. seasonally depending on snow and ice accumulation and melting) during the closure period and included as part of geotechnical inspections.

HBML commits to maintaining compliance with the project licences, permits and leases, and these three guidelines by operating the property on a seasonal basis. HBML's monitoring commitments in winter are related to fresh water use, waste water disposal and solid waste disposal. As the camp will not be open, there will be no fresh water used, and no waste water or solid waste disposal. Geotechnical inspections of the property are conducted annually in summer (between June and August) and this will continue during C&M. Geotechnical inspections are not required during the winter inspection trips.

The drainage ditches will be maintained during seasonal operating periods. HBML's winter inspections will document snow accumulation in the fuel berms which will guide decisions for the timing of camp re-opening. High snowfall in winter will require HBML to return to site somewhat earlier to allow enough time for clearing snow from the fuel containment berms

3.0 SCOPE

This procedure applies to the winter inspection program for the property when the camp is unmanned during the seasonal winter closure. The procedure focuses on inspection of facilities, infrastructure and fuel storage tanks as per the requirements of the *Mine Site Reclamation Guidelines for the Northwest Territories – 1.4 Temporary Mine Closure*.

During periods when the camp is manned, from late-April/early-May to October, HBML staff and contractor must follow the regular monitoring procedures described in the management plans that make up the Hope Bay Environmental Management System. These plans are requirements of the water licence and project certificate, and therefore, must be followed to maintain compliance.

4.0 DEFINITIONS AND ACRONYMS

4.1 Definitions

Environmental Management System (EMS)– is the collection of management plans required for operation of the project. The EMS includes plans specified in the water licences and the project certificate and may include internal plans. It also includes the standard operating procedures (internal documents) developed from each of the management plans as required.

4.2 Acronyms

AANDC	Aboriginal Affairs and Northern Development Canada
C&M	Care and Maintenance
EMS	Environmental Management System
ESR	Environment and Social Responsibility
GN DOE	Government of Nunavut Department of Environment
HBML	Hope Bay Mining Ltd
HTO	Hunters and Trappers Organization
NMC	Newmont Mining Corporation
SOP	Standard Operating Procedure

5.0 ROLES AND RESPONSIBILITIES

5.1 Document Owner

General Manager

5.2 Responsible Roles and Position-Holders

General Manager	• Provide the necessary resources to complete the winter insepections

	• Follow-up on any issues identified during the monthly inspections
ESR Site Manager	• Include dates and inspection issues and mitigations in monthly water licence reports
HTO Manager	• Administration of HBML - HTO Winter Inspection Contract • Employment of licenced and trained guides to accomplish inspections • Coordinate and schedule inspection trips with HBML staff • Ensure HTO guides are properly equipped
Manager of Community and External Relations	• Ensure that Winter Inspections are completed per the planned schedule • Review and scan the monthly inspection reports, email to ESR Site Manager and the General Manager • Coordinate inspection trips with the HTO and be available as the emergency contact for the inspection team • Monitor the SPOT tracker online • Contact the General Manager and ESR Site Manager immediately if major damage or fuel leaks are reported

6.0 DIRECTION

6.1 Inspection Schedule

Inspections of the property are scheduled to begin once the sea ice has formed and access by snowmobile from Cambridge Bay is possible. Inspections will cease when the camp is reopened in late-April/ early-May. This time period was deemed appropriate because the primary risk at Hope Bay is vandalism by residents of the area who could gain access to the site by snowmobile. Between October, when camp staff leave site, and late-December there is no access to the Hope Bay area unless by aircraft.

The planned inspection schedule is:

Inspection #1 – 3rd week of December.

Inspection #2 – 3rd week of January.

Inspection #3 – 3rd week of February.

Inspection #4 – 3rd week of March.

Inspection #5 – 3rd week of April, dependent on date selected for camp re-opening.

The planned inspection schedule may fluctuate slightly based on weather conditions. Inspections obviously must take place during safe travelling conditions.

If the ice cover is not suitable for crossing Elu Inlet for the December inspection, HBML will conduct a visual inspection via aircraft.

If significant wildlife, human or weather related issues are detected during any of these inspections, HBML may increase the inspection frequency.

All inspections will take place by snowmobile. Hunters and Trappers from Cambridge Bay are the most likely people to visit the property, therefore, the Cambridge Bay Hunters and Trappers Organization (HTO) has been hired and trained to complete these inspections as a means to engage the community members in the care of the Hope Bay property and to provide Inuit employment oppurtunities. HBML employees may accompany the HTO inspection team on the site inspections.

6.2 Inspection Checklists

HBML has developed 2 easy to use checklists for use during the inspections; one for the Doris North infrastructure and facilities, and one for the Boston infrastructure and facilities.

6.2.1 HB-GE-OPS-F-001 Doris Care & Maintenance Inspection

The following areas are identified on the Inspection form, along with a photo of the facility:

- Emergency Powerhouse and Intake Pumphouse – Doris Lake
- Vent Raise/Modules and Fuel Tank
- Portal Entrance and White Weatherhaven south of Portal
- 7.5 Million Litre Tank Farm – Doris Camp
- Doris Fuel Module
- Doris Camp Main Powerhouse & Day Tanks
- Camp Admin Area and Mine Dry
- Geology Admin Area
- ERT Building
- Newmont Warehouse/Core Shack
- Construction Powerhouse Doris Camp
- Main Camp
- Batch Plant and Seacan Storage Area
- Geotech Shop
- West Arc Shop
- KEL Explosives Washbay
- KEL Area, Emergency Shelter with Tank
- BBE Tower – Fuel/Lube Containers
- Orbit Shop
- 5 Million Litre Tank/Containers – Roberts Bay
- KBL Waste Management - Office
- KBL Waste Management – Incinerator
- Kingland Ford Tent
- Roberts Bay Tank Farm

Each of these areas are to be inspected for signs of entry (forced or wildlife), and signs of damage to the exterior. Areas with hydrocarbon storage also include checking for leaks. Bulk fuel tanks at Roberts Bay and Doris Camp tank farms include a space to record the fuel volume (as read from the tank guages).

Photographs of any damages or issues must be taken for use by HBML management to determine the appropriate course of action.

6.2.2 HB-GE-OPS-F-002 Boston Care & Maintenance Inspection

The following areas are identified on the Inspection form, along with a photo of the facility:

- Main Camp Perimeter
- Warehouse and Workshop
- Boston Fuel Tank Farm

As Boston is less accessible to unwanted human visitors, and the buildings layout is more compact, HBML has lumped all camp buildings into “Main Camp Perimeter”. If there is damage or signs of entry to any building, the inspection team is to document where the damage was, and can circle the area on the photo included in the form if required. Photographs of any damages or issues must be taken for use by HBML management to determine the appropriate course of action.

6.3 Winter Maintenance

During the inspections, the following actions are expected of the inspection team:

Inspection Finding	Action Taken by Inspection Team
No issues	Return completed inspection form to HBML
Minor damage to a building or tent	Photograph damage Repair damage to the best of team’s ability; photograph repair Note on inspection form and return completed inspection form along with photos of the damage and repairs to HBML If damage obviously caused by humans, Alex Buchan will report to HBML Loss Prevention and the RCMP. If possible, HBML will obtain and review adjacent remote camera photos. Retrieval of these photos may not occur until a subsequent inspection.
Major damage to a building or tent (beyond ability of inspection crews to repair)	Photograph damage Note on inspection form and return completed inspection form along with photos to HBML.
Wildlife Resident in Hope Bay infrastructure (i.e., Wolverine, Fox)	Photograph denning site Note on inspection form and return completed inspection form along with photos to HBML Alex Buchan to consult with GN-DOE on further action to be taken
Minor leaking from tanks	Photograph damage Using spill kits available onsite, attempt to stop the leak Note on inspection form and return completed inspection form and photgraphs to HBML

Inspection Finding	Action Taken by Inspection Team
	HBML to take further action as required
Catastrophic tank damage/failure (empty bulk fuel tanks)	Photograph damage Estimate remaining volume of fuel in tanks (can be done by observing the height frost line on the tanks relative to the tank base) Contact Manager of Community and External Affairs (Alex Buchan) via satellite phone immediately. Complete remaining inspection items and return the completed forms along with photographs to HBML

In the event that major building damage or fuel tank failures occur, HBML will assess the issue and determine the appropriate, and available, course of action. As per the regulations, HBML will immediately report any spills of 100L or greater to the Nunavut/Northwest Territories 24 hour spill line, following the procedures documented in the Hope Bay Spill Contingency Plan.

6.4 Health and Safety Considerations

As part of the winter inspection planning process, HBML and the HTO conducted a risk assessment to address human safety risks associated with conducting the inspections (Attachment 1). An emergency response plan was also developed (Attachment 2), and all inspection personnel will be required to be familiar with the document.

As part of the inspection preparations, the inspection crew will be required to complete an HBML standard Journey plan (Attachment 2) with Alex Buchan, Manager of Community and External Relations. The inspection crew will also be required to go through the Travel Notification Checklist (Attachment 3) with Alex during this pre-inspection trip meeting.

Inspection crews are required to have the following emergency equipment during inspections:

- Two Satellite phones and Emergency Contact Numbers (Attachment 2)
- SPOT messengers (satellite tracking device) – one per person and instructions for use (Attachment 4)
- Two GPS, loaded with the Hope Bay Inspection Track File and local hunting cabins
- Survival Kits
- Food
- Appropriate Winter Clothing
- Headlamps and flashlights
- Spare batteries
- Shovel
- Radio
- Metal banding cutters (for fuel drum pallets)
- Extra fuel

HBML has established 2 emergency shelters at Doris for use by the winter inspection team, and the Boston muster station is the emergency shelter at Boston. All of these shelters have diesel heaters installed, and a full diesel tank attached for use.

The HTO inspection crews will be required to have an activity specific site orientation prior to leaving Cambridge Bay.

7.0 RECORDS AND REFERENCES

7.1 Records

Record Created	Associated Form	Filing Information
Monthly Inspection Report – Doris	HB-GE-OPS-F-001	Cambridge Bay Office (hardcopy); ESR server (scan)
Monthly Inspection Report - Boston	HB-GE-OPS-F-002	Cambridge Bay Office (hardcopy); ESR server (scan)
Journey Plan	HBML Journey Plan	Cambridge Bay Office (hardcopy)
Travel Notification Checklist	Travel Notification Checklist	Cambridge Bay Office (hardcopy)

7.2 References

7.2.1 Performance References

HB-GE-OPS-F-001 Doris Care & Maintenance Inspection

HB-GE-OPS-F-002 Boston Care & Maintenance Inspection

HBML Winter Inspection Risk Register

HSLP-ERT-002 Care and Maintenance Winter Site Inspections Emergency Response Plan

Travel Notification Checklist

SPOT Messenger User Guide

Hope Bay Care and Maintenance Inspections Orientation

7.2.2 Developmental References

Mine Site Reclamation Guidelines for the Northwest Territories. Chapter 1.4 Temporary Mine Closure. AANDC 2007.

