

APPENDIX O MARINE LAYDOWN AREA OIL HANDLING FACILITY: OIL POLLUTION PREVENTION PLAN AND OIL POLLUTION EMERGENCY PLAN (OPPP/OPEP)



BACK RIVER PROJECT

MARINE LAYDOWN AREA OIL HANDLING FACILITY: OIL POLLUTION PREVENTION PLAN AND OIL POLLUTION EMERGENCY PLAN (OPPP/OPEP)

DATE
05-31-2025



BACK RIVER PROJECT

MARINE LAYDOWN AREA

Oil Handling Facility (OHF) Plan

05-31-2025

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REVISION LOG

Date	Section	Page	Revision	Initials
Oct. 2017	All	All	Supporting Document for Type A Water License Application, submitted to Nunavut Water Board	
July 2018	All	All	Revision for first operational fuel offload at the MLA-OHF and submission to Transport Canada	
July 2020	All	All	Revision to address revisions to the Canada Shipping Act and the new Environmental Response Regulations and associated standards	
Sept 2021	All	All	Updates to reflect 2021 offload plan and response approach while also describing other routine offload options.	J. Staynor
Feb. 2023	All	All	General Plan revision including updates to the offloading structures, response management, procedures, training, and scenarios	J. Staynor
May 2025	All	All	General Plan revision to reflect the shift from Sabina to B2 Gold Nunavut. Other minor wording and plan maintenance revisions.	M. Keefe
	2	2.1	Expanded to recognize the new Marine Security requirements at the MLA	
	4.2 and 5.0	All 5.0	Expanded to recognize the impacts of climate change on the planning, operations, and local environment at the MLA	
	7.6.1	Org Chart	Changes (updates) to the roles in the Emergency	
	Annex 5	All	Current Bulk Fuel Transfer Plan	
	Annex 11	All	Post Oil Transfer Report (to TC) updated to the 2024 transfer	

DECLARATION - OIL HANDLING FACILITY NORTH OF 60 DEGREES NORTH LATITUDE

Pursuant to subsection 168(1) of the Canada Shipping Act 2001 (CSA 2001),
I, William Lytle, General Manager, declare to comply:

- (i) with the Environmental Response Regulations, on the detection of an oil pollution incident that arises out of the loading or unloading of oil to or from a vessel (declare the manner in which the operator will comply with the regulations).
- (ii) with the Vessel Pollution and Dangerous Chemicals Regulations (SOR/2012-69), respecting the circumstances in which operators of oil handling facilities shall report discharges or anticipated discharges of oil, the manner of making the reports and the persons to whom the reports shall be made.

All the information contained in the submission is true and complete to the best of my ability and accurately reflect our interpretation of the regulations.

The persons listed below are authorized to implement the oil pollution emergency plan.

ALL PERSONS AS LISTED IN TABLE 1 ATTACHED



B2Gold Back River Corp. (B2Gold Nunavut),
William Lytle, General Manager

Date: May 31, 2025

Table 0-1: Persons Authorized to Implement the OPEP/OPPP

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ACRONYMS AND ABBREVIATIONS

B2Gold Nunavut	B2Gold Back River Corporation
CCG	Canadian Coast Guard
CCME	Canadian Council of Ministers of the Environment
CSA	Canada Shipping Act
ECCC	Environment and Climate Change Canada
ELO	External Liaison Officer
ERC	Emergency Response Coordinator
ERR	Emergency Response Regulations
ERT	Emergency Response Team
FIN	Finance/Administration Section Chief
HAZMAT	Hazardous Materials
IC	Incident Commander
ICP	Incident Command Post
ICS	Incident Command System
INAC	Indigenous and Northern Affairs Canada
JIC	Joint Information Centre
KIA	Kitikmeot Inuit Association
LOG	Logistics Section Chief
MLA	Marine Laydown Area
NIRB	Nunavut Impact Review Board
NU	Nunavut
OHF	Oil Handling Facility
OPPP & OPEP or Plan	Oil Pollution Emergency Plan & Oil Pollution Prevention Plan
OPS	Operations Section Chief
OUMF	Occasional Use Marine Facility
PIO	Public Information Officer
PLN	Planning Section Chief
PPE	Personal Protective Equipment

Project	Back River Project
PUL	Procurement Unit Lead
RPIC	Responsible Party's Incident Commander
SCP	Spill Contingency Plan
SDS	Safety Data Sheet
SO	Safety Officer
SOPEP	Shipboard Oil Pollution Emergency Plan
Supplier	The seller of fuel and any sub-contractors used by the seller in the delivery of fuel to the MLA OHF tank valve (be it located on a B2Gold fuel truck, trailer or bulk fuel tank).
UC	Unified Command
ULSD	Ultra Low Sulphur Diesel
UTM	Universal Transverse Mercator
Vessel	Means any marine vessel(s) owned, operated, chartered or otherwise utilized by the Supplier for the carriage to, and the offload of, Diesel for the MLA.
WHMIS	Workplace Hazardous Materials Information System
WIR	Winter Ice Road

1 INTRODUCTION

The Back River Project (the Project) is a gold project owned by the B2Gold Back River Corporation (B2Gold Nunavut) within the West Kitikmeot region of southwestern Nunavut. It is situated approximately 400 kilometres (km) southwest of Cambridge Bay, 95 km southeast of the southern end of Bathurst Inlet (Kingaok), and 520 km Northeast of Yellowknife, Northwest Territories. The Project is located predominantly within the Queen Maud Gulf Watershed (Nunavut Water Regulations, Schedule 4).

The Project is comprised of two main areas, Goose Property, and the Marine Laydown Area (MLA), with a seasonal 160 km long interconnecting winter ice road (WIR). The MLA is situated along the western shore of southern Bathurst Inlet. Bulk fuel resupply will be completed using a dedicated welded steel 8" Conduit (pipeline) and fuel storage tanks located at the MLA.

The Oil Pollution Emergency Plan & Oil Pollution Prevention Plan (OPPP & OPEP or Plan) was developed to assist in implementing measures to protect the marine environment and minimize impacts from potential spill events. Per the Canada Shipping Act 168(3), B2Gold Nunavut will take reasonable measures to implement this OPPP & OPEP.

The Plan was prepared following Transport Canada Environmental Response Standards (TP14909E) consistent with the legislative requirements of the Environmental Response Regulations (SOR-2019-252) enabled by the Canada Shipping Act (2001).

The OPPP & OPEP is reviewed each year in advance of the bulk fuel transfer and revisions are provided to Transport Canada and other Plan Holders within one year of the Plan update.

Should a change to the facility, facility equipment or facility class or fuel type be needed, a notification will be submitted to TC 180 days before this change is made and a revised OPPP & OPEP must be submitted 90 days before the change is made.

Any updates to this Plan will also be provided annually to the Nunavut Impact Review Board (NIRB). Updates may be made due to changes in related regulatory requirements, incident investigations, management reviews, changes to facility operation or maintenance, and environmental monitoring results.

A record will document all significant changes that have been incorporated in the Plan subsequent to the latest version.

2 SCOPE AND OBJECTIVES

This Plan (OPPP & OPEP) is one of the documents that forms part of B2Gold Nunavut's overall Emergency Response Program for the Project. This plan has been written to meet requirements of The Canada Shipping Act and Transport Canada's Emergency Response Regulations, Standards, and associated Regulations. It applies specifically to the B2Gold Back River MLA Oil Handling Facility (MLA-OHF)

The OPPP & OPEP outlines potential spill scenarios and provides specific procedures for responding to spills while minimizing potential health and safety hazards and environmental damage. It provides instructions to guide all personnel in emergency spill response situations, defines the roles and responsibilities of management and responders, and outlines the measures taken to prevent spills, the related exercise and evaluation program, and the mechanism for regular updates to the Plan.

2.1 RELATED PLANS AND DOCUMENTS

B2Gold Back River Corp. documents which support this plan include the following:

- ◆ Risk Management and Emergency Response Plan;
- ◆ Back River MLA – Marine Transportation Security Plan;
- ◆ Spill Contingency Plan;
- ◆ Fuel Management Plan;
- ◆ Land farm Management Plan;
- ◆ Hazardous Materials Management Plan;
- ◆ Explosives Management Plan;
- ◆ Occupational Health and Safety Plan; and
- ◆ Shipping Management Plan.

In addition, the Supplier has a Shipboard Oil Pollution Emergency Plan (SOPEP).

This OPPP & OPEP is specific to prevention and emergency response measures related to the bulk offloads of fuel from vessels at the MLA. General spills of all types, both marine and land-based, unrelated to vessel-to-shore bulk fuel offload are addressed separately in B2Gold Nunavut's Spill Contingency Plan (SCP). The SCP addresses a wider scope of operations and includes storage areas other than the MLA-OHF. The SCP also addresses other materials including soluble solids such as ammonium nitrate prills, liquids such as glycols and paints, corrosive liquids including sulphuric acid and sodium cyanide, compressed (inert and flammable) gas, and other hazardous substances.

This OPPP & OPEP has been designed to complement the SCP document and provide instructions specific to the OHF bulk incoming transfer of fuel from vessels and spill scenarios directly relating to this offload.

Starting with the 2023 Bulk Fuel and cargo transfers, the MLA has been designated as an Occasional Use Marine Facility (OUMF) under the Transport Canada Marine Transportation Security Act and Regulations. This OPPP/OPEP has been revised to support and reflect these new security requirements.

3 APPLICABLE LEGISLATION AND GUIDELINES

The *Canada Shipping Act* (2001) stipulates that operators of designated oil handling facilities must have:

- ◆ an oil pollution prevention plan (OPPP) “to prevent a discharge of oil during the loading or unloading of a vessel”.
- ◆ as well as an oil pollution emergency plan (OPEP) “respond to a discharge of oil during the loading or unloading of a vessel”.

The OPPP and OPEP are designed to meet the requirements of 3.6.1.7 of the Environmental Response Regulations (ERR) and have been combined into a single document, and a table of concordance with the applicable ERR requirements is provided in Annex 10 of this document.

Additional legislation, regulations, and guidelines applicable to oil pollution and emergency planning in Canada, and specifically within Nunavut, are summarized in Table 3-1.

Table 3-1 Legislation Applicable to the Oil Pollution Emergency Planning

Acts	Regulations	Guidelines
Federal		
<i>Arctic Waters Pollution Prevention Act</i> (R.S.C., 1985, c.A-12)	Arctic Shipping Pollution Prevention Regulations (C.R.C., c. 353)	
<i>Canada Shipping Act</i> (2001) ^a	Environmental Response Regulations (SOR-2019-252) Vessel Pollution and Dangerous Chemical Regulations, (SOR 2012-69) Response Organization Regulations (SOR/95-405)	Emergency Response Standards (TP14909E)
<i>Canadian Environmental Protection Act</i> (R.S.C.1999 c.33)	Storage Tank Systems for Petroleum Products and Allied Petroleum Products Regulations (SOR/2008-197) Environmental Emergency Regulations (SOR/2003-307) Interprovincial Movement of Hazardous Waste and Hazardous Recyclable Material Regulations (SOR/2002-301) Export and Import of Hazardous Waste and Hazardous Recyclable Material Regulations (SOR/2005-149)	Environmental Code of Practice for Aboveground and Underground Storage Tank Systems Containing Petroleum and Allied Petroleum Products (Canadian Council of the Ministers of Environment (CCME)) Canada-Wide Standards for Petroleum Hydrocarbons (PHC) in Soil (CCME 2008)
<i>Fisheries Act</i> (1985, c.F-14)		
<i>Explosives Act</i> (1985, c.E-17)	Ammonium Nitrate and Fuel Oil Order (C.R.C., c.598) Explosives Regulations (C.R.C., c.1516)	
<i>Nunavut Waters and Nunavut Surface Rights Tribunal Act</i> (2002)	Nunavut Water Regulations (2013)	
National Fire Code of Canada (2010)		
<i>Transportation of Dangerous Goods Act</i> (1992, C.34) <i>Territorial Lands Act</i> (R. S. 1985, c.T-7) <i>Hazardous Products Act</i> <i>Nunavut Act</i> (1993 c.28)	Transportation of Dangerous Goods Regulations (SOR/2001-286) Northwest Territories and Nunavut Mining Regulations (C.R.C., c.1516) Controlled Products Regulations	2016 Emergency Response Guidebook (Transport Canada and U.S. Department of Transportation 2016) Workplace Hazardous Materials Information System (WHMIS)

Acts	Regulations	Guidelines
Territorial – Nunavut		
<i>Environmental Protection Act</i>	Spill Contingency Planning and Reporting Regulations (NWT Reg (Nu) 068-93) Used Oil and Waste Fuel Management Regulations (NWT Reg 064-2003) The removal of hazardous materials will require the registration with the Government of Nunavut, Dept. of Environment (DOE) as a waste generator and carrier (if applicable) prior to transport	Government of Nunavut (GN) Environmental Guidelines for the Management of: ◆ General Management of Hazardous Waste in Nunavut (GN 2010a) ◆ Canada-Wide Standards for Petroleum Hydrocarbons (PHC) In Soil (CCME 2008)
Mine Health and Safety Act (SNWT (Nu) 1994, c.25)	Mine Health and Safety Regulations (NWT Reg (Nu) 125-95)	
Workers' Compensation Act (RSNWT, 1998, c.W-6)	Workers' Compensation General Regulations (Nu Reg 017-2010)	
Explosives Use Act (RSNWT (Nu) 1988, c.E-10)	Explosives Regulations (RRNWT (Nu) 1990, c.E-27)	
Fire Prevention Act (RSNWT (Nu) 1988, c.F-6)	Fire Prevention Regulations (RRNWT (Nu) 1990, c.F-12)	
<i>Safety Act</i> (RSNWT 1988, c.S-1)	General Safety Regulations (RRNWT (Nu) 1990, c.P-16) Work Site Hazardous Materials Information System Regulations (RSNWT 1988, c.81 (Supp))	
<i>Transportation of Dangerous Goods Act</i> (1990, RSNWT (Nu) 1988, c.81 (Supp))	Transportation of Dangerous Goods Regulations (1991, NWT Reg (Nu) 095-91)	

Note:

- a) The MLA-OHF, OPPP & OPEP addresses the requirements of the Canada Shipping Act, 2001, part 8, subsections 168 (1) and (3). Subsection 168 (2) has been repealed. The MLA-OHF site is located North of 60', subsections 168. (1) (a), 168. (1) (b) (ii) and 168. (1) (b) (iii) do not apply. B2Gold Nunavut's Project Certificate (No. 007) also requires that B2Gold Nunavut provide the OPPP & OPEP to the NIRB annually with the annual Project Certificate Report.

4 PLANNING STANDARDS

The following OPPP & OPEP are designed to meet the requirements of the Environmental Response Regulations and Standard (TP 14909).

4.1 FACILITY CLASS

Based on a maximum vessel to shore pumping rate of up to 750 cubic metres per hour (m^3/hr), the MLA-OHF is currently classified as a Class 2 OHF per Environmental Response Regulations 11.1(b)(i)(B). As such, the facility is required to:

1. Have the capacity to deploy equipment to control and contain a spill of at least 5 cubic meters (m^3) within 1 hour.
2. Deploy equipment needed for recovery and clean-up of at 5 m^3 spill within 6 hours of its occurrence.

Section 9.0 of this Plan provides Scenarios that reflect the Class 2 Facility standards and meet the requirements of the ERR 11(1)(b)(ii)) for a 10,000-tonne spill.

4.2 GENERAL PLANNING GUIDELINES

Beyond the requirements of the *Canadian Shipping Act* and the Environmental Response Regulations, B2Gold Nunavut recognizes the unique nature of the geographical location and the challenges inherent in mounting a response to a pollution incident.

All spill contingencies at the MLA must take into consideration the diverse elements that might define or influence a response. The evolving and worsening of weather due to climate change, harsh climate, remoteness, transportation and logistics, limited availability of manpower and response resources. Air transportation is the only transportation mode available on a regular basis, but weather conditions may limit a quick response.

To address these issues and the CSA 2001, ERR and other regulatory requirements, spill scenarios have been developed, taking into consideration factors such as:

1. The nature of the oil products being transferred;
2. The types of vessel(s) that discharged at the facility;
3. The tides and currents at the facility;
4. The meteorological conditions at the facility;
5. Environmental sensitivities that could be impacted by an oil spill;
6. The measures taken to minimize an oil pollution incident; and
7. The time within which an effective response to an oil pollution incident can be carried out.

Several priorities have also been identified, including:

1. The safety of the facilities personnel;
2. The safety of the facility;
3. The safety of the communities living adjacent or near the facility;

4. The prevention of fire and explosion;
5. The minimization of the oil pollution incident;
6. Notification and reporting;
7. Environmental impact of a discharge; and
8. Requirements for cleaning up the spilled fuel.

4.2.1 RESPONSE TIME STANDARDS

Operations and response structures at the MLA-OHF have been designed to rapidly respond to a fuel spill incident. Equipment and resources are strategically placed near the transfer point. Responders, workboat(s), and other support equipment are on standby at all times during fuel transfers.

Spill response equipment and resources required to contain and control a fuel spill of 5 m³ within 1 hour (as required in Section 13(2)(a) of the ERR), are staged at the transfer site and can be deployed as per the requirements of the ERR Section 13(2)(b)(i). Spill response equipment and necessary resources are designed to recover a 5m³ within 6 hours of the fuel spill incident, as per ERR Section 13(2)(b)(ii).

4.2.2 ON-WATER RECOVERY

Recovery of spilled fuel will be initiated immediately once the spill is contained. The “Canadyne MultiSkimmer 1218/1” has a Name Plate Capacity (using a Drum) of 9m³ per hour. The Skimmer is available at the MLA-OHF and is capable of recovering the required spill volume (5m³) within the 6 hour time standards based on the Canadian Coast Guard de-rating formula of 20% of “Name Plate” capacity.

4.2.3 DEDICATED FACILITY SPILL RESPONSE EQUIPMENT

The MLA-OHF is equipped with appropriate resident spill response equipment to meet and exceed the requirements of the Environmental Response Regulations. A description of how this equipment will be used to meet the regulatory requirements can be found in Section 9 “Scenarios” in this Plan.

A list of MLA equipment can be found in Annex 4 of this Plan. Supply Vessel equipment, which will also be available on-site during offload, is listed in Annex 6.

4.2.4 THIRD PARTY SPILL RESPONSE EQUIPMENT

In the event of a larger spill (up to 10,000 tonnes), additional equipment and resources may be required. External support may be accessed from:

- ◆ The Hope Bay Project located in Melville Sound, which is connected to Bathurst Inlet (anticipate 15 hour minimum mobilization time);
- ◆ The Canadian Coast Guard (CCG) for marine spills north of 60 degrees latitude;
- ◆ The Mackenzie Delta Response Corporation (anticipate 1-3 days for mobilization, if available); and
- ◆ Canadian Certified Response Organizations may be able to provide spill equipment resources that are surplus to their certification requirements.

Third Party contact information is provided in Table 4-1 below. Note that third party assistance specific to wildlife response is outlined in Section 8.4 of this Plan.

Table 4-1 Contact Information for External Response Aid

Organization	Equipment Location	Contact	Phone Number
Hope Bay Project	Melville Sound, adjacent to Bathurst Inlet, Nunavut	Oliver Curran	(416) 577-5829
Canadian Coast Guard (Nunavut)	Air portable unit in Hay River, Bulk Supplies in Iqaluit, and Churchill		(867) 979-5260 (Summer) 1-800-265-0237 (Winter/Alternate)
Mackenzie Delta Response Corporation	Various locations N of 60		(403)-457-3661
Atlantic Emergency Response Team (ALERT)	Bay of Fundy, East Coast, Canada		(506) 202-4499
Eastern Canada Response Corp. Ltd.	Eastern Canada		(613) 230-7369
Western Canada Marine Response Corporation	West Coast, Canada		1-855-294-9116
Point Tupper Marine Services Ltd. (PTMS)	Nova Scotia, Canada		(902) 625-1711

5 MARINE LAYDOWN AREA – OIL HANDLING FACILITY

5.1 LOCATION DESCRIPTION

The MLA-OHF is situated on the western shore of southern Bathurst Inlet at 66°38.97' N and 107°40.99' W. An overview map showing the location of the MLA is provided in Figure A-1.1 in Annex 1, and a plan of the MLA-OHF is provided in Figure A-2.1 in Annex 2.

5.2 OIL HANDLING FACILITY INFRASTRUCTURE

5.2.1 DESIGN AND REGULATIONS

The design of the MLA-OHF is consistent with the document entitled “Design Rationale for Fuel Storage and Distribution Facilities” published by the Department of Public Works of the Northwest Territories (refer to Section 4.6 of those guidelines) and CCME’s Environmental Code of Practice (CCME 2003; 2008).

Lighting is provided at transfer locations that exceed the minimum intensities required by the Vessel Pollution and Dangerous Chemical Regulations (SOR 2012-69, Section 34).

5.2.2 INFRASTRUCTURE

The MLA-OHF consists a number of permanent steel singled-walled fuel tanks located in a lined containment berm with a capacity equal to at least 110 % of the volume of the tanks. The tanks have capacities as follows: 3 x 20 ML, 1 x 15 ML, 1 x 10 ML and 2 x 500 KL for a total of 86 million litres. Twenty portable 30,000 litre double-walled tanks are also available for fuel storage at the MLA OHF.

The Delivery Tanker Vessel will be anchored approx. 300 - 500 metres (m) offshore to the east of the Tank Farm. Floating transfer hoses will be used to connect to the shore manifold. A 1,760 m, 8-inch (200 mm) steel conduit connects the Shore Manifold to the storage tanks.

5.3 BATHURST INLET PHYSICAL ENVIRONMENT

5.3.1 INLET AND APPROACHES

Bathurst Inlet is a deep fjord-type inlet along the northern coast of the Canadian mainland, within the territory of Nunavut. The entrance to the inlet is through Coronation Gulf between Cape Barrow (68°01' N, 110° 06' W) and Cape Flinders (68° 17' N, 108° 35' W), and the inlet extends over 200 km southwest into the mainland past the Arctic Circle. Bathurst Inlet has a network of irregular shores, with numerous islands, islets, and rocks. Most of these features of which are described in greater detail by the Canadian Hydrographic Service (1994).

The main channel of Bathurst Inlet is relatively narrow (~2 to 15 km) and deep, with depths generally between 100 and 200 m, and maximum depths over 300 m in the northern basin near Omingmaktok (Bay Chimo). The most characteristic oceanographic features of the channel are several sills spread along the inlet which result in rapid shoaling of the bathymetry to depths shallower than 50 m. The largest sill is near Manning Point at the centre of Bathurst Inlet, and the shallow bathymetry is accompanied by a

narrowing of the channel width to less than 1.5 km between Quadyuk Island and the Tinney Hills. This sill approximately divides Bathurst Inlet into two major basins: the outer inlet that comprises all regions north of Manning Channel and contains the deeper, more complex bathymetry; and the inner inlet that runs landward from near Kingaok and has few islands and relatively simple structure with shallower depths between 100 m and 150 m.

5.3.2 MARINE LAYDOWN AREA – OIL HANDLING FACILITY AREA

The MLA-OHF is located on the western shore of southern Bathurst Inlet. The deeply indented rocky shorelines in the region lead to steep bathymetry with narrow near-shore areas. The MLA site consists of a long cobble/sand beach with a steep shoreline consisting of limited shallow areas (i.e., <10 m) and follows a general 120 - 125° WSW heading. The water shelf extends orthogonally from the shore at a steep slope of approximately 20% to depths below 50 m about 240 m offshore. Beyond this distance, the seabed slopes more gently to depths below 150 m in the main inlet channel.

5.3.3 BATHYMETRIC AND MARINE DATA

Limited bathymetric and marine data is available for the Bathurst Inlet site; CHS Charts 7791, 7792 and 7793 cover most of the area. The tidal range at the MLA-OHF is small, with a maximum of ~0.4 m. Bathurst Inlet water circulation is influenced by winds rather than by tides.

The marine environment at the MLA-OHF is characterized as a protected water environment. Prevailing winds generally create sea conditions with onshore waves of less than 0.65 m in height, and average winds of less than 30 km/hr.

With increased activity in the area, it is expected that the Canadian Hydrographic Service (CHS) will undertake more detailed surveys in the coming years. This Plan, and other MLA related marine activities will be revised to reflect any additional bathymetric information, as it becomes available.

Over the past years an increased number of cargo and tanker ships have visited the MLA. This has resulted in a significantly better understanding of the local anchorages adjacent to the MLA and on the other side (east side) of Bathurst Inlet.

5.4 BATHURST INLET CLIMATIC CONDITIONS

The Climatic conditions outlined on the following pages are a snapshot in time, based on past observations and the most recent meteorological data. It is anticipated that over time, Climate Change may increase wind speeds, as well as storm frequency and severity.

To address and deal with changing climatic conditions, real-time and predicted weather conditions are monitored by both the MLA-OHF, and the Tanker Ships involved in the transfers. Transfer procedures and weather limits are in place and agreed to by the Tanker Ship Master as part of the initial interface (Arctic Waters Pollution Checklist). Anticipated weather conditions are discussed daily and in real time.

Note: The decision to stop pumping due to wind and wave conditions is based on the ability of the Tanker Ship's small boat crews (monitoring the floating hoses), to respond effectively to a failure and release. This metric is well below the safe limits for the Tanker Ship and Floating Hoses to safely operate. In the past years, transfers have been stopped on multiple occasions due to anticipated increases in wind speeds

and wave conditions.

In some cases, the Tanker ship has "pigged" the floating hose(s) and moved to a more sheltered anchorage. These decisions have been made by the Master based on their assessment of the anticipated weather conditions, small vessel operational safety and the comfort of the crews. While Climate Change may result in increased frequency and severity of storms, the operational limitations remain the same. Climate Change may increase the frequency of transfer stoppages and may ultimately require changes to the transfer structure (location and design of the vessels and conduits etc.).

5.4.1 METEOROLOGICAL DATA

At present, the climate at the MLA consists of a winter period (October to May) of extremely cold mean monthly temperatures ranging from -1.3 °C -33.0 °C to and a cool spring, summer and fall period (June to September) with mean monthly temperatures ranging from -0.3 °C to 14.5 °C.

Precipitation climate norms in the area range from 249.4 mm to 299.2 mm per year. At the MLA's meteorological station, precipitation is measured as rainfall during the summer period only (June, July, August, and September).

During the 2006 to 2011 summer monitoring period, monthly rainfall ranged from 0 mm to 102 mm. The summer total rainfall between June and September ranged from 4 mm (2006) to 211 mm (2008).

Wind speed data was collected between 2006 and 2012 at the Bathurst Inlet Port and Road meteorological station. For the open water shipping season, winds predominantly came from the north and northwest and were less than 9 m/s ~ (32 kph) 86 % of the time. On average, wind speeds during the summer were slightly slower than winter wind speeds.

5.4.2 ICE CONDITIONS

Historically, consolidated first-year ice covers Bathurst Inlet from mid-October to June. Ice break-up usually occurs in the first few weeks of July, after which open waters prevail until thin new ice forms around mid-October.

