ALMIQ CONTRACTING LTD.	**SHOP DRAWING / SAMPLE / PRODUCT DATA** **IDENTIFICATION FORM**	T : 418-668-3321 F : 418-668-0652 1340, Ulu Lane, P.O. Box 2140, Iqaluit, NU X0A 0H0

PROJECT : **CONSTRUCTION OF NANISIVIK NAVAL FACILITY, NU**			**Submittal NO.**	**SUB-ALM-DCC-410**		
OWNER : **DEFENCE CONSTRUCTION CANADA**			**Revision NO.**	0	**Date:**	2017-07-13
			Revision NO.		**Date:**	
PROJECT NO. : **NPO1301**	CONTRACT NO. : **55668 CN**	OUR FILE NO. : **148926**	**Revision NO.**		**Date:**	
			Revision NO.		**Date:**	

DISCIPLINE :

CONTRACTOR /SUB-CONTRACTOR :	
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Person in Charge :	Person in Charge :
Phone : *Fax :*	*Phone :* *Fax :*

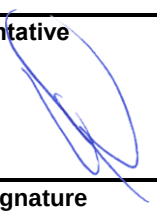
SHOP DRAWINGS, PRODUCT DESCRIPTION OR SAMPLE SUBMITTED FOR APPROVAL:	**SPECS REFERENCE :**
Emergency Response Plan - Camp	

NOTES :

We declare that we have verified the attached documents and/or sample, that they are in compliance with the contract documents and are approved for the construction of the project.

Marc Deschênes Ing., Project Manager

Contractor's Representative



Signature

2017-07-13

Date

ALMIQ CONTRACTING LTD.

EMERGENCY RESPONSE PLAN & CAMP INFORMATION

EMERGENCY PREPAREDNESS

All Project contractor vehicles will contain a list of emergency phone numbers, a two-way radio, a suitable fire-fighting kit, spill response kit and first aid kit. A list of detailed steps for securing a radio channel to talk directly to the responsible manager/contractor to obtain help and further instruction will also be included in every vehicle and person(s) leaving camp.

Emergency situations at the Nanisivik Naval Facility may be exacerbated by extreme weather conditions; therefore an emergency supply of food and water will be kept on-site.

EMERGENCY NOTIFICATION

The responsible manager/contractor will utilize a sounding device to signal an emergency situation.

A radio code will be used to isolate an uninterrupted radio channel for direct communication with the responsible manager/contractor and the emergency situation.

ADVERSE / EXTREME WEATHER EVENT

Where adverse weather conditions and activities have the potential to cause, or are causing wind erosion, water erosion, excessive rutting, and/or the potential for harmful alteration, disruption or destruction (HADD) of fish and fish habitat, a "stop work" decision will be determined by the responsible manager/contractor until weather conditions abate or effective mitigation procedures have been implemented. The following represents a brief list of mitigative measures that may be applied should it be safe to do so:

- Tarp or tie-down items that might become airborne during high winds
- Stop any earth works as they may cause unnecessary erosion during heavy precipitation events
- Move heavy equipment to solid ground to avoid potential sinking during heavy precipitation events
- Seek shelter if conditions do not improve.

FIRE

In terms of fire protection, firefighting equipment control stations will be installed outside the camp. They will include a pick, a shovel, an ax and a fire extinguisher. Red lights will be locatable at night to identify the firefighting stations. Portable alarms will also be installed to alert the camp in case of fire.

Fire drills will be conducted randomly to practice the evacuation of the camp in case of a fire. A gathering point will be determined and clearly identified to workers on their welcoming day.

Teams of workers will participate to ongoing firefighting training. This training will be given by the Health and Safety coordinator.

At the camp, extinguishers will also be located at every 60 ft in the hallways and at specific higher risks locations (ex. Kitchen).

It is strictly forbidden to smoke in the camp. Smoking areas (with ashtrays) will be appointed outside the camp.

(See also Fire Protection Plan)

The following mitigation measures will be implemented in the event of a fire:

1. Sound alarm to notify camp/personnel and follow emergency evacuation procedures.
2. Commence fire suppression measures immediately upon detection of fire provided that fire conditions allow personnel to safely proceed.
3. Report location of fire as well as size of fire and wind direction, to the responsible manager/contractor.
4. The responsible manager/contractor will report wild fires and relevant information to the applicable authorities.
5. The responsible manager/contractor will deploy fire-fighting equipment and crew to clear fire breaks or extinguish the fire directly if possible. All equipment and personnel shall be made available to control the fire. Effort of fire control will be limited, if warranted, due to safety issues and will take into consideration fire conditions, safety, fitness of personnel and equipment availability.
6. The responsible manager/contractor will inspect the fire site as soon as possible and take charge of directing suppression measures.
7. The contractor will ensure that the camp site is self-sufficient for fire suppression. Fire suppression measures shall continue until the fire is extinguished.
8. Moveable material, particularly explosive or flammable materials, vehicles, etc. will be promptly moved to a safe location whenever there is a possibility of being endangered by fire.
9. The responsible manager/contractor will ensure that all burning embers are extinguished and will monitor the burn area for smoldering material.

FIRST AID / MEDICAL EMERGENCIES

NURSERY

A paramedic will be available on-site during construction. Medical personnel will be available on ships using the site during operation. Spinal boards shall be kept at camps and near the helicopter landing area.

At the camp site, nursery will be available to workers as well as qualified medical personnel will be able to treat patients, or stabilize them, as appropriate. A contact will be established between the site and Iqaluit Hospital. At the Iqaluit hospital, doctors will be available for phone consultation from the infirmary.