HB-ER-ENV-MP-001 Hope Bay Spill Contingency Plan

8.0 REVISION SUMMARY

This is a New Document.

WINTER

INSPECTION

FORMS

2012-2013 Hope Bay - Doris
Care & Maintenance Winter Inspection

NEWMONT NORTH AMERICA

HB-GE-OPS-F-001

Inspected By: (Please Print)	1	3	Date(s) of Inspection (dd/mm/yy):	/ /
	2	4		

Area 1: KBL Waste Management - Office			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
Area 2: KBL Waste Management - Incinerator			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
Area 3: Kingland Ford Tent			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
Area 4: 5 Million Litre Tank / Containers (Robert's Bay)			
1) Signs of damage to tank walls / valves	Yes	No	
2) Signs of leaks or spills	Yes	No	
3) Containers are not leaking and are locked & secure	Yes	No	
Area 5: Orbit Shop (Robert's Bay)			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
Area 6: Robert's Bay Tank Farm			
1) Signs of damage to tank walls / valves	Yes	No	
2) Signs of leaks or spills	Yes	No	
3) Tank Readings: Tank #4: _____ Tank #3:_____ Tank #2: _____			
Area 7: Airstrip Tower and Fuel/Lube Containers			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
3) Signs of leaks or spills (containers)	Yes	No	

Area 8: Washbay Emergency Shelter with Tank		
1) Signs of entry (forced or wildlife)	Yes	No
2) Signs of damage to exterior	Yes	No
2) Signs of leaks or spills	Yes	No
Area 9: Explosives Washbay		
1) Signs of entry (forced or wildlife)	Yes	No
2) Signs of damage to exterior	Yes	No
Area 10: West Arc Shop		
1) Signs of entry (forced or wildlife)	Yes	No
2) Signs of damage to exterior	Yes	No
Area 11: Geotech Shop		
1) Signs of entry (forced or wildlife)	Yes	No
2) Signs of damage to exterior	Yes	No
Area 12: Batch Plant and Seacan Storage Area		
1) Signs of entry (forced or wildlife)	Yes	No
2) Signs of damage to exterior	Yes	No
3)Seacan doors open (to North of Batch Plant)	Yes	No
Area 13: 7.5 Million Litre Tank Farm - Doris Camp		
1) Signs of damage to tank walls	Yes	No
2) Signs of leaks or spills (tanks are identified with numbers)	Yes	No
3) Tank Readings: Tank #1: _____ Tank #2:_____ Tank #3: _____ Tank #4: _____ Tank #5:_____		
Area 14: Doris Fuel Module		
1) Signs of entry (forced or wildlife)	Yes	No
2) Signs of leaks or spills	Yes	No
Area 15: Doris Camp Main Power House & Day Tanks		
1) Signs of entry (forced or wildlife)	Yes	No
2) Signs of leaks or spills	Yes	No
Area 16: Portal Entrance and White Weatherhaven south of Portal		
1) Signs of entry - Portal & Weatherhaven (forced or wildlife)	Yes	No
2) Locks still intact on screen	Yes	No

Area 17: Vent Raise / Modules and Fuel Tank			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
3) Signs of leaks or spills	Yes	No	
Area 18: Camp Admin Area and Mine Dry			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
Area 19: Geology Admin Area			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
Area 20: ERT Building			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
Area 21: Newmont Warehouse (1) / Core Shack (2)			 
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
Area 22: Construction Powerhouse - Doris Camp			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
3) Signs of leaks or spills (fuel tank NE of Powerhouse)	Yes	No	
Area 23: Main Camp (Wings, recreation area, kitchen, offices, security & cabins)			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
Area 24: Heli Pad Emergency Shelter and Tanks			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
2) Signs of leaks or spills	Yes	No	
Area 25: Emergency Power House and Pumphouse - Doris Lake			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of leaks or spills	Yes	No	

Inspection Review & Summary

(Please report any findings or concerns)

Area:

Findings or concerns (provide photos):

Area:

Findings or concerns (provide photos):

Area:

Findings or concerns (provide photos):

General notes on snow conditions (may provide photos):

Additional comments (e.g. wildlife sightings, photographs taken):

Signatures	Inspector #1		Inspector #3	
	Inspector #2		Inspector #4	
	Primary Contact or designate:		Date Reviewed:	

2012-2013 Hope Bay Boston
Care & Maintenance Winter Inspection

HB-GE-OPS-F-002

Inspected By: (Please Print)	1	3	Date of Inspection (dd/mm/yy)	/ /
	2	4		

Area: Main Camp Perimeter		
1) Signs of entry (forced or wildlife)	Yes	No
2) Signs of damage to exterior	Yes	No

Area: Warehouse and Workshop		
1) Signs of entry (forced or wildlife)	Yes	No
2) Signs of damage to exterior	Yes	No

Area: Boston Fuel Tank Farm		
1) Signs of damage to tank walls / valves	Yes	No
2) Signs of leaks or spills	Yes	No

Inspection Review & Summary

(Please report any findings or concerns)

Area:

Findings or concerns (provide photos):

Area:

Findings or concerns (provide photos):

General notes on snow conditions (may provide photos):

Signatures	Inspector #1		Inspector #3	
	Inspector #2		Inspector #4	
	Primary Contact or designate:		Date Reviewed:	

HB-GE-OPS-SOP-001

Attachments #1 to 4

Risk Evaluation Period															Controls									
Year	Start	Finish	Principal Contractor(s)	Risk Forum Team	Risk Owner	Risk Custodian Title (Person Responsible)	Location	Sub location	Exposure Activity	Hazard	Potential Outcome	Probability	Consequence	Risk Level	Elimination	Substitution	Behaviour	Administrative	PPE	Probability	Consequence	Risk Level	Confidence of Assessment (High, (M)edium, (L)ow
2012/2013	01-Nov-12	31-Mar-13	EHTO	Dean, Katsky, Alex , Ikey, Brenda, Martina, Peter, Dennis and Tommy	EHTO	Alex Buchan	Hope Bay	Doris and Boston	Snowmobiling to sites	Open water	Falling in , drowning, exposure, fatality	1 (Rare)	5 (Catastrophic)	(15) High		use of aircraft during shoulder season	reasonable speed, stay on established routes, travel like you have a client with you	follow the established procedeures, travel in pairs	Winter gear, survival gear, SPOTS, sat phones radios, GPS	1 (Rare)	5 (Catastrophic)	(15) High	High
2012/2013			EHTO	Dean, Katsky, Alex , Ikey, Brenda, Martina, Peter, Dennis and Tommy	EHTO	Alex Buchan	Hope Bay	Doris and Boston		Ice heaves	Contact with causing injury or breakdown	4 (Likely)	5 (Catastrophic)	(24) Extreme			reasonable speed, stay on established routes, travel like you have a client with you	follow the established procedeures, travel in pairs	Winter gear, survival gear, SPOTS, sat phones radios, GPS	1 (Rare)	3 (Moderate)	(6) Moderate	High
2012/2013			EHTO	Dean, Katsky, Alex , Ikey, Brenda, Martina, Peter, Dennis and Tommy	EHTO	Alex Buchan	Hope Bay	Doris and Boston		Breakdown / accident	Exposure, fatality	4 (Likely)	3 (Moderate)	(17) High	ensure machines are maintained		maintain, inspections, carry spare parts/fuel, etc	follow manufacturers recommendattions, document maintenance, inspections, etc.	Winter gear, survival gear, SPOTS, sat phones radios, GPS	3 (Possible)	2 (Minor)	(8) Moderate	High
2012/2013			EHTO	Dean, Katsky, Alex , Ikey, Brenda, Martina, Peter, Dennis and Tommy	EHTO	Alex Buchan	Hope Bay	Doris and Boston		Weather outage (whiteout, etc.) becoming lost	loss of orientation, exposure, fatality	5 (Certain)	2 (Minor)	(16) High		Reschedule departure time	don't go is weather is bad, stop travelling if whiteout encountered	follow procedures as far as weather	Winter gear, survival gear, SPOTS, sat phones radios, GPS	5 (Certain)	1 (Insignificant)	(11) High	High
2012/2013			EHTO	Dean, Katsky, Alex , Ikey, Brenda, Martina, Peter, Dennis and Tommy	EHTO	Alex Buchan	Hope Bay	Doris and Boston	Arrival at sites	Survival tents snowed in	Injury from shovelling	3 (Possible)	2 (Minor)	(8) Moderate		use alternate shelter if necessary	take time if shovelling required, take breaks, share the work load		Back brace if necessary, gloves, etc	3 (Possible)	1 (Insignificant)	(4) Low	High
2012/2013			EHTO	Dean, Katsky, Alex , Ikey, Brenda, Martina, Peter, Dennis and Tommy	EHTO	Alex Buchan	Hope Bay	Doris and Boston		Fire	loss of emergency shelter and personal belongings, injury or worse to personnel	3 (Possible)	5 (Catastrophic)	(22) Extreme			ensure that all personnel know how to use the drip stoves			1 (Rare)	5 (Catastrophic)	(15) High	High
2012/2013			EHTO	Dean, Katsky, Alex , Ikey, Brenda, Martina, Peter, Dennis and Tommy	EHTO	Alex Buchan	Hope Bay	Doris and Boston		Wildlife (Wolverine, etc)	Contact with causing injury	1 (Rare)	4 (Major)	(10) Moderate	eliminate all easy access under the buildings		call into contact with information, photographs to be taken	contacts to discuss with Dept of ENR		1 (Rare)	3 (Moderate)	(6) Moderate	High
										Other personnel identified onsite	harm to personnel	1 (Rare)	3 (Moderate)	(6) Moderate	do not engage		Do not confront	call into contact with information		1 (Rare)	1 (Insignificant)	(1) Low	High

1. PURPOSE

The purpose of this document is to outline the Emergency Response Strategy for the Care and Maintenance Site Inspections via snowmobile which are planned to take place at Hope Bay from the middle of December through to approximately the end of March 2013. It is expected the visits during freeze up will be conducted by aircraft.