Vessels sailing to Bathurst Inlet from eastern Canada must transit Transport Canada Zone 6. Except for the High Arctic (transit zones 11 and 12) Transit Zone 6 has the most restricted entry season of any of the sixteen Arctic waters zones. Bulk fuel shipment to the MLA-OHF is limited to the period of open water only, and by vessels of appropriate ice class for the shipping zones transited.

As with the marine fuel transfers in the summer months (See Section 5.4), the movement of fuel by tanker trucks from the MLA to Goose Lake mine over the winter ice road (WIR) may be impacted by Climate Change in the coming years. Changes in temperature, lengthening of the warmer seasons and surface ice development may restrict the quality of the ice and the time available to operate the WIR.

While these changes will have a significant impact on the operations of the MLA, the standards and procedures used to define when it is safe, will not change.

5.5 SPILL RESPONSE MODELING AND ENVIRONMENTAL CONDITIONS

5.5.1 SETBACKS AND SENSITIVITIES

The spill modelling report summarizes that the wind conditions, current regime, and overall spill volume play a critical role in determining the fate of diesel spills within southern Bathurst Inlet. Regardless of diesel amounts, spills occurring in mild to moderate wind conditions generally did not progress past a few kilometres from the source location. B2Gold Nunavut has conducted a shipping sensitivity analysis (FEIS Appendix V7-6A) that commits to adhering to various setback distances for key marine species.

B2Gold Nunavut remains committed to including the proposed setbacks from sensitive areas in all future shipping contracts. This will include the expectation the vessel companies and Masters follow these setbacks except under emergency or unforeseen circumstances. With these setbacks in place and the low residual spill probabilities provided, a tactical response plan showing fuel spill dispersion modelling results relative to local sensitivities was not deemed a requirement, at this time preventive measures such as a strict criterion for accepting conditions for discharge, are outlined in cargo transfer procedures and in Annex 5 of this Plan. Where identified, preventive booming will be established prior to fuel offload to further protect sensitive areas. The hazing techniques and wildlife protection procedures as outlined in Section 8.4 of this plan are of the utmost importance.

5.5.2 SPILL RESPONSE MODELING

It is anticipated that Climate Change may result in greater wind speed and more frequent and severe storms. As with other climate related operations at the MLA, on-water spill response is limited to strict operational conditions. Marine spill response (containment booming, skimming, transfers, etc.) cannot operate in high winds or significant wave heights.

The following modeling points to the weathering and impacts in the event that the spill response limitations are exceeded. At present, these changes have not been noticed to the extent that they are impacting on operations. While future Climate Change may result in the reduction of operational windows, the information in the modeling below currently remains valid. Should Climate Change eventually require alteration to standard fuel transfer operations, it may become necessary to revisit the current modeling.

The 2013 Bathurst Inlet Marine Diesel Fuel Spill Modeling Report updated June 2015, (Rescan 2015) was completed to predict the fate of potential diesel fuel spills near the MLA in Bathurst Inlet during the open-water season (i.e., ~July to October). Spills were assumed to originate near the MLA. The fuel spill modeling also addressed the potential for environmental damage from diesel spills resulting from transportation and storage of fuel near the MLA. Subsections of the report predict effects on marine birds, marine mammals, and marine fish.

In open-water diesel spills, a fraction of the diesel fuel becomes entrained into the upper water column immediately under slicks by direct dissolution or by entrainment of small oil droplets through current and wave action (Mackay et al. 1980; Kuiper and Van den Brink 1987; ITOPF 2011). Diesel fuel concentrations in the contaminated water layer depend on oil properties and the level of mixing energy (winds/waves). In theory, concentrations may initially exceed the toxic thresholds of marine species present in the spill area. As the diesel fuel spreads under the influence of water currents, turbulent diffusion and weathering processes, hydrocarbon concentrations within the layer are reduced. In time, these diesel fuel concentrations will fall

below the threshold levels that cause toxicity to living organisms and ultimately decline to background levels.

The diesel volume scenarios presented in the study were modeled on hundreds of different wind conditions, from which spill probability distribution figures were identified. Modelled diesel spills were limited to the southern portion of the inlet, over two-thirds of the diesel quickly weathered out. In all simulations, the diesel dissipated within 10 days. In the detailed simulations prepared for the study, spread resulting from a 20 m³ diesel spill were only recorded near the MLA; diesel rarely spread to areas outside of the MLA.

5.5.3 MARINE BIRDS

Marine birds are one of the more vulnerable and sensitive of marine organisms to all types of oil spills. However, unlike cruder distillates, diesel spills (particularly small ones $\leq 20,000$ L) usually have limited impacts on marine bird wildlife due to the oil's high volatility (NOAA 2013). While diesel is highly toxic when in direct contact with marine birds, the number of birds affected is usually small due to the short residence times on surface waters.

Numerous marine bird species have been documented in southern Bathurst Inlet (Rescan 2012b, 2013b). Ordered from commonly (i.e., over >200 individuals counted) to rarely (i.e., less than 30 individuals) observed, these are: Canadian goose; red-breasted merganser; greater scaup; black, white-winged and surf scoters; herring and glaucous gulls; long-tailed duck; pacific, red-throated, and yellow-billed loons; and the common eider. Amongst these populations, the glaucous gull, long-tailed duck, and common eider are all listed as sensitive species in Nunavut (CESCC 2010).

In the assessments, the most apparent feature of Figure A-3.2 contained in Annex 3 of the Spill Modelling Report (Rescan 2015) is the lack of bird populations located near the MLA, which has by far the highest spill probabilities. Only a medium flock of geese and a brief observation of an unidentified fowl have been recorded within 4 km of the on-land MLA infrastructure. Conversely, the highest proportion of bird observations in the inlet is located in the small cove just south the MLA, which is seasonally inhabited by large groups of ducks and geese. Diesel particles appear to reach the cove in <10 % of simulations, and the results of the simulations indicate it would take several hours before a spill would reach the area. It is logical that birds would favour the southern cove relative to the MLA shoreline for nesting grounds, as the cove is relatively sheltered from the main currents driving the circulation in the main Bathurst Inlet channel. The alongshore currents near the MLA will disperse spills northwards.

Two other bird areas could potentially interact with diesel fuel spills: the northern shores directly across the main channel from the MLA, and the shores surrounding the peninsula to the south of the MLA. The former is largely inhabited by duck populations that span over 10 km of the coast. The diesel residual probabilities there still remain relatively low with respect to the MLA coast, some small areas can have probabilities as high as 30 %, but on average most of the coast probabilities are <10 %. The peninsula to the south, on the other hand, is far enough south to receive little diesel fuel overall, with only a few patches of <5 % probabilities present.

5.5.4 MARINE MAMMALS

Two species of marine mammals occur within the Back River Project marine wildlife Regional Study Area in Bathurst Inlet – the ringed seal (*Phocahispida*), and in less number, the bearded seal (*Erignathus barbatus*). True seals in the family Phocidae are susceptible to diesel spills due to their life history traits. Seals are frequently at the water's surface to breath, and so may come into contact with spilled fuel. Seals also use a combination of blubber and fur to insulate themselves and their fur can become ineffective when coated in fuel. Seals regularly go ashore at particular haul-out locations, where they may become fouled with fuel. Seal pups are particularly at risk of oil-related effects on fur if the fuel spill has reached a haul out location. In addition, because seals breathe at the water's surface, they can inhale and ingest spilled diesel, resulting in acute or long-term health effects. Ringed and bearded seals can also accumulate diesel through their diets of benthic crustaceans, fish, amphipods, and squid. Aerial surveys were conducted in the Marine Regional Study Area during spring (June) 2007, 2012, and 2013 to examine the use of Bathurst Inlet by seals during the sea ice period. Ringed seals were reported in Bathurst Inlet, at an overall density of approximately 2.05 seals/km² in 2012. The density was higher north of Kingaok (Bathurst Inlet Seasonal Community and Lodge) where the ice had a greater number of fractures and pressure ridges that afforded seals access through the ice. In the 20 m³ scenario, the spilled diesel would occur to the north of the Marine Laydown Area with small areas of 1-5% probability of fuel occurring to the north of the MLA as far north as Young Point. This shoreline between the MLA and Young Point was not identified as supporting a ringed or bearded seal haul out and supported few animals during aerial surveys. Few effects are predicted for the 20 m³ scenario.

5.5.5 MARINE FISHES

The following fish species found in Bathurst Inlet use nearshore, shallow water for some or all of their life cycles: Arctic Flounder (*Liopsettaglacialis*), Fourhorn Sculpin (*Myoxocephalusquadricornis*), Ninespine Stickleback (*Pungitiuspungitius*), and Starry Flounder (*Platichthysstellatus*) regularly utilize shallow and intertidal areas for all stages of their life cycle (Rescan 2013a). Other species including Capelin (*Mallotusvillosus*) and Pacific Herring (*Clupeapallasii*) are generally associated with offshore habitats, but they migrate to intertidal and shallow subtidal beaches to spawn (Rescan 2013a).

A Traditional Knowledge report identified marine areas within Bathurst Inlet known to be important fishing grounds for Inuit (KIA 2014). In the marine environment, three Arctic Cod (*Arctogadusglacialis*) fishing grounds were identified; one was 17 km north of the MLA off the end of Young Point on the western shore of the inlet, a second was identified adjacent to Quadyuk Island 30 km north of the MLA, and a third was located 17 km south of the MLA on the western shore of the inlet off a small point of land. Several freshwater fishing grounds were identified in waterbodies that flow into Bathurst Inlet, where Inuit fish for Arctic Char, Lake Trout (*Salvelinusnamaycush*), and Arctic Grayling (*Thymallusarcticus*).

In the 20 m³ scenario, the spilled diesel would remain in a very localized area near the Marine Laydown Area and move slightly to the north along the coastline. The small localized spill is not predicted to interact with the identified Inuit Fishing Areas presented in the Kitikmeot Inuit Association (KIA) 2014 report.

6 SITE ACTIVITIES

6.1 BULK FUEL TRANSFER

General MLA OHF offload procedures are briefly described here. Detailed offload procedures can be found in Annex 5 of this Plan.

The vessel to shore transfer operation at Bathurst Inlet is similar to other fuel transfer operations in the North. Fuel deliveries are transferred through floating hose that connects the Tanker Ship to a Shore Manifold. Bulk fuel transfers continue from the Shore Manifold to bulk fuel tanks through a 1,760 m, 8 inch Steel Conduit. Tides are not a major risk factor at this location; wind force and direction are the dictating environmental factors during the bulk transfer. Criteria for acceptable conditions for discharge are outlined in the cargo transfer procedures (Annex 5).

MLA OHF bulk fuel deliveries will only occur during the open water season. It is expected that once cargo operations are underway, the Tanker Ship will discharge at a rate under 750 m³/hour and at the final obtainable pumping rate and operational considerations. Transfer operations routinely take multiple days and involve extensive procedural checks to ensure all systems are working as designed. Regular communication between the vessel and shore personnel is tested frequently and is required to ensure the safe transfer of fuel and prevent any overfilling that could result in a spill. Cargo quality and volumes are vetted by a Third-Party Surveyor. Offload methodologies are described in the following sections and in Annex 5.

6.1.1 FLOATING HOSE OFFLOAD PROCEDURE

One or two 4 – 6-inch floating hose(s) are used, depending on the planned volumes and pumping speeds. The Delivery Vessel provides the floating hoses that are used during the transfer and are responsible to ensure they have current certification. Transfer hoses are anchored along their length, and additional length (slack) is laid out on the tundra immediately before the Shore Manifold and in the water. Protective fabric (Tank Liner) is secured under the slack hose(s) to protect the tundra and to create an impermeable layer in case of a spill. Detailed procedures are provided in Annex 5 of this Plan.

6.1.2 MANIFOLDS AND CONDUIT

Once the Bulk Fuel reaches the Shore Manifold, it is routed into an 8 inch, 1,760 m steel conduit that connects to the Bulk Fuel Storage Tanks. The Shore and Tank Farm manifolds are equipped with pig launchers and catchers, check valves and by-passes to ensure the bulk fuel transfer can be managed effectively and any leaks, spills or other issues can be addressed quickly and effectively.

6.1.3 HOSE AND CONDUIT CHECKS

The Shore Manifold is designed with a spill containment berm, and the tank farm manifold is contained within the bermed tank farm site. Spill containment booms are staged on the delivery vessel and on the shore for quick deployment. Spill trays or sorbent wraps are installed at each conduit connection point that is not welded, and each valve to ensure any drips are captured and noticed. Ship's crews use a workboat to regularly check the floating hose(s), the ship provides a crew member at the shore manifold

and Line Walkers check the Shore Manifolds and transfer conduit on a regular basis. Detailed information and procedures are provided in in Annex 5 of this Plan.

7 INCIDENT MANAGEMENT SYSTEM

B2Gold Nunavut has adopted the Incident Command System (ICS) and selected documents from that system's forms catalogue. The ICS is a standardized response coordination system designed to effectively employ manpower and other resources responding to an emergency event, and to coordinate with responding agencies. The ICS is divided into 5 sections; Command, Operations, Planning, Logistics, and Finance/Administration. These Sections work together with defined duties and responsibilities to resolve the incident.

The full ICS and its catalogue of forms has been adapted for use by B2Gold Nunavut (see Annex 12). This has been done without compromising the system as a whole; the ICS is designed to easily expand and integrate with other responding organizations, should it be required.

During regular fuel transfer operations, B2Gold Nunavut uses ICS Forms where possible to aid the switch to spill response operations and ICS.

Personnel trained on ICS can easily integrate into third party response management systems as they use common job descriptions, common terminology, standard ICS forms. The ICS can expand and contract easily as resources arrive or are demobilized.

7.1 INCIDENT COMMAND POST

The On-site Command Team operates from an Incident Command Post (ICP). The ICP at the MLA is located in the main administration building.

7.2 UNIFIED COMMAND

Unified Command (UC) is often miss-understood at a response to a marine source spill in Canada. This is a result of a difference in "Who has final decision-making authority", which is fundamentally different for Federal, Territorial and Provincial jurisdictional response.

The structure and authority of the Unified Command is different in Canada than it is in the United States and other jurisdictions. Additionally, the structure and authorities under Federal regulations are significantly different than they are for Territorial, Provincial and Municipal response.

The concept of Unified Command simply means that all Federal, Territorial, Provincial agencies and industry who have a functional, jurisdictional, or legal responsibility at an incident, contribute to the process of determining overall response strategies and objectives. In other words: In a marine oil spill response: if your organization is regulated by or has regulatory authority and is contributing to a response, you **MAY** be included in a Unified Command.

While it is desirable to form a limited Unified Command, it is always at the discretion of the MLA- Incident Commander who has "Final Decision-Making Authority". No individual or organization has a "right" to be on the Unified Command except the Canadian Coast Guard (CCG) for Marine sourced spills. (Note: the

CCG typically does not participate in the Unified Command). In many cases, supporting agencies will have experience with firefighting and other types and jurisdictions of emergency response. They may demand a seat on the Unified Command as they would at a fire, flood, or other type of response.

It is common in Canada at Marine and OHF spill incidents, that a Stakeholder's group is included in the Unified Command in an advisory capacity.

To respond effectively, it is critical to understand both the regulatory requirements and the advantages and disadvantages of a Unified Command.

7.2.1 UNIFIED COMMAND AT MARINE SOURCE SPILLS

The MLA Incident Commander (IC) is the lead for the MLA Incident Command Team and has "Final Decision-Making Authority" for fuel spills that fall under the jurisdiction of this Plan. This includes spills to water and marine source spills that impact on shorelines. The Delivery Vessel will also have an Incident Commander (typically the Master of the Fuel Delivery Ship) who has "Final Decision-Making Authority" for marine spills that fall under their Ship-source Oil Pollution Emergency Plan (SOPEP).

In the event of a marine spill to water (or potentially to water) during a fuel transfer, the B2Gold Nunavut and Vessel Incident Commanders work together to establish Priorities & Objectives, and to direct the response.

Acting together as a Unified Command, the two ICs can (at their discretion) invite others to participate in their decision-making process. For marine source spills, the Federal Lead Agency will be the Canadian Coast Guard.

7.2.2 UNIFIED COMMAND AT LAND SOURCE SPILLS

The Territorial Government Lead Agency Incident Commander (IC) is the lead regulator. Ultimately, they have "Final Decision-Making Authority" for Land-source fuel spills that fall under their jurisdiction. This includes spills on land that migrate to the water.

In the event of a land-side sourced fuel spill, the B2Gold Nunavut Incident Commander will establish Priorities & Objectives and direct the response until a Territorial Government Representative arrives on-scene. At that point, it is desirable that the Territorial Government Representative and B2Gold Nunavut's Incident Commander form a Unified Command (UC).

Acting together as a Unified Command, the UC invite others to participate in their decision-making process. While these secondary organizations should participate as Stakeholders in an advisory (not decision making) capacity, this will be at the discretion of the Territorial Incident Commander.

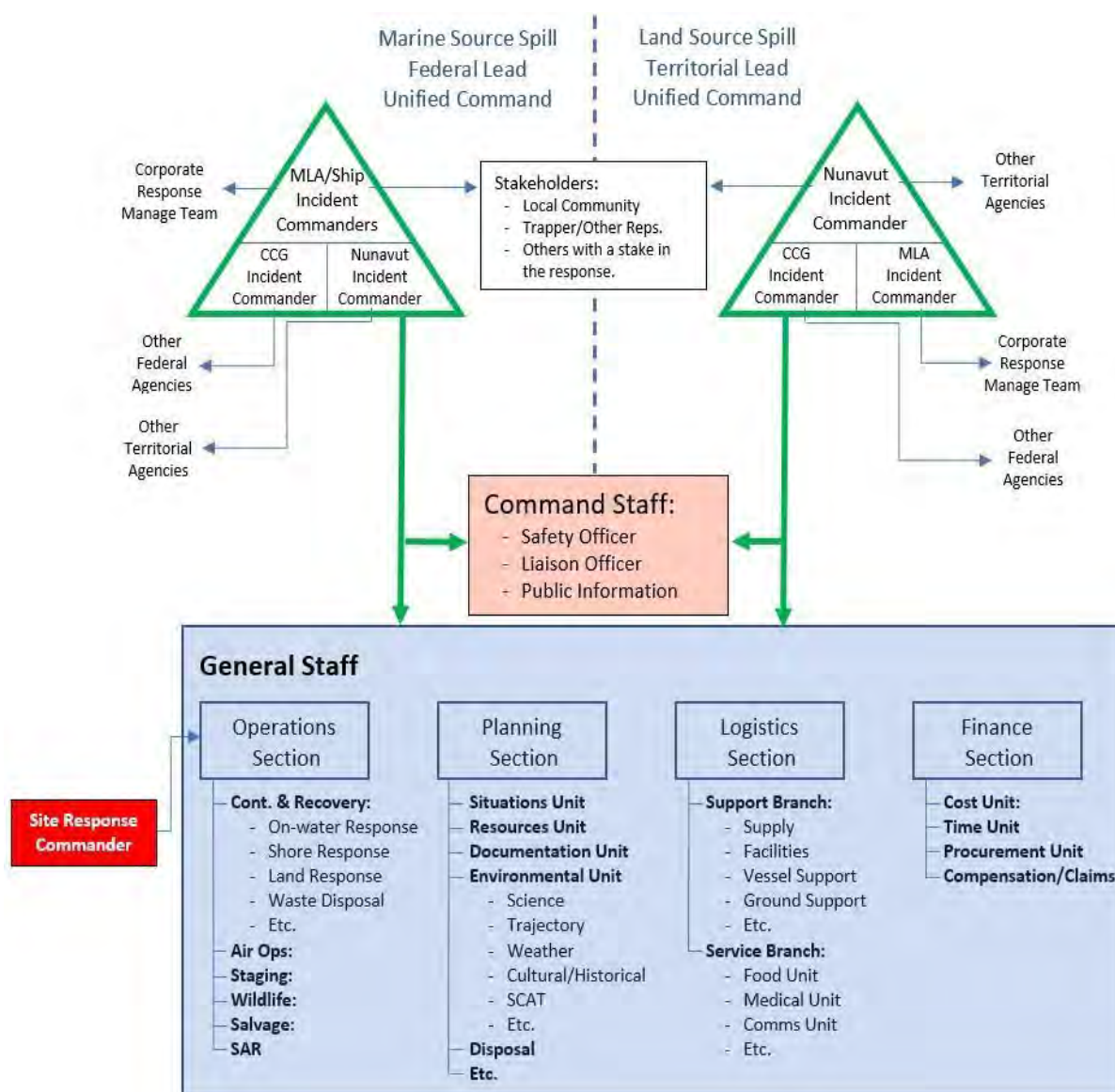
7.3 INCIDENT COMMAND STRUCTURE (INCIDENT COMMAND SYSTEM)

After the handoff from the initial operational response personnel, all spill procedures and response functions will be directed by the Incident Command Team located in the Incident Command Post.

Only those functions required under the circumstances of the event will be manned. Given the limited personnel on site, a reduced ICS Organizational structure is described for the MLA-OHF in Section 7.5

below. However, for general reference and context, the complete ICS Organizational structure is illustrated in the Figure 7-1 below.

Figure 7-1 Complete ICS Organization Structure



7.4 ICS TRAINING AND EXERCISES

Prior to the Bulk Fuel Transfer, selected MLA personnel and contractors will receive training on the duties they will be expected to perform in the ICS Incident Command Team. This training will include formal classroom instruction and shall be a component of the exercise program where the participants respond to a spill scenario at the B2Gold Nunavut MLA.

Details of the participants and the training/exercises conducted to date can be found in Annex 7.

At least 30 days prior to training, a training syllabus and agenda must be provided to TC. MLA and B2Gold Nunavut staff and other personnel will be selected for training in advance of the annual transfer. It should be noted that the Incident Command Post shall be prepared to function 24/7 for the duration of the transfer operation.

7.5 SELECTED B2GOLD BACK RIVER MLA POSITIONS (INITIALLY STAFFED)

All positions listed below may have the initial position holder replaced by a higher ranking or more qualified individual at any time.

Note: An individual may fill more than one position. If an individual holds a position in the ICS Incident Command Team, all duties and responsibilities of unfilled positions that report to that individual on the Organization Chart fall to that person. It should be readily apparent that the need to recognize such a lack of manpower and staff such position(s) early is vital.

7.5.1 INCIDENT COMMANDER (IC)

They have the authority to commit any and all resources of the Corporation. The MLA IC is authorized and responsible for ensuring that the response to an oil spill incident is immediate, effective, and sustained. The MLA IC will be made available to the Department of Transport and the Canadian Coast Guard during the entire response to the discharge (as per ERR 13(1)(e)).

7.5.2 SAFETY OFFICER (SO)

The function of the Safety Officer (SO) is to anticipate, detect and correct unsafe situations. The Safety Officer acts as the safety conscience for the response.

Field responders have a Safety Watch on site to monitor/assist with safety related questions. Safety Watch(es) functionally report to the Operation Section Chief for the purposes of coordination. They also have dotted line reporting to the Safety Officer who has oversight of all spill response operations.

7.5.3 PUBLIC INFORMATION OFFICER (PIO)

The Public Information Officer (PIO) is responsible for providing information to internal and external stakeholders. The PIO works with all members of the Command and General Staff to gather information and to keep the team informed and acts as the focal point for Incident information.

The PIO role is directly linked to the Corporate Communications role on the Response Management Team at Head Office. The PIO advises the MLA Incident Commander on information dissemination and media relations.

For large multiple agency incidents, PIO's from the various organizations may form a Joint Information Centre (JIC) to coordinate their messages.

7.5.4 EXTERNAL LIASON OFFICER (ELO)

The External Liaison Officer (ELO) is the point at the incident for assisting, coordinating, and communicating with regulators and stakeholders at the site of the incident.

The primary goal of the ELO is to ensure that all agencies and stakeholders are regularly communicated with, kept up-to-date and their concerns are communicated to the chain of command. The ELO will ensure that all external relations are maintained, and issues are addressed. The ELO works closely with the PIO.

7.5.5 OPERATIONS SECTION CHIEF (OPS)

The Operations Section Chief (OPS) develops and directly manages all initial response incident tactical activities based on the Facility Response Plan and, after the Incident Command Post (ICP) assumes control of the response, implements the Incident Action Plan(s) (IAP).

7.5.5.1 SITE RESPONSE COORDINATOR

The Site Response Coordinator manages the First Response and is essentially the initial Incident Commander until replaced or until such time as the formal Incident Command Team in the Incident Command Post (ICP) assumes control.

7.5.6 PLANNING SECTION CHIEF (PLN)

The Planning Section Chief (PLN) oversees all incident-related data gathering and analysis regarding incident operations and assigned resources. Conducts Planning meetings and prepares the Incident Action Plan (IAP) for each operational period. The Planning Section Chief is a member of the General Staff.

7.5.6.1 DOCUMENTATION UNIT LEAD

The Documentation Unit Lead (DUL) maintains accurate and complete incident files, including a record of the major steps taken to resolve the incident; provides duplication services to incident personnel and files, maintains and stores incident files for legal, analytical, and historical purposes.

This Unit compiles and publishes the Incident Action Plan (IAP) and maintains the files and records that are developed as part of the overall IAP and planning functions.

7.5.7 LOGISTICS SECTION CHIEF (LOG)

The Logistics Section Chief (LOG) provides all the support needs for the incident such as ordering resources and providing facilities, transportation, supplies, equipment maintenance and fuel, food service, communications, and medical services for incident personnel. The Logistics Section Chief is a member of the General Staff.

7.5.7.1 PROCUREMENT UNIT LEAD

The Procurement Unit Lead (PUL) administers all financial matters pertaining to vendor contracts.

This Unit coordinates with local jurisdictions to identify sources for equipment, prepares and signs equipment rental agreements, and processes all administrative requirements associated with equipment rental and supply contracts. In some cases, the Supply Unit in the Logistics Section will be responsible for certain procurements.

7.5.8 FINANCE/ADMINISTRATION SECTION CHIEF (FIN)

A Finance/Administration Section under the Finance/Administration Chief (FIN) is established when there is a specific need for financial and/or administrative services to support incident command activities. Large or evolving scenarios involve significant funding originating from multiple sources.

In addition to monitoring multiple sources of funds, the Section Chief must track and report to the IC/UC the accrued cost as the incident progresses. The Finance/Administration Section Chief is a member of the General Staff.

7.6 ROLES AND RESPONSIBILITIES

The B2Gold Nunavut MLA site is located in an isolated area and operates on a 2-crew cycle. Oil Spill Training (Annex 7) is timed to overlap these shifts to ensure crews on-site during a transfer would be trained.

In the regulated planned response (5 m³ with full recover over 6 days), it is unlikely that media would attend the site. The role of the Public Information Officer would be managed by the Incident Commander who would communicate pertinent information to Corporate Communications as part of their regular briefings. The Incident Commander would also act as the External Liaison as any regulatory responders would link with the IC and form a Unified Command.