In case of an emergency, an emergency vehicle will always be available 24 hours per day at the camp site. The vehicle may transfer patient to Arctic Bay for air evacuation to Iqaluit Hospital. A

landing area equipped with lights to accommodate a heli pad will be built on the camp site if an aero—medical evacuation is necessary.

In the event of a communication system failure, satellite telephones will be used. If weather conditions impede the medical evacuation then the SPOT GEN 3 device using satellite technology will be used to contact the emergency services. Pressing the SOS button send an alert to the GEOS International Emergency Response Coordination Center. Depending of the location, responders may include local police, coast guards or other emergency response center.

Meanwhile, the patient will remain in the infirmary and will receive the appropriate care.

At the nursery, an automatic defibrillator monitor will be available to workers who have heart problems. Devices such as backboard, multi position cervical collar, immobilizer mattress, inflatable splints, sand bags, belts, tray with combitube intubation, ophthalmic tray, solute tray, tray for anaphylactic shock, various medications, multiple band aid, pulse oximeter and monitors will also be available to the nursing staff (at the nursery) to stabilize unstable patients, pending more intense care or transfer.

Paramedic personnel will take care of the administrative patient record file such as: medical history, allergies, etc. Each worker must undergo a medical examination (blood, EKG) before leaving for the Nanisivik site. Therefore, we will ensure that they fit the deployment and they have no fragile medical conditions.

WORKING AROUND WATER

A motorboat will be available to perform rescue, with supervisor and driver during repairs of the dock. They will be able to rescue a worker who fell into the water.

Rescue buoys, life preservers and throw-ropes will be mounted at various locations around the wharf in case of potential drowning.
Any person who discovers an individual in need of first aid or emergency medical attention will initiate a response action that will follow a general procedure:

- Avoid danger to yourself, others and the environment
- Deliver first aid appropriate ta the level of emergency, if safe to do so
- Report the type and location of the emergency ta a supervisor and communicate situation to all other individuals on-site
- Evacuate the victim to shelter, if appropriate, until transport to medical assistance can be facilitated. The level of medical emergency may necessitate road and/or air transport to a southern hospital.

VEHICLE ACCIDENTS

There will be some vehicle traffic during construction of the Nanisivik Naval Facility. Vehicle accidents may include single or multi vehicle incidents. The road from Arctic Bay will be used to commute between the facility and Arctic Bay and also for trucks transporting aggregates from the Quarry. Midsized to large trucks will be utilized for these activities. Radios will be used and call outs for incoming and outgoing traffic will be mandated. Speed limits will be strictly enforced. Vehicles will carry first aid and spill kits as well as an emergency supply of food and water for potential break-down events or becoming stranded due to vehicle break downs.

Should injuries be sustained in a vehicle accident, the first responder to that event will follow the general procedure of a response action.

TRAVELS TO ARCTIC BAY

When a vehicle will leave the camp for Arctic Bay, the driver will have to ask permission to the General Contractor before leaving and information entered in the register.

On the road, the driver will have to respect the speed limit. All the vehicles must be equipped with the following: radio FM (Motorolla), back rack, revolving warning light, flag, emergency tool kit, spill kit and a first aid kit.

Before leaving the camp, as well as upon arrival, the driver will have to relate to General Contractor by means of his radio FM. In the event of an accident, the medical personnel can be deployed in an emergency vehicle to provide first aid to the wounded people.

When the driver will leave Arctic Bay, he will have to inform the General Contractor of his departure in the direction of the camp by means of his FM radio.

Simulations will be made randomly to familiarize staff with the procedures in case of real emergency.

Every day or at every run to Arctic Bay, the driver will have to conduct a routine inspection. Any defect or trouble must be immediately indicated to the General Contractor. The latter will manage to remove the vehicle from the circulation and to have it repaired.

In case of blizzard or temporary visibility loss, the operator shall immobilize the vehicle until visibility is correct. He shall advise the Contractor by radio of the situation.

HELICOPTER ACCIDENTS

Response to helicopter incidents or accidents at the Nanisivik Naval Facility will follow the procedures of the Department of National Defence/Canadian Forces (DND/CF) Flight Safety (FS) Program, as stated in A-GA-135-001/AA 001, "Flight Safety for the Canadian Forces".
Should injuries be sustained in a helicopter accident, the first responder to that event will follow the general procedure of a response action as discussed in section 4.5.

VESSEL GROUNDING / COLLISION

Individual ships will have their own emergency plan and standard operating procedures in the case of ship grounding or collision according to the International Safety Management Code (ISM) Code for the safe operation of ships and for pollution prevention.

EVACUATION AND DESIGNATED ASSEMBLY POINTS

Should an emergency situation escalate to a level beyond the ability of personnel to manage, an evacuation of the area may be required. The responsible manager/contractor and all personnel will be instructed on emergency evacuation procedures and designated assembly points during initial site training. The designated emergency assembly points will be determined by the responsible manager/contractor and the emergent situation. All personnel are expected to know the designated assembly points for their respective areas. Any other personnel (i.e., visitors) onsite will be briefed on evacuation procedures and designated assembly locations prior to entry.

Maps showing evacuations routes and designated assembly locations will be placed in conspicuous locations (i.e., facilities, work areas). Information regarding emergency signals, procedures and responsibilities for personnel, and instructions on operating notification systems will also be included with the maps.

A communication system will be implemented so that all stakeholders can communicate: paramedics, health and safety coordinator, superintendent and project manager, construction clerk and blaster.