2. SCOPE

Hope Bay (HB) will be closed for the season from approximately mid October 2012 until April 2013. The Hunters and Trappers Organization (EHTO) of Cambridge Bay (CB) will be completing bi-monthly site visits to conduct inspections of Doris Camp, Boston Camp and Robert's Bay areas. The inspections will be comprised primarily of visual observations of the structures around Hope Bay to determine if they are all intact with no signs of entry. In addition, the EHTO will also inspect the fuel tank farms in Doris, Boston and Roberts Bay and other areas where there is stored fuel to ensure there is no visible leakage**.**

3. RESPONSIBILITY

Group	Responsibilities
Hope Bay Mining Ltd.	• Develop and implement task specific safety documentation and checklist. • Review at site with all stakeholders the following: HB-HSLP-SOP-043 Winter Surface Travel (Journey Planning – *Page 8*) and HB-HSLP-SOP-002, Working in Cold Weather Environments, Working on Ice and Weather Outage, Risk Register, Orientation, Travel Notification, Emergency Contact List and Emergency Response. • With the help of the CB office, aid in ensuring the EHTO are equipped and ready for the aircraft visit to Hope Bay and/or the snowmobile trip from CB to HB and area. • HBML will supply four SPOT messengers and ensure the group know and understand how they are used and what the expectations of the group are as far as tracking their progress. Periodically monitor the groups travel activity utilizing the SPOT messengers. • Emergency shelters will be set up in the event of a whiteout situation where the group will be able to stay safely out of the elements until the weather is safe to continue. There will be two shelters in Doris and one in Boston.

Group	Responsibilities
Hunters and Trappers Organization	• Travel by air for the first two or three inspection visits with Adlair or other air carrier. All subsequent inspection visits will be conducted using snowmobiles to travel the established winter trail between CB and Bay Chimo where there are a number of established shelters along the route. There is a cabin in Itibiaryuk 35 K south of CB, a lodge in Elu 45 K out of CB and a cabin 10 K north of Roberts Bay. • Communication with Alex Buchan and/or secondary contact using the SAT phone and/or SPOT messengers in the event of an emergency.
Emergency Measures Organization (EMO)	• Respond in the event Alex and/or the secondary contact receive a distress call. • Provide trained personnel and the required equipment to initiate a rescue. May be in conjunction with RCMP and/or Adlair.

4. PROCEDURE

The following procedure will be activated immediately in the event of a serious incident.

1. If and when an emergency call/email is received, Alex Buchan will be the primary contact. Alex or the secondary contact will then initiate a conference call with the Newmont Team identified in the Emergency Contact list on Page 6 using the following numbers: **(Toll Free: 1-866-692-4541 – Leader Passcode: 6495273 and Participant Passcode: 4660466)** Alex or secondary contact will immediately contact the EMO in Iqaluit and/or CB (depending on the time of day) and have them on standby stating that an emergency transmission has been received, and/or another emergency situation involving the EHTO group has been received. (*Refer to Page 5 for External Emergency Contact numbers*). The following information must be provided to the EMO and manager when making the report.

   -last known coordinates or location of the aircraft/snowmobile and/or group
   -number people in the party
   -conditions of personnel (if known)
   -Distress call made (if any)
   -last know communication with pilot and/or group

2. A conference call will be initiated by Alex and/or the secondary contact with all available personnel for an update and discussions and if not already done so, will coordinate the appropriate emergency response.
3. Alex and secondary contact will determine last SPOT coordinates and any communication being received from the unit.

4. Attempts will be made to contact the pilot and/or group by satellite phone during the shoulder season. When the group is travelling by snowmobile the same attempt to contact the group will be made.
5. Alex and/or secondary contact will obtain the Journey Plan for any additional information.

The following are options available in the event a remote rescue operation is required. As every situation is different depending on the level of the emergency, it will be the stakeholders decision which **option or combination of options** is best suited for the response. Some of the considerations to keep in mind when deciding the response strategy is the urgency for medical care dictated by the type of injuries, weather, or developing weather systems; location and other logistical challenges.

Option 1	**Nunavut Emergency Measures Office – Iqaluit & Cambridge Bay**
	The Nunavut Emergency Measures Office in Iqaluit will initiate a search /task number which will release resources available in the Nunavut Territory. This would include Arctic Rangers who are trained for search and rescue operations. Nunavut EMO does have a regional coordinator in Cambridge Bay. They are in a position to direct local groups, activate them and manage communication with Nunavut EMO. If a person is injured and requires immediate medevac, then the EMO will turn to the aircraft resources in Cambridge Bay to respond. These resources include any helicopter in Cambridge Bay and Adlair's aircraft.
	Refer to Page 5 for Iqaluit and Cambridge Bay EMO telephone numbers.
Option 2	**EMO and RCMP Combined Effort**
	The RCMP also plays a role in public searches and rescues and can be reached 24/7. When time is not critical, there is a volunteer Cambridge Bay Search and Rescue Committee that the EMO and RCMP rely on in these types of non-time critical cases.
Option 3 Aircraft emergency only	An aircraft emergency involving a forced landing may activate the ELT Distress Radio beacon or may be activated manually by the pilot or passengers. This will initiate a rescue operation from Canadian Forces Search and Rescue (SAR). Site management can contact the Canadian Forces Search and Rescue at North Bay 1-866-541-4109 (extension 1) Due to the geographical location of Hope Bay from the nearest Canadian Forces base, rescue operation could take number of hours
Other Contact Numbers	Please refer to the contact list of other resources that could be used if required in Page 7.

2012 General Study Area

EMERGENCY CONTACTS

Newmont – Cambridge Bay Contacts	
Alex Buchan (Primary contact)	Office: 867-983-2385 Cell: 867-444-0702 Home: 867-983-3200
(Secondary contact)	Office: Cell: Home:
Newmont Conference Call Information	
Toll Free **Leader Passcode** **Participant Passcode**	**1-866-692-4541** **6495273** **4660466**
Government of Nunavut Emergency Measures Office (EMO), Iqaluit	
24 Hour Response Line	**1-800-693-1666 or** **1-867-979-6262**
Government of Nunavut Cambridge Bay Regional Emergency Measure Office	
Regional EMO (regular office hours)	**1-867-983-2542**
RCMP – Cambridge Bay	
Office on call 24/7	**1-867-983-0123**
Nasuitug (North Warning System) Bell 212 helicopter	
Contact through Cambridge Bay (YCB) Community Airport Radio Station	**1-867-983-2501**

CARE & MAINTENANCE SITE INSPECTION EMERGENCY CONTACT LIST

NAME	LOCATION	CONTACT NUMBERS
*Alex Buchan	Cambridge Bay	Office: 867-983-2385 Cell: 867-444-0702 Home: 867-983-2386 Alex.buchan@newmont.com
Secondary Contact	**Please see note below**	**********
*Scott Stringer	Yellowknife	Office: 867-766-5311 Cell: 867-444-9249 Scott.stringer@newmont.com
Alain Gagnon	Yellowknife	Office: 867-766-5315 Cell: 867-444-8096 Home: 867-920-4698 Alain.gagnon@newmont.com
Chris Hanks	Colorado Springs	Office: 719-689-3529 Cell: 720-917-4489 Chris.hanks@newmont.com
Katsky Venter	Saltspring Island / Vancouver	Cell: Forth coming Home: 250-538-2306 Katsky.venter@newmont.com
Catherine Paul	Vancouver	Cell: 604-354-9946 Catherine.Paul@newmont.com
Ed Wheeler	Grande Prairie	Cell: 604-355-1508 Home: 780-532-9742 Ed.wheeler@newmont.com
Glenn Winsor	Robert's Arm	Cell: 604-353-4237 Home: 709-759-4721 Glenn.winsor@newmont.com
Mike McCreadie	Yellowknife	Office: 867-873-4767 Cell: 867-765-8599 Home: 867-873-5017 Mike.mccreadie@newmont.com
Dave Power	Edmonton	Cell: 604-347-5029 Home: 780-705-7772 Dave.power@newmont.com
Dean Wold	Edmonton	Home: 780-987-2854 Dean.wold@newmont.com
Jeff Richard	Edmonton	Cell: 604-354-2573 Home: 780-985-7215 Jeff.richard@newmont.com

EXTERNAL EMERGENCY RESPONDER CONTACTS

COMPANY	LOCATION	CONTACT NUMBERS
Emergency Measures Office	Cambridge Bay	867-983-2542 (office hours)
Emergency Measures Office	Iqaluit	Toll Free Hotline: 1-800-693-1666 (24/7) 867-979-6262 (24/7)
RCMP	Cambridge Bay	867-983-0123 (24/7)

NOTE: ****Alex must find a suitable secondary contact in Cambridge Bay in the event he is away when a site inspection is scheduled. **

Workers' Safety and Compensation Commision	
WSCC Accident Reporting Line (24 hours)	1-800-661-0792
WSCC Chief Mines Inspector (Prevention Services)	867-669-4412
WSCC General line (Yellowknife)	867-920-3888
WSCC General Line (Iqaluit)	867-979-8500
Hospital and Clinic	
Stanton Hospital (Emergency)	867-669-4100
Stanton 24 hour hot line	867-669-4115
Stanton Hospital (General Inquires)	867-669-4111
Cambridge Bay Health Center	867-983-4500
Cambridge Bay Health Center (Fax)	867-983-4509
RCMP & Coronor Offices	
RCMP Cambridge Bay	867-983-0123 /867-983-1111
RCMP Yellowknife	867-669-1111
RCMP Iqaluit	867-979-0123 /867-979-1111
Nunavut Coroner's Office	867-975-7292 /867-222-0393
Yellowknife Coroner's Office	867-920-8713
Airlines	
Adlair (Cambridge Bay)	867-983-2569 or 867-983-2247
Air Tindi	867-669-8218 - Ext 8292
Summit Air	867-669-9789 /Ext 221
Arctic Sunwest	867-873-4464
Great Slave Helicopters	867-873-2081
Aqsaqniq Airways (Taloyoak)	867-561-5300
Northern Mines	
Rio-Tinto Diavik Diamond Mine	867 669 6500
BHP Billiton Ekati Diamond Mine	867-880-2154 /867-445-1578
DeBeers Snap Lake Diamond Mine	867-766-7300 or 867-767-8536
Elgin Lupin Gold Mine	778-372-3264 or 778-372-3266
Contact WSCC Prevention Services to help coordinate additional resources	1-800-661-0792 or 867-669-4412

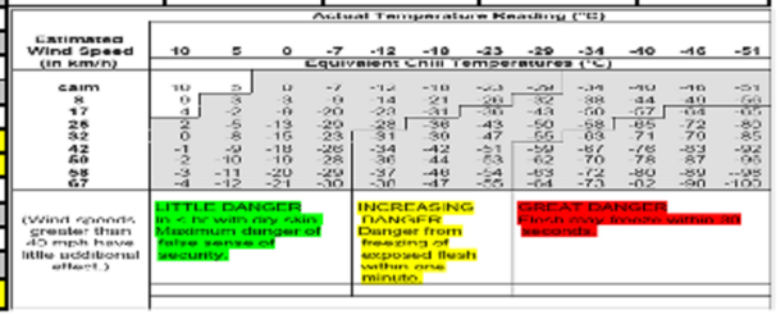
HOPE BAY MINING / EHTO
C&M Winter Site Inspection Journey Plan

High Risk Travel criteria
1. Traveling off flagged &/or marked tracks or roads. (I.e Personnel on skidoos initially marking roads or portages/Geophysics field crews etc).
2. Personnel are exposed to the environmental conditions.
3. Any means of travel which is not in an enclosed Light Vehicle/Equipment, using portable radios or sat phones as the primary means of communication I.e. Walking, Snowmobile, ATV, Watercraft etc.
4. Track trucks or Tracked vehicles travelling uncharted routes or tundra will be deemed High Risk Travel
5. Travel where if immediate aid is required it may be difficult or delayed due to geographic location &/or terrain.
6. Travel outside of normal operational radio communication or coverage area where Satellite phones become the primary means of communication.

