

**Baker Lake Contingency Plan
December 2006
(Revised January 4th, 2007)**



Submitted to:

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PRELUDE

Northern Transportation Company Limited (NTCL) has prepared this document “***Baker Lake Oil Spill Contingency Plan***” to ensure a rapid and effective response and recovery will be achieved in the event of an Oil Spill during such time that NTCL assets remain in Baker Lake.

During operations whereby NTCL vessels are fully crewed the Shipboard Oil Pollution Emergency Plan (SOPEP) shall be followed. The SOPEP document is maintained by the Master of the vessel in charge of the operation. It may be used in conjunction with this document as a reference.

This document will be used by the Person in Charge of NTCL assets in Baker Lake to ensure proper steps are taken during an emergency response to a spill. The Person in Charge will be designated by the Director of Operations responsible for Eastern Operations. Copies will be provided to all interests mentioned in this document.

NTCL is a pan-Arctic marine operator, providing cost-effective, reliable and comprehensive marine transportation and related services throughout Canada’s Arctic as well as in International waters.

It is a principal transportation link for the movement of bulk petroleum products and dry cargo to many communities, oil and gas exploration sites and defense installations across the North.

By Northern Canadian standards, NTCL is a very long established company. It has provided marine services throughout the Mackenzie River Watershed since 1934 and along the Western Arctic coast and islands since 1957. Arctic service was extended to Alaska in 1963, when the Company was the first to transport a drill rig by barge to Alaska's North Slope. In 1975, operations were inaugurated from the Port of Churchill, Manitoba to service communities in the Kivalliq region of Nunavut.

Since the late seventies, NTCL's presence in the Eastern Arctic has included marshalling operations, dry cargo delivery and fuel procurement and delivery via tanker. Today, charter service for a variety of ship and tug types is available for project work throughout the Baffin and Kivalliq regions of Nunavut.

NTCL is proud to offer this document as a commitment to its shareholders in protecting the communities, the people and the environment from any unnecessary oil spills or marine emergencies.

ENVIRONMENTAL POLICY

SAFETY AND THE ENVIRONMENT

NTCL regards protection of the environment as a matter of stewardship. In large measure, environmental guardianship and safety are a matter of individual awareness and attitudes, which NTCL unfalteringly supports.

Environmental protection and safety programs adhere to the highest of standards, both for equipment and for personnel. Strict procedures are prescribed for the handling of hazardous materials and for the loading and discharging of fuel from barges and tankers.

Protection of the environment and safety involves continuous vigilance, a responsible approach to every assignment, compliance with standards of care and regulation, and due diligence in all tasks.

PROJECT DESCRIPTION

Northern Transportation Company Ltd. has partnered with Cumberland Resources Ltd. of Vancouver supporting current mining development operations in Baker Lake, Nunavut.

Two tugs the M/V Keewatin and M/V Pat Lyall along with five Lloyd's register classed fuel/deck barges have been positioned in Baker Lake for the winter season of 2006/2007.

These barges will provide Cumberland Resources with storage capacity for 5 million litres of fuel during their winter operation. The fuel will be used by land based heavy equipment during the construction phase of the mine.

Northern Transportation will maintain one individual Mr. Jim Pierce at the Igloo Inn in Baker Lake during the winter season with full marine crews arriving prior to spring break-up. The individual will be in charge of all operations conducted on behalf of NTCL and will report directly to the Director of Operations for Eastern Operations.

NTCL will also align with the Hamlet of Baker Lake and local interests to ensure any hazards are identified and eliminated and all risks reduced to a manageable level.

NTCL has provided one Senior Management information session to the Hamlet and is available to answer further questions should there be any concerns or questions.

COMPANY DETAILS

Owners

Northern Transportation Company Ltd

HEAD OFFICE: HAY RIVER

42003 Mackenzie Highway
Hay River, NWT X0E 0R9
Telephone: (867) 874-5100
Fax: (867) 874-5103
Toll Free: 1-877-770-NTCL
Email: ntcl@ntcl.com
Website: www.ntcl.com

Contact: John Marshall
Vice President

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1949 Upper Water Street
Halifax, Nova Scotia
B3J 3N3
Telephone: (902) 482-NTCL (6825)
Fax: (902) 482-2722
Emergency: (902) 225-2951 Cell (24 Hours)
(902) 832-1582 Home (Evenings – Emergency Back-up)