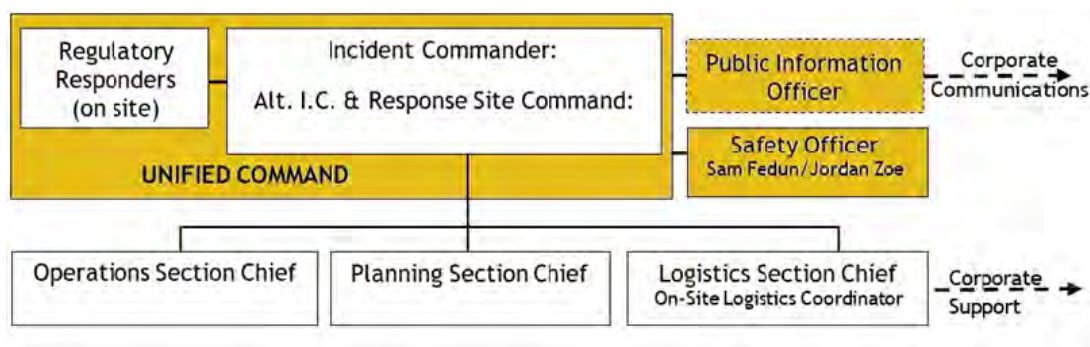
The role of the Logistics Section Chief will be filled by the Site Logistics Coordinator. This is a full-time role that is on-site at all times.

Finance and Administration will be delegated to the associated corporate departments.

7.6.1 ORGANIZATION STRUCTURE

The following organization structure (Figure 7-2) reflect the Scenario in Section 0 of this plan.

Figure 7-2 Complete ICS Organization Structure



7.7 SELECTED ICS FORMS FOR B2GOLD BACK RIVER MLA

ICS forms used by B2Gold Nunavut include those listed below. These forms can be found in Annex 12 of this Plan.

- ◆ ICS 201 Incident Briefing (4 pages)
 - ◇ Sketch and Initial Assessments
 - ◇ Objectives/Current and Planned Actions
 - ◇ Current Response Organization
 - ◇ Resources Tracking Summary (personnel & equipment)
- ◆ ICS 204 Assignment List
- ◆ ICS 205 Radio Communications Plan
- ◆ ICS 207 Organizational Chart
- ◆ ICS 208 Site Safety Plan
 - ◇ This is not the official ICS Form 208 design. For this one B2Gold Nunavut will adopt the MDSRC 3 page Site Health & Safety Plan designed for use in Arctic conditions.
- ◆ ICS 211e Check-in List
- ◆ ICS 215 Operational Planning Worksheet
- ◆ ICS 230 Daily Meeting Schedule
- ◆ ICS 232 Resources at Risk Summary
- ◆ Incident Action Plan (IAP) Cover Page & Executive Summary

7.8 EQUIPMENT

To provide adequate response to a spill, B2Gold Nunavut maintains spill equipment to meet and exceed the regulatory requirements set out in the Emergency Response Regulations.

Spill kits are strategically placed primarily in areas of fuel handling to facilitate immediate first response in the event of a fuel spill to land. A complete list of MLA-OHF spill response equipment can be in Annex 4 of this plan.

In addition to the spill response material, a variety of heavy equipment including excavators, front-end loaders, bulldozers, haul trucks. A workboat for inland water use is available to aid in spill response and recovery efforts. These resources are also listed in Annex 4.

It is anticipated that the equipment on site (between the MLA OHF and the Delivery Vessel(s)) will be appropriate to respond to all anticipated spills. However, should additional equipment be needed it may be sourced from the organizations listed in Section 4.2.4.

7.9 COMMUNICATIONS

Effective communication systems are critical to the success of emergency responses. From first person on scene to the Incident Commander responders rely on the ability to quickly relay accurate information. Communication types available at the Project site during an emergency are:

- ◆ Hand-held radios (programmed for selected B2Gold Nunavut radio channel and vessel VHF channel);
- ◆ Telephones (Land lines linked through the satellite internet connection);
- ◆ Satellite Phones; and
- ◆ Internet (Satellite internet connection).

Note: A detailed Communications Plan and structure is included in Annex 5

7.9.1 HANDHELD RADIO COMMUNICATIONS

During an emergency, the primary communications link between all MLA emergency response personnel is through the MLA's radio repeater system. All site radios are programmed with a repeater channel that allows for clear communications, to most of the site. Additional working channels are also programmed.

During an emergency, radio communications should be kept to a minimum. B2Gold Nunavut will assign a dedicated working channel on its radio network for any related response operations. All persons with radios will keep them tuned to this channel.

Marine operations related to the transfer, including hourly checks and emergency stops etc., are communicated on a dedicated VHF – delivery ship working channel. MLA site radios used by those directly involved with the transfer, are programmed with this channel.

7.10 TELEPHONE COMMUNICATIONS

During an emergency, telephone communications will be used to:

- ◆ Notify internal personnel and resources; and
- ◆ Notify external personnel and resources.

To supplement radio communications, the site telephone system may be used to alert external response personnel during an emergency response.

Communications links with Corporate B2Gold Nunavut office may also be required during some emergency situations. Constant communications links will be established by telephone where off-site assistance is required (from B2Gold Nunavut, or external resources such as medical practitioners or SAR/Coast Guards).

7.11 COMMUNICATIONS WITH THE PUBLIC

Authorized B2Gold Nunavut Senior Management will provide external communication to the public during emergencies. To do this, Senior Communications staff will work with the ICS – ICP (at the MLA) to gather

response and other information. All communications from the public should be forwarded to the Staff Communications team.

Local residents, community leaders, other stakeholders, and non-governmental agencies will be contacted as appropriate. Designated officer(s) will coordinate dissemination of information to the media whenever necessary. Fuel spill reporting and notification information can be found in Section 8.3 of this Plan.

7.12 MULTIPLE EMERGENCY EVENTS

The potential exists for multiple emergencies to occur simultaneously.

In the event of multiple emergencies, all emergency response activities will continue to be coordinated through the Site – Incident Command Post. The MLA Incident Commander may identify Deputies to each separate response to coordinate their efforts. Operations will be shut down and all personnel not assisting with response will be on standby, awaiting instructions to assist if necessary.

8 GENERAL SPILL RESPONSE PROCEDURES

Section 39 of the Vessel Pollution and Dangerous Chemicals Regs state “In the event of an emergency during a transfer operation, the master of a vessel and the operator of a handling facility engaged in the operation must take all necessary measures to rectify or minimize the emergency’s effects”.

The following Section provides an outline and summary of the general spill response plans and procedures at the MLA.

In all cases when a spill occurs, all transfer operations are to be shut down and not restarted until an assessment has been made. See Communications in Annex 5. Prior to restart, all transfer systems must be inspected, and mutual agreement on the restart procedures must be agreed to by the Ship’s Captain and the MLA-OHF Supervisor.

This plan outlines the notification procedures, roles and responsibilities of the Incident Command and operations team. An overview of external notification requirements and their regulatory logic is provided in Section 8.3. A detailed reporting matrix and all relevant contact information and priorities can be found in Annex 5. The MLA Transfer Supervisor must ensure that personnel safety is their first priority and that safety issues are planned for and mitigated before an incident. Following activation, an assessment needs to be made to identify all risks, potential impacts, and other spill response issues, and to prioritize the response. In all cases, Safety is the priority.

Full details of the properties and hazards associated with fuel products being transferred, can be found in the Safety Data Sheets (SDS) in Annex 8 of this Plan.

When responding to spills, all safety procedures for handling the products must be observed. The following specific measures must be followed with spills on water or on land:

- ◆ Notify internal personnel and resources;
- ◆ Appropriate personal protective equipment must be worn at all times during response operations;

- ◆ All planned and appropriate measures to ensure personnel safety and the safety of the facility and the closest communities;
- ◆ Eliminate ignition sources;
- ◆ Isolate the area and restrict access to only response related persons. Request help to control personnel access, if necessary;
- ◆ Never enter inside and/or within the radius of the contaminated area unless authorized to do so;
- ◆ Have a fire extinguisher close by. If a fire starts, extinguish the fire only if it is safe to do so without exposing yourself to unnecessary risks and, you were trained to do so; and
- ◆ Report the Spill

Through the spill training initiative, all spill response personnel will be fully briefed on the procedures to be followed to report a spill and initiate spill response. The first person to notice a significant leak or spill will take the following steps:

1. Immediately warn other personnel working near the spill area;
2. Evacuate the area if the health and safety of personnel is threatened;
3. Notify an appropriate supervisor, who will initiate the spill response operations; and
4. In the absence of danger and before the spill response team arrives at the scene, take the safe and reasonable measure to stop, contain and identify the potential fate of the spill.

Vessel Pollution and Dangerous Chemicals Regulations 35 (4) state that “if a transfer conduit or a connection leaks during a transfer operation, the supervisor on board the vessel and the supervisor at the handling facility or on board the other vessel must, as soon as feasible, slow down or stop the operation to remove the pressure from the conduit or connection”.

All spill response actions carried out by the spill response team will follow these general procedures:

Cease Transfer Operations - In all cases immediately upon detection of a spill, all transfer operations are to be shut down and not restarted in any manner that would interfere with the immediate, effective, and sustained response to the oil pollution incident.

This may be done by broadcasting on the dedicated B2Gold Nunavut radio channel **“STOP PUMP, STOP PUMP, STOP PUMP”** followed by your name, position, location and why you have initiated the system shut down. Details of air horn signals to be used in case of radio failure may be found in the Communications Section of this document.

Source Control - Reduce or stop the flow of product without endangering anyone, including yourself. This may involve very simple actions such as closing shore valves, sealing a puncture hole with almost anything handy (e.g., a rag, a piece of wood, tape, etc.), raising a leaky or discharging hose to a level higher than the product level inside the tank etc.

Control of Free Product - Prevent and limit the spread of the spilled material. If possible, accumulate/concentrate spilled product in an area to facilitate recovery. Barriers such as berms may be positioned down-gradient of the spill to slow or stop the progression of the spill. Barriers can consist of absorbent booms, dykes, berms, or trenches (dug in the ground). Deployment of floating booms to contain a marine spill should be carried out by the spill response team as soon as safe and practical.

Protection - Evaluate the potential dangers of the spill in order to protect sensitive ecosystems and natural resources. Block or divert the spilled material away from sensitive areas where possible.

Cleanup The Spill - Recover and containerize as much of the spilled product as possible. Recover contaminated soil and water. Pressure-wash contaminated bedrock, anthropomorphic and other suitable shorelines. Recover as much of the product as possible, for containerization and/or treatment.

Report the Spill - Provide basic information such as date and time of the spill, type and amount of product discharged, location and approximate size of the spill, actions already taken to stop and contain the spill, meteorological conditions and any perceived threat to human health, property, or the environment. Reporting requirements are presented in Section 8.3 of this plan. ICS Form 201 is ideal for the purpose of information gathering.

8.1 HEALTH AND SAFETY

B2Gold Nunavut and its senior management are committed to ensuring the health, safety, and welfare of employees, contractors, and visitors. As a consequence, B2Gold Nunavut requires all personnel to regard accident prevention and working safely as a collective individual responsibility.

B2Gold Nunavut conducts all site activities in accordance with all applicable Federal and Territorial- Health and Safety Regulations. The following regulations apply to the activities described in this Oil Pollution Emergency Plan:

- ◆ Northwest Territories, *Nunavut Worker's Compensation Act*- Provides the territorial legislation covering the health and safety of workers in Nunavut.
- ◆ *Mine Health and Safety Act* and Regulations (Nunavut)- Provides specific health and safety guidelines for mines operating in Nunavut: Section 2(1) Duties and Responsibilities (the Owner).
- ◆ Canada Labour Code Part II – Provides federal regulations for the health and safety of workers involved in shipping and marine port operations.

B2Gold Nunavut requires and provides WHMIS training for all employees and contractors throughout the Back River Project: Mine Health and Safety Act and Regulations, Part VI Regs. Training 6.03.

It is also a requirement for supervisory personnel to hold level 1 or level 2 certification as required by the Mine Health and Safety Act: Mine Health and Safety Act and Regulations, Part V Regs. Supervision.

Comprehensive general training is provided to all MLA and contractor personnel. Specific training related to spill response and associated activities is provided to all potential responders through B2Gold Nunavut's marine spill response training program. Details of the MLA spill response training program can be found in Section 10.1 of this Plan.

8.1.1 PERSONAL PROTECTIVE EQUIPMENT REQUIREMENTS

B2Gold Nunavut and its senior management are committed to ensuring the health, safety, and welfare of employees, contractors, and visitors. As a consequence, B2Gold Nunavut requires all personnel to regard accident prevention and working safely as a collective individual responsibility.

The following paragraph is meant as a general guide. Specific PPE will always need to be assessed as part of the pre-work Field Level Hazard Assessment (FLHA) and the specifics are outlined in the associate SOP. In general, responder, personal protective equipment requirements (PPE) will include:

- ◆ Hard hat;
- ◆ CSA-approved work boots;
- ◆ Safety glasses;
- ◆ Work gloves; and
- ◆ Orange/yellow retro reflective vests.

For personnel who may come into contact with spilled product, additional PPE may include:

- ◆ Impermeable gloves (nitrile or rubberized gloves). **Note:** these should be “gauntlet” style as opposed to gloves with a cotton/cloth wrist band.

Workboat and shoreline responders will additionally wear:

- ◆ Approved personal flotation device.

Personnel involved in spill retrieval and clean-up may also be required to wear:

- ◆ Disposable boot covers;
- ◆ Rain suits or disposable coveralls;
- ◆ Hair covers;
- ◆ Face masks; and
- ◆ Respirators.

8.2 COORDINATION WITH COAST GUARD AND GOVERNMENT AGENCIES

8.2.1 CANADIAN COAST GUARD

The response to spills at the MLA-OHF shall be managed in coordination with the CCG who are the lead response agency north of 60°.

The Central & Arctic Regional Response Plan (2008) and the Kitikmeot Region, Nunavut Area Plan outline the CCG’s response capability for the region. This plan is a component of the Canadian Coast Guard National Response Plan. The CCG Plan establishes the framework and procedures, by which CCG Central & Arctic Region will prepare for, assess, respond, and document actions taken in response to Marine spills in the Canadian Arctic. This capability, and the information contained in the Coast Guard plan is of considerable valuable in the planning and response to spills at the MLA-OHF.

In 2007, the CCG undertook an evaluation of risk and requirements for additional Arctic pollution response equipment. This resulted in the purchased and staging of Arctic Response Packs in 19 communities throughout the Arctic. In 2020, the CCG, as part of the Ocean Protection Plan, acquired and staged additional spill response equipment throughout the Arctic.

Along with the deployment of the Arctic Response Packs, the CCG provided training where the Arctic Community Packs are located (Transport Canada 2014). Community residents can therefore play a role in helping the lead response agency, the Canadian Coast Guard, should a marine spill occur.

Note: CCG spill response resources can be accessed through the CCG.

8.2.2 ECCC – NATIONAL ENVIRONMENTAL EMERGENCY CENTRE

The CCG is the lead agency with primary jurisdiction for marine spills. In that role, the CCG oversees and monitors response and recovery efforts by the responsible party and may request that Environment and Climate Change Canada (ECCC) provide scientific and technical advice.

Additionally, ECCC has legislative responsibility to address pollution incidents that impact federally managed resources such as fish and wildlife under the Fisheries Act and the Migratory Birds Convention Act, as well as hazardous substances regulated by the Environmental Emergency Regulations. Environment and Climate Change Canada may issue directions under its legislative mandate if the environment is not being adequately protected and, when warranted, take over the lead agency role.

In a marine fuel spill response, any direction orders from ECCC or other agency to the MLA Incident Commander must be routed through the CCG Incident Commander as the Federal Lead. At no time should the MLA Incident Commander “choose” between conflicting Agency directions. These decisions should always be prioritized by the CCG Incident Commander.

In the event of a marine fuel spill that requires ECCC’s involvement, the National Environmental Emergencies Centre is ECCC’s focal point for the provision of scientific advice, such as weather forecast, dispersion, trajectory modeling, and fate and behaviour of hazardous substances. ECCC will also provide guidance through the CCG-IC on clean-up priorities, techniques, and the protection of sensitive ecosystems. Environment and Climate Change Canada's Emergency officers have Hazardous Materials (HAZMAT) expertise that enables response in the event of spills involving hazardous materials.

The B2Gold Nunavut ICS Planning Section Chief (or designate) acts as the link with the ECCC National Environmental Emergencies Centre.

8.2.3 OTHER GOVERNMENT AGENCIES

For Marine spills, all other government agencies will be managed and will coordinate under the CCG as the Federal Lead Agency.

8.3 REPORTING REQUIREMENTS

In the event of a marine fuel spill, the following reporting procedures must be followed. **Note:** additional guidance and procedures are provided in Annex 5 of this Plan.

8.3.1 CANADIAN COAST GUARD REPORTING REQUIREMENTS

All spills and anticipated spills of a marine nature will be reported to the Canadian Coast Guard (Central and Arctic region) at 1-800-265-0237 (24-hour). The fax number for transmission of the written report is (519) 337-2498.

8.3.2 REPORTING TO TRANSPORT CANADA

Oil Handling Facilities (like the MLA) also need to report to Transport Canada if there is a fuel spill to water.

Vessel Pollution and Dangerous Chemicals Regulations

133 Oil handling facilities:

1. The operator of an oil handling facility who is required to have an oil pollution emergency plan under paragraph 168(1)(d) of the *Canada Shipping Act* (2001) must, as soon as feasible:
 - a. Report any discharge or anticipated discharge of oil to the federal emergency telephone number identified in the oil pollution emergency plan; and
 - b. Report in writing any discharge or anticipated discharge of oil to the Department of Transport Marine Safety Office nearest to the facility.
2. The report must include the following information:
 - a. The identity of any vessel involved;
 - b. The name and address of the oil handling facility;
 - c. The name and position of the person who is responsible for implementing and coordinating the oil pollution emergency plan;
 - d. The date, time and location of the discharge or the estimated date, time and location of the anticipated discharge;
 - e. The nature of the discharge or anticipated discharge, including the type and estimated quantity of oil involved;
 - f. A description of the response actions to be taken;
 - g. On-scene conditions; and
 - h. Any other relevant information.

The Vessel Pollution and Dangerous Chemical Regulations, (SOR 2012-69) require that any spills be reported to the nearest office of Transport Canada as follows:

Krista Olafsson
Regional Environmental Preparedness and Response
Transport Canada / Government of Canada
Krista.olafsson@tc.gc.ca / Cel: 431-334-2851 / TTY: 1-888-675-6863

Miguel Parent
A/Manager, Regional Environmental Response Program Transport Canada/Government of Canada
344 Edmonton St.
Winnipeg, Manitoba R3C 0P6
miguel.parent@tc.gc.ca Cel: 204- 204-227-1381 / TTY: 1-888-675-6863

Alana Swain
A/Manager, Marine Safety
Transport Canada - Prairie and Northern Region / Government of Canada
Box 8550, 344 Edmonton Street, Winnipeg, MB, R3C 0P6
alana.swain@tc.gc.ca / Cel: 204-430-9813 / TTY: 1-888-675-6863

Reporting of marine spills shall be in accordance with Transport Canada Guideline TP-9834E, "Guidelines for Reporting Incidents Involving Dangerous Goods, Harmful Substances and/or Marine Pollutants." Detailed harmful substances report requirements are outlined in Appendix A-2 of the guideline, a copy of which is included in Annex 9 of this plan.

8.3.3 REPORTING TO THE GOVERNMENT OF NUNAVUT

Quantities of hazardous substances spilled that require reporting are listed in Schedule B of the Nunavut Spill Contingency and Reporting Regulation. As soon as possible and safe to do so, all spills should be reported to the 24-hour Spill Report Line:

24-Hour Spill Report Line:
spills@gov.nt.ca
Tel: (867) 920-8130
Fax: (867) 873 6924

Failure to report a spill can lead to fines. The KIA Lands Administrator should also be promptly notified at (867) 983-2458 or via e-mail (srproject@kitia.ca). Similarly, the INAC Water Resources Officer will be promptly notified of the spill event to land of freshwater at (867) 975-4548 or via e-mail omer.pasalic@canada.ca

It is the responsibility of the MLA- Incident Commander to prepare reports and transmit them to regulatory authorities. If the Responsible Party is B2Gold Nunavut, the Environmental Supervisor on behalf of the Operations Manager will prepare the reports and transmit them to regulatory authorities.

The spill event is reported in writing using the standard NWT-NU Spill Report Form (See Annex 9).

In the event of a spill involving the marine carrier delivering bulk fuel, B2Gold Nunavut will ensure that the marine carrier reports any spills under its responsibility.

8.4 WILDLIFE PROTECTION PROCEDURES

Due to the comparative rarity of bulk fuel spills in recent decades, technical expertise in the areas of wildlife rescue and rehabilitation has become concentrated in a small handful of companies in North America who specialize in wildlife spill response. These companies provide technical specialists and equipment and are prepared to mobilize to any site in North America to lead wildlife response activities. In 2022, B2Gold Nunavut reached out to one of these companies to confirm their ability, availability, and willingness to lead a wildlife spill response at the Back River Project, should it ever become necessary. These capabilities have now been confirmed and background provided on logistical constraints and available equipment and facilities.

Any wildlife-related spill response activities such as hazing or live animal retrieval will be undertaken under the guidance of a technical specialist from one of these companies, and/or as required by the Canadian Wildlife Service (for migratory birds) or Fisheries and Oceans Canada (for marine mammals) and the Nunavut DOE Wildlife Management Division.

Hazing and other deterrents will be used to prevent wildlife from entering the contaminated area. This will be accomplished using a combination of audible and visual devices, including but not limited to:

- ◆ Pyrotechnics (e.g., shell crackers, screamers, propane cannons for shore based spills);
- ◆ Visual scare tactics (e.g., helicopters, emergency response vessels, or other water vessels);
and
- ◆ Exclusion (e.g., netting applied in smaller contaminated areas).

Table 8-1 Emergency Contacts in Case of Wildlife Impacts

Organization	Location	Contact	Details
Canadian Wildlife Services (CWS)	TBA	TBA	Knowing and providing information on the migratory bird resource and species at risk (under CWS jurisdiction) in the area of a spill (this includes damage assessment and restoration planning after the event) Minimizing the damage to birds by deterring oiled birds from becoming oiled Ensuring the humane treatment of captured migratory birds and species at risk by determining the appropriate response and treatment strategies that may include euthanization or cleaning and rehabilitation
Focus Wildlife	Vancouver, BC, Canada	1-800-578-3048; https://www.focuswildlife.org/	Oiled wildlife preparedness and response, including related permitting, and have mobile resources.
			Provide veterinary care and rehabilitation for wildlife.
Cobequid Wildlife Rehab. Centre	Brookfield, NS	1-902-893-0253	Provide veterinary care and rehabilitation for wildlife
Nunavut Emergency Management	PO Box 1000, Stn. 700 Iqaluit, NU X0A 0H0	1-800-693-1666	Nunavut Emerg. Management is responsible for developing territorial emergency response plans, coordinating general emergency operations at the territorial and regional levels, and supporting community emergency response operations.
International Bird Rescue	California and Alaska	1-888-447-7143	Wildlife rehabilitation specialists, can manage all aspects of wildlife response

8.5 CONTAMINATED SOIL TREATMENT AND DISPOSAL

Plastic sacks, steel drums, or other appropriate containers as approved by the Environmental Supervisor, are used to contain, and transport contaminated soil for treatment. Depending on the nature of the spill, contaminated soil may be treated.

Contaminated soil and land areas should be stored or remediated on-site or shipped to a licensed facility for treatment and disposal. Contaminated soil resulting from the spill of hazardous chemicals will be treated as a hazardous waste and shipped to a licensed facility for treatment and disposal. Temporary storage of larger volumes of contaminated soil may be within lined berms.

8.6 INCIDENT INVESTIGATION

Following an incident, an incident investigation will be conducted to determine the causes and contributing factors. Incident Investigations are to be carried out in accordance with B2G Gold Nunavut form "Incident Investigation Form with ICAM - FOR-16-004 Rev 4".

The undertaking of an investigation of a discharge or potential discharge in order to determine the causes and contributing factors shall determine the actions that are needed to reduce the risk of reoccurrence. The results of the investigation shall be considered at each plan review and updated as required in Section 11 of the OPEP.

9 SPILL SCENARIOS AND RESPONSE STRATEGIES

B2Gold Nunavut is committed to planning for spills at the MLA-OHF using an analysis of possible spill scenarios. This incident analysis is based on real operations, and potential quantities spilled. Quantities are based on pumping rates and estimated times to halt pumping operations.

Note: The Custody Transfer Point is the point at which the fuel first passes through the Shore Manifold.

In the development of the scenarios the following constant factors have been applied:

- ◆ The type of vessel that is employed for the bulk fuel delivery is a Type 2, Ice classed, double hulled, multi-compartment Chemical Tanker Ship. The vessel will be anchored 300-500 metres offshore from the Shore Manifold, and anchored stern-in;
- ◆ The product involved in the delivery is Ultra Low Sulphur Diesel (ULSD) and is classified as a non-persistent combustible liquid hydrocarbon. Full details of the properties and hazards associated with the fuel product can found in Annex 8 "Safety Data Sheets", of this Plan;
- ◆ ULSD has a relative low viscosity, is clear to yellow in color and will float readily when spilled. It should be anticipated that any spillage will rapidly spread, and a high rate of evaporation will occur. Wind and currents will be the most important factors in promoting the spread of the product on the water surface. Site-specific information on these as well as other physical factors are provided in Section 5.3 of this Plan;
- ◆ Where environmental sensitivities are mentioned in the scenario, these relate to the area sensitivities as outlined in Section 5.3 and Annex 3 of this Plan;

- ◆ Local topography plays an important part in wind direction and force. It is generally noted at the MLA that the most common wind direction is from the north and northwest 17 % and 15 % of the time respectively. Wind speed is at more than 5 m/s 45 % of the time but less than 9 m/s approximately 86 % of the time. On average, wind speeds during the summer were slightly lower than those during winter. winter wind speeds; and
- ◆ As is indicated in the Plan, upon discovery of spill or leak, all fuel transfer operations are stopped.

The following steps will ensure that the general response time limits outlined in the regulations are met:

- ◆ Deployment of containment boom/control/containment equipment: 0-1 hours following the spillage event;
 - ◇ The tidal waters adjacent to the Shore Manifold is where the highest potential for a spill or leaks exist. This area will be protected by staging containment booms on the beach, ready for immediate deployment in a Diversion configuration. In the event of a release to the water, this boom will be towed and held in place using a pre-identified and standby Delivery Ship work boats.
 - ◇ The goal after a spill to water is to deploy the boom so that spilled fuel is diverted to a recovery area on shore within one hour.
 - ◇ Additional containment boom, as well a range of other containment and control equipment will be available from the Tanker Ship, as outlined in Annex 6.
 - ◇ Deployment of skimming/recovery/clean-up equipment: 0-6 hours following a spill.