Prior to any high risk travel personnel are required to complete a Journey Plan & submit it to their supervisor/contact person for authorization/signature and ensure it has been scanned and emailed to all stakeholders. Upon return to CB, it must be closed out and an email sent stating all members of the team are back safely.
Note: Any travel off permanent roadways or flagged/marked tracks is High Risk Travel and must meet site requirements for High Risk Travel.

Date			SPOT Intervals (every 6 hrs, press "Track")							
Employer			Time							
Travel Reason			Spot	Track Mode	Track Mode	Track Mode	Track Mode			
Employee Names	Travel Origin	est. Time Out	#	Leg 1	Leg 2	Leg 3	Leg 4	est. Time In	Unit #	Snowmobile/Aircraft
1										
2										
3										
4										
5										
6										

High Risk Travel Check List		12 hr FORECAST				
		Temperature	Wind Speed	Wind Chill	Visibility	Ceiling
1 Journey Plan Approved and signed						
2 Journey Plan emailed to all stakeholders						
3 Legs plotted on a Map in the office						
4 Time In/Out recorded in the office						
5 Primary Communication Device Tested						
6 SPOT set in "Tracking" mode and tested						
7 Satellite Phone Number / Tested						
Sat Phone 1 # -						
Sat Phone 2 # -						
8 Vehicle Pre-operational Inspection complete						
9 Record Fuel Level (spare fuel on board)						
10 Winter PPE and spare clothing on board						
11 Survival Gear and ancillary equipment packed						
12 Upon arrival back in CB Journey Plan closed out						



Lead Persons Name		Supervisor/Contact Persons Name	
Signature	Date	Signature	Date

First Name (Print)	Last Name (Print)	Company	Position	Date	Signature	HBML Representative

HOPE BAY MINING LTD.

TRAVEL NOTIFICATION CHECKLIST

Care and Maintenance Winter Site Inspections

The Newmont Safety Journey

This Travel Notification Checklist must be completed prior to and after any travel to Hope Bay for the Care and Maintenance winter inspection program. Below is a list that must be completed by the EHTO and Alex and/or secondary contact.

Pre-Journey Checklist:

JOURNEY TO HOPE BAY BELT	**YES**
Journey Plan filled out correctly reviewed and signed by Alex and/or secondary contact. (Must be retained **in person** with Alex and/or secondary contact in the event of a distress call or message is received).	☐
Journey Plan to be emailed to stakeholders identified on the emergency contact list.	☐
EHTO Survival gear (and other) has been inspected and all parties involved are satisfied with the supplies for the journey.	☐
Snowmobiles have been maintained, pre-operational inspections completed, full of fuel with sufficient fuel stored for the journey.	☐
SPOT Messengers have been inspected, tested and the Tracker mode initiated. Spare AAA batteries are with the team.	☐
Decided the "check-in" interval (hrs), sat phone call is fine, but the "OK" button on the SPOT MUST always be used so all stakeholders receive the OK message. These "check-ins" MUST be followed!!!	☐

RETURN TO CAMBRIDGE BAY	
EHTO must stop at the Newmont office (or other agreed upon location) to close out the Journey Plan, hand in the Inspection checklist and discuss the trip. If the team is arriving back late, a call to Alex and/or secondary contact informing them of their anticipated return to CB would be sufficient. They must meet in the office within one day of returning to CB for a close out meeting.	☐
Meet in the Newmont office to close out the Journey plan and email all stakeholders that the team is back in CB safe and sound.	☐
Discuss site visit and any concerns or issues that were identified while conducting the inspections.	☐
Sign-off and deliver the inspection checklist and down load photos (if taken).	☐
File all documents, photos, etc., in the CB office.	☐
Other Comments:	

Newmont Signature: _____ Date: _____

EHTO Signature: _____ Date: _____

Date and Time out _____ Date and time in _____

SPOT MESSENGER GUIDE FOR HOPE BAY WINTER INSPECTIONS

POWER Button

HELP Button

OK Button

MESSAGE Button

GPS Indicator

MAIL SENT Indicator

SOS or **911** Button

TRACK Button

1. POWER - To turn on the SPOT, depress the "POWER" button for 3 to 5 seconds until the button flashes GREEN.
2. GPS - Observe the "GPS" indicator – if it flashes GREEN it sees a satellite and is able to communicate. If it flashes RED, the unit does not see a satellite and will not function as required. ***PLEASE wear the unit on your sleeve, zipper pull or attach it to the handlebars of your machine so it will work as desired***
3. TRACK - When the GPS indicator is flashing GREEN, depress the "TRACK" button for 3 to 5 seconds this enables the tracking mode which is the mode that the unit MUST be in while travelling from Cambridge Bay to Hope Bay, Doris to Boston, Boston to Doris and then back to Cambridge Bay.
4. OK & MESSAGE SENT- Prior to departure, Alex, with the EHTO will determine "Check-in time intervals. To check-in, depress and hold down the "OK" button for 3 to 5 seconds until the button flashes GREEN, observe the "MAIL SENT" indicator as it will also flash GREEN as the "OK" message is being sent. This must be done at the pre-determined time intervals!!! The "OK" email sent states ***"The Team is Okay"*** (During this process the "TRACK" button will no longer be flashing, after approximately 5 minutes the "TRACK" button should begin to flash GREEN again. If this does not happen, you must repeat #3 until it begins to flash again on the "TRACK" button.)
5. MESSAGE - In the event of a white out situation, an email message must be sent by depressing the "MESSAGE" button for 3 to 5 seconds until the button flashes GREEN, observe the "MAIL SENT" indicator as it will also flash GREEN as the "MESSAGE" is being transmitted. This message states "***Weather conditions poor. We are stuck in our current location. All is okay".***

6. HELP - In the event that the team is in need of assistance for a non-life threatening situation, pull back the black cover of the "HELP" button and depress the button under the cover for 3 to 5 seconds. This will transmit an email stating ***"The Team Needs HELP!"*** - Newmont personnel will be notified by email / text message on computers and cell phones and will initiate the emergency procedure.
7. SOS - In the event the team is in need of assistance for a serious life threatening situation, pull back the red cover of the "SOS" button and depress the button under the cover for 3 to 5 seconds. This will notify the GEOS center in the United States. Newmont, the RCMP and Canadian Forces will be notified of the emergency. This is again only depressed in a "Life Threatening" situation.

SPOT MESSENGER BUTTON GUIDE SUMMARY

BUTTONS	DESCRIPTION, USE, MESSAGE SENT
POWER Button	Powers the SPOT messenger on and off. Flashes green when the unit is on.
GPS Indicator	Flashes green when the unit is communicating with the satellites and is therefore functioning properly.
TRACK Button	To be depressed immediately once the unit is powered on and functioning properly. Flashes green when in the "TRACK" mode.
OK Button	Used at the pre-determined time intervals as a regular check-in. This message states "The team is okay"
MESSAGE Button	Used in the event of a white out situation where the team stops and sets up camp to wait out the storm. Message states "*Weather conditions poor. We are stuck in our current location. All is okay".* Email sent to Newmont team monitoring the EHTO team.
HELP Button	Used in the event the team is in a non-life threatening but serious situation. Message states "*The Team needs HELP!"* Email sent to the Newmont team monitoring the EHTO team.
SOS or **911** Button	Used in the event the team or a team member is in a life threatening situation. Email sent to the GEOS center in the United States. Newmont, the RCMP and Canadian Forces will also be notified of the emergency.
MAIL SENT Indicator	Flashes green when the unit has satellite coverage and the emails are being sent. Red if there is no satellite coverage.

1.0 BACKGROUND

On January 31, 2012, Newmont Mining Corporation (NMC) announced that the Hope Bay Project was going to be placed into long-term care and maintenance (C&M). Throughout the 2012 season, Hope Bay Mining Ltd. (HBML) Employees prepared the site for this C&M period and seasonal camp closure. Preparations included shipping out excess equipment, materials, chemicals, and fuel, removal of the hazardous wastes and as much non-hazardous waste as possible and destruction of the explosives. The preparations also included winterizing and boarding up buildings, draining and disconnecting unnecessary fuel tanks, organizing equipment and supplies for camp start-up in spring and setting up emergency shelters to be used by winter inspection crews. Based on a risk assessment conducted by HBML and NMC management teams, it was decided that leaving care-takers at the property over winter was too great of a risk. This was specifically due to a fatality that occurred at Hope Bay when the previous Project Proponent (Miramar Hope Bay Ltd.) had caretakers stationed at site during seasonal winter closure. As such, NMC and HBML opted to mitigate environmental risks through careful temporary closure planning to allow for seasonal closure without caretakers stationed at site.

The most significant environmental risk associated with the property is the bulk fuel storage. This is a greater risk if the camp is unmanned because leaking fuel may not be detected immediately. To mitigate this risk, HBML has distributed fuel in the various bulk tanks at Doris and Roberts Bay to maintain the total fuel volume in the tanks within each containment berm well below the actual capacity of the containment berm itself. This will prevent release of fuel to the environment if there was a catastrophic failure of a multiple tank failure, even if there is snow accumulated in the berm.

Vandalism or wildlife entry into buildings is another risk. To mitigate this, HBML has secured doors and boarded up windows and man-door accesses. HBML has also installed 2 emergency shelters, with fuel, for use by the winter inspection crews or if a passing hunter becomes stranded in the area.HBML has also installed heat and movement triggered cameras around the site to document wildlife use of the camp and also as a form of security monitoring.

2.0 PURPOSE

This procedure was developed to describe the winter inspection program that has been developed to enable HBML to regularly monitor the infrastructure and fuel that is present in the Hope Bay Project Area. These inspections are critical for identifying issues or risks during the seasonal winter closure periods when personnel are not stationed at the site.

In addition to Newmont's corporate requirement to regularly inspect facilities, HBML has considered the *Mine Site Reclamation Guidelines for the Northwest Territories – 1.4 Temporary Mine Closure* published by Indian and Northern Affairs Canada (now Aboriginal Affairs and Northern Development Canada [AANDC]). These guidelines specify that:

- Fluid levels in all fuel tanks must be recorded and monitored regularly for leaks or removed from the site; and
- Facilities and infrastructure must be inspected regularly.