Contact: Dennis Thorne
Director of Operations

Email dthorne@ntcl.com

BAKER LAKE LOCAL OFFICE

Sanavik Co-operative Association
Baker Lake, NU
Telephone: (867) 793-2801 Room # 20
Fax: (867) 798-2711

Contact: James Pierce
NTCL Employee
Person in Charge

Email: piptarli@hotmail.com

Please note that this number is provided as a 24 hour contact; however there may be times that Mr. Pierce is on-site and not available immediately. Arrangements have been made with the hotel to know of his location at all times, therefore it is reasonable to expect a return call with-in one hour. Should an emergency occur the local RCMP may be contacted 867-793-0123/793-1111

LOCAL RESPONSIBILITY

The local NTCL representative at this time is Mr. James Pierce who will maintain a residence at the INNS NORTH.

James will be the single point of contact representing NTCL and he will report directly to the Director of Operations.

His duties include

On-Call 24 hour

Activation of the Spill Contingency Plan

Management and Ship Keeping of all NTCL assets

Maintenance of Pollution Equipment

Conduct Drills and Record

Work with local contractors and key community personnel to ensure continued support.

Mr. Pierce will oversee all pumping operations from the Barge to Shore facilities and will ensure contractors are following proper procedures.

Should further resources be required beyond local support Mr. Pierce will first contact the Director of Operations before mobilizing resources. If unavailable Tracey Zarn from the Hay River office should be the contact.

It is Northern Transportation Company Ltd.'s responsibility to respond and clean up any spill occurring from equipment owned by the Company. In the highly unlikely event of a large oil spill which becomes unmanageable, NTCL may require assistance from external resources.

Resources can be in the form of labour, equipment, and management.

For labour and equipment Cumberland Resources will be relied on to use employees and sub-contractors to assist. Direction of the duties will come from NTCL to Cumberland's Operations Manager who will in turn activate its emergency response team to assist.

NTCL will maintain management duties of any spill response. During winter months it is unrealistic to expect rapid response from external agencies and legislatively response organizations outside of Coast Guard are not obligated to assist.

A copy of this contingency report will be provided to the Canadian Coast Guard environmental response department in Sarnia, Ontario. This department is accessible through its spill line 1 800 265 0237 and may be relied on to offer advice or assistance during freeze in or spring break-up where a spill into open or partially ice filled waters might occur. The Coast Guard is limited in dealing with on ice spills and may not be available to offer much if anything through the winter months. There is pollution equipment in the way of booms, skimmers and absorbent material stored in Churchill and Hay River which could be sourced but would take a few days to bring if required. NTCL has similar equipment located in Halifax and Hay River which would be flown in within 24 hours.

The important thing to remember is use of the local resources as quickly as possible would be key in preventing a major uncontrollable spill.

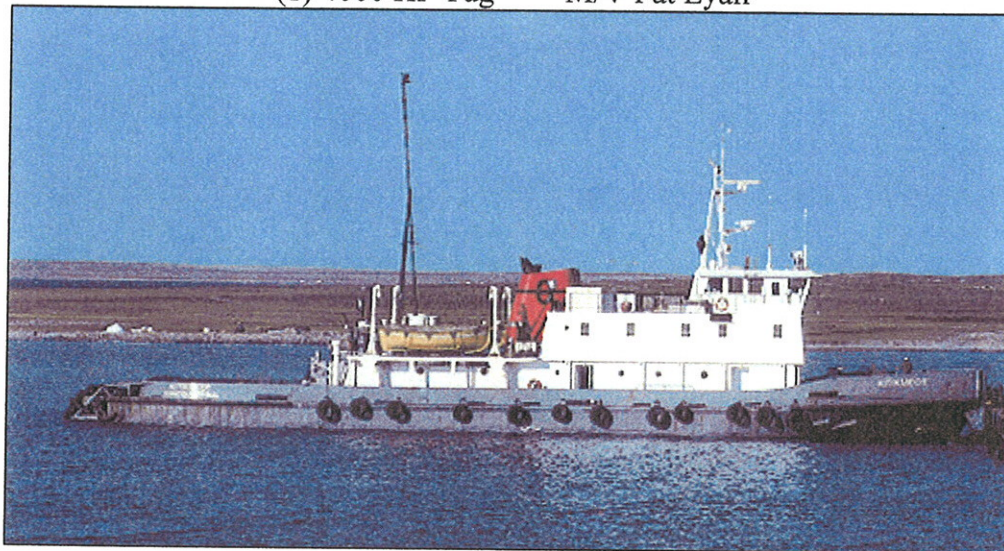
MARINE EQUIPMENT STORAGE DETAILS

Northern Transportation Currently has the following equipment positioned in Baker Lake;