A Drum skimmer and diesel/hydraulic power pack will be pre-staged at the containment area. The unit will be tested and ready to go, in the event of a spill. Additional recovery equipment and consumables will be staged adjacent to the Transfer Manifold for immediate deployment in the event of a spill or leak.

9.1 BULK FUEL TRANSFER SPILL SCENARIOS

Bulk fuel transfer procedures are described in detail in Annex 5 of this Plan.

In addition to the B2Gold Nunavut MLA's own spill response equipment and supplies, the delivery tanker has, appropriate response gear and consumables on board and the crews are fully trained in their use. Like the MLA OHF OPPP/OPEP plan, the delivery vessel also has a Shippers Oil Pollution Emergency Plan (SOPEP). These plans are designed to work together, and both plans are regulated and inspected by Transport Canada.

During vessel to shore discharge of the product, the full length of the floating hoses will be visually inspected on a regular basis (either continuously or hourly depending on length). Additionally, the shore manifold, conduit and the storage tank/manifold will be monitored while fuel transfers are active. The Vessel, Shore Manifold and Tank Farm Transfer Supervisors are in charge of hose connections/disconnections and the actual delivery of the approved quantity of fuel to the applicable tank. Transfer Supervisors and all transfer team members are in direct radio communication, either on the B2Gold Nunavut dedicated radio channel, the pre-selected Marine VHF channel or both. A backup alerting and Emergency Stop arrangement using Air Horns is described in the Communications Section of this

document. This is in place in the unlikely event of a simultaneous failure of both radio systems, or in other exceptional circumstances.

A visual pressure gauge is installed at the Vessel Transfer Manifold. The receiving manifold is manned at all times. It is the Vessel Transfer Supervisor's responsibility to perform regular pressure monitoring. All discharge hose conduits are hydrostatically tested annually, clearly marked and identified. Copies of the test certificates for all hoses and conduits being used in the Fuel Transfer are to be submitted to the OHF prior to discharge.

In addition to annual hydrostatic testing, all hoses and conduits are pressure tested at the start and every re-start of the transfer process.

The following spill scenarios accept that the initial spill response actions outlined in Section 7 have been addressed. The scenarios are designed for the purpose of identifying the appropriate actions and resources required for a specific incident. They are designed to show how the equipment and trained personnel come together to respond effectively. The scenarios are intended as a guideline only. Any real response will need to be assessed and responded to uniquely.

Detailed spill response scenarios related to the bulk fuel transfer, and the appropriate actions and resources required, are outlined in Table 9-1 through 9-3. Procedures which may be followed in the event of a complete discharge event (per requirement 11(1)(b)(ii) of the Environmental Response Regulations), are described in Section 9.3. In each scenario described below, the initial priority actions are to shut down the transfer operation and isolate the hazardous area from all non-essential personnel.

Table 9-1 Vessel to Shore Fuel Spill Response Scenario Actions and Resources Required

Source of Discharge	Potential Loss	Appropriate Actions	Resources Required
Failure of a floating section of transfer hose between the Vessel and shore manifold	5,000 L	1. IMMEDIATELY SHUT DOWN FUEL TRANSFER 2. The hose monitoring work boat responds immediately to the break and begins applying brackets to “choke” the hose and stop the flow. 3. In addition to “choking” the failed floating hose, the Work Boat #1 crews will deploy 2-3 uninflated red “Scotty” floats into the spilled fuel. This will aid in tracking the fuel on water. 4. Pre-staged containment booms are deployed by the delivery tanker’s 2nd Work Boat to divert the spilled fuel to shore. 5. The pre-deployed equipment ashore includes a section of shore containment boom, hoses/pump, the skimmer unit and portable storage. Shore crews will deploy additional booms and sorbents to enhance shore protection, containment and recovery operations. 6. As soon as practical, notify the CCG of the spill, and initial information related to the regulatory reporting requirements will be communicated. 7. Work Boat #1 continues to contain the flow from the floating hose and recovers fuel using sorbents. 8. Work Boat #2 continues to pull on the deployed containment boom, keeping it in place using the provided line ups. 9. The MLA Workboat supports shore recovery, and monitors the movements of the spilled fuel 10. The MLA Workboat focuses on monitoring the success of the diversion boom to deflect the spilled fuel into the shore. If this is not working, adjustments can be made to increase efficiency. If adjustments do not work, the 2nd Work Boat will be instructed to reposition the boom so that it works to deflect the spilled fuel into open water. 11. If the deflection strategy is warranted, the MLA workboat can push on the beach inside the skimmer bight and use its wash to enhance the deflection boom’s effects. 12. On smaller spills, the deflected fuel should dissolve and evaporate quickly; reducing the impacts on wildlife and the environment. Monitoring of the estuary system and adjacent shorelines should continue for 12 hours to ensure no fuel (or smell of fuel) is detected.	◆ Vessel and Shore Connection Supervisors ◆ Two Delivery Vessel work boats with 2 crew each, ◆ MLA workboat with 2 crew ◆ Team of 4 shore crews (These can include 2 x Line Walkers who will not be needed with the transfer stopped). ◆ 1,400 feet of 24” GP boom (supplied by the OHF). ◆ Skimmer, power unit, water pump and portable storage. ◆ 2 x spill response trailers (moved to shore containment site).

Table 9-2 Spill to Water from a Land spill at/or seaward of the Shore Connection

Source of Discharge	Potential Loss	Appropriate Actions	Resources Required
Failure of a floating transfer hose between the Shore Connection and the shore (non-floating portion) of the two floating hoses.	1 to 2,000 L	1. IMMEDIATELY SHUT DOWN FUEL TRANSFER 2. Work Boat #1 responds immediately to the break and works with shore crews to install brackets to "choke" the hose and stop the flow. 3. Pre-staged containment booms are deployed by the delivery tanker's 2nd workboat to contain the spilled fuel against the shore. 4. Pre-deployed response equipment includes 1,350 feet of containment booms, an additional section of shore containment boom, hoses/pump, the skimmer unit and portable storage. Shore crews work with the 2nd workboat and MLA workboat to pull the boom across the beach past the Shore Connection to contain any spilled fuel that migrates to the water. 5. As soon as practical to do so, the CCG and Government of Nunavut will be notified of the spill and initial information related to the regulatory reporting requirements. 6. Work Boat #1 continues to contain the flow from the failed floating hose and recover spilled fuel on shore with sorbents. 7. Work Boat #2 and the MLA Workboat work with the shore crews to ensure the containment booms along the shore are effective and the skimmer and other equipment are relocated closer to the spill. 8. The spill site is assessed and water pumps are placed to flush fuel through the shore sediments to the water if needed. It may be required to remove shoreline and tundra in order to recover the fuel. This will only be done after an assessment and consultation with experts. 9. Assessment and recovery operations continue until it is clear that recovery operations are complete.	◆ Vessel and Shore Connection Supervisors ◆ Two Delivery Vessel work boats with 2 crew each, ◆ MLA workboat with 2 crew ◆ Team of 4 shore crew (These can include 2 x Line Walkers who will not be needed with the transfer stopped). ◆ 1,400 feet of 24" GP boom (supplied by the OHF). ◆ Skimmer, Power Unit, water pump and portable storage. ◆ 2 x spill response trailers (moved to shore containment site.

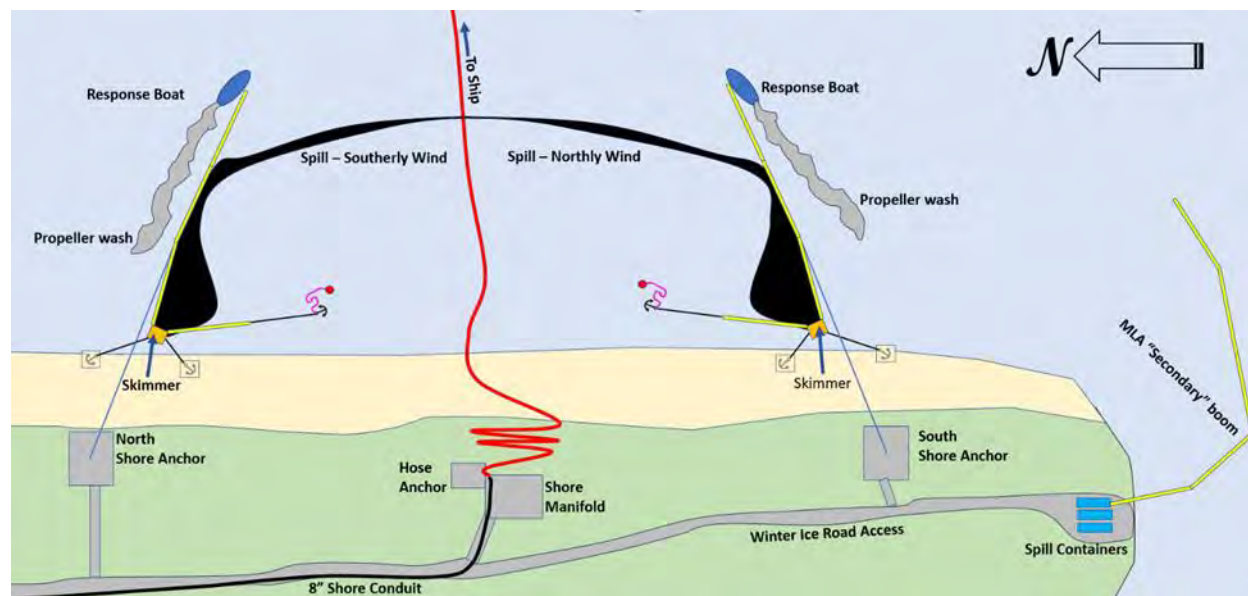


Figure 9-1 Typical boom deployment at shore manifold

9.2 COMPLETE DISCHARGE SPILL SCENARIO

Environmental Response Regulations 11(1)(b)(ii) requires that OHF north of 60 degrees latitude describe procedures to be followed to respond to a discharge for the total quantity of the oil product that could be loaded or unloaded to a from a vessel, up to a maximum of 10,000 tonnes.

The anticipated Delivery Vessels to the MLA are a Type-2 Ice Class, Chemical Tanker. The vessels have a capacity of up to 20,000 m³ in multiple cargo tanks (approx. 1,500 m³ per cargo tank.). The following scenario outlines the response to a total loss from 7 cargo tanks during the transfer, as required by the regulations.

A complete loss of the fuel from 7 cargo tanks while being offloaded is a highly unlikely scenario which would require multiple points of failure. For the purposes of this scenario, we will simply accept the catastrophic loss to the water over the course of 1 hour.

Table 9-3 Catastrophic Spill Response +10,000 tonne

Source of Discharge	Potential Loss	Appropriate Actions	Resources Required
Catastrophic spill of >10,000 tonnes from a failure of 7 cargo tanks on the delivery vessel.	+10,000 Metres ³	1. IMMEDIATELY SHUT DOWN FUEL TRANSFER 2. In an event of this size, it should be anticipated that the ship would be at risk of losing stability. The ship's crews would immediately look to stabilize the vessel	◆ Full deployment of all ship and OHF personnel

Source of Discharge	Potential Loss	Appropriate Actions	Resources Required
		and to move (if possible and or safe) to a place of refuge. 3. Workboat #1 crews deploy 10 (as many as they have on hand) uninflated red "Scotty" floats into the spilled fuel. This will aid in tracking the fuel on water. 4. Pre-staged containment booms are deployed by Workboat #2 to divert the spilled fuel to shore. 5. Workboat #1 crews work with the ship to deploy their 1,200 feet of 18" harbour booms. These will be towed to create a deflection so that any fuel escaping the primary diversion boom will be directed away from the shore into open water. The goal is to protect the Estuary system to the south from possible contamination 6. The pre-staged includes the MLA's 1,350 feet of 24" GP boom, an additional section of shore containment boom, hoses/pump, the skimmer unit and portable storage. Shore crews will deploy additional booms and sorbents to enhance shore protection, containment and recovery operations. 7. To deal with the large volume of anticipated fuel, a vacuum truck will be moved to the site of the containment to suction heavy volumes and transfer recovered fuel to fuel trucks and then on to storage. 8. As soon as practical to do so, the CCG will be notified of the spill and initial information related to the regulatory reporting requirements. Note: this notification would have been made by the ship as soon as they saw the significance of the spill and damage. The CCG will be asked to respond as quickly as they can. The Company will support in arranging for flights and securing additional resources from Contractors, other OHFs in the area and region and the various cooperatives.	◆ Two Delivery Vessel work boats with 2 crew each, ◆ MLA workboat with 2 crew ◆ Team of 8 shore crews ◆ 1,400 feet of 24" GP boom (supplied by the OHF) ◆ Skimmer, Power Unit, water pump and portable storage. ◆ 2 x spill response trailers (moved to shore containment site ◆ Vacuum truck(s), 3 x fuel trucks, 21,000 m2 storage. ◆ Additional resources as can be deployed to the site. ◆ ICP setup at the MLA, ◆ Remote EOC setup at the company's offices in Vancouver

9.3 RESPONSE STRATEGIES

This section provides a general overview of the tactical priorities and countermeasure techniques that may be employed to contain, recover, and clean up a marine oil spill. The actual tactics that will be used to respond to a particular incident will depend on the unique circumstances and requirements of each spill (e.g., time of day, weather conditions, tidal flow, product(s) involved).

9.3.1 TACTICAL PRIORITIES

Once the safety of all personnel has been ensured, the source of discharge is secured and initial notification has been activated, the overall tactical priorities are:

- ◆ Identify and Protect biological, physical, and economic resources,
- ◆ Contain and Recover spilled fuel, and
- ◆ Site and Shoreline clean-up.

Response tactics will be determined by the Vessel and MLA Incident Commanders. Critical advice will be provided by representatives of key government agencies (e.g., Canadian Coast Guard, Territorial Emergency Program officials, Environment Canada, and others).

Response operations will be physically conducted by Vessel and MLA personnel and equipment in conjunction with the personnel and resources of various response contractors as they arrive at site. Contractors will provide the majority of necessary response equipment and trained personnel for spills beyond the capability of MLA response personnel.

9.3.2 CONTAINMENT AND RECOVERY TECHNIQUES

Open water containment booming, and recovery are the first line of defense for fuel spills. Fuel that cannot be contained using other containment booming techniques, should be boomed using shoreline booming techniques if feasible. Shoreline booming techniques can be used to protect sensitive shoreline resources. The three main shoreline boom deployment patterns are:

- ◆ Exclusion Booming;
- ◆ Deflection Booming; and
- ◆ Diversion Booming.

Response tactics will be determined by the Vessel and MLA Incident Commanders. Critical advice will be provided by representatives of key regulatory agencies.

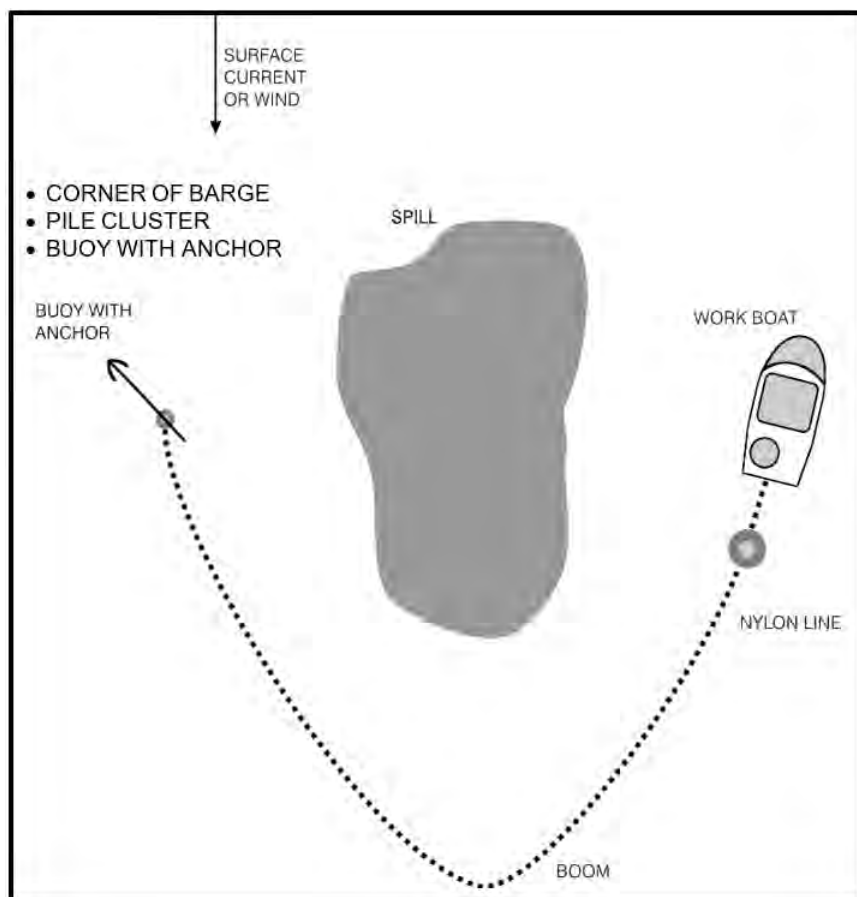
9.3.2.1 CONTAINMENT BOOMING (DISTILLATE FUELS ONLY)

On water containment booming is outlined in Figure 9-. The goals of containment are to:

- ◆ Contain as much as possible near the source of discharge;
- ◆ Limit the spread of the oil across the water; and
- ◆ Maximize the thickness of the spilled oil on water to facilitate recovery efforts.

Note: Containment should only be attempted with distillates such as diesel fuel, stove oils, jet A/A-1, and lubricating oils. Gasolines should NOT be contained or boomed under any circumstances due to the risk of fire or explosion.

Figure 9-2 On Water Containment - 1 Boat

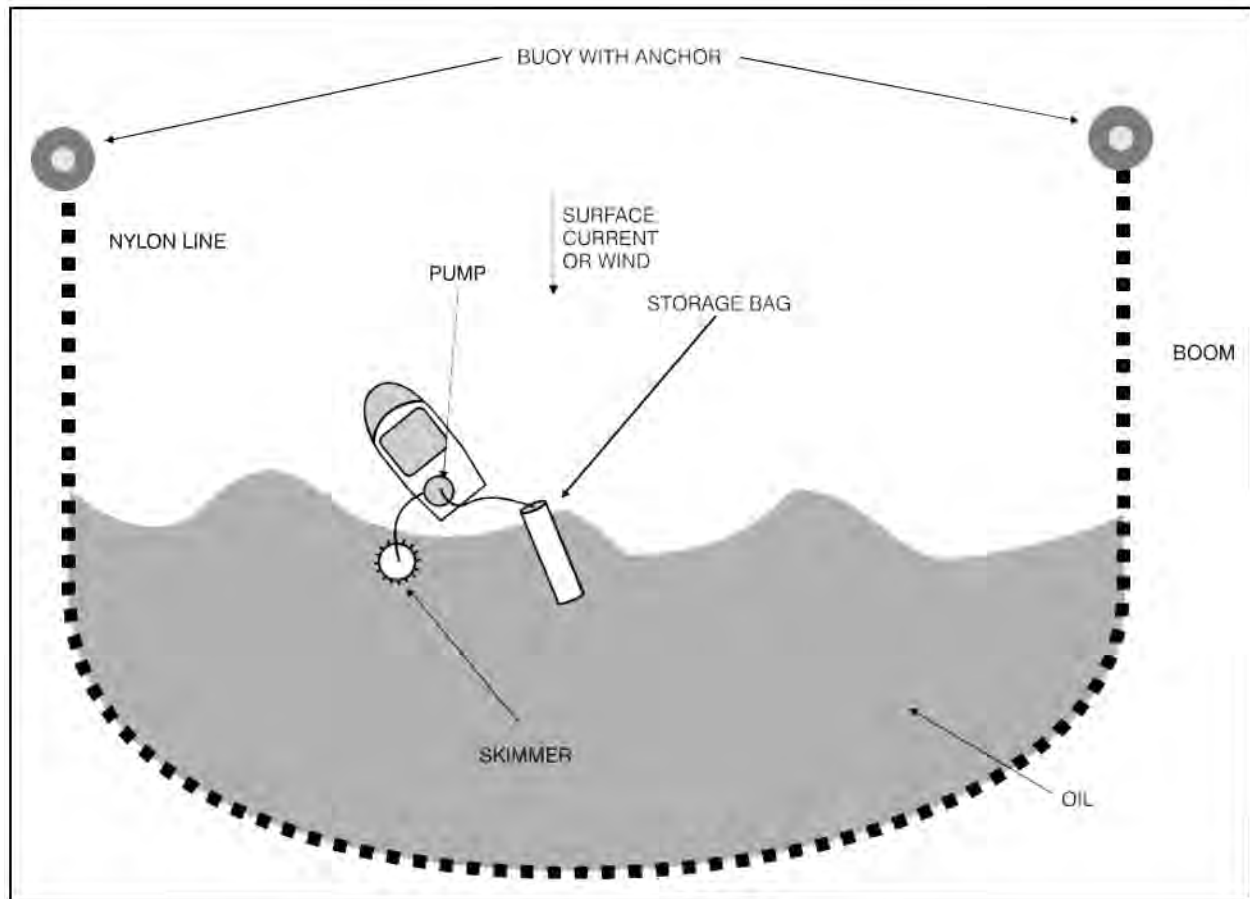


9.3.2.2 ON WATER MECHANICAL RECOVERY (SKIMMING)

To be effective, skimmers must be deployed as soon as possible after the spill is detected before the oil spreads into a thin sheen. Disc and Drum skimmers are recommended for medium to light fuel products. Surface skimming is not recommended for gasoline and similar low flash products.

Portable skimmers can be deployed within a primary containment area as shown in Figure 9-. Spilled fuel recovered by the skimmer is pumped into a floating bladder attached to the response boat, or into the storage tank on the recovery vessel, or directly into vessel slop tanks. In Figure 9-, recovered fuel is being pumped into a storage bladder.

Figure 9-3 On Water Mechanical Recovery



9.3.2.3 MANUAL RECOVERY TACTICS (SORBENT PADS)

Manual recovery involves spreading sorbent pads onto the surface of the water to soak up spilled fuel. Sorbent pads are effective on thin sheens or for small amounts of fuel escaping from the containment boom. Sorbent pads can be used when the fuel film is too thin to permit effective skimming.

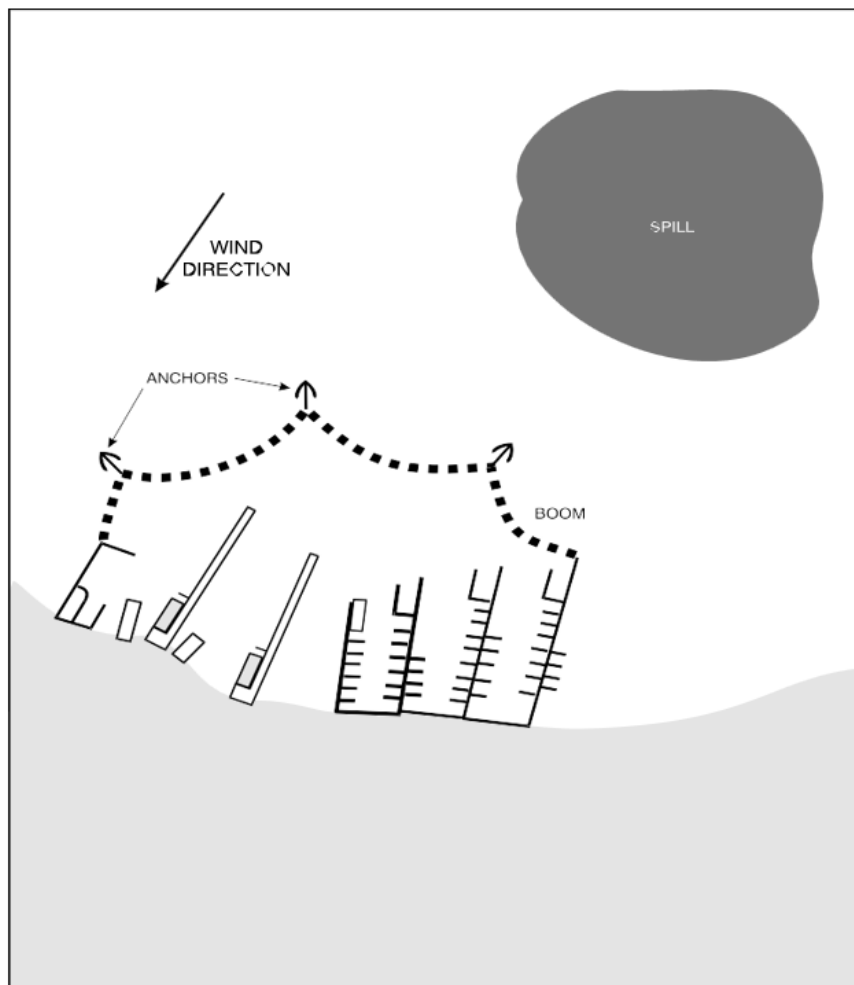
Mechanical and manual sorbent recovery techniques are not mutually exclusive. An effective response can involve both sorbent material and mechanical skimming. Good commercial pads will selectively absorb oil rather than water and are very effective when used properly. For a fast response, sorbent pads should be applied generously.

Note: Oiled sorbent pads will be incinerated on site.

9.3.2.4 EXCLUSION BOOMING (DISTILATES AND GASOLINE)

Exclusion booming can be used to protect sensitive areas such as river estuaries. An exclusion boom deployment to protect a marina is shown in Figure 9-.

Figure 9-4 On Water Mechanical Recovery



9.3.2.5 DIVERSION BOOMING (DISTILATES ONLY)

Diversion booming is aimed at directing spilled fuel towards the shoreline to a pre-selected collection point on the shore. Once the fuel has been diverted to the selected collection point, it can be collected using skimmers, vacuum trucks and/or sorbent materials. Diversion booming can be accomplished using a single boom as shown in Figure 9- and Figure 9-.

Figure 9-5 **Single Diversion Booming**

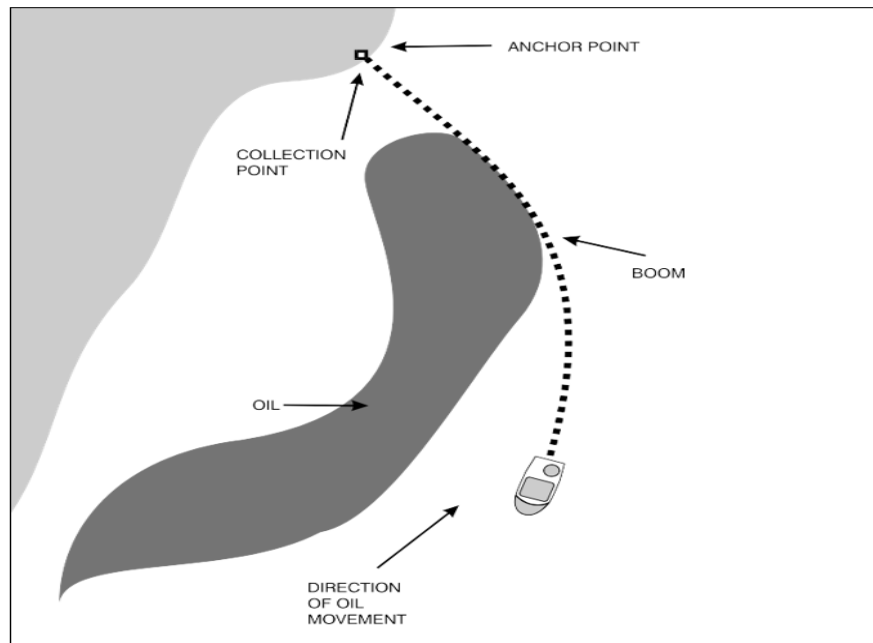
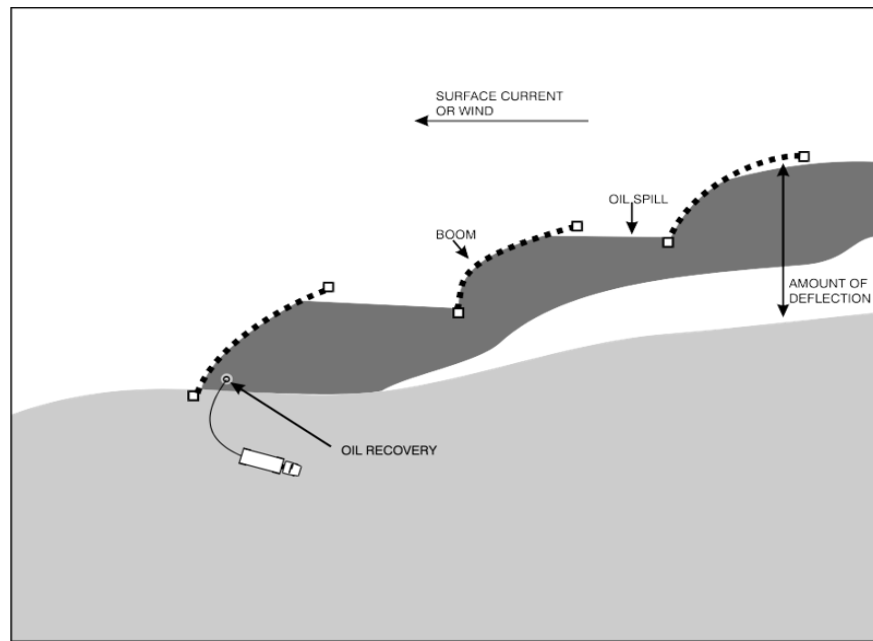


Figure 9-6 **Multiple “Cascading” Diversion Booming**



9.3.2.6 DEFLECTION BOOMING (DISTILATES AND GASOLINE)

Deflection booming is aimed at directing the oil away from the shore to protect a sensitive shoreline area or resource. A typical deflection boom configuration is shown in Figure 9-.

Figure 9-7 Deflection Booming

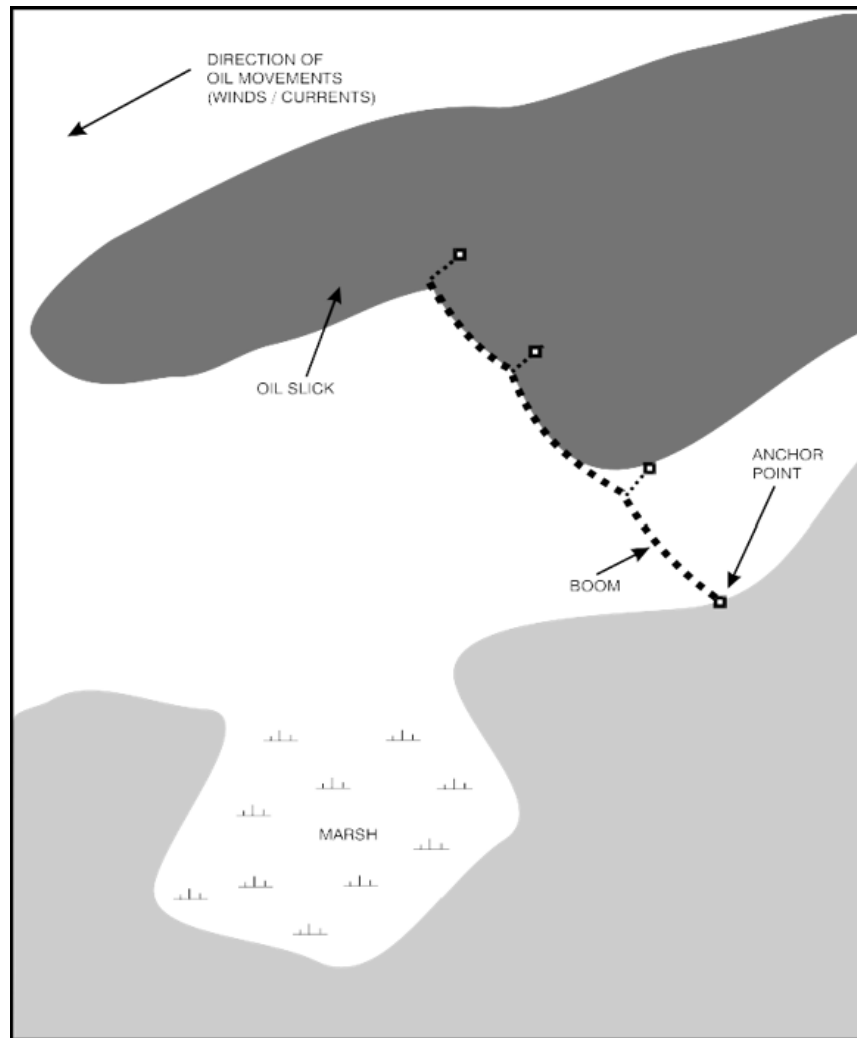


Table 9-4 Summary of Booming Techniques

Near Shore Protection	Primary Use	Technique	Logistical Considerations	Limitations
Containment Booming (Distillates)	Used in near shore waters with swells less than 1m to surround and contain portions of an approaching oil slick.	Boom is deployed in a “U” shape in front of the oncoming slick. The ends of the boom are secured to work boats or drogues. Spilled fuel is contained within the “U” and prevented from reaching shore.	For 150m diameter Slick: ◆ 280m of boom ◆ 2 boats and crew ◆ Boom tenders ◆ Tow lines, drogues, connectors, etc.	◆ High winds ◆ Swells > 1m ◆ Breaking waves > 50 cm ◆ Currents > 1m/s
Exclusion Booming (Distillates & Gasolines)	Used across small bays, harbour entrances, inlets rivers, or creek mouths where currents are less than 0.5m/s and breaking waves are less than 50cm in height	Boom is deployed across or around sensitive areas and anchored in place. Migrating fuel is deflected or contained by boom.	Per 300m of boom: ◆ 1 boat and crew ◆ 3 boom tenders ◆ Anchors, anchor line, buoys, etc.	◆ Current > 0.5m/s ◆ Breaking waves > 50cm ◆ Water depth > 20m
Deflection Booming (Distillates & Gasolines)	Used to deflect fuel away from relatively small sensitive areas where along-shore currents exceed 0.5m/s, breaking waves are less than 50cm, or available boom is insufficient to exclude fuel from the area.	Boom is deployed from the shoreline away from the approaching slick and anchored or held in place with a work boat. Fuel is deflected away from the shoreline.	Single Boom, 1.5m/s current: ◆ 60m boom ◆ 1 boat and crew ◆ 3 additional personnel ◆ 3 anchors, line, buoys, recovery unit	◆ Currents > 1m/s ◆ Breaking waves > 50cm
Diversion Booming (Distillates)	Used across small bays, harbour entrances, inlets, river, or creek mouths where currents exceed 0.5m/s and breaking waves are less than 50cm, and on straight coastline areas to protect specific sites,	Boom is deployed from the shoreline at an angle towards the approaching slick and anchored or held in place with a work boat. Fuel is diverted toward the shoreline for recovery.	Single boom, 0.75m/s: ◆ 60m boom ◆ 1 boat and crew ◆ 3 additional personnel ◆ 3 anchors, line, buoys, recovery unit	◆ Currents > 1m/s ◆ Breaking waves > 50cm

9.4 SHORELINE CLEANUP ASSESSMENT TEAM (SCAT)

The Shoreline Cleanup Assessment Team (SCAT) program is a systematic, orderly, and comprehensive approach that can be used following a fuel spill to provide a real time evaluation of shoreline oil conditions, and to provide data and advice to the spill response organization and cleanup operations personnel. The SCAT process can be used to identify sensitive shoreline resources which are potentially threatened, and to develop appropriate near shore protection plans as outlined in the preceding section. The specific goals of SCAT are to:

- ◆ Identify the shoreline areas that may be contaminated as a result of the spill through aerial surveys;
- ◆ Conduct ground surveys in these areas to establish clean-up locations and priorities;
- ◆ Determine the most environmentally-suitable methods of clean-up based on shoreline type and characteristics; and
- ◆ Conduct and monitor shoreline clean-up operations.

10 PREVENTIVE MEASURES

It is B2Gold Nunavut policy to prevent accidental spills by:

- ◆ Updating facility plans on a regular basis;
- ◆ Having adequate and sufficient spill response equipment ready and available;
- ◆ Providing comprehensive training to its employees and contractors on their roles and responsibilities prior to and during a transfer and, when a spill happens;
- ◆ Conducting exercises, drills and audits of the plans, systems processes and spill equipment, to ensure MLA responders are ready and able to respond effectively to any spill incidents.

The Delivery Vessel and MLA Transfer Supervisor will agree on transfer procedures meeting all of the required regulations for Arctic bulk fuel transfers and ISGOTT (as applicable). The Delivery Vessel's Transfer Supervisor will be present during the transfer. MLA and Delivery Vessel Crews maintain their respective pollution response equipment and are trained in its use.

B2Gold Nunavut has established standard operating procedures in relation to the bulk fuel transfer – (Annex 5), that provide safeguards and avenues for immediate alarm and shut down of the bulk fuel transfer in the event of a failure during the transfer operation.

10.1 TRAINING - GENERAL

The MLA-OHF Manager will ensure that all personnel (including contractors) engaged in the loading and unloading of a vessel are prepared for the responsibilities that they may be requested to undertake through appropriate training. Training is an integral part of an effective spill response program. Training ensures the knowledge, skills and ability of the personnel taking part in the response are current, and correspond to their roles at an incident.

10.1.1 TRAINING CONTENT

Spill training shall be provided on-site prior to transfer operations for all personnel to be involved in the management and response to possible spills. The ERR (Section 11 (1)(i) requires that the OHF OPEP describe “an oil pollution incident exercise program established to evaluate the effectiveness of all aspects of the procedures, equipment and resources that are identified in the plan, including exercises to be coordinated with vessels engaged in the loading or unloading of oil, vessels used to respond to oil pollution incidents, response organizations, the Department of Transport and the Canadian Coast Guard”.

Responder training is to be of a combination of theoretical instruction (classroom) and hands on via equipment deployment exercise(s).

The training should include but is not limited to the following:

1. Equipment deployment techniques;
2. Spill prevention, control, and countermeasure;
3. Roles and responsibilities of various responders;
4. Site safety plans;
5. Transfer operations;
6. Basic vessel information;
7. Familiarization with the OHF Plan:
 - ◇ OHF staff understanding and proficiency in functions assigned to them;
 - ◇ Training and understanding of the Notification Systems;
 - ◇ Roles and Responsibilities during an Incident;
 - ◇ Deployment of Pollution Countermeasure Equipment;
 - ◇ Training in the Safety component of the OPEP:
 - ◆ Familiar with the safety standards;
 - ◆ Federal, and provincial occupational health and safety laws;

The major components of this training program shall include:

- ◆ Classroom Training:
 - ◇ Introduction and overview of spill response;
 - ◇ Review of B2Gold Nunavut general spill response plan and integration of it to marine response;
 - ◇ Review of Annual Fuel Off-Load OPPP & OPEP;
 - ◇ Short review of oil spill behaviour and operational parameters / limitations for spill response equipment and operations;
 - ◇ Spill assessment;
 - ◇ Basic safety for spill responders to liquid hydrocarbon spills;
 - ◇ Response vessel orientation;
 - ◇ Basic deployment of both sorbent and skirted oil spill boom, including its limitations; and
 - ◇ Marine and shoreline spill recovery operations.

- ◆ Hands-on Training and Deployments:
 - ◇ Hands on review with participants of B2Gold Nunavut inventory of spill equipment;
 - ◇ Hands on instruction on boom connections, tow bridles, rope handling, basic knots and attachment of deployment accessories (anchors, buoys, etc.);
 - ◇ Simulated deployment of booms and related gear on water using appropriate vessels; and
 - ◇ Debriefing and lessons learned.

10.1.2 SHORT NOTICE TRAINING

In the event of a large spill the personnel requirements may exceed those that have received the specific responder training. Due to the remoteness of the site, volunteers are not anticipated. MLA site personnel, including contractors, shall be employed as additional responders.

Although all site personnel possess WHMIS training, additional short notice training shall be carried out for these new responders on an as needed basis. Certain modules of the responder training shall be delivered on-site to these personnel selected specifically from the training as outlined in this section. The Incident Commander shall determine which modules are pertinent to each group of additional responders and shall be responsible for ensuring adequate training for each group.

10.2 EXERCISES

- ◆ The exercise program is an integral part of the MLA-OHF response planning. The primary goals are to evaluate the effectiveness of:
 - ◇ All aspects of the procedures, equipment and resources identified in the Plan;
 - ◇ The capabilities of MLA-OHF response staff and contractors; and
 - ◇ The interaction between the MLA-OHF, Delivery Ship, Regulators and others.
- ◆ Exercises are divided in four categories: internal notification, external notification, deployment and table-top (management).
- ◆ Exercise design includes specific evaluation criteria. The evaluation criteria are based on the actions expected to be carried out as described in the procedures in the Plan.
- ◆ A written description of any exercise will be sent to Transport Canada at least 30 days in advance to allow the marine safety inspector sufficient time to review the objectives of the exercise, raise any concerns, and to be prepared to attend and evaluate the exercise when it is conducted.
- ◆ To test the interaction between various parties, exercises should be coordinated with Transport Canada, and other players or interested parties (i.e. vessels that could be used when responding, vessels engaged in oil transfer operations, WCMRC, the CCG, ECCC and First Nations).
- ◆ As per the Regulations, if a gap is identified as a result of an exercise, it will trigger a review. If updates to the plans are deemed necessary, the OPEP/OPPP shall be modified accordingly.
- ◆ The following table lays out the objectives of the various types of exercises, description of the exercises and the frequency the exercises will be carried out.

10.2.1 NOTIFICATION OF EXERCISES

A written description of the planned training exercise must be provided to the Minister of Transport at least 30 days before the day on which the exercise is to be conducted per ERR 11(3).

Table 10-1 Exercise Program

Types of Exercises	Description	Frequency
Internal notification: Objective: Verify the ability to contact, in a reasonable time, OHF response staff identified in the OHF's OPEP.	◆ Notification of emergency call out ◆ Activation of the OHF response/management team	Two times per year
External notification: Objective: Verify the ability to contact OHF authorities, company management, governments and other organizations identified in the OHF's OPEP within a reasonable time.	◆ External notification systems – emergency call out to OHF neighbours ◆ Mobilization of the OHF response/ Management team ◆ Activation of ROs and contractors where required according to severity of incident ◆ Notification of government and non-government agencies ◆ Notification of the federal emergency numbers found in the OPEP	Once per year
Deployment: Objective: Evaluate the effectiveness of the OHF response team in following the procedures established to contain/recover a spill, using response equipment described in the OPEP within time standards.	◆ Shut down procedures ◆ Source control ◆ Deployment of equipment ◆ Containment and recovery activities ◆ Site Safety Plan development	Once per year
Table Top - Management: Objective: Evaluate all aspects of the OHF's response management system by simulating an incident using a scenario with inputs. Simulation of deployment of equipment and activation of personnel. Test the communication, briefing, reporting and data and records collection and management techniques.	◆ Identification of the On-Scene Commander ◆ Establishment of the management team ◆ Understanding roles and responsibilities of mandated agencies ◆ Situational analysis ◆ Spill Trajectory ◆ Environmental assessment ◆ Site Security ◆ Financial record management ◆ Equipment tracking ◆ Waste management (disposal) ◆ Preparation of Incident Action Plan ◆ Public Awareness/notification ◆ Post incident de-briefing	Once every 3 years

10.3 SPILL PREVENTION MEASURES

10.3.1 OIL HANDLING FACILITY

As described in Section 5.2, all bulk fuel storage tanks are contained within impermeable berms providing full secondary containment. Tanks are additionally equipped with a fill gauge to allow quick assessment of fill level and reduce the likelihood of over-topping.

Bulk fuel storage facilities are located at a distance greater than 31 m from water allowing room for interception of any spilled material should it be needed.

Bulk fuel storage facilities are routinely inspected for leaks in piping or tanks and to ensure the berms remain free of accumulated snow or rainfall. Inspections are documented and kept on file and any identified corrective measures implemented in a timely manner.

Spill response supplies are located within the bulk fuel storage areas and at the area of beach where the Delivery Vessel is anchored to facilitate rapid response to spills.

10.3.2 BULK FUEL TRANSFER

Several preventive measures are in place to minimize risk of spills during bulk fuel transfer including:

- ◆ The bulk fuel storage facility, piping and all related equipment and infrastructure are inspected prior to the bulk cargo transfer and the inspection methods are documented;
- ◆ Complete bulk cargo transfer procedures have been established, a copy of which is found in Annex 5 of this OPPP & OPEP;
- ◆ Communications between the vessel and shore are established as per the communications plan outlined in Annex 5 of this document. Emergency manual air horn procedures are also outlined in the case of radio communication failure.
- ◆ As required by the applicable legislation the ship has a comprehensive SOPEP;
- ◆ In addition to the legislative requirements, the supplier has implemented a shipboard spill response training program and performs routine exercises in spill response operations;
- ◆ The delivery vessel carries spill response equipment as listed in Annex 6 of the OPPP & OPEP and this equipment is ready at all times for deployment during bulk fuel transfer operations;
- ◆ B2Gold Nunavut oil spill response equipment is located at the offload site, ready for immediate deployment at all times during transfer;
- ◆ The workboats and trained responders are available at all times during transfer for spill equipment deployment;
- ◆ Transfer procedures include regular and frequent inspections of the hose for leaks or defects during transfers;
- ◆ During transfer operations, the tank valve/manifold being filled is regularly monitored; and
- ◆ The bulk fuel storage facility is monitored at all times during transfer.

10.3.3 RESPONSE EQUIPMENT AUDITING

Equipment will be audited, and mechanical equipment will receive preventative maintenance annually, prior to each annual fuel offload. The equipment audits will be documented and Annex 4 revised to reflect the actual spill equipment on site at the MLA. Following each response exercise, all gear will be inspected, its condition evaluated, and any defects or missing equipment is rectified or replaced.

11 PLAN REVIEW AND UPDATES

11.1 PLAN REVIEW AND REVISIONS

As required by the ERR 12(1) and 12(2), this OPPP & OPEP must be reviewed at least once a year and whenever any of the following events occur:

- ◆ Any change in the law or in environmental factors that could affect the loading or unloading of oil to or from a vessel;
- ◆ Any change in personnel involved in the loading or unloading of oil to or from a vessel;
- ◆ The identification of a gap in either of the plans after an oil pollution incident or exercise; and
- ◆ Any change in the business practices, policies or operational procedures of the facility that could affect the loading or unloading of oil to or from a vessel.

The OPPP & OPEP shall be updated within 90 days of the day on which an event outlined above occurs. Additionally, the Minister may direct that this Plan be updated or revised within a time frame supplied by the Minister. Should a change to the OHF operations be required, the Shipping Act, Section 168.01 (1) states that additional notification be provided:

“Subject to the regulations, an operator of an oil handling facility of a class established by the regulations that proposes to make a change, or permit a change to be made, to the oil handling facility’s operations relating to the loading or unloading of oil to or from vessels shall — at least 180 days before the day on which it makes the change or permits the change to be made — notify the Minister of the change, including any of the following changes:

- a) A change in the oil handling facility’s transfer rate, if the change would result in the oil handling facility becoming part of a different class established by the regulations;*
- b) A change in the design of the oil handling facility, or a change in the oil handling facility’s equipment; or*
- c) A change in the type or composition of oil that is loaded or unloaded to or from vessels.*

11.2 PLAN DISTRIBUTION AND SUBMISSION

In addition to distribution within B2Gold Nunavut and relevant contractors and the Supplier prior to offload, an updated version of the Plan shall be submitted to Transport Canada within a year of the update and to the NIRB annually.

11.3 RECORD OF CHANGES

The operator of an oil handling facility must keep a record of the date and the results of each review of the oil pollution prevention plan and the oil pollution emergency plan conducted under subsections (1) and (2), including any updates, and must maintain the record for three years after the day on which it is created.

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Spill Contingency Planning and Reporting Regulations, NWT Reg. (Nu) 068-93. Pollutant Discharge Reporting

Vessel Pollution and Dangerous Chemical Regulations (SOR 2012-69).

BACK RIVER PROJECT

MARINE LAYDOWN AREA OIL HANDLING FACILITY: OIL POLLUTION
PREVENTION PLAN AND OIL POLLUTION EMERGENCY PLAN (OPPP/OPEP)

ANNEX 1 MLA OHF LOCATION MAP



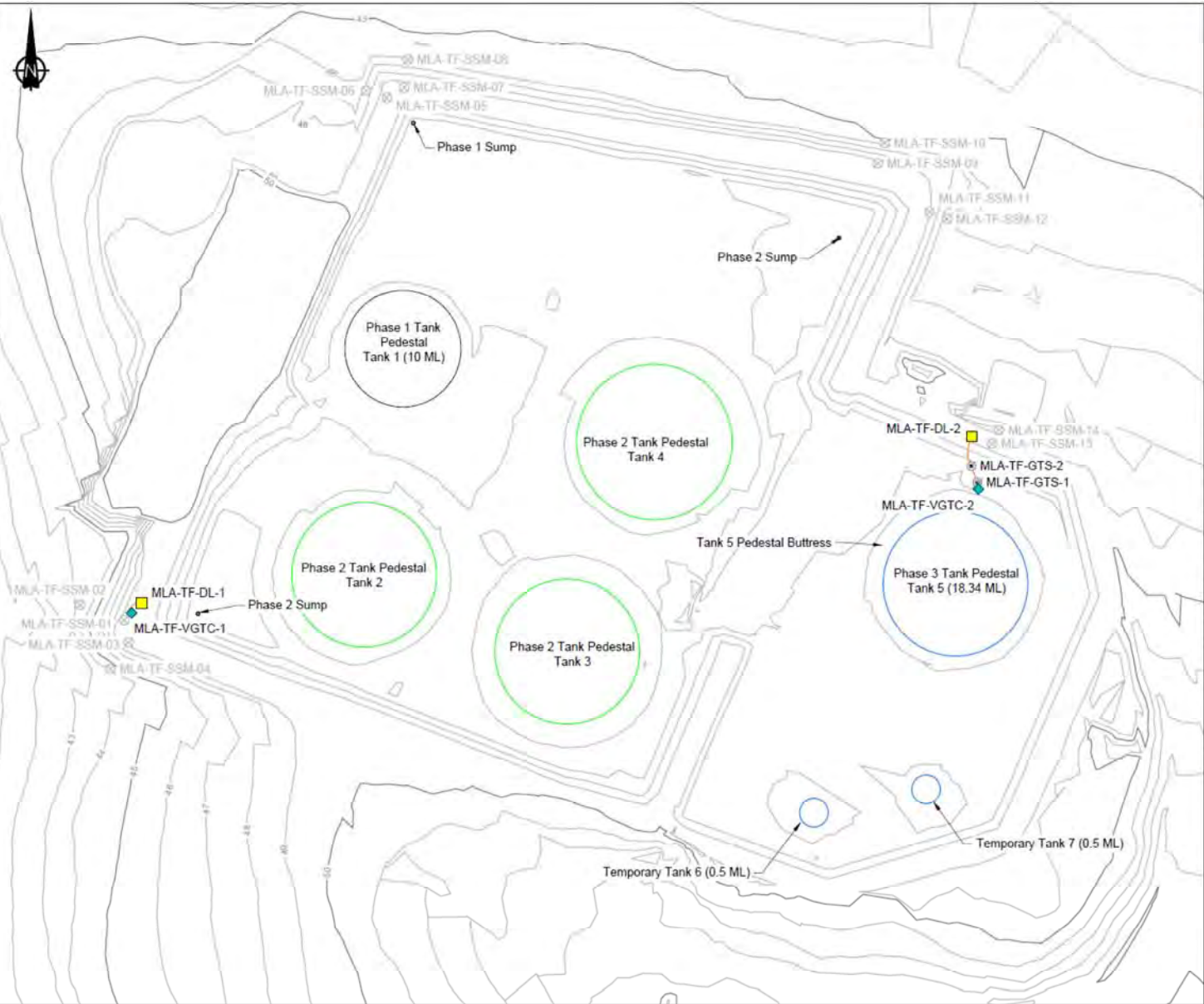
CLIENT: B2Gold Back River Corp.
GIS NUMBER: BAC-23-612d

DATE: 28 March 2024

PROJECTION: Lambert Conformal Conic
SCALE: 1:3,250,000 when printed at 8.5x11

FIGURE A-1.1 MLA OHF LOCATION MAP

ANNEX 2 OIL HANDLING FACILITY AND ACCOMMODATIONS



LEGEND

- Data Logger
- Vertical Ground Temperature Cable (VGTC)
- Ground Temperature Sensor (GTS)
- Survey Monument
- Lead Cable
- Phase 1 Fuel Tank
- Phase 2 Fuel Tanks
- Phase 3 Fuel Tank

NOTES

- All units are in meters unless otherwise specified.
- Contours are shown at 1.0m intervals.

REFERENCES

- NAD83 UTM Zone 13.
- Base topographic contours generated from data provided by Sabina Gold and Silver Corp. File name: 'bathurst_inlet_1m_dem_tile26 to 38.xyz', dated 2012-20-13.
- As-constructed conditions survey provided by B2Gold. File names:
 - 9.0 P2023-32 MLA TANK FARM OVERLINER(240520).xml
 - 240628CP_MLA_AB.xml
 - 6.5 P2023-32 MLA TANK FARM BERM ROCKFILL(240818).xml
- Proposed survey monuments have not been installed at the time of preparation of this as-constructed drawing set. Proposed locations are shown in grey.