These guidelines also specify that:

- All physical, chemical and biological treatment and monitoring programs must continue according to licenses, permits, and leases in order to maintain compliance;
- All waste rock piles, ore stockpiles, tailings, mine water and other impoundment structures must be stable and maintained in an appropriate manner (including regular geotechnical inspections); and

- Drainage ditches and spillways must be inspected and maintained regularly (e.g. seasonally depending on snow and ice accumulation and melting) during the closure period and included as part of geotechnical inspections.

HBML commits to maintaining compliance with the project licences, permits and leases, and these three guidelines by operating the property on a seasonal basis. HBML's monitoring commitments in winter are related to fresh water use, waste water disposal and solid waste disposal. As the camp will not be open, there will be no fresh water used, and no waste water or solid waste disposal. Geotechnical inspections of the property are conducted annually in summer (between June and August) and this will continue during C&M. Geotechnical inspections are not required during the winter inspection trips.

The drainage ditches will be maintained during seasonal operating periods. HBML's winter inspections will document snow accumulation in the fuel berms which will guide decisions for the timing of camp re-opening. High snowfall in winter will require HBML to return to site somewhat earlier to allow enough time for clearing snow from the fuel containment berms

3.0 SCOPE

This procedure applies to the winter inspection program for the property when the camp is unmanned during the seasonal winter closure. The procedure focuses on inspection of facilities, infrastructure and fuel storage tanks as per the requirements of the *Mine Site Reclamation Guidelines for the Northwest Territories – 1.4 Temporary Mine Closure*.

During periods when the camp is manned, from late-April/early-May to October, HBML staff and contractor must follow the regular monitoring procedures described in the management plans that make up the Hope Bay Environmental Management System. These plans are requirements of the water licence and project certificate, and therefore, must be followed to maintain compliance.

4.0 DEFINITIONS AND ACRONYMS

4.1 Definitions

Environmental Management System (EMS)– is the collection of management plans required for operation of the project. The EMS includes plans specified in the water licences and the project certificate and may include internal plans. It also includes the standard operating procedures (internal documents) developed from each of the management plans as required.

4.2 Acronyms

AANDC	Aboriginal Affairs and Northern Development Canada
C&M	Care and Maintenance
EMS	Environmental Management System
ESR	Environment and Social Responsibility
GN DOE	Government of Nunavut Department of Environment
HBML	Hope Bay Mining Ltd
HTO	Hunters and Trappers Organization
NMC	Newmont Mining Corporation
SOP	Standard Operating Procedure

5.0 ROLES AND RESPONSIBILITIES

5.1 Document Owner

General Manager

5.2 Responsible Roles and Position-Holders

General Manager	• Provide the necessary resources to complete the winter insepections

	• Follow-up on any issues identified during the monthly inspections
ESR Site Manager	• Include dates and inspection issues and mitigations in monthly water licence reports
HTO Manager	• Administration of HBML - HTO Winter Inspection Contract • Employment of licenced and trained guides to accomplish inspections • Coordinate and schedule inspection trips with HBML staff • Ensure HTO guides are properly equipped
Manager of Community and External Relations	• Ensure that Winter Inspections are completed per the planned schedule • Review and scan the monthly inspection reports, email to ESR Site Manager and the General Manager • Coordinate inspection trips with the HTO and be available as the emergency contact for the inspection team • Monitor the SPOT tracker online • Contact the General Manager and ESR Site Manager immediately if major damage or fuel leaks are reported

6.0 DIRECTION

6.1 Inspection Schedule

Inspections of the property are scheduled to begin once the sea ice has formed and access by snowmobile from Cambridge Bay is possible. Inspections will cease when the camp is reopened in late-April/ early-May. This time period was deemed appropriate because the primary risk at Hope Bay is vandalism by residents of the area who could gain access to the site by snowmobile. Between October, when camp staff leave site, and late-December there is no access to the Hope Bay area unless by aircraft.

The planned inspection schedule is:

Inspection #1 – 3rd week of December.

Inspection #2 – 3rd week of January.

Inspection #3 – 3rd week of February.

Inspection #4 – 3rd week of March.

Inspection #5 – 3rd week of April, dependent on date selected for camp re-opening.

The planned inspection schedule may fluctuate slightly based on weather conditions. Inspections obviously must take place during safe travelling conditions.

If the ice cover is not suitable for crossing Elu Inlet for the December inspection, HBML will conduct a visual inspection via aircraft.

If significant wildlife, human or weather related issues are detected during any of these inspections, HBML may increase the inspection frequency.

All inspections will take place by snowmobile. Hunters and Trappers from Cambridge Bay are the most likely people to visit the property, therefore, the Cambridge Bay Hunters and Trappers Organization (HTO) has been hired and trained to complete these inspections as a means to engage the community members in the care of the Hope Bay property and to provide Inuit employment oppurtunities. HBML employees may accompany the HTO inspection team on the site inspections.

6.2 Inspection Checklists

HBML has developed 2 easy to use checklists for use during the inspections; one for the Doris North infrastructure and facilities, and one for the Boston infrastructure and facilities.

6.2.1 HB-GE-OPS-F-001 Doris Care & Maintenance Inspection

The following areas are identified on the Inspection form, along with a photo of the facility:

- Emergency Powerhouse and Intake Pumphouse – Doris Lake
- Vent Raise/Modules and Fuel Tank
- Portal Entrance and White Weatherhaven south of Portal
- 7.5 Million Litre Tank Farm – Doris Camp
- Doris Fuel Module
- Doris Camp Main Powerhouse & Day Tanks
- Camp Admin Area and Mine Dry
- Geology Admin Area
- ERT Building
- Newmont Warehouse/Core Shack
- Construction Powerhouse Doris Camp
- Main Camp
- Batch Plant and Seacan Storage Area
- Geotech Shop
- West Arc Shop
- KEL Explosives Washbay
- KEL Area, Emergency Shelter with Tank
- BBE Tower – Fuel/Lube Containers
- Orbit Shop
- 5 Million Litre Tank/Containers – Roberts Bay
- KBL Waste Management - Office
- KBL Waste Management – Incinerator
- Kingland Ford Tent
- Roberts Bay Tank Farm

Each of these areas are to be inspected for signs of entry (forced or wildlife), and signs of damage to the exterior. Areas with hydrocarbon storage also include checking for leaks. Bulk fuel tanks at Roberts Bay and Doris Camp tank farms include a space to record the fuel volume (as read from the tank guages).

Photographs of any damages or issues must be taken for use by HBML management to determine the appropriate course of action.

6.2.2 HB-GE-OPS-F-002 Boston Care & Maintenance Inspection

The following areas are identified on the Inspection form, along with a photo of the facility:

- Main Camp Perimeter
- Warehouse and Workshop
- Boston Fuel Tank Farm

As Boston is less accessible to unwanted human visitors, and the buildings layout is more compact, HBML has lumped all camp buildings into “Main Camp Perimeter”. If there is damage or signs of entry to any building, the inspection team is to document where the damage was, and can circle the area on the photo included in the form if required. Photographs of any damages or issues must be taken for use by HBML management to determine the appropriate course of action.

6.3 Winter Maintenance

During the inspections, the following actions are expected of the inspection team:

Inspection Finding	Action Taken by Inspection Team
No issues	Return completed inspection form to HBML
Minor damage to a building or tent	Photograph damage Repair damage to the best of team’s ability; photograph repair Note on inspection form and return completed inspection form along with photos of the damage and repairs to HBML If damage obviously caused by humans, Alex Buchan will report to HBML Loss Prevention and the RCMP. If possible, HBML will obtain and review adjacent remote camera photos. Retrieval of these photos may not occur until a subsequent inspection.
Major damage to a building or tent (beyond ability of inspection crews to repair)	Photograph damage Note on inspection form and return completed inspection form along with photos to HBML.
Wildlife Resident in Hope Bay infrastructure (i.e., Wolverine, Fox)	Photograph denning site Note on inspection form and return completed inspection form along with photos to HBML Alex Buchan to consult with GN-DOE on further action to be taken
Minor leaking from tanks	Photograph damage Using spill kits available onsite, attempt to stop the leak Note on inspection form and return completed inspection form and photgraphs to HBML

Inspection Finding	Action Taken by Inspection Team
	HBML to take further action as required
Catastrophic tank damage/failure (empty bulk fuel tanks)	Photograph damage Estimate remaining volume of fuel in tanks (can be done by observing the height frost line on the tanks relative to the tank base) Contact Manager of Community and External Affairs (Alex Buchan) via satellite phone immediately. Complete remaining inspection items and return the completed forms along with photographs to HBML

In the event that major building damage or fuel tank failures occur, HBML will assess the issue and determine the appropriate, and available, course of action. As per the regulations, HBML will immediately report any spills of 100L or greater to the Nunavut/Northwest Territories 24 hour spill line, following the procedures documented in the Hope Bay Spill Contingency Plan.

6.4 Health and Safety Considerations

As part of the winter inspection planning process, HBML and the HTO conducted a risk assessment to address human safety risks associated with conducting the inspections (Attachment 1). An emergency response plan was also developed (Attachment 2), and all inspection personnel will be required to be familiar with the document.

As part of the inspection preparations, the inspection crew will be required to complete an HBML standard Journey plan (Attachment 2) with Alex Buchan, Manager of Community and External Relations. The inspection crew will also be required to go through the Travel Notification Checklist (Attachment 3) with Alex during this pre-inspection trip meeting.

Inspection crews are required to have the following emergency equipment during inspections:

- Two Satellite phones and Emergency Contact Numbers (Attachment 2)
- SPOT messengers (satellite tracking device) – one per person and instructions for use (Attachment 4)
- Two GPS, loaded with the Hope Bay Inspection Track File and local hunting cabins
- Survival Kits
- Food
- Appropriate Winter Clothing
- Headlamps and flashlights
- Spare batteries
- Shovel
- Radio
- Metal banding cutters (for fuel drum pallets)
- Extra fuel

HBML has established 2 emergency shelters at Doris for use by the winter inspection team, and the Boston muster station is the emergency shelter at Boston. All of these shelters have diesel heaters installed, and a full diesel tank attached for use.

The HTO inspection crews will be required to have an activity specific site orientation prior to leaving Cambridge Bay.