(1) 3000 HP Tug M/V Keewatin



(1) 4000 HP Tug M/V Pat Lyall



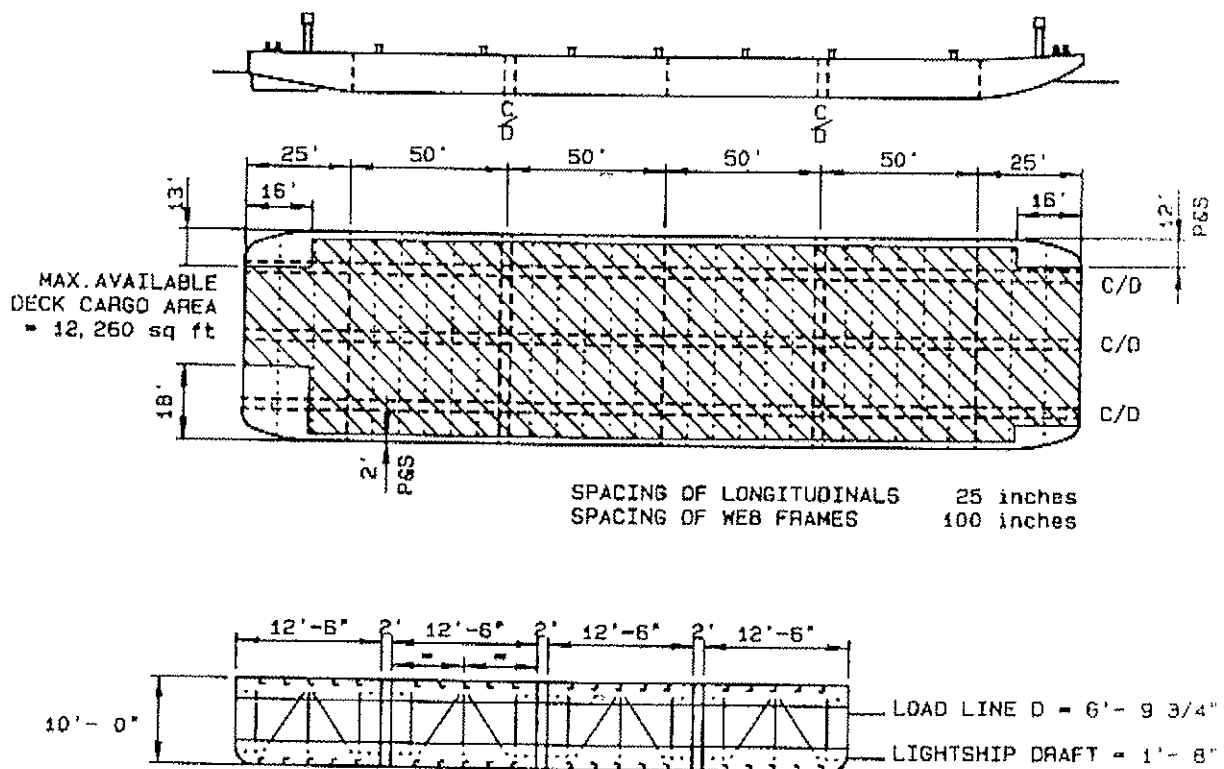
(2) 1500 Series Barges

TOTAL VOLUME IN STORAGE 1500 CU. M of FUEL OIL PER BARGE



northern transportation company
limited

SERIES 1500A BARGES



PARTICULARS:

Length o.a.	250 ft
Breadth mld	56 ft
Depth mld	10 ft 0 in
Lightship Draft (S.W.)	1'-8"
Load Line Draft (S.W.)	6'-9 3/4"
Deadweight at Load L.Draft	2190 T