TABLE 1: VERTICAL GTC CABLE LOCATIONS

Northing	Easting	Description
7393818.135	380820.176	MLA-TF-VGTC-1
7393853.861	381065.121	MLA-TF-VGTC-2

TABLE 2: GTS LOCATIONS

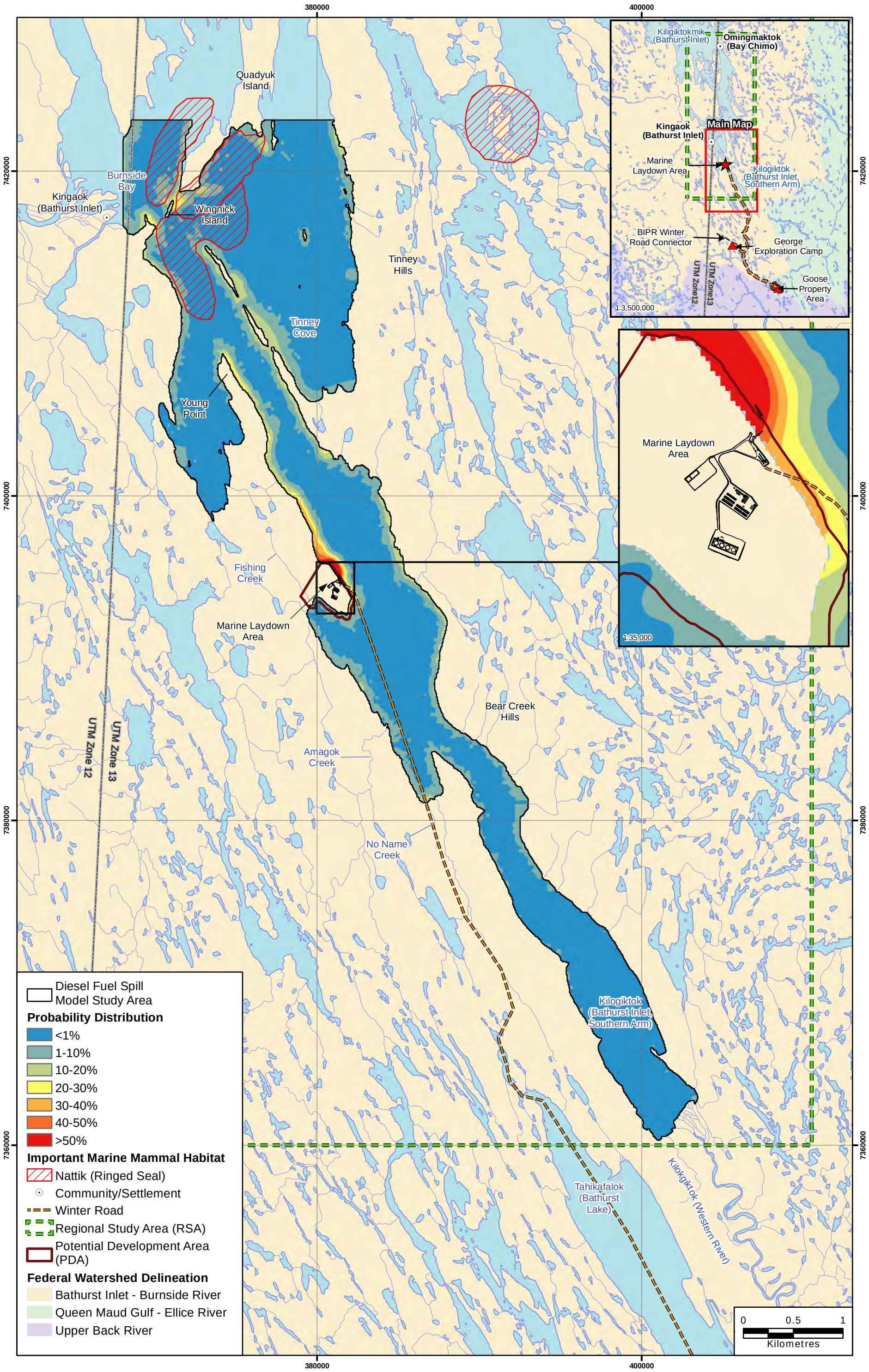
Northing	Easting	Description
7393855.726	381064.834	MLA-TF-GTS-1
7393860.454	381063.048	MLA-TF-GTS-2

TABLE 3: DATA LOGGER LOCATIONS

Northing	Easting	Description
7393820.976	380823.103	MLA-TF-DL-1
7393869.165	381063.251	MLA-TF-DL-2



ANNEX 3 SENSITIVITY ZONES

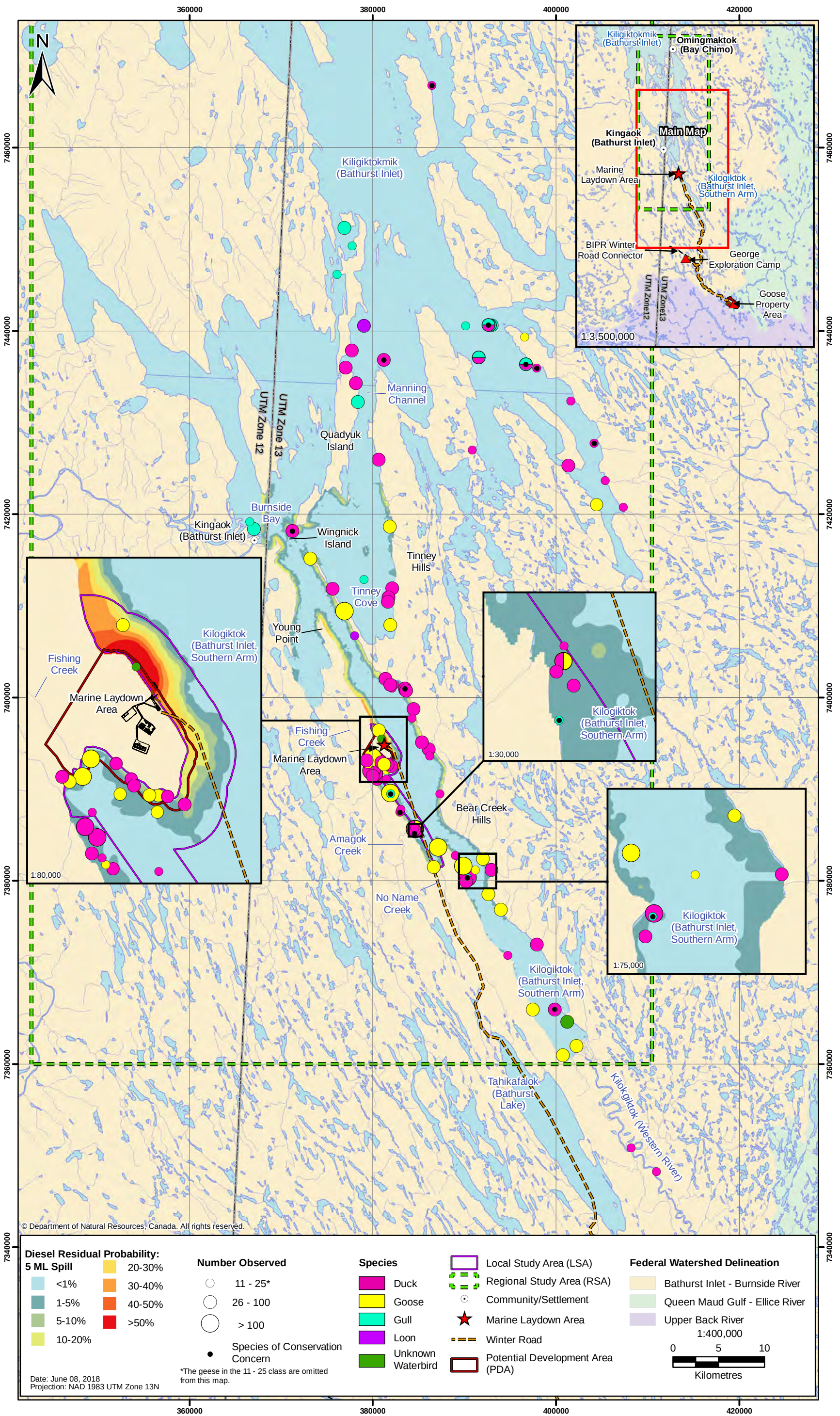


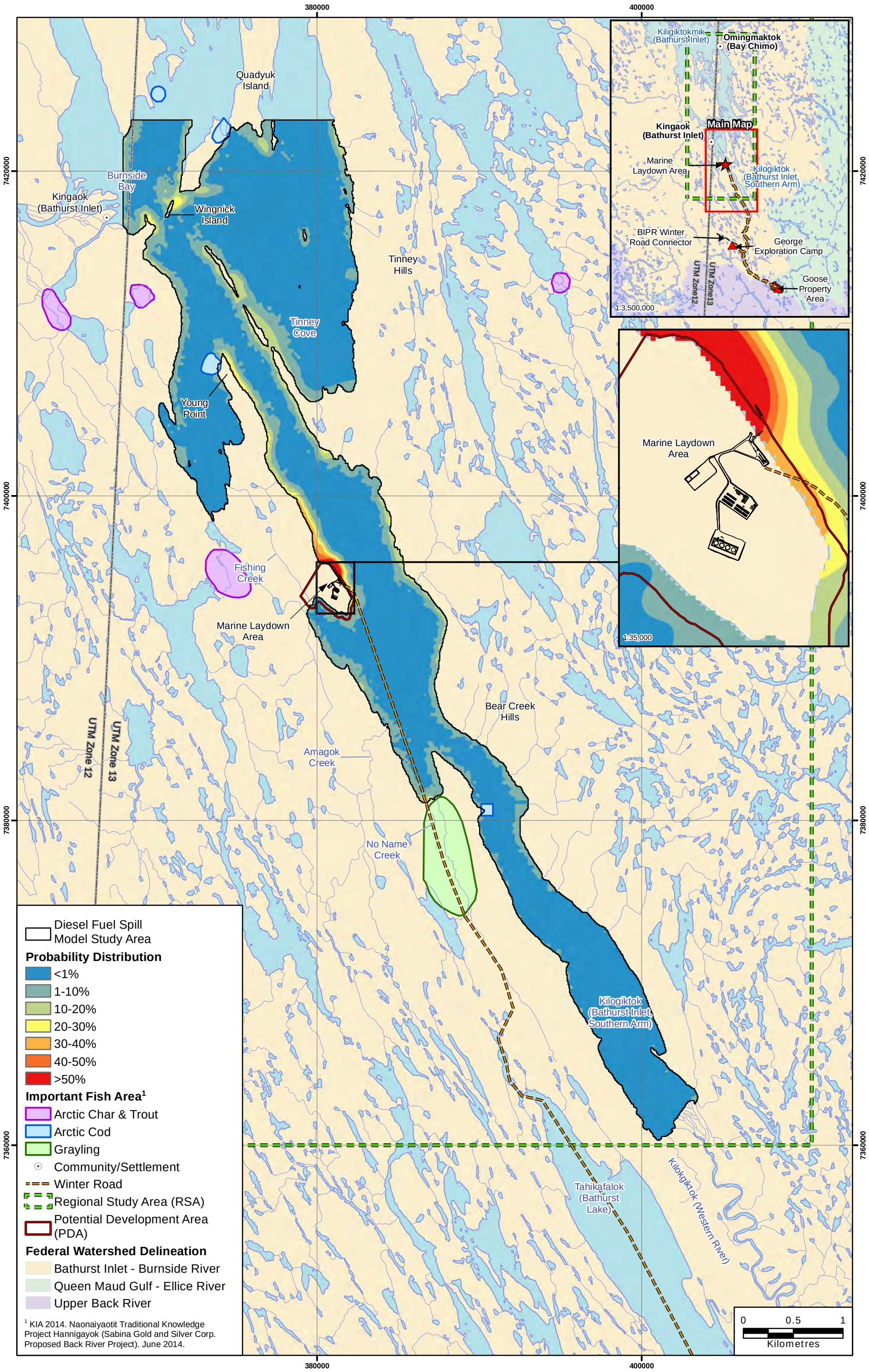
CLIENT: B2GOLD Back River Corp.
GIS NUMBER: BAC-23-612a

DATE: 03/28/2024

PROJECTION: NAD 1983 UTM Zone 13N
SCALE: 1:215,000 when printed at 11x17

FIGURE A-3.1 SENSITIVITIES MAP





CLIENT: B2GOLD Back River Corp
GIS NUMBER: BAC-23-612c

DATE: 03/28/2024

PROJECTION: NAD 1983 UTM Zone 13N
SCALE: 1:215,000 when printed at 11x17

FIGURE A-3.3 SPILL SHORE RESIDUE PROBABILITY MAP

ANNEX 4 MLA – OHF SPILL RESPONSE EQUIPMENT

Table A-4-1 MLA OHF Spill Response Equipment

Response Equipment	Quantity
Canadyne MultiSkimmer 1218/1 package system consists of: ◆ MultiSkimmer 1218/1 Floating Skimmer head with hydraulic motor (PN 40100) ◆ MultiSkimmer 1218/1 Drum module with scraper (PN 40103) ◆ PowerPack, DH 10Y-2E, 10 HP Yanmar engine, dual independent hydraulic controls, electric/recoil start, 2 sets of 15 m (50 ft) hydraulic hoses with brass quick disconnects (PN 60039) ◆ PowerPack cover (70053), 2 inch (50 mm) hydraulic drive transfer pump (detachable, onboard) with 10 m ◆ Lay-flat discharge hose and camlock fittings (PN 40109)	1
20" contractor-type containment boom PN 10695-0 (50' lengths with ASTM F962 connectors. Anchor points on lower edge identified on boom upper surface to show their location).	8 (400')
Contractor Boom Model 7/12, 7 inch diameter, 12 inch skirt, 22 oz yellow 0 PVC fabric, RF welded construction, 5/16" ballast chain in single layer chain pocket, 1 inch top web, ASTM end connectors, 50 foot section length, 6 foot float lengths in isolated chambers, drain holes between floats, sewn web handles at each fold point and end connectors, central anchor point (-0 no screening).	20 (1,000')
Shoreline bridle for boom	6
Adaptor, Camlock, 2" female to 3" male, aluminum	1
Adaptor, Camlock, 3" female to 2" male, aluminum	1
3" camlock gaskets, spare	3
Hose Assembly, 2" blue PVC Layflat G971, c/w C & E alum. camlocks 0 attached, 66ft long	2
Boom Connectors for Skimmer Head attachment	2
Tow Bridle, ASTM connector, to fit 7/12 Contractor Boom (PN 10184, 010695), or 10811 FenceBoom, 6" dia x 14" EVA float, cable bridle, 1/2" x 100 foot towing line with eye splice and galv. thimble one end	3
PN 70220 - Anchor Assembly, 10 kg anchor, 50 ft x anchor line, 10 feet 3/8" anchor chain, A1 marker buoy, 6 ft x 1/4" PVC coated cable single leg bridle	4
PN 70095 - Tow Bridle, ASTM connector, to fit 7/12 River Boom (PN 10184), float, cable bridle, 25m line	1
Bales Oil Sorbent booms (5" diameter, 10' lengths with attachments to connect and overlap - bales of 4 x 10' = ~10m)	2
Rolls of Oil Sorbent (144' (~50 m) long x 3' wide, medium weight, oil-only)	1
First Response spill kit (80 L pail)	2
Overpak spill kit	2
Mustang MS195 HX Integrity Floater Suit - M	1

Response Equipment	Quantity
Mustang MS195 HX Integrity Floater Suit - L	2
Mustang MS195 HX Integrity Floater Suit - XL	2
Mustang MS195 HX Integrity Floater Suit - XXL	2
Mustang MS195 HX Integrity Floater Suit - XXXL	1
Spool (400-800') 1/2" yellow floating Polypropylene rope	1
Spool (500-1000') 1/4" yellow floating Polypropylene rope	1
150' 1/2" marine line with loop (thimble)	1
100' 1/2" anchor line with loop (thimble)	2
10 lb Danforth with shackle and 15' of 3/8' galvanized chain that also has shackle on bitter end	8
PN 70095 - Tow Bridle, ASTM connector, to fit 7/12 RiverBoom (PN 10184), float, cable bridle, 25m line	1
Hull magnets (1,500 lb pull)	2
Orange inflatable Buoys ~ 10" diameter	8
Cord (for sorbent booms) - ~ 1/8" nylon Spool (500-1000')	1
Assortment of Quicklinks (firemens snaps), Shackles, Carabineers	15
Bales Oil Sorbent booms (5" diameter, 10' lengths with attachments to connect and overlap - bales of 4 x 10' = ~10m)	25
Bales Oil Sorbent Pads (medium weight, oil-only)	25
Bales Universal Sorbent Pads (medium weight, Antifreeze and non-haz)	5
Bales sorbent socks (oil-only) (40 per box)	2
Bales sorbent socks (universal) (40/box)	1
Rolls of Oil Sorbent (144' (~50 m) long x 3' wide, medium weight, oil-only)	5
12 kg. Bags granular absorbent	20
Plug n' Dike	2
Action Packer (90 L) (for under fittings)	5
Rakes	2
Regular shovels	2
Pitchfork	2
Large nets (bird recovery)	2
Coveralls-disposable	50

Response Equipment	Quantity
Booties	50
Box nitrile gloves	4
Monkey grip gloves	20
Leather/canvas work gloves	20
Safety glasses	40
Splash goggles	30
Hair covers	50
Earplugs (box)	2
Face mask	40
Respirators	5
Eye Wash station and extra solution	2
Waders - men's 8	1
Waders - men's 10	1
Waders - men's 13	1
Tarp	4
Detergent (20 L pail)	1
Brushes	5
Scissors (rounded tip)	2
Rolls 6mm Garbage Bags (50 per roll)	4
Spray paint red	2
Spray paint orange	2
Spray paint green	2
Roll of plastic sheeting	1
Caution and Danger Tape	4
Packing Tape	2
Flagging tape	2
Electrical tape	2
Teflon tape (pipe tape)	2
Zap straps	2

Response Equipment	Quantity
Fire extinguisher (~ 20 lb ABC)	2
Programmable combination lock (for seacan of spill equipment)	2
Boat safety kit per Transport Canada Requirements	2
Personal Floatation Device (PFD) - small	1
Personal Floatation Device (PFD) - med	1
Personal Floatation Device (PFD) - large	1
Personal Floatation Device (PFD) - xl	2
Personal Floatation Device (PFD) - xxl	1
Tool kit with misc. tools	missing
Rope in various lengths, color coded, with loop at one end and safety hook at other	

Table A-4.2 Heavy Equipment List

Response Equipment ¹
WA470-8 MD0030011 wheel loader, 2015 Komatsu
Hydraulic excavator, MD0026361, 2017 Komatsu, PC200LC-8
2011 Terex crane RT780, white
2003 Cat Vibratory Smooth Drum Roller
Skid Steer
GMC Autocar Plow Truck (Pumpkin)
Kenworth Winch Tractor
2015 Ford F-350 XLT C/C 4WD: ONGBOX 6.7L Diesel; PU-02
2015 Ford F-350 white; PU-09
2015 Ford F-350 white; PU-06
2016 Ford F-350 XLT white; PU-04
2012 International 24 passenger white
1998 Kenworth dump truck
1994 Cat 988 masted loader
2010 Grove 90 ton RT890E crane
2010 Caterpillar D6T LGP Crawler Tractor

Response Equipment ¹
160M2 AWD Grader w.V plow and with Wing
950G Wheel Loader w forks and bucket
2012 Prinoth BR350 snow groomer
6x6 Vacuum Truck
6x6 Off Highway 304 In. WB Bed Truck
6x6 Off Highway 294 In. WB Bed Truck
Crew Cab S/A Service Truck
T/A Fuel & Lube Truck
2006 Alliance JXR 40-4.16 truck-mounted concrete boom pump, and spare parts, winter packaging
Lafarge concrete trucks
2000 Sterling L8500 T/A Batcher truck
IT28 Wheeled Loader
(14) 30,000L double walled tanks (empty)
(5-6) Instant berms dim 30'X40'X3'
12 ft. boat w/motor
18 ft. boat w/motor
10 ML Bulk Fuel Tank
10 ML tank berm

Note: 1 The equipment listed is a snap-shot in time. Heavy equipment changes on a regular basis.

BACK RIVER PROJECT

MARINE LAYDOWN AREA OIL HANDLING FACILITY: OIL POLLUTION
PREVENTION PLAN AND OIL POLLUTION EMERGENCY PLAN (OPPP/OPEP)

ANNEX 5 2025 TRANSFER PLAN

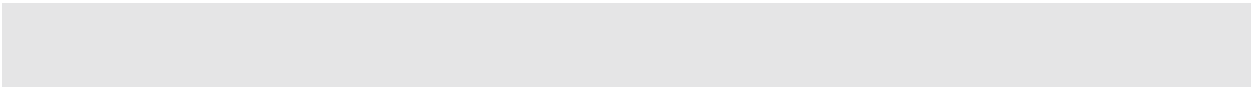


BACK RIVER PROJECT

ANNEX 5- BULK FUEL TRANSFER PROCEDURE

DATE
31 May, 2025





DOCUMENT HISTORY

Version	Date	Author	Comments
0.1	31-05-2025		Complete Plan Update for Use

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LIST OF SCHEDULES

Schedule 1	Lighting Calculations
Schedule 2	Communications
Schedule 3	Arctic Waters Oil Transfer Checklist
Schedule 4	Pigging SOP
Schedule 5	Line Walking SOP

1. BULK FUEL TRANSFER PLAN

Overview:

Annex 5 provides a comprehensive Bulk Fuel Transfer Plan, outlines preventive measures, establishes a communications plan, clearly defines roles and responsibilities and required documentation before, during and following a transfer to the Oil Handling Facility (OHF).

The Bulk Fuel Transfer plan shall be distributed to all of the Plan Holders and is included as Annex 5 of the OPEP/OPPP. Copies of the Transfer Plan (Annex 5) will be distributed in whole or in part to everyone involved in the transfer operation as required.

The Transfer Plan will be used during the transfer and reviewed after operations are complete, to improve on the process and inform transfers in future years. Any updates shall be considered in future updates to the OPEP/OPPP plans.

Bulk Fuel Transfer:

For this OHF, overall annual transfer volumes shall typically be up to 85 million litres.

Note: Maximum transfer rates at no time will reach the 750 M3/hr. rate needed to move from a Class 2 to a Class 3 Oil Handling Facility.

Tank Farm:

- ◆ The total Tank Farm capacity is currently 86 million litres.

Shore-side Transfer Conduit:

The 8" steel conduit and associated valves and other components are annually assessed and hydrostatically tested to ensure maximum safe operational pressures.

Shore Anchors:

The addition of two +45 metric tonne shore anchors at the shore transfer point greatly enhances the safety of the Fuel Vessel mooring. The fuel vessels may be secured with a Ship's Anchor off the bow and lines off the stern leading to these two shore anchors. This stern in configuration is commonly referred to as a Mediterranean Mooring. The distance between the Ship's stern and the transfer manifold is approx. 300- 500 metres.

Spill Response:

- ◆ A full compliment of *resident* spill response and recovery equipment is available at the MLA facility to meet all regulatory time standards well within the Emergency Response Regulations (ERR) guidelines.
- ◆ A spill response landing craft has been added to the equipment stockpile and shall be available at all times for response to potential or actual spills at the facility. This has greatly enhanced the transfer operation, improved spill response capabilities, and added additional flexibility to the types and scope of spill planning and response.
- ◆ The Fuel Delivery vessel has in place a comprehensive monitoring procedure for the floating hose and also is capable of responding collaboratively to spills should they occur during the transfer.

Security:

The MLS is an Occasional Use Marine Facility (OUMF) under the Transport Canada - Marine Transportation Security Regulations (MTSR). Security training, exercises, processes and procedures are documented and applied through the Port Marine Security Plan, and are therefore considered elsewhere under separate plans.

Communications:

Clear and effective communications during all Bulk Fuel Transfer Operations are ensured through the communications plan found in Schedule 2 of this procedure.

Training:

The OPEP/OPPP document clearly identifies and outlines Spill Response Training activities that are undertaken by B2Gold Nunavut. These include:

- ◆ Spill training for a large number of MLA and contractors working on site during the transfer operation:
 - ◇ Spill Response training for contractors and local communities.
 - ◇ OPEP/OPPP Plan Familiarization for those with response management responsibilities.
 - ◇ General familiarity briefings for everyone who will be/is on site during the fuel transfer.

Exercises:

Prior to the seasonal Bulk Fuel Transfers, Responder Training shall take place as outlined in the OPEP/OPPP document. The full outline of Responder Training is found in section 10.1 of the OPEP/OPPP.

2. DEFINITIONS

Marine Laydown Area – Oil Handling Facility (MLA-OHF): B2Gold Corp.'s Marine Laydown Area Oil Handling Facility located in Bathurst Inlet, NU, Canada

Supplier: The seller of fuel and any sub-contractors used by the seller in the delivery of fuel to the MLA OHF Shore Manifold.

Receiver: B2Gold Back River Corp. (B2Gold Nunavut)

Oil Handling Facility Operator: Defined as the person who is responsible for supervising the transfer of fuel from a delivery tanker vessel to the MLA-OHF's Tank Farm, either directly or through their delegates. Prior to any Bulk Fuel Transfer operation this/these person(s) shall be clearly delegated in the role of the OHF Transfer Supervisor(s).

Vessel: means any marine vessel(s) owned, operated, chartered, or otherwise utilized by the Supplier for the carriage to, and the offload of, Diesel for the MLA.

3. PURPOSE AND SCOPE

This procedure establishes a standard protocol for the safe transfer of fuel from Tanker Vessels to the Marine Laydown Area – Oil Handling Facility (MLA-OHF), using floating hoses, a Shore Manifold, and a Steel Pipe Conduit.

4. GENERAL

The safe transfer of fuel is carried out in compliance with various regulatory laws, guidelines & organizational standards. These procedures outline the operational scope of Bulk Fuel Transfers at the MLA-OHF, details the various standards to be followed, and specific roles & accountabilities to ensure a safe transfer of fuel and to prevent cargo/fuel spillage, and any resulting environmental damage.

5. SAFETY

All workers and crews associated with transfer operations, will wear approved P.P.E. (i.e. safety glasses; hard hat; safety boots, high visibility clothing and any other apparel) and other safety equipment appropriate to their roles and activities.

Note: In all cases, PPE requirements will be discussed and documented as part of the Field Level Hazard Assessment (FLHA) process before commencing work.

A FLHA is the process of identifying and assessing potential hazards on a work site, that could potentially impact personnel, property, or the environment. The purpose of the FLHA is to identify any risks and provide mitigation and guidance to workers and supervisors on how to safely manage work activities.

The FLHA is completed before work starts. The FLHA gives employees the opportunity to communicate with supervisors and managers about safety issues immediately before work starts. This can help decrease downtime and increase Incident Reporting.

5.1 KEY SAFETY REQUIREMENTS

- ◆ **Ignition sources:** Diesel fuels are flammable. Smoking and open ignition sources are not permitted within 10 meters of vessel-to-shore connections, fuel manifolds or within the tank farm berm. Designated smoking area(s) may be established.
- ◆ **High pressure piping:** The pressurization of the fuel transfer conduit, manifolds and tank farm piping can reach pressures of up to 120 PSI. No person is permitted to create a break in any part of the transfer systems or open any part of the pressurized system without the express consent or order from the Marine, Shore and Tank farm Supervisors.
- ◆ **Environmental spill response:** Prompt and correct immediate response is provided in the event of a spill to safeguard life and property; and lessen the environmental impact of the spill.
- ◆ **Communications:** Pre-established clear communications between all parties involved in the fuel transfer are essential for smooth transfer operations and are vital in the event of an incident.

6. SUMMARY – TANKAGE, TRANSFER CONDUITS AND LIGHTING

General descriptions of the MLA OHF and the transfer procedures employed, are provided in the main body of the OPEP/OPPP document body. This Transfer Plan provides details specific to the Bulk Fuel Transfer all based on the current configuration of the MLA OHF.

The design of the MLA OHF is consistent with the document entitled “Design Rationale for Fuel Storage and Distribution Facilities” published by the Department of Public Works of the Northwest Territories (refer to Section 4.6 of those guidelines) and CCME’s Environmental Code of Practice (CCME 2003; 2008). Bulk Fuel Transfers shall include filling of the MLA steel singled walled 10 million and 15 million litre tanks, located in a lined containment berm. The containment berm has a capacity equal to at least 110% of the volume of the tanks.

Fuel deliveries are planed only during the open-water season. Delivery of the bulk fuel shall be received from a number of petroleum tankers throughout the open water period. The total anticipated volumes will be in the range of 85 million litres of ULSD (Ultra Low Sulphur Diesel) to the MLA Shore Tanks. Multiple vessels throughout the period shall anchor immediately to the east of the Tank Farm, adjacent to the Shore Manifold. The Tanker Ships are secured with a Ship's Anchor off the bow and lines off the stern leading to two shore anchors as noted in section 1 of this procedure.

Bulk Fuel is offloaded to the shore manifold through floating fuel delivery hoses that are provided and managed by the Tanker Vessel operator.

Detailed Operational Procedures are included in Section 9 of this Transfer Plan.

6.1 FLOATING HOSE CERTIFICATES

All floating hoses conform to the Vessel Pollution and Dangerous Chemicals Regulations 35 (1):

“A person must not use a transfer conduit in a transfer operation unless the conduit:

(a) has a bursting pressure of not less than four times its maximum design pressure;

(b) is clearly marked with its maximum design pressure; and

(c) has successfully passed, during the year before its use, a hydrostatic test to a pressure equal to one and one-half times its maximum design pressure”.

(d) Additionally, hoses will meet Vessel Pollution and Dangerous Chemicals Regulations 35 (3) "The owner of a transfer conduit that is used in a transfer operation must ensure that the conduit is used, maintained, tested and replaced in accordance with the manufacturer's specifications".

The OHF will ensure that copies of all transfer hose certificates are received from the Supplier and verified. Copies of hose certificates will be included as an attachment to the MLA OHF's Transport Canada: "Post Oil Transfer Report."

6.2 BACK RIVER MLA – SHORE-SIDE TRANSFER CONDUIT

An approx. 1,500 metre 200mm (8") Steel Conduit is installed between the Shore Manifold and the Tank Farm. The Conduit meets the requirements of the Vessel Pollution and Dangerous Chemicals Regulations Section 35(1), including those related to hydrostatic testing.

The Conduit is constructed of Schedule 40 rigid pipe and welded. The Conduit is secured from movement on cement supports on the up-hill side of the access road.

6.3 LIGHTING

Planned transfers shall operate on a 24-hour basis. It is anticipated that there will be approx. 7 hours of darkness overnight at the location during the transfer period (see Table A-5.1).

For this reason, lighting shall be provided to meet the requirements of the Vessel Pollution and Dangerous Chemical Regulations (Section 34), which state:

1. If a vessel or a handling facility engages in a transfer operation between sunset and sunrise, the vessel's master and the operator of the facility must ensure that illumination is provided that has:
 - ◇ a lighting intensity of not less than 54 lx at each transfer connection point of the vessel or facility; and
 - ◇ a lighting intensity of not less than 11 lx at each transfer operation work area around each transfer connection point of the vessel or facility.
2. For the purposes of subsection (1), lighting intensity is to be measured on a horizontal plane 1 m above the walking surface of the facility or the working deck of the vessel, as applicable.

Table A-5.1 Daylight Hours for the MLA

Date	Civil Twilight Start	Sunrise	Local Noon	Sunset	Civil Twilight End	Hours of Illumination		
						Day	Sky	Total
Sept 1	04:40	05:41	12:11	20:40	21:41	19.59	1.01	21.00

6.4 LIGHTING PLAN

The MLA OHF shall employ portable lighting towers to provide lighting in critical areas during the transfer hours of darkness. Each lighting tower is equipped with a portable generator that powers 2 x 1000-watt bulbs. One of these lighting towers will be located at the Shore Manifold at all times during the transfer. Additional towers are located along the steel shore pipeline where and as needed.

The portable lights shall be located close enough to meet the lighting requirements outlined in the Vessel Pollution and Dangerous Chemicals Regulations, but never closer than 3 metres from a fuel source (i.e. the Shore Manifold). See Schedule 1 of this Annex for evidence of compliance using this equipment.

7. APPLICABLE REGULATIONS, GUIDELINES AND PROCEDURES

This Bulk Fuel Transfer Plan will be executed by both the Supplier and the MLA-OHF. By mutual agreement, the Supplier has assumed responsibility for the fuel from the Tanker Ship to the Shore Manifold. Both the supplier and B2Gold Nunavut agree to work together to respond to all marine fuel spills or potential incidents.

The work groups, applicable procedures and regulations are listed below in Table A-5.2 below.

Table A-5.2 Applicable Regulations, Guidelines, or Procedures

Work Group	Description of Applicable Regulation, Guideline or Procedure
B2Gold Nunavut / Supplier	B2Gold Nunavut procedures: ◆ Annex 5 Bulk Fuel Transfer Plan ◆ Oil Pollution Prevention Plan/Oil Pollution Emergency Plan ◆ Shipping Management Plan ◆ Shipping Management Guidelines ◆ Marine Shipping – Wildlife Mitigation and Monitoring ◆ Risk Management and Emergency Response Plan Transport Canada – Arctic Waters Oil Transfer Guidelines Emergency Response Regulations and Standards (TP 14909) Vessel Pollution and Dangerous Chemical Regulations, (SOR 2012-69) NWT- Design Rationale for Fuel Storage and Distribution Facilities
B2Gold Nunavut	Spill Contingency Plan (SCP)
Supplier	Shipboard Oil Pollution Emergency Plan (SOPEP) Arctic, General Port Operation Guidelines Cargo Operations Guidelines Arctic Shipping Pollution Prevention Regulations (ASPPR), Arctic Waters Pollution Prevention Regulations (AWPPR)

8. RESPONSIBILITIES

As identified in Section 39 of the Vessel Pollution and Dangerous Chemicals Regulations:

"In the event of an emergency during a transfer operation, the master of a vessel and the operator of a handling facility engaged in the operation must take all necessary measures to rectify or minimize the emergency's effects".

Table A-5.3 Summary of Roles and Accountability

Role	Accountability	By When
B2Gold Nunavut - Ops. Manager or Designate	The B2Gold Nunavut Operations Manager is responsible for ensuring that all actions, processes, and steps in this Plan are addressed during the Bulk Fuel Transfer	Specified
B2Gold Nunavut MLA OHF Supervisor	Shore side transfer lead supervising in person the loading or unloading of oil to or from a vessel to the OHF. Implementation of all receiver accountabilities as described in this procedure, all regulatory requirements and organization procedures. Per the Vessel Pollution and Dangerous Chemicals Regulations 38(2) (2)	As specified
Vessel Master and Facility Operator	In the event of an emergency, the Facility Supervisor and Vessel Master will work together to take all necessary actions to rectify the emergency's effects	Required immediately
Vessel Master Supplier Oil Transfer Supervisor	Notify Prairie & Northern Region, in Ottawa, via NORDREG on plans for oil transfer operations in arctic waters	In advance of Bulk Fuel Sealift
	Responsible for supervising in person the loading or unloading of oil to or from a vessel. Implementation of all supplier accountabilities as described in this procedure, all regulatory requirements and organization procedures	As specified
Vessel Crew	Operation and maintenance of vessel pumps and hoses and for monitoring the floating hoses between the vessel and Shore Manifold.	Continuous during offload
Facility Pumpmen	Operation and maintenance of the facility transfer equipment including the Shore Manifold, Pig launching and recovery, Transfer	Continuous during offload
All personnel involved in Bulk Fuel Transfer	Conduit and tank farm manifold and tanks.	As required immediately

9. TRANSFER PROCEDURES

9.1 GENERAL

The following procedures are written to provide a detailed step-by-step review of the actions and tasks that will be followed during the Bulk Fuel Transfer. Checklists associated with each procedure will be included at the end of this Transfer Plan.

9.1.1 JOB HAZARD ANALYSIS

A Job Hazard Analysis (JHA) will be conducted annually on the Transfer Procedures by all parties involved. The purpose of the JHA is to identify potential hazards associated with Transfer Procedures or methodology. Once identified, any findings will be incorporated into the Procedures as a revision.

9.1.2 SHIP ARRIVAL

Upon arrival the tanker shall employ the bow anchor. The fuel vessel now in position will deploy lines off the stern leading to either one or both of the shore anchors. MLA crews will be briefed on plans and safety concerns and requirements, prior to the mooring. Actual mooring is to be verified with the Tanker Captain upon arrival with the B2 Gold Nunavut Shore Representative or designate. The MLA shall provide assistance to the ship's crew as needed; however, the ship and vessel master are fully responsible for the overall mooring ashore. All Transport Canada Regulations are to be followed. Stern mooring will allow vessel to deploy the shortest possible amount of hose for discharge, as it will negate the requirement for extra lengths to accommodate vessel swing.

9.1.2.1 PRE-TRANSFER MEETING

Upon arrival of the Tanker Vessel at Bathurst Inlet, and prior to commencement of any operations, the MLA Transfer Supervisor and team shall attend the Ship and meet with the 1st Officer and Master to conduct a pretransfer meeting. The purpose of the Transfer Meeting is to review the details of the transfer operation and to complete the ISGOTT Ship-Shore Safety Checklist and the Arctic Waters Oil Transfer Checklist, prior to the Transfer. A copy of TP 10783 (with the AWOT Checklist) is included in Schedule 3 at the end of this Transfer Plan.

Regulatory Guidance associated with Arctic Transfers of Fuel is provided in TP-10783. This Plan and the MLA OPPP/OPEP have been written to reflect this Standard.

It is also an opportunity to discuss and review any other issues of concerns, prior to the Transfer and may include but is not limited to:

- ◆ Introduce the Supplier Fuel Transfer Supervisor, B2Gold Nunavut Oil Handling Facility Supervisor and all personnel involved in the operations;
- ◆ Review and agree to the transfer procedures in Annex 5;
- ◆ Confirm with all parties that all Bulk Fuel Transfer Operations both ship and shore are conducted on local time;
- ◆ Identify each party's key facilities, (such as, location, maximum & minimum draught, Shore Manifold), and marine operational parameters i.e. tides, mooring, positioning aids and hidden hazards;
- ◆ Review the duties and responsibilities of all personnel involved in the transfer, to ensure they are equipped, trained and understand their role and responsibilities;
- ◆ Ensure all personnel participating in the transfer are aware of the risks, how to report, safety considerations and have appropriate PPE associated with an accidental release;
- ◆ Establish clear and effective communications to be used throughout the Bulk Fuel Transfer and agree on emergency signals in the event of an interruption in communications
- ◆ Review radios and communications, (see Schedule 2) emergency signals etc.;
- ◆ Ensure all personnel participating in the transfer are trained and exercised in emergency plans and procedures, and know the fuel spill contingency plans outlined in the OPEP to be followed in the event of an incident;
- ◆ Review and agree to the use and role of Vessel's workboats and crews:
- ◆ In the event of a spill to water both the OHF's and the Tanker Ship's workboats and crews will be required to respond immediately. In addition to securing a break on the hose or other breach, one of these workboats will be needed immediately to deploy the containment booms. How these issues are prioritized, will be reviewed at the meeting.
- ◆ Stripping Capabilities, Check Valves; pigging procedures
- ◆ The issues of the Tanker Vessel "stripping" the floating hoses and/or B2Gold Nunavut Transfer Conduit in the event of a spill, need to be discussed and planned for.
- ◆ Land/Shore Safety and Environmental Controls as per Section 9.2, Annex 5 reviewed.
- ◆ Should an International Fuel Tanker Ship be used to deliver to the MLA, the OUMF Plan and procedures will be activated for the fuel transfer.
- ◆ Upon completion of the meeting, Vessel representatives will inspect the Shore Manifold and other installations prior to any transfer.
- ◆ At the completion of the Transfer, the MLA OHF is required to submit a Post Transfer Report to Transport Canada. As part of this report, the Floating Hose Certificates (PDF versions) will need to be

attached. The MLA OHF Supervisor will need to verify certificates either prior to the arrival of the Tanker Ship, or at the meeting.

9.1.3 COMMUNICATIONS

Reliable, clear, and consistent communications are essential to a safe transfer operation and are vital in a spill situation.

A Fuel Transfer Communications Plan is included in Schedule 2 of this Annex. All persons involved in the Bulk Fuel Transfer must be familiar with the communications plan.

9.2 LAND/SHORE SAFETY AND ENVIRONMENTAL CONTROLS SAFETY

9.2.1 SAFETY CONTROLS

The B2Gold Nunavut MLA OHF Supervisor will ensure the following safety controls are in place prior to and during transfer and if any of the following conditions occur, the transfer should be stopped immediately:

- ◆ “No smoking/no naked lights or flames” warning signs will be posted at all the transfer points and at the entrance to and around the perimeter of the MLA-OHF berm.
- ◆ Fire extinguishers will be stationed for rapid deployment at the Shore Manifold, tank farm manifold, and the Transfer Conduit monitoring vehicle.
- ◆ The Shore Manifold area is free of obstructions and hazards. Road access to the tank farm, Transfer Conduit, Shore Manifold, shore anchors and response staging areas will be posted and restricted to necessary vehicles only.
- ◆ Manifolds, shore anchors, anchor lines and other hazards and obstacles will be clearly posted and restricted to necessary vehicles only.
- ◆ All personnel involved in the fuel transfer using radios, will be on B2Gold Nunavut dedicated radio channel (as per the Communications Plan).
- ◆ All personnel have been briefed and understand their right to suspend operations at any time, if they decide it is necessary.
- ◆ Transfer Conduit Isolation: The pressurization of fuel Transfer Conduit, Shore Manifold and Tank farm piping can reach pressures of 825 kPa (120 psi). No person is permitted to create a break in a

pipe or open any part of the pressurized system without an order from or express permission of the B2Gold Nunavut MLA OHF Supervisor.

- ◆ Each time the fuel transfer system requires a non-routine break in the line, flange to be opened, a component to be removed or any other service that requires a shut down, the (JHA) must be reviewed by the B2Gold Nunavut MLA OHF Supervisor and workgroups doing the work.
- ◆ Once completed, all working groups associated with the Transfer, will review the JHA and their FLRAs prior to commencing work.
- ◆ The work may only proceed upon confirmation by the B2Gold Nunavut MLA OHF Supervisor.

9.2.2 ENVIRONMENTAL CONTROLS

The MLA Transfer Supervisor will ensure the following environmental controls are in place prior to and during fuel transfer:

- ◆ Ensure that all personnel know they have the right and are to immediately stop the transfer in the event of a spill, or any loss or potential loss of control.
- ◆ Fuel transfers will be stopped immediately in the event of any drip, flow, leak or seep into land or water during fuel transfer. Fuel transfer operations will cease until leaks have been eliminated.
- ◆ Emergency spill response equipment will be positioned at key points along the Transfer Conduit, and a truck containing response equipment will accompany line walkers at all times.
- ◆ MLA emergency spill response equipment will be positioned in close proximity to the beach area with containment booms (with towing bridle attached) ready to deploy.
- ◆ As an additional contingency, a frontend loader, excavator, or other appropriate earth moving equipment and operator(s) will be readily available to the B2Gold Nunavut MLA OHF Supervisor during the fuel transfer.
- ◆ All personnel directly engaged in the fuel transfer are familiar with the MLA OHF emergency spill response protocols and procedures.
- ◆ B2Gold Nunavut will initiate and implement all land-based spill response plans.

9.2.3 TANKER VESSEL SAFETY AND ENVIRONMENTAL CONTROLS

9.2.3.1 SAFETY CONTROLS

The Supplier will implement all safety controls as required under the applicable regulations, guidelines or supplier procedures documented in the “Transfer Procedures” herewith.

9.2.3.2 CONTROL REVIEW

Shore safety & environmental controls will be reviewed with the supplier's oil transfer supervisor and shore crews at the Pre-Transfer Meeting.

9.2.3.3 ACCOUNTABILITY

The Delivery Vessel is accountable for responding and activating their SOPEP (including containment and remediation) during the Fuel Transfers for spills originating from the Shore Manifold flange, seawards.

9.2.3.4 EVIDENCE

The Delivery Vessel will provide evidence of having previously carried out adequate shipboard emergency spill response simulation/training exercises as mandated.

9.2.3.5 CHECKLISTS

The Vessel's Master and the OHF Supervisor are responsible for completing the Arctic Waters Oil Transfer Checklist and the ISGOTT Ship-Shore Safety Checklist and will provide a copy to B2Gold Nunavut upon completion of the fuel transfer.

Note: A copy of the required checklists is included as attached as Schedule 3 of this Transfer Plan.

9.2.4 CHECKLIST COMPLETION

Prior to the transfer, the Oil Handling Facility will ensure that all checklists and procedures have been reviewed and completed. This includes, but is not limited to:

- ◆ Job Hazard Assessment;
- ◆ Field Level Risk Assessments;
- ◆ Facility/ Vessel Interface checklist;
- ◆ Communications Plan;
- ◆ Arctic Waters Oil Transfer checklist

Once the vessel hose is connected to the shore the following tasks can be completed.

9.3 TRANSFER OPERATION PROTOCOL

As multiple transfers at this facility are anticipated annually, it is understood that all transfer protocols herewith apply to each and every transfer.

9.3.1 OHF VERIFICATION

The B2Gold Nunavut Oil Handling Facility Supervisor shall ensure that:

- ◆ The supervisor of the transfer operation on board the vessel has reported readiness for the transfer operation to begin;
- ◆ Continuous communication is verified and maintained with the supervisor on board the vessel; and
- ◆ The Manifold Valves and the Tank valves within the fuel farm are not closed until the relevant pumps are stopped, if the closing of the valves would cause dangerous over-pressurization of the pumping system.

9.3.2 FUEL TRANSFER

- ◆ If both parties are satisfied that pumping can begin, the valve at the tank is unlocked and opened by the B2 Gold Nunavut Designate, who remains at the tank and monitors tank discharge.
- ◆ B2 Gold Nunavut Designate shall be in contact by radio with the Tanker loading personnel and the Line Walkers and are responsible to halt transfer immediately if a leak develops.
- ◆ Discharge will begin at a slow rate to reduce build-up of static electricity. This also allows checks to be completed along the length of the hose by the tanker and along the steel conduit and Tank Farm by the Line Walkers for leaks or any other irregularity.
- ◆ The tanker shall monitor discharge and the receiving manifold until conditions indicate positive pressure such that transfer speed can be increased.
- ◆ Rate of flow should remain constant to prevent surges.
- ◆ Designated B2 Gold Nunavut Line Walkers will walk and monitor the line for leaks or any other irregularity every 2 hours and this needs to be recorded accordingly.
- ◆ The Vessel Contractor workboat crew will inspect the portion of hose from the shoreline to the tanker upon commencement of pumping and regularly throughout loading operation. This is performed and recorded every hour.
- ◆ The maximum fuel transfer rate for this Class 2 OHF is 750m³/hr but anticipated not to not exceed 300m³/hr.

9.3.3 EMERGENCY STOP

In all cases immediately upon detection of a spill, all transfer operations are to be shut down and not restarted in any manner that would interfere with the immediate, effective and sustained response to the oil pollution incident.

9.3.4 FUEL TRANSFER COMPLETION AND HOSE DISCONNECTION

- ◆ Volume calculations by tanker crew will be performed on a regular basis and passed on to B2 Gold Nunavut Shore representative for comparison / reconciliation with the product pumped out of the ship and what has been received into the shore tank.
- ◆ Notice will be given to the tanker officers that loading is nearing completion and that pumping should be slowed down. After completion of required quantity to be offloaded pumping will stop; valves will be closed on the tank and documented.
- ◆ A pig will then be run through the line from the tanker to the shore manifold to sweep the line clean of fuel. The pig will be recovered at the shore manifold. The floating hose pigging procedure is outlined in Schedule 4 herewith.
- ◆ The B2 Gold Nunavut Designate will then initiate pigging of the Steel Conduit between the receiving manifold and the Tank Farm in accordance with the procedure outlined in Schedule 4 of this procedure.
- ◆ Once the discharge has been safely and completely finished B2 Gold Nunavut shore representative and Inspectorate rep will board fuel vessel for a post discharge meeting, debriefing and exchange of all pertinent documents.
- ◆ B2 Gold Nunavut and Vessel Contractor will sound all tanks and take temperature readings, and will perform volume calculations.
- ◆ Amount of product transferred will be verified by both parties and all necessary paperwork will be completed.
- ◆ Vessel lines removed and ship departs.

9.3.5 TWO WAY COMMUNICATIONS

The Vessel Transfer Supervisor, Tank Farm Supervisor and Shore Manifold Supervisor must, before and during the transfer operation, follow the communications plan outlined in Schedule 2 of this plan on a continuing basis that enables the supervisor on board the vessel and the supervisors at the facility or on board the other vessel to:

1. communicate immediately as the need arises; and
2. direct the immediate shutdown of the transfer operation in case of an emergency.

9.3.6 TRANSFER CONDUIT INSPECTION

Upon commencement of fuel discharge the entire length of the Transfer Conduit will be inspected for leaks, and every 2 hours thereafter so long as the fuel transfer system is charged. The Fuel Transfer Conduit Inspection Log will be submitted to the MLA Transfer Supervisor at the end of each shift.

9.3.7 PIGGING OVERVIEW

Upon completion of the fuel transfer operations, the entire hose and Transfer Conduit shall be cleared of product by the pigging procedures outlined in Schedule 4. The ship shall clear the floating hoses only. The OHF shall clear the shore steel conduit.

9.4 POST TRANSFER OPERATIONS

9.4.1 CHECKLIST SIGNOFF

The B2Gold Nunavut Oil Handling Facility Supervisor will sign off the MLA-OHF Fuel Transfer Checklist indicating that this procedure has been completed and the bulk fuel transfer to the MLA-OHF is complete.

9.4.2 RECEIPT OF RECORDS

The supplier will provide B2Gold Nunavut with a copy of the Suppliers statement of facts (record of vessel activities) from the fuel transfer process.

10. OVERVIEW OF TRANSFER STEPS & DOCUMENTATIONS

Table A-5.4 Overview of Transfer Steps and Associated Documentation

Reference	Item	Support Documents
	Transfer Plan	Transfer Plan
	OPPP/OPEP document	OPPP/OPEP
9.3	Transfer Conduit monitoring	Line Walker SOP
9.1.2.1	Vessel/MLA Interface Meeting	Transfer Plan
9.1.2, 6.1	Shore anchors and floating hoses	Transfer Plan

9.1.2.1, 9.2.4, 9.4	Technical meeting - AWOT Checklist etc.	Transfer Plan
9.4	Transfer Checklists	Transfer Plan
9.1.3, Schedule 2	Communications Overview	Transfer Plan
9.3.4	Debrief and next steps	Transfer Plan
9.4.2	Report	Transfer Report
9.1.2.1	Post Transfer Report to TC	Post Transfer Report
	Revise the OPPP/OPEP where applicable	OPPP/OPEP

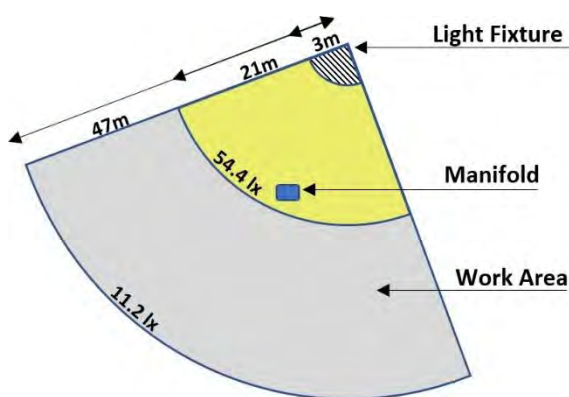
SCHEDULE 1 LIGHTING CALCULATIONS

The proof associated with VPDCR (34) lighting intensity is provided as a calculation below, as opposed to on-site testing. The calculations associated with this proof are standard within the lighting industry and are acceptable in a variety of applications including other regulations that fall under Transport Canada.

Logic:

The light fixture produces +45,000 lumens at source and are housed in a reflector designed to focus the beam of light in a 90° arc. This produces a cone shaped beam of light (see Figure 1 below).

To meet the lighting requirements in the Regulations, at a minimum the manifold will be within 21 metres of the lights and the working areas within 47 metres of the lights. In reality, these are the maximum distances, typically, the light would be withing 15 & 30 metres respectively.



Calculations:

The luminous intensity, which is measured in candela (cd). It is a measure of power emitted by a light source in a particular direction per unit solid angle.

$$\text{Luminous intensity (cd)} = \text{Luminous flux (lumen)} / \text{Solid angle (in steradian)} \quad I = \Phi / \Omega$$

$$\text{Illuminance} = \text{Luminous flux} / \text{Working distance}^2 \quad E = I / r^2$$

Figure 1

Calculation 1 (21 metres)		Calculation 2 (47 metres)	
Lumines	45,000	Lumines	45,000
Angle of radiation	90°	Angle of radiation	90°
Distance to light source	21 m	Distance to light source	47 m
Luminous intensity (Candela)	12,497.9 cd	Luminous intensity (Candela)	12,497.9 cd
Illuminance (Lux)	54.4 lx	Illuminance (Lux)	11.1 lx

SCHEDULE 2 COMMUNICATIONS

COMMUNICATIONS OVERVIEW

Note: This section may need to be revised and enhanced based on a new Communications Plan being drafted for the 2024 Bulk Fuel Transfer.

A general description of the MLA OHF and the offload Communications procedures are provided in the main body of the OPPP & OPEP (Section 7.11). Annex 5. Specifics associated with Communications are outlined in this procedure and checklist: the Radio and Emergency Communications Plan for the 2023 Fuel Transfer.

During Transfer Operations and in the event of an emergency, the primary communications method at the MLA site will be through the radio system. B2Gold Nunavut will assign a dedicated channel on its VHF radio network for the fuel transfer and if required, any related response operations should an incident occur.

All crews and support personnel associated with the transfer will be issued a portable radio and charger. Note: not all radios will have a dedicated charger. Charging banks and extra batteries are located in the MLA Main Office building. The Delivery Vessel will also be equipped with multiple VHF radios that may be capable of communications on the B2Gold Nunavut channel. In all cases, this must be checked, confirmed, and documented (in the Communications Plan – ICS Form 205a at the end of this section.

All radio communications concerning the fuel transfer must be made on the B2Gold Nunavut or Vessel designated and dedicated VHF radio frequency, as agreed to at the Pre- Transfer Meeting.

During the transfer and in an emergency, radio communications should be kept to a minimum. The 4 golden rules of radio communication are:

Clarity: Your voice should be clear. Speak a little slower than normal. Speak in a medium tone, do not shout.

Simplicity: Keep your message simple enough for intended listeners to understand.

Brevity: Be precise and to the point.

Security: Frequencies are shared. Do not transmit confidential info by radio.

Prior to the Transfer, everyone involved in the transfer, whether they are issued a radio or not, will review this Communications Plan.

COMMUNICATIONS

Reliable, clear and consistent communication is essential for a smooth transfer operation and is vital in a crisis situation. The Communications Plan outlining positions, call signs and channels to be used, and will be in place during offload activities. The following communication standards are to be followed:

- ◆ The language of the workplace at the facility is English;
- ◆ All communications concerning fuel transfer are on the agreed radio channel (per communication plan in place during offload). Radios with the dedicated frequency used by the Vessel, Shore Connection and MLA Transfer Supervisors;
- ◆ The dedicated radio frequency is only to be used for fuel transfer communication;
- ◆ All cargo volumes are to be communicated in cubes or cubic meters; and
- ◆ Emergency Transfer shut down call is “Stop Pump, Stop Pump, Stop Pump” on the dedicated Transfer radio channel.

The following standard signals should be used in all transfer operations:

- ◆ STANDBY TO START PUMP
- ◆ START PUMP
- ◆ INCREASE PUMP
- ◆ SLOW DOWN PUMP
- ◆ STAND BY TO STOP PUMP
- ◆ STOP PUMP
- ◆ **STOP PUMP, STOP PUMP, STOP PUMP** (emergency stop of transfer) - Emergency Shutdown of Transfer in a Controlled Manner under direction of delivery Pumpman.

EMERGENCY COMMUNICATIONS OVERVIEW

Examples of general conditions that will trigger a shutdown of the transfer are listed below.

The MLA Facility and Tanker Vessel - Oil Transfer Supervisors should identify any special or additional triggers that they feel are required or appropriate. These should be communicated to all Transfer personnel.

All Transfer Team Members have the authority to call for an Emergency Shutdown of the transfer if they observe or even suspect an Incident or Potential Incident.

If any of the following conditions occur, the transfer **MUST** be stopped immediately:

- ◆ LOSS OF COMMUNICATIONS

- ◆ LOSS OF ABILITY TO MONITOR FLOATING HOSES
- ◆ LOSS OF ABILITY TO MONITOR SHORE MANIFOLD, TRANSFER CONDUIT, FLOATING HOSE TANKER SHIP OR SHORE TANKS
- ◆ ANY SIGN OF SPILLAGE, OR DAMAGE TO HOSES OR COUPLINGS
- ◆ A FIRE OR OTHER EMERGENCY INVOLVING OR ADJACENT TO THE TRANSFER
- ◆ A SERIOUS MEDICAL EMERGENCY
- ◆ BEAR SIGHTING AT OR ADJACENT TO THE TRANSFER
- ◆ ANY DETECTION OF ACCUMULATED GASES
- ◆ SIGNIFICANT INCREASE IN WIND AND/OR SEA STATE
- ◆ ELECTRICAL STORM IS PRESENT OR PREDICTED
- ◆ POOR OR DEGRADING VISIBILITY CONDITIONS
- ◆ HELICOPTER LANDINGS OR TAKE OFFS WITHIN 500 METERS OF THE TRANSFER
- ◆ ANY OTHER SITUATION IDENTIFIED BY THE VESSEL TRANSFER SUPERVISOR OR B2GOLD NUNAVUT MLA – OHF SUPERVISOR.

EMERGENCY STOP

If you need to stop the transfer, use your radio on the Transfer Channel to announce:

“STOP PUMP, STOP PUMP, STOP PUMP”

Wait 5 seconds and repeat the message. The Vessel Transfer Supervisor will acknowledge by radio that they are immediately shutting down the transfer.

If you do not get a reply, use your air horn to signal the Vessel Transfer Supervisor and continue with radio announcements.

- ◆ Point your air horn towards the Vessel;
- ◆ The Emergency Shut Down air horn signal is 5 short blasts;
- ◆ Short blasts are ~1/2 second long with a ½ second break between. The 5 short blasts should take approx. 5 seconds in total; and
- ◆ The Vessel Transfer Supervisor will acknowledge the signal by shutting down the transfer, by radio and with 1 long blast on their air horn of the ship’s whistle.

In the event of an Emergency Shut Down, it is the responsibility of everyone to ensure the “Stop Pump” has been communicated, and the Transfer is stopped. If you are receiving the Emergency Radio Signal, you can assume that the Vessel Transfer Supervisor is as well (or they have a breakdown in their radio communications). Do not repeat the radio signal unless asked to do so.

- ◆ If you are in a position to physically alert the Vessel Transfer Supervisor (i.e. on board the Vessel), do so immediately.
- ◆ If applicable, immediately initiate your role's shutdown procedures.
- ◆ Then after hearing 3 cycles of 5 short blasts without a reply (or the transfer flow reducing or stopping), repeat the 5 short blasts from your position.

PHONETIC ALPHABET

It is common to use a phonetic alphabet in your conversations over a two-way radio. Many letters and words sound alike so to make sure you are communicating clearly you can use the phonetic equivalents of letters that are often confused i.e. 'F' and 'S', 'T' and 'C', or 'M' and 'N'.

The Phonetic Alphabet below is the international standard and is desirable. That said, this is desirable, but not required during transfer operations.

A- ALPHA	F- FOXTROT	K- KILO	P- PAPA	U- UNIFORM	Z- ZULU
B- BRAVO	G- GOLF	L- LIMA	Q- QUEBEC	V- VICTOR	
C- CHARLIE	H- HOTEL	M- MIKE	R- ROMEO	W- WHISKEY	
D- DELTA	I- INDIA	N- NOVEMBER	S- SIERRA	X- X-RAY	
E- ECHO	J- JULIET	O- OSCAR	T- TANGO	Y- YANKEE	

COMMUNICATIONS LIST

Communications List (Plan) – ICS 205A				
1. Incident/Event	Date From:		Date to:	
B2Gold Nunavut Bulk Fuel Transfer				
2. Description	Plan covers radio communications between the Delivery Ship, the MLA OHF and everyone involved in the transfer operation.			

Assigned Position	Name	Radio #	Radio Frequency
Emergency Notification	All radio operators		
MLA Operations Manager			

B2Gold Nunavut MLA OHF Supervisor.			
Vessel Transfer Supervisor			
Vessel Master or Designate			
Vessel Shore Manifold			
MLA Shore Manifold			
MLA Tank Farm Manifold			
MLA Spill Response			
MLA Workboat			
Line Walker #1			
Line Walker #2			
Vessel Workboat #1			
Vessel Workboat #2			

SCHEDULE 3 ARCTIC WATERS OIL TRANSFER CHECKLIST

The Arctic Waters Oil Transfer Checklist is a requirement for all Marine Bulk Fuel Transfers at the B2Gold Nunavut Back River MLA.

Bulk oil transfer activities in the Arctic are carried out under a wide variety of conditions, from open water in a stiff breeze to ten tenths land-fast ice with no light and very high winds.

The guidelines are intended to provide all Supervisors of Oil Transfer Operations in Arctic Waters (North of 60°00' N) and their crews with practical reminders and checklists, which will enable them to continue the good record that Arctic operators have in this endeavour. Guidelines are intended to provide a better understanding of the problems and pitfalls of transfer activity in isolated areas and cold weather conditions. They apply to any vessel engaged in bulk oil transfer operation in Arctic waters. However, only transfers in excess of 500 cubic metres, in a single event, should be reported.

A PDF copy of the Arctic Waters Oil Transfer Checklist can be found at the following link:

<https://tc.canada.ca/sites/default/files/migrated/generalchecklisttransfers.pdf>

SCHEDULE 4 PIGGING SOP

PROCEDURE FOR 'PIGGING' THE FLOATING HOSE ASSEMBLY - (Twin 6-inch hose)

To 'pig' the line is to send a foam swab through each of the hoses using compressed air, to clear the product still contained in the conduit on completion of cargo operations or temporary stoppage of a transfer. Hoses are pigged if cargo is to be stopped due to bad weather or a stop in cargo operations.

DURING THIS OPERATION THE FLOATING HOSE ASSEMBLY CAN CONTAIN VERY LARGE VOLUMES OF COMPRESSED AIR WITH TRACES OF PRODUCT.

FOR EVERYONE'S SAFETY- THIS PROCEDURE MUST BE FOLLOWED STEP BY STEP

- 1- The Bridge must advise the tank farm and shore crews that a 'pigging' operation will begin.
- 2- Both hoses shall be pigged separately but using the same Ship's procedures. The hoses shall be identified as North Hose and South Hose and the hoses shall be labelled as such, at the ships manifold and shore manifold.
- 3- The ship will stop pumping and insert a 'pig' in the North Hose at the ship's manifold according to standard ship's procedure.
- 4- The bridge must communicate to the tank farm and shore crews when they are ready to begin the 'pigging' operation.
- 5- The ship must wait for confirmation that the shore manifold operator has opened the 8-inch gate valve on the shore pipeline and the 6-inch ball valve and 6- inch butterfly valve on the hose to be pigged and is ready to observe the passage of the 'pig', through the sight glass of the shore manifold assembly. The ball valve and butterfly valve on the 6-inch hose not being pigged, is closed
- 6- The ship must confirm that the shore manifold and tank farm crew is ready to commence pigging operation.

- 7- The ship will apply air in the hose and communicate immediately to the tank farm and shore manifold operator immediately after the 'pig' starts moving.
- 8- The ship's crew must note in the logbook the time and date of the start of the 'pig' movement and air pressure in the hose.
- 9- When the 'pig' passes through the sight glass at the shore manifold and is confirmed to be in the 'pig catcher', the shore manifold operator must communicate to the ship immediately to have the air application stopped.

'PIG REMOVAL' AT SHORE MANIFOLD:

- 10- Close the butterfly valve and the ball valve of the hose that has just been pigged to isolate this one from the shore line.
- 11- Repeat the same pigging sequence with South Hose then close the butterfly valve and ball valve on this hose when the pig is in the pig catcher
- 12- Install chokers on the North Hose and South Hose approximately 3 feet from the ball valve
- 13- Close the 8-inch gate valve of the shoreline.
- 14- Drain the air pressure from the hoses.
- 15- Drain the Y Piece into the container placed underneath, using the bleeder valve.
- 16- Drain the Pig Catcher into the container placed underneath, using the bleeder valve.
- 17- In the meantime, depressurize both 6-inch hoses, down to approx. 5 psi.
- 18- On each hose, crack open the big ball valve to equalize the pressure in the pig catcher with the hose
- 19- Slowly open the cover to the pig catcher to release any possible remaining pressure and then remove the pig.
- 20- If the 'pig' comes out in several pieces, reconstruct it to make sure that there are no pieces left inside.

Shore 8-inch Steel Conduit

Water Evacuation Procedure:

Preparation

1. Review all relevant documentation and safety procedures.
2. Inspect the transfer system for any visible defects or issues that could affect the test. Verify that all components are properly installed, and that the system is ready for pigging.
3. Close launcher isolation gate valve & drain launcher using the low point drain on the manifold.
4. Install/remove blanks and blinds on in-berm piping as per Reference 2 maps.
5. Open all in berm piping high point vents. These will need to be monitored and closed as the water level rises.
6. Empty offload line from the bottom and fill the in-berm piping via the location shown in Reference 2.
7. Ensure that any testing medium passing through vents is caught in containments.
8. Make sure valving is in the correct orientation as per Figure 2 below and Reference 2 maps.

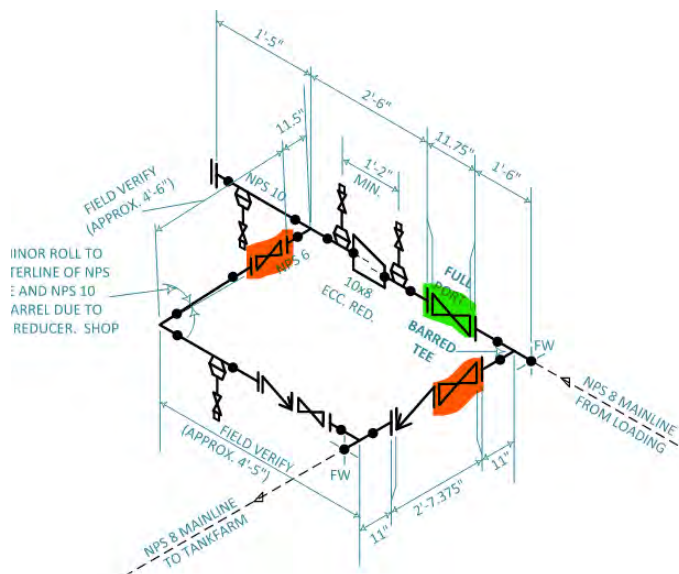


Figure 2: Pig catcher valve orientation during water transfer from the offload line to the in-berm piping.

9. Prepare the end of the line to discharge the remaining water (camlock with hose into the insta berm).

Pigging Process

NOTE: Access around the line during pigging will be limited. There is significant stored energy in the line when using pneumatics.

10. Drain any liquid inside the pig launcher manifold using the low point drain.
 11. Open launcher and place pig in barrel to prepare for launching.
 12. Communicate on relevant radio channels that pigging process is beginning.
 13. Connect the air compressor to the bottom of the line below the pig launcher.
 14. Open launcher gate valve and launch pig (Starting with very low pressure and gradually increasing until the pig begins to move or flow begins at the top of the line).
 15. Regulate air pressure as the pig travels up the line to control and modulate the flow safely.
- Monitoring and Communication**
16. Monitor the discharge and maintain radio communication with the person operating the compressor.
 17. Listen for the arrival of the pig and communicate to the compressor operator to stop the air pressure.
 18. Ensure pressure is safely relieved from the catcher location before opening and retrieving the pig. This can be done by opening a vent on both the bottom and top side of the catcher.
 19. Communicate on the relevant radio channels that the pigging process has stopped.
- Final Steps**
20. Drain offload in berm piping to verify all water is removed.
 21. Open drain at the bottom of the line to drain any remaining fluid into a tote.
 22. Drain the test medium following the project's environmental protection procedures. Dispose of the test medium according to environmental regulations.

Restore the system to its normal operating condition by reinstalling any components removed for testing, such as blinds, plugs or internals.

SCHEDULE 5 LINE WALKING SOP

1.0 Contents

2.0	Overview
3.0	Related Documents
4.0	Related Training
5.0	Personal Protective Equipment
6.0	Response Equipment
7.0	Field Level Risk Assessment (FLRA)
8.0	Line Walker Role
9.0	Oil Spill Equipment
10.0	Line Walker Tracking Record
11.0	Additional Notes

2.0 Overview

Physical monitoring during a marine fuel transfer is critical to environmental safety and the success of the transfer operation. Line Walkers work in pairs and are responsible for ensuring the transfer conduit, from the Shore Connection to the Tank Farm is functioning as planned, and that any issues or leaks are identified quickly and reported. Line walkers act as both transfer system monitors and 1st responders in the cases of a spill.

Line Walkers have the authority to stop all transfers immediately, if they detect something of concern or encounter a situation they do not recognize.

3.0 Related Documents

- MLA Oil Handling Facility Plan (OPPP/OPEP)
- 2024 Transfer Plan (Annex 5 of the OPPP/OPEP)
- 2024 Line Walker SOP

4.0 Related Training

- Oil Spill Response Training (internal)
- 2023 Transfer Plan Review
- Review of Line Walker SOP
- WHMIS

5.0 Personal Protective Equipment



Steel-toed boots



Hearing protection



Hard hat



Hi Viz Vest



Safety Glasses



Work Gloves



Splash Goggles (Oil Spill Response)



Gloves (Nitrile – Gauntlet Style) (Oil Spill Response)



Protective Clothing (Oil Spill Response)



Air Horn



Bear Spray



Portable Radio

6.0 Response Equipment

- Line Walker are provided with a pick-up truck that carries a variety of spill response equipment. This equipment is listed in Section 9

7.0 Field Level Risk Assessment (FLRA)

Before beginning the operation:

- Participate in the Field Level +Risk Assessment Meeting.
- Complete the FLRA Card and submit it to the Operations Manager.

8.0 Line Walker Role

Line walkers are supervised by the MLA Transfer Supervisor. In preparation for the Fuel Transfer, the Transfer Supervisor and Line Walkers will complete the following actions:

1. The Transfer Supervisor will ensure Line Walkers:

- ☐ Are trained and fit for duty;
- ☐ Have a full understanding of their roles and responsibilities;
- ☐ Are aware of their responsibility to reporting and stop the transfer if required;
- ☐ Are familiar and comfortable with the use of a radio and that radio checks are preformed prior to every shift;
- ☐ We are working together as a team to ensure each other's safety;

2. Preparing for the Transfer:

- ☐ The pick-up truck is inventoried and ready to be used for operations and in the event of a spill (see Section 9.0);
- ☐ Line Walkers are aware of their responsibility to report issues and stop the transfer if required;
- ☐ Starting with the pre-transfer air pressure test, the line walkers walk the entire conduit while it is under (air) pressure. They will immediately report any sound or indication of air leaking.

3. During the Transfer:

- ☐ Line Walkers will complete a full inspection of the conduit every hour for the first two hours. After that, they will complete a full inspection every two hours. A full inspection entails:
 - ☐ Taking turns, driving the truck while the other walks the line (downhill);
 - ☐ Physically examine the pipeline, drain valves, welds, connections etc. for any spotting;
 - ☐ Line Walkers should watch for leaks or spotting on the ground under the Pipeline;
- ☐ If Pipeline is shut down for any reason, monitoring runs will return to the once per hour schedule until the MLA Fuel Transfer Supervisor is satisfied;
- ☐ At the end of each inspection, Line Walkers record their monitoring run on the form at the end of this Operating Procedure, along with any notes or comments

NOTE: Line Walkers will be involved in all aspects of the transfer including assisting in Hydro testing and transfer between tanks.

4. After the Transfer:

- ☐ Once complete, Line Walkers may be redirected to support the reloading of spill booms and other end of transfer requirements;
- ☐ Complete the Line Walker Tracking Record (Section 10) and submit it to the Transfer Supervisor.

9.0 Oil Spill Equipment (Line Walker Truck)

Line walkers are likely the first responders on-site if there is a release from the transfer conduit. In order to respond quickly and effectively, a pick-up truck will be dedicated to the Line Walkers for the duration of the transfer. This truck will provide transportation and will store all of the response gear and equipment needed for the initial response.

Line Walker Truck - SPILL EQUIPMENT INVENTORY
1 x - 5/8" nylon spool (500')
1 x - 1/8" nylon spool (500')
5 x 20 litre pour pails (with lids (not attached)
1 x 100 ' garden hose.
1 x Bale of Oil Sorbent Booms (Socks) 5" diameter,
1x Roll of Oil Sorbent 144' long x 4' wide)
2 x Boxes Oil Sorbent Pads (medium weight, oil-only)
1 x 12 kg. Bags granular Universal absorbent
2 x Plug n' Dike
10 pair. disposable Nitrile gloves
4 pair Nitril "Gauntlet" style gloves
5 x pair coveralls (Tyvek)
5 x pair booties (Tyvek)
5 x hair covers (Tyvek)
5 x splash goggles
2 x 1/2 mask respirators
4 x replacement respirator cartridges
1 x Eye Wash station and extra solution
1x Tarps (20' x 40')
1x Tarps (10' x 10')
1 x roll 6 mm Garbage Bags (100 per roll)
1 x Spray paint orange
1 x Spray paint green
1 x Flagging tape
2 x rolls of duct tape
1 x Fire extinguisher (~ 20 lb ABC)
1 large spill tray
2 x Rakes
2 x Regular shovels
2 x Pitch Forks
2 x box cutting knives
2 x intrinsically safe flashlights
1 x sledge hammer
1 x Axe

10.0 Line Walker Tracking Record

Copies of this form should be kept in the cabin of the Line Walker Pick-up Truck. The form is updated after each monitoring sweep of the conduit along with notes and concerns. Once the transfer is complete, ensure the Transfer Supervisor gets the original copy of the form(s).

Line Walker - Change of Shift			
Start Time	End Time	Date	Name of Line Walkers

Line Walker – Monitoring Sweeps			
Start Time	End Time	Print Name	Notes and Comments

[illegible]

ANNEX 6 SPILL EQUIPMENT – DELIVERY VESSEL(S)

BACK RIVER PROJECT

ANNEX 6 SPILL RESPONSE EQUIPMENT ONBOARD VESSEL(S)

DATE

31 May, 2025



Table A-6.1 Desgagnés Spill Equipment List

No.	System	Item	Description	Units	Min.	Max.
1	Spill Response	Sorbents Socks	Q1500	Bags	20	20
2	Spill Response	Sorbents Pads	Q1519	Bags	20	20
3	Spill Response	Anchors	Danforth 50 Lbs.	ea	4	4
4	Spill Response	Shackles	1/4 Boom Shackles	ea	100	100
5	Spill Response	Boom	Paravane	ea	6	6
6	Spill Response	Skimmer	Pedco 2"	ea	1	1
7	Spill Response	2" hose c/w camlocs	8-foot sections	ea	3	3
8	Spill Response	Storage	Tote Tank 1.0 kl.	ea	1	1
9	Spill Response	Pump 800 l/min.	2" Honda WT 20	ea	1	1
10	Spill Response	Boom (on reel)	18" Harbour	ea	1,200'	1,200'

Notes: This list will be reviewed and verified (revised) closer to the transfer date, prior to the transfer.

BACK RIVER PROJECT

MARINE LAYDOWN AREA OIL HANDLING FACILITY: OIL POLLUTION
PREVENTION PLAN AND OIL POLLUTION EMERGENCY PLAN (OPPP/OPEP)

ANNEX 7 TRAINING REGISTRY

As per 10.1.2 of the Plan, the following training modules were covered at the July 2022 Training Sessions:

Environmental Response Standards 3.6.6 Training for Operators:

The operator of the OHF must ensure the personnel (including subcontractors) engaged in the loading and unloading of a vessel are prepared for the responsibilities that they may be requested to undertake by receiving the appropriate training.

Note: All of the people listed on the following pages have received both classroom and physical response training. The training was scheduled to overlap the shift change at site, to ensure that there would be sufficient personnel trained personnel available, regardless of which shift was operating.

Training should include but is not limited to the following criteria:

- a. Equipment deployment techniques;
- b. Spill prevention, control, and countermeasure;
- c. Workplace Hazardous Materials Information System (WHMIS);
- d. Roles and responsibilities of various responders; and
- e. Site safety plan.
- f. Transfer operations; and
- g. Basic vessel information.

Table A-7.1 Training Registry

No.	Trainee	Company	As per: Environmental Response Standards 3.6.6						Other 2022		Other 2023		Site safety plan	Transfer operations
			Equipment deployment techniques	Spill prevention, control, and countermeasure	Roles and responsibilities of various responders	Site safety plan	Transfer operations	Basic vessel information	2022 line walker training	2022 Site Supervisor/Manager breifing	2023 line walker training	2023 Site Supervisor/Manager breifing		
1	Andrew Gallant	B2Gold	X	X	X	X	X	X		X		X	X	X
2	David Bromley	Matrix	X	X	X	X	X	X						
3	Aron Miyok	Matrix	X	X	X	X	X	X						
4	Haley Ward	CGT	X	X	X	X	X	X	X					
5	Jordan Zoe	B2Gold	X	X	X	X	X	X	X					
6	Robert Anthony	B2Gold	X	X	X	X	X	X						
7	Justin Conrad	CGT	X	X	X	X	X	X						
8	Cory Palmer	ARS	X	X	X	X	X	X	X					
9	Alexander MacNearney	ARS	X	X	X	X	X	X						
10	Ian MacNearney	ARS	X	X	X	X	X	X						
11	Colin Fraser	B2Gold	X	X	X	X	X	X		X		X	X	X
12	James Bryant	B2Gold				X	X	X		X		X	X	X
13	Sam Fedun	B2Gold	X	X	X	X	X	X		X		X	X	X
14	Bradley Michel	B2Gold	X	X	X	X	X	X	X					
15	Bob Apputuk	Matrix	X	X	X	X	X	X						
16	Rob Morse	ARS	X	X	X	X	X	X						
17	Joe McLane	ARS	X	X	X	X	X	X						
18	Matt Armstrong	B2Gold	X	X	X	X	X	X						
19	Mike McMillan	ARS	X	X	X	X	X	X						
20	Mel Snetznike	Matrix	X	X	X	X	X	X						
21	Mark Gagnon	ARS	X	X	X	X	X	X						
22	John Staynor	SRS Ltd.	X	X	X	X	X	X	X	X	X	X	X	X
23	Thomas Bolt	B2Gold	X	X	X	X	X	X	X	X	X	X	X	X

Sabina Gold and Silver Corporation

MLA Spill Containment Exercise

Dates to be confirmed

Exercise Directive

Table of Contents:

<u>Overview</u>	<u>02</u>
<u>Exercise Directive</u>	<u>03</u>
<u>Primary and Secondary Objectives</u>	<u>04</u>
<u>Scenario</u>	<u>05</u>
<u>Strategies and Response Issues</u>	<u>05</u>
<u>Planned Response</u>	<u>07</u>
<u>NOAA Fate and Effects</u>	<u>09</u>
<u>Exercise Rules</u>	<u>10</u>

Exercise Directive:

Date: TBD (Mid-August 2022)

Location: Marine Laydown Area (MLA) fuel transfer site

Participants: Site managers, supervisors and responders

Overview: The Sabina Gold and Silver Corp. operates an Oil Handling Facility at their Marine Laydown Area (MLA). The MLA is situated on the western shore of southern Bathurst Inlet at approximately 66°38.97' N and 107°40.99' W.

As per the requirements of Environmental Response Regulations Section 13(2), the company plans to conduct an exercise to confirm their ability to meet the requirements of the Regulation. Specifically:

13 Equipment and resources:

- (2) The equipment and resources that the operator of the oil handling facility must have available for immediate use in accordance with paragraph 168(1)(e) of the Act are those*
 - (a) that are required to contain, control, recover and clean up a discharge of oil of at least the applicable quantity set out in clauses 11(1)(b)(i)(A) – (1m³).*
 - (b) that can be deployed, if it is possible to do so in a safe, effective and practicable manner, at the location of the discharge,*
 - (i) for the purposes of containing and controlling the oil, within one hour after the discovery of the discharge, and*
 - (ii) for the purposes of recovering the oil and cleaning up, within six hours after the discovery of the discharge.*

The following Directive outlines the Goals, Steps and Procedures planned to meet the requirement of the