7.0 RECORDS AND REFERENCES

7.1 Records

Record Created	Associated Form	Filing Information
Monthly Inspection Report – Doris	HB-GE-OPS-F-001	Cambridge Bay Office (hardcopy); ESR server (scan)
Monthly Inspection Report - Boston	HB-GE-OPS-F-002	Cambridge Bay Office (hardcopy); ESR server (scan)
Journey Plan	HBML Journey Plan	Cambridge Bay Office (hardcopy)
Travel Notification Checklist	Travel Notification Checklist	Cambridge Bay Office (hardcopy)

7.2 References

7.2.1 Performance References

HB-GE-OPS-F-001 Doris Care & Maintenance Inspection

HB-GE-OPS-F-002 Boston Care & Maintenance Inspection

HBML Winter Inspection Risk Register

HSLP-ERT-002 Care and Maintenance Winter Site Inspections Emergency Response Plan

Travel Notification Checklist

SPOT Messenger User Guide

Hope Bay Care and Maintenance Inspections Orientation

7.2.2 Developmental References

Mine Site Reclamation Guidelines for the Northwest Territories. Chapter 1.4 Temporary Mine Closure. AANDC 2007.

HB-ER-ENV-MP-001 Hope Bay Spill Contingency Plan

8.0 REVISION SUMMARY

This is a New Document.

WINTER

INSPECTION

FORMS

2012-2013 Hope Bay - Doris
Care & Maintenance Winter Inspection

NEWMONT NORTH AMERICA

HB-GE-OPS-F-001

Inspected By: (Please Print)	1	3	Date(s) of Inspection (dd/mm/yy):	/ /
	2	4		

Area 1: KBL Waste Management - Office			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
Area 2: KBL Waste Management - Incinerator			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
Area 3: Kingland Ford Tent			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
Area 4: 5 Million Litre Tank / Containers (Robert's Bay)			
1) Signs of damage to tank walls / valves	Yes	No	
2) Signs of leaks or spills	Yes	No	
3) Containers are not leaking and are locked & secure	Yes	No	
Area 5: Orbit Shop (Robert's Bay)			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
Area 6: Robert's Bay Tank Farm			
1) Signs of damage to tank walls / valves	Yes	No	
2) Signs of leaks or spills	Yes	No	
3) Tank Readings: Tank #4: _____ Tank #3:_____ Tank #2: _____			
Area 7: Airstrip Tower and Fuel/Lube Containers			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
3) Signs of leaks or spills (containers)	Yes	No	

Area 8: Washbay Emergency Shelter with Tank		
1) Signs of entry (forced or wildlife)	Yes	No
2) Signs of damage to exterior	Yes	No
2) Signs of leaks or spills	Yes	No
Area 9: Explosives Washbay		
1) Signs of entry (forced or wildlife)	Yes	No
2) Signs of damage to exterior	Yes	No
Area 10: West Arc Shop		
1) Signs of entry (forced or wildlife)	Yes	No
2) Signs of damage to exterior	Yes	No
Area 11: Geotech Shop		
1) Signs of entry (forced or wildlife)	Yes	No
2) Signs of damage to exterior	Yes	No
Area 12: Batch Plant and Seacan Storage Area		
1) Signs of entry (forced or wildlife)	Yes	No
2) Signs of damage to exterior	Yes	No
3)Seacan doors open (to North of Batch Plant)	Yes	No
Area 13: 7.5 Million Litre Tank Farm - Doris Camp		
1) Signs of damage to tank walls	Yes	No
2) Signs of leaks or spills (tanks are identified with numbers)	Yes	No
3) Tank Readings: Tank #1: _____ Tank #2:_____ Tank #3: _____ Tank #4: _____ Tank #5:_____		
Area 14: Doris Fuel Module		
1) Signs of entry (forced or wildlife)	Yes	No
2) Signs of leaks or spills	Yes	No
Area 15: Doris Camp Main Power House & Day Tanks		
1) Signs of entry (forced or wildlife)	Yes	No
2) Signs of leaks or spills	Yes	No
Area 16: Portal Entrance and White Weatherhaven south of Portal		
1) Signs of entry - Portal & Weatherhaven (forced or wildlife)	Yes	No
2) Locks still intact on screen	Yes	No

Area 17: Vent Raise / Modules and Fuel Tank			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
3) Signs of leaks or spills	Yes	No	
Area 18: Camp Admin Area and Mine Dry			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
Area 19: Geology Admin Area			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
Area 20: ERT Building			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
Area 21: Newmont Warehouse (1) / Core Shack (2)			 
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
Area 22: Construction Powerhouse - Doris Camp			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
3) Signs of leaks or spills (fuel tank NE of Powerhouse)	Yes	No	
Area 23: Main Camp (Wings, recreation area, kitchen, offices, security & cabins)			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
Area 24: Heli Pad Emergency Shelter and Tanks			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of damage to exterior	Yes	No	
2) Signs of leaks or spills	Yes	No	
Area 25: Emergency Power House and Pumphouse - Doris Lake			
1) Signs of entry (forced or wildlife)	Yes	No	
2) Signs of leaks or spills	Yes	No	

Inspection Review & Summary

(Please report any findings or concerns)

Area:

Findings or concerns (provide photos):

Area:

Findings or concerns (provide photos):

Area:

Findings or concerns (provide photos):

General notes on snow conditions (may provide photos):

Additional comments (e.g. wildlife sightings, photographs taken):

Signatures	Inspector #1		Inspector #3	
	Inspector #2		Inspector #4	
	Primary Contact or designate:		Date Reviewed:	

2012-2013 Hope Bay Boston
Care & Maintenance Winter Inspection

HB-GE-OPS-F-002

Inspected By: (Please Print)	1	3	Date of Inspection (dd/mm/yy)	/ /
	2	4		

Area: Main Camp Perimeter		
1) Signs of entry (forced or wildlife)	Yes	No
2) Signs of damage to exterior	Yes	No

Area: Warehouse and Workshop		
1) Signs of entry (forced or wildlife)	Yes	No
2) Signs of damage to exterior	Yes	No

Area: Boston Fuel Tank Farm		
1) Signs of damage to tank walls / valves	Yes	No
2) Signs of leaks or spills	Yes	No

Inspection Review & Summary

(Please report any findings or concerns)

Area:

Findings or concerns (provide photos):

Area:

Findings or concerns (provide photos):

General notes on snow conditions (may provide photos):

Signatures	Inspector #1		Inspector #3	
	Inspector #2		Inspector #4	
	Primary Contact or designate:		Date Reviewed:	

HB-GE-OPS-SOP-001

Attachments #1 to 4

Risk Evaluation Period															Controls									
Year	Start	Finish	Principal Contractor(s)	Risk Forum Team	Risk Owner	Risk Custodian Title (Person Responsible)	Location	Sub location	Exposure Activity	Hazard	Potential Outcome	Probability	Consequence	Risk Level	Elimination	Substitution	Behaviour	Administrative	PPE	Probability	Consequence	Risk Level	Confidence of Assessment (High, (M)edium, (L)ow
2012/2013	01-Nov-12	31-Mar-13	EHTO	Dean, Katsky, Alex , Ikey, Brenda, Martina, Peter, Dennis and Tommy	EHTO	Alex Buchan	Hope Bay	Doris and Boston	Snowmobiling to sites	Open water	Falling in , drowning, exposure, fatality	1 (Rare)	5 (Catastrophic)	(15) High		use of aircraft during shoulder season	reasonable speed, stay on established routes, travel like you have a client with you	follow the established procedeures, travel in pairs	Winter gear, survival gear, SPOTS, sat phones radios, GPS	1 (Rare)	5 (Catastrophic)	(15) High	High
2012/2013			EHTO	Dean, Katsky, Alex , Ikey, Brenda, Martina, Peter, Dennis and Tommy	EHTO	Alex Buchan	Hope Bay	Doris and Boston		Ice heaves	Contact with causing injury or breakdown	4 (Likely)	5 (Catastrophic)	(24) Extreme			reasonable speed, stay on established routes, travel like you have a client with you	follow the established procedeures, travel in pairs	Winter gear, survival gear, SPOTS, sat phones radios, GPS	1 (Rare)	3 (Moderate)	(6) Moderate	High
2012/2013			EHTO	Dean, Katsky, Alex , Ikey, Brenda, Martina, Peter, Dennis and Tommy	EHTO	Alex Buchan	Hope Bay	Doris and Boston		Breakdown / accident	Exposure, fatality	4 (Likely)	3 (Moderate)	(17) High	ensure machines are maintained		maintain, inspections, carry spare parts/fuel, etc	follow manufacturers recommendattions, document maintenance, inspections, etc.	Winter gear, survival gear, SPOTS, sat phones radios, GPS	3 (Possible)	2 (Minor)	(8) Moderate	High
2012/2013			EHTO	Dean, Katsky, Alex , Ikey, Brenda, Martina, Peter, Dennis and Tommy	EHTO	Alex Buchan	Hope Bay	Doris and Boston		Weather outage (whiteout, etc.) becoming lost	loss of orientation, exposure, fatality	5 (Certain)	2 (Minor)	(16) High		Reschedule departure time	don't go is weather is bad, stop travelling if whiteout encountered	follow procedures as far as weather	Winter gear, survival gear, SPOTS, sat phones radios, GPS	5 (Certain)	1 (Insignificant)	(11) High	High
2012/2013			EHTO	Dean, Katsky, Alex , Ikey, Brenda, Martina, Peter, Dennis and Tommy	EHTO	Alex Buchan	Hope Bay	Doris and Boston	Arrival at sites	Survival tents snowed in	Injury from shovelling	3 (Possible)	2 (Minor)	(8) Moderate		use alternate shelter if necessary	take time if shovelling required, take breaks, share the work load		Back brace if necessary, gloves, etc	3 (Possible)	1 (Insignificant)	(4) Low	High
2012/2013			EHTO	Dean, Katsky, Alex , Ikey, Brenda, Martina, Peter, Dennis and Tommy	EHTO	Alex Buchan	Hope Bay	Doris and Boston		Fire	loss of emergency shelter and personal belongings, injury or worse to personnel	3 (Possible)	5 (Catastrophic)	(22) Extreme			ensure that all personnel know how to use the drip stoves			1 (Rare)	5 (Catastrophic)	(15) High	High
2012/2013			EHTO	Dean, Katsky, Alex , Ikey, Brenda, Martina, Peter, Dennis and Tommy	EHTO	Alex Buchan	Hope Bay	Doris and Boston		Wildlife (Wolverine, etc)	Contact with causing injury	1 (Rare)	4 (Major)	(10) Moderate	eliminate all easy access under the buildings		call into contact with information, photographs to be taken	contacts to discuss with Dept of ENR		1 (Rare)	3 (Moderate)	(6) Moderate	High
										Other personnel identified onsite	harm to personnel	1 (Rare)	3 (Moderate)	(6) Moderate	do not engage		Do not confront	call into contact with information		1 (Rare)	1 (Insignificant)	(1) Low	High

1. PURPOSE

The purpose of this document is to outline the Emergency Response Strategy for the Care and Maintenance Site Inspections via snowmobile which are planned to take place at Hope Bay from the middle of December through to approximately the end of March 2013. It is expected the visits during freeze up will be conducted by aircraft.

2. SCOPE

Hope Bay (HB) will be closed for the season from approximately mid October 2012 until April 2013. The Hunters and Trappers Organization (EHTO) of Cambridge Bay (CB) will be completing bi-monthly site visits to conduct inspections of Doris Camp, Boston Camp and Robert's Bay areas. The inspections will be comprised primarily of visual observations of the structures around Hope Bay to determine if they are all intact with no signs of entry. In addition, the EHTO will also inspect the fuel tank farms in Doris, Boston and Roberts Bay and other areas where there is stored fuel to ensure there is no visible leakage**.**

3. RESPONSIBILITY

Group	Responsibilities
Hope Bay Mining Ltd.	• Develop and implement task specific safety documentation and checklist. • Review at site with all stakeholders the following: HB-HSLP-SOP-043 Winter Surface Travel (Journey Planning – *Page 8*) and HB-HSLP-SOP-002, Working in Cold Weather Environments, Working on Ice and Weather Outage, Risk Register, Orientation, Travel Notification, Emergency Contact List and Emergency Response. • With the help of the CB office, aid in ensuring the EHTO are equipped and ready for the aircraft visit to Hope Bay and/or the snowmobile trip from CB to HB and area. • HBML will supply four SPOT messengers and ensure the group know and understand how they are used and what the expectations of the group are as far as tracking their progress. Periodically monitor the groups travel activity utilizing the SPOT messengers. • Emergency shelters will be set up in the event of a whiteout situation where the group will be able to stay safely out of the elements until the weather is safe to continue. There will be two shelters in Doris and one in Boston.

Group	Responsibilities
Hunters and Trappers Organization	• Travel by air for the first two or three inspection visits with Adlair or other air carrier. All subsequent inspection visits will be conducted using snowmobiles to travel the established winter trail between CB and Bay Chimo where there are a number of established shelters along the route. There is a cabin in Itibiaryuk 35 K south of CB, a lodge in Elu 45 K out of CB and a cabin 10 K north of Roberts Bay. • Communication with Alex Buchan and/or secondary contact using the SAT phone and/or SPOT messengers in the event of an emergency.
Emergency Measures Organization (EMO)	• Respond in the event Alex and/or the secondary contact receive a distress call. • Provide trained personnel and the required equipment to initiate a rescue. May be in conjunction with RCMP and/or Adlair.

4. PROCEDURE

The following procedure will be activated immediately in the event of a serious incident.

1. If and when an emergency call/email is received, Alex Buchan will be the primary contact. Alex or the secondary contact will then initiate a conference call with the Newmont Team identified in the Emergency Contact list on Page 6 using the following numbers: **(Toll Free: 1-866-692-4541 – Leader Passcode: 6495273 and Participant Passcode: 4660466)** Alex or secondary contact will immediately contact the EMO in Iqaluit and/or CB (depending on the time of day) and have them on standby stating that an emergency transmission has been received, and/or another emergency situation involving the EHTO group has been received. (*Refer to Page 5 for External Emergency Contact numbers*). The following information must be provided to the EMO and manager when making the report.

   -last known coordinates or location of the aircraft/snowmobile and/or group
   -number people in the party
   -conditions of personnel (if known)
   -Distress call made (if any)
   -last know communication with pilot and/or group

2. A conference call will be initiated by Alex and/or the secondary contact with all available personnel for an update and discussions and if not already done so, will coordinate the appropriate emergency response.
3. Alex and secondary contact will determine last SPOT coordinates and any communication being received from the unit.

4. Attempts will be made to contact the pilot and/or group by satellite phone during the shoulder season. When the group is travelling by snowmobile the same attempt to contact the group will be made.
5. Alex and/or secondary contact will obtain the Journey Plan for any additional information.

The following are options available in the event a remote rescue operation is required. As every situation is different depending on the level of the emergency, it will be the stakeholders decision which **option or combination of options** is best suited for the response. Some of the considerations to keep in mind when deciding the response strategy is the urgency for medical care dictated by the type of injuries, weather, or developing weather systems; location and other logistical challenges.

Option 1	**Nunavut Emergency Measures Office – Iqaluit & Cambridge Bay**
	The Nunavut Emergency Measures Office in Iqaluit will initiate a search /task number which will release resources available in the Nunavut Territory. This would include Arctic Rangers who are trained for search and rescue operations. Nunavut EMO does have a regional coordinator in Cambridge Bay. They are in a position to direct local groups, activate them and manage communication with Nunavut EMO. If a person is injured and requires immediate medevac, then the EMO will turn to the aircraft resources in Cambridge Bay to respond. These resources include any helicopter in Cambridge Bay and Adlair's aircraft.
	Refer to Page 5 for Iqaluit and Cambridge Bay EMO telephone numbers.
Option 2	**EMO and RCMP Combined Effort**
	The RCMP also plays a role in public searches and rescues and can be reached 24/7. When time is not critical, there is a volunteer Cambridge Bay Search and Rescue Committee that the EMO and RCMP rely on in these types of non-time critical cases.
Option 3 Aircraft emergency only	An aircraft emergency involving a forced landing may activate the ELT Distress Radio beacon or may be activated manually by the pilot or passengers. This will initiate a rescue operation from Canadian Forces Search and Rescue (SAR). Site management can contact the Canadian Forces Search and Rescue at North Bay 1-866-541-4109 (extension 1) Due to the geographical location of Hope Bay from the nearest Canadian Forces base, rescue operation could take number of hours
Other Contact Numbers	Please refer to the contact list of other resources that could be used if required in Page 7.

2012 General Study Area

EMERGENCY CONTACTS

Newmont – Cambridge Bay Contacts	
Alex Buchan (Primary contact)	Office: 867-983-2385 Cell: 867-444-0702 Home: 867-983-3200
(Secondary contact)	Office: Cell: Home:
Newmont Conference Call Information	
Toll Free **Leader Passcode** **Participant Passcode**	**1-866-692-4541** **6495273** **4660466**
Government of Nunavut Emergency Measures Office (EMO), Iqaluit	
24 Hour Response Line	**1-800-693-1666 or** **1-867-979-6262**
Government of Nunavut Cambridge Bay Regional Emergency Measure Office	
Regional EMO (regular office hours)	**1-867-983-2542**
RCMP – Cambridge Bay	
Office on call 24/7	**1-867-983-0123**
Nasuitug (North Warning System) Bell 212 helicopter	
Contact through Cambridge Bay (YCB) Community Airport Radio Station	**1-867-983-2501**

CARE & MAINTENANCE SITE INSPECTION EMERGENCY CONTACT LIST

NAME	LOCATION	CONTACT NUMBERS
*Alex Buchan	Cambridge Bay	Office: 867-983-2385 Cell: 867-444-0702 Home: 867-983-2386 Alex.buchan@newmont.com
Secondary Contact	**Please see note below**	**********
*Scott Stringer	Yellowknife	Office: 867-766-5311 Cell: 867-444-9249 Scott.stringer@newmont.com
Alain Gagnon	Yellowknife	Office: 867-766-5315 Cell: 867-444-8096 Home: 867-920-4698 Alain.gagnon@newmont.com
Chris Hanks	Colorado Springs	Office: 719-689-3529 Cell: 720-917-4489 Chris.hanks@newmont.com
Katsky Venter	Saltspring Island / Vancouver	Cell: Forth coming Home: 250-538-2306 Katsky.venter@newmont.com
Catherine Paul	Vancouver	Cell: 604-354-9946 Catherine.Paul@newmont.com
Ed Wheeler	Grande Prairie	Cell: 604-355-1508 Home: 780-532-9742 Ed.wheeler@newmont.com
Glenn Winsor	Robert's Arm	Cell: 604-353-4237 Home: 709-759-4721 Glenn.winsor@newmont.com
Mike McCreadie	Yellowknife	Office: 867-873-4767 Cell: 867-765-8599 Home: 867-873-5017 Mike.mccreadie@newmont.com
Dave Power	Edmonton	Cell: 604-347-5029 Home: 780-705-7772 Dave.power@newmont.com
Dean Wold	Edmonton	Home: 780-987-2854 Dean.wold@newmont.com
Jeff Richard	Edmonton	Cell: 604-354-2573 Home: 780-985-7215 Jeff.richard@newmont.com

EXTERNAL EMERGENCY RESPONDER CONTACTS

COMPANY	LOCATION	CONTACT NUMBERS
Emergency Measures Office	Cambridge Bay	867-983-2542 (office hours)
Emergency Measures Office	Iqaluit	Toll Free Hotline: 1-800-693-1666 (24/7) 867-979-6262 (24/7)
RCMP	Cambridge Bay	867-983-0123 (24/7)

NOTE: ****Alex must find a suitable secondary contact in Cambridge Bay in the event he is away when a site inspection is scheduled. **

Workers' Safety and Compensation Commision	
WSCC Accident Reporting Line (24 hours)	1-800-661-0792
WSCC Chief Mines Inspector (Prevention Services)	867-669-4412
WSCC General line (Yellowknife)	867-920-3888
WSCC General Line (Iqaluit)	867-979-8500
Hospital and Clinic	
Stanton Hospital (Emergency)	867-669-4100
Stanton 24 hour hot line	867-669-4115
Stanton Hospital (General Inquires)	867-669-4111
Cambridge Bay Health Center	867-983-4500
Cambridge Bay Health Center (Fax)	867-983-4509
RCMP & Coronor Offices	
RCMP Cambridge Bay	867-983-0123 /867-983-1111
RCMP Yellowknife	867-669-1111
RCMP Iqaluit	867-979-0123 /867-979-1111
Nunavut Coroner's Office	867-975-7292 /867-222-0393
Yellowknife Coroner's Office	867-920-8713
Airlines	
Adlair (Cambridge Bay)	867-983-2569 or 867-983-2247
Air Tindi	867-669-8218 - Ext 8292
Summit Air	867-669-9789 /Ext 221
Arctic Sunwest	867-873-4464
Great Slave Helicopters	867-873-2081
Aqsaqniq Airways (Taloyoak)	867-561-5300
Northern Mines	
Rio-Tinto Diavik Diamond Mine	867 669 6500
BHP Billiton Ekati Diamond Mine	867-880-2154 /867-445-1578
DeBeers Snap Lake Diamond Mine	867-766-7300 or 867-767-8536
Elgin Lupin Gold Mine	778-372-3264 or 778-372-3266
Contact WSCC Prevention Services to help coordinate additional resources	1-800-661-0792 or 867-669-4412

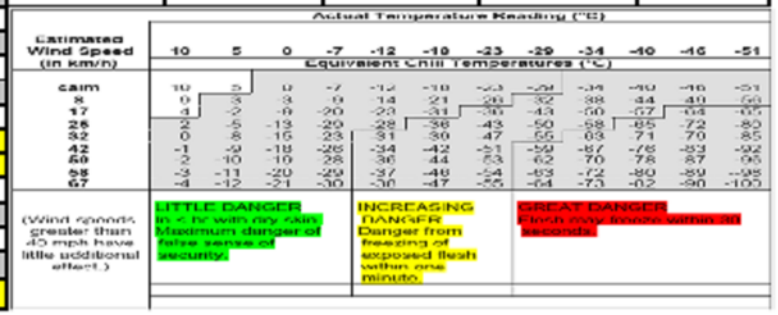
HOPE BAY MINING / EHTO
C&M Winter Site Inspection Journey Plan

High Risk Travel criteria
1. Traveling off flagged &/or marked tracks or roads. (I.e Personnel on skidoos initially marking roads or portages/Geophysics field crews etc).
2. Personnel are exposed to the environmental conditions.
3. Any means of travel which is not in an enclosed Light Vehicle/Equipment, using portable radios or sat phones as the primary means of communication I.e. Walking, Snowmobile, ATV, Watercraft etc.
4. Track trucks or Tracked vehicles travelling uncharted routes or tundra will be deemed High Risk Travel
5. Travel where if immediate aid is required it may be difficult or delayed due to geographic location &/or terrain.
6. Travel outside of normal operational radio communication or coverage area where Satellite phones become the primary means of communication.