ROBERT ALLAN LTD

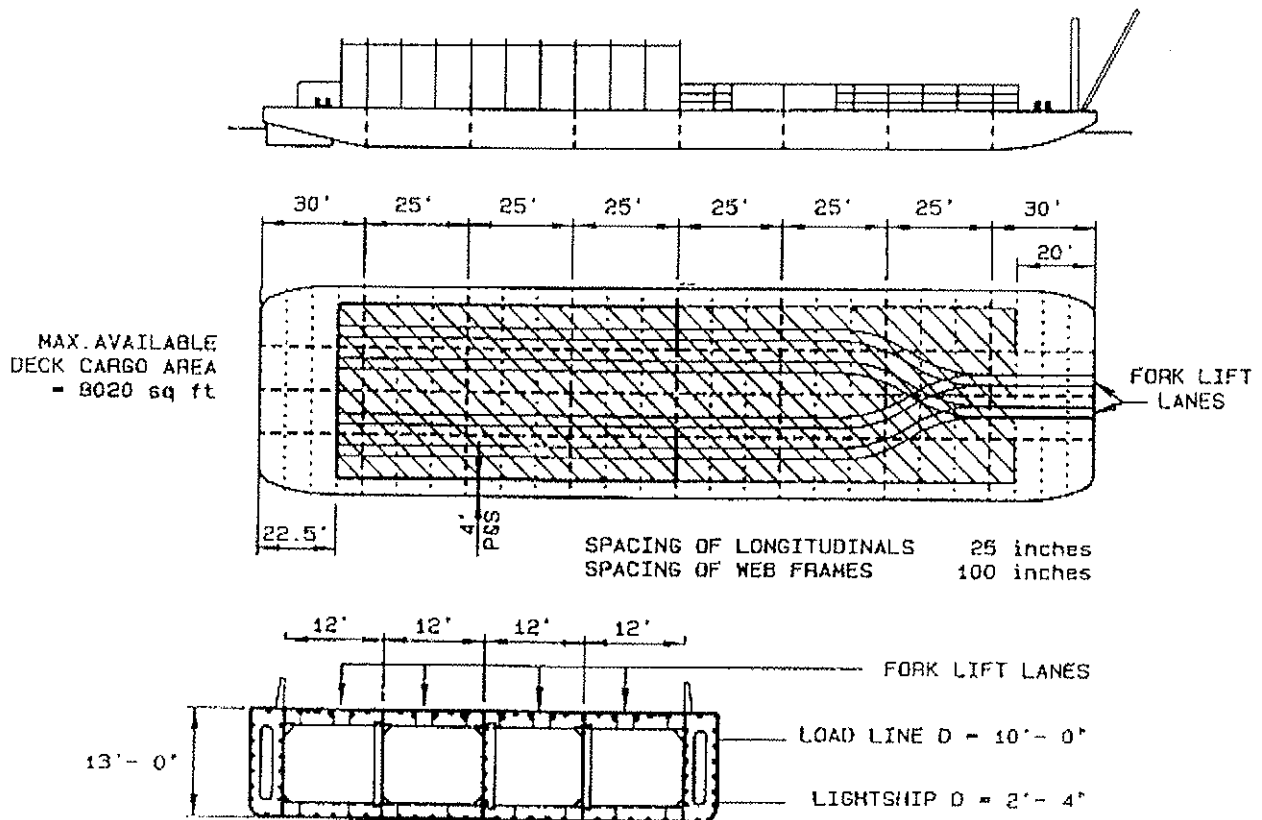
(3) 1800 Series Barges

TOTAL FUEL OIL VOLUME IN STORAGE 2000 CU M ON ONLY ONE BARGE (1802)



northern transportation company
limited

SERIES 1800 DECKHOUSE BARGES



PARTICULARS:

Length o.a.	210 ft
Breadth mld	56 ft
Depth mld	13 ft
Lightship Draft (S.W.)	2'- 6 3/4"
Load Line Draft (S.W.)	10'- 0"
Deadweight at Load L.Draft	2590 T