Prior to any high risk travel personnel are required to complete a Journey Plan & submit it to their supervisor/contact person for authorization/signature and ensure it has been scanned and emailed to all stakeholders. Upon return to CB, it must be closed out and an email sent stating all members of the team are back safely.
Note: Any travel off permanent roadways or flagged/marked tracks is High Risk Travel and must meet site requirements for High Risk Travel.

Date			SPOT Intervals (every 6 hrs, press "Track")							
Employer			Time							
Travel Reason			Spot	Track Mode	Track Mode	Track Mode	Track Mode			
Employee Names	Travel Origin	est. Time Out	#	Leg 1	Leg 2	Leg 3	Leg 4	est. Time In	Unit #	Snowmobile/Aircraft
1										
2										
3										
4										
5										
6										

High Risk Travel Check List		12 hr FORECAST				
		Temperature	Wind Speed	Wind Chill	Visibility	Ceiling
1 Journey Plan Approved and signed						
2 Journey Plan emailed to all stakeholders						
3 Legs plotted on a Map in the office						
4 Time In/Out recorded in the office						
5 Primary Communication Device Tested						
6 SPOT set in "Tracking" mode and tested						
7 Satellite Phone Number / Tested						
Sat Phone 1 # -						
Sat Phone 2 # -						
8 Vehicle Pre-operational Inspection complete						
9 Record Fuel Level (spare fuel on board)						
10 Winter PPE and spare clothing on board						
11 Survival Gear and ancillary equipment packed						
12 Upon arrival back in CB Journey Plan closed out						



Lead Persons Name		Supervisor/Contact Persons Name	
Signature	Date	Signature	Date

First Name (Print)	Last Name (Print)	Company	Position	Date	Signature	HBML Representative

HOPE BAY MINING LTD.

TRAVEL NOTIFICATION CHECKLIST

Care and Maintenance Winter Site Inspections

The Newmont Safety Journey

This Travel Notification Checklist must be completed prior to and after any travel to Hope Bay for the Care and Maintenance winter inspection program. Below is a list that must be completed by the EHTO and Alex and/or secondary contact.

Pre-Journey Checklist:

JOURNEY TO HOPE BAY BELT	**YES**
Journey Plan filled out correctly reviewed and signed by Alex and/or secondary contact. (Must be retained **in person** with Alex and/or secondary contact in the event of a distress call or message is received).	☐
Journey Plan to be emailed to stakeholders identified on the emergency contact list.	☐
EHTO Survival gear (and other) has been inspected and all parties involved are satisfied with the supplies for the journey.	☐
Snowmobiles have been maintained, pre-operational inspections completed, full of fuel with sufficient fuel stored for the journey.	☐
SPOT Messengers have been inspected, tested and the Tracker mode initiated. Spare AAA batteries are with the team.	☐
Decided the "check-in" interval (hrs), sat phone call is fine, but the "OK" button on the SPOT MUST always be used so all stakeholders receive the OK message. These "check-ins" MUST be followed!!!	☐

RETURN TO CAMBRIDGE BAY	
EHTO must stop at the Newmont office (or other agreed upon location) to close out the Journey Plan, hand in the Inspection checklist and discuss the trip. If the team is arriving back late, a call to Alex and/or secondary contact informing them of their anticipated return to CB would be sufficient. They must meet in the office within one day of returning to CB for a close out meeting.	☐
Meet in the Newmont office to close out the Journey plan and email all stakeholders that the team is back in CB safe and sound.	☐
Discuss site visit and any concerns or issues that were identified while conducting the inspections.	☐
Sign-off and deliver the inspection checklist and down load photos (if taken).	☐
File all documents, photos, etc., in the CB office.	☐
Other Comments:	

Newmont Signature: _____ Date: _____

EHTO Signature: _____ Date: _____

Date and Time out _____ Date and time in _____

SPOT MESSENGER GUIDE FOR HOPE BAY WINTER INSPECTIONS

POWER Button

HELP Button

OK Button

MESSAGE Button

GPS Indicator

MAIL SENT Indicator

SOS or **911** Button

TRACK Button

1. POWER - To turn on the SPOT, depress the "POWER" button for 3 to 5 seconds until the button flashes GREEN.
2. GPS - Observe the "GPS" indicator – if it flashes GREEN it sees a satellite and is able to communicate. If it flashes RED, the unit does not see a satellite and will not function as required. ***PLEASE wear the unit on your sleeve, zipper pull or attach it to the handlebars of your machine so it will work as desired***
3. TRACK - When the GPS indicator is flashing GREEN, depress the "TRACK" button for 3 to 5 seconds this enables the tracking mode which is the mode that the unit MUST be in while travelling from Cambridge Bay to Hope Bay, Doris to Boston, Boston to Doris and then back to Cambridge Bay.
4. OK & MESSAGE SENT- Prior to departure, Alex, with the EHTO will determine "Check-in time intervals. To check-in, depress and hold down the "OK" button for 3 to 5 seconds until the button flashes GREEN, observe the "MAIL SENT" indicator as it will also flash GREEN as the "OK" message is being sent. This must be done at the pre-determined time intervals!!! The "OK" email sent states ***"The Team is Okay"*** (During this process the "TRACK" button will no longer be flashing, after approximately 5 minutes the "TRACK" button should begin to flash GREEN again. If this does not happen, you must repeat #3 until it begins to flash again on the "TRACK" button.)
5. MESSAGE - In the event of a white out situation, an email message must be sent by depressing the "MESSAGE" button for 3 to 5 seconds until the button flashes GREEN, observe the "MAIL SENT" indicator as it will also flash GREEN as the "MESSAGE" is being transmitted. This message states "***Weather conditions poor. We are stuck in our current location. All is okay".***

6. HELP - In the event that the team is in need of assistance for a non-life threatening situation, pull back the black cover of the "HELP" button and depress the button under the cover for 3 to 5 seconds. This will transmit an email stating ***"The Team Needs HELP!"*** - Newmont personnel will be notified by email / text message on computers and cell phones and will initiate the emergency procedure.
7. SOS - In the event the team is in need of assistance for a serious life threatening situation, pull back the red cover of the "SOS" button and depress the button under the cover for 3 to 5 seconds. This will notify the GEOS center in the United States. Newmont, the RCMP and Canadian Forces will be notified of the emergency. This is again only depressed in a "Life Threatening" situation.

SPOT MESSENGER BUTTON GUIDE SUMMARY

BUTTONS	DESCRIPTION, USE, MESSAGE SENT
POWER Button	Powers the SPOT messenger on and off. Flashes green when the unit is on.
GPS Indicator	Flashes green when the unit is communicating with the satellites and is therefore functioning properly.
TRACK Button	To be depressed immediately once the unit is powered on and functioning properly. Flashes green when in the "TRACK" mode.
OK Button	Used at the pre-determined time intervals as a regular check-in. This message states "The team is okay"
MESSAGE Button	Used in the event of a white out situation where the team stops and sets up camp to wait out the storm. Message states "*Weather conditions poor. We are stuck in our current location. All is okay".* Email sent to Newmont team monitoring the EHTO team.
HELP Button	Used in the event the team is in a non-life threatening but serious situation. Message states "*The Team needs HELP!"* Email sent to the Newmont team monitoring the EHTO team.
SOS or **911** Button	Used in the event the team or a team member is in a life threatening situation. Email sent to the GEOS center in the United States. Newmont, the RCMP and Canadian Forces will also be notified of the emergency.
MAIL SENT Indicator	Flashes green when the unit has satellite coverage and the emails are being sent. Red if there is no satellite coverage.

From: YouSendIt
To: Angela Holzapfel
Subject: File Delivered: HBML 2011 Waste Manifests and CODs
Date: November 7, 2012 6:47:11 PM

Delivery provided by YouSendIt

Your file has been sent!

Subject: **HBML 2011 Waste Manifests and CODs**
To: **andrew.keim@aandc-aadnc.gc.ca, eva.paul@aandc-aadnc.gc.ca, chris.hanks@newmont.com, christine.kowbel@newmont.com, lea-marie.bowes-lyon@newmont.com, melanie.smith@newmont.com, katsky.venter@newmont.com**

Message: Hello Andrew and Eva,
Please see the attached documents and cover letter as requested.
Angela

HBML 2011 Waste Manifests and CODs.zip

Size: 25.81 MB
Expires: November 14, 2012 17:47 PST

If the above link does not work, you can paste the following address into your browser:
http://www.yousendit.com/download/WUJZek9pTk1rUm1Ga2RVag

From: YouSendIt
To: Angela Holzapfel
Subject: File Delivered: HBML 2011 waste manifests and CODs part 2
Date: November 7, 2012 7:08:09 PM

Delivery provided by YouSendIt

Your file has been sent!

Subject: **HBML 2011 waste manifests and CODs part 2**
To: **andrew.keim@aandc-aadnc.gc.ca, eva.paul@aandc-aadnc.gc.ca, lea-marie.bowes-lyon@newmont.com, chris.hanks@newmont.com, melanie.smith@newmont.com, christine.kowbel@newmont.com, katsky.venter@newmont.com**

Message: Hi Eva and Andrew,
Here is the second batch of manifests from 2011.
Angela

HBML 2011 waste manifests and CODs part 2.zip

Size: 5.9 MB
Expires: November 14, 2012 18:08 PST

If the above link does not work, you can paste the following address into your browser:
http://www.yousendit.com/download/WUJZek9wY3l6RTlOeDhUQw