ROBERT ALLAN LTD

Baker Lake

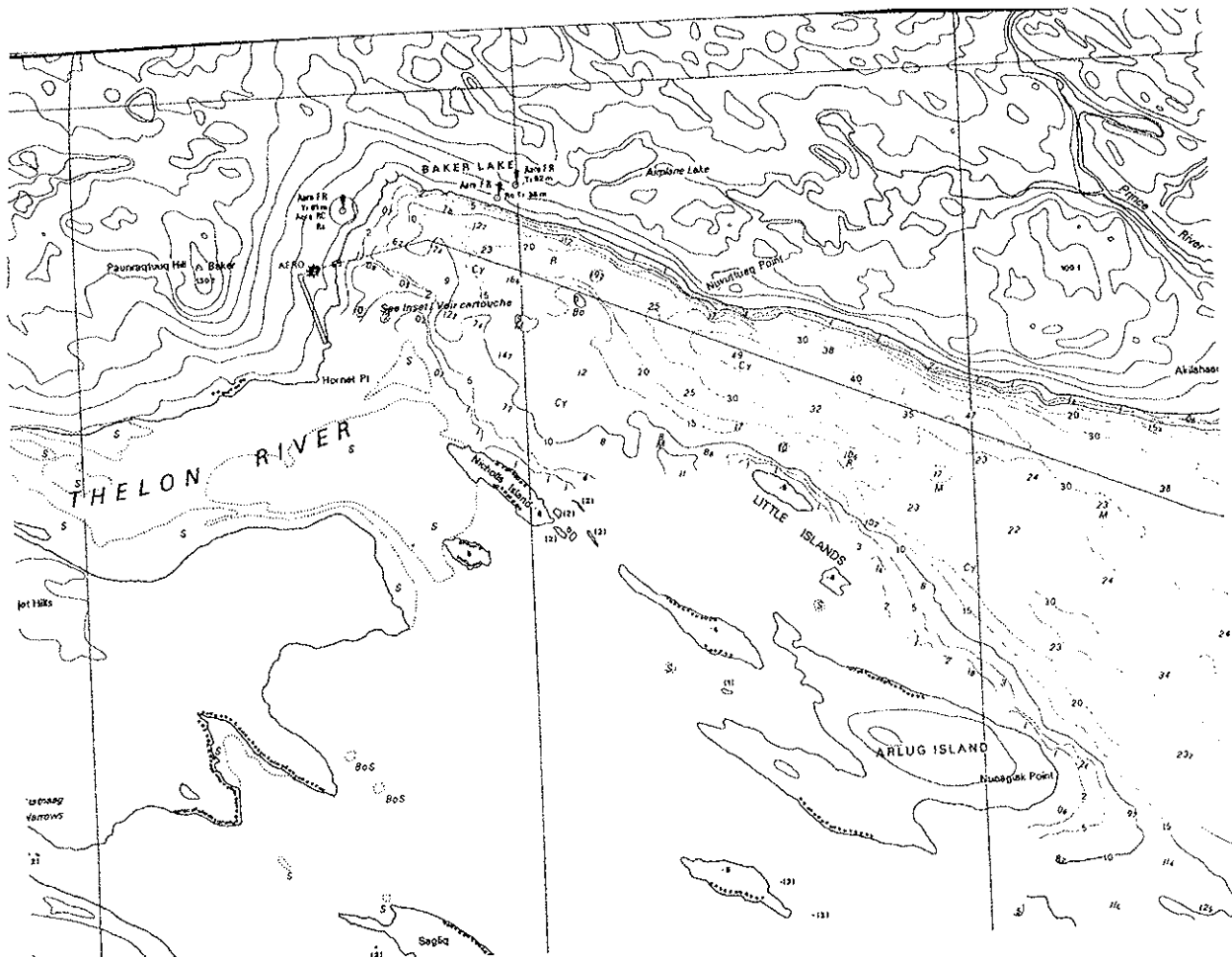
0 500
Scale (metres)

Key features on the map include:

- Baker Lake
- Town Access Road
- Dry Freight Storage Area (794 Containers Stacked 2 high)
- Levee Access Road
- Push Tug Barge Landing
- Scale bar (0 to 500 metres)

The physical location is at the eastern most end of the community of Baker Lake, NU more specifically 1400 m east of Garbage Creek and about 50 feet from the shoreline.

Nautical Position is 64° 18' 45" North 95° 58' 10" West
(Reference Canadian Hydrographic Chart 5626 BAKER LAKE)



Nautical Chart of the Area

This overview gives a good indication of the Thelon River as it flows into Baker Lake. The Barges are situated directly below airplane and approximately 1400 metres to the right (east) of where garbage creek runs into Baker Lake. This creek is very small and completely frozen through most of the winter. It is not visible and will not have any interference on pollution clean-up on ice. It is believed that flow from the creek combined with the flow from the Thelon river will direct any oil to a location along the shoreline west of the Barges. Wind conditions will of course influence which direction oil would travel on open water, so early containment is very important to reduce the area of the spill.

The lake exits through Chesterfield Inlet. Two channels North and South of Christopher Island would provide for a booming location in open water conditions.

Ice trenches and snow berms would provide the most effective means of containment through the winter months.

The area around the barge site is often used in the winter time for ice fishing before ice depths get too thick.

A full scale chart will be available with Mr. Jim Pierce in Baker Lake. This chart will remain in the possession of the person in charge at all times.

<http://maps.google.com/?ie=UTF8&z=13&ll=64.309563,-96.032696&spn=0.034381,0.1157&t=k&om=1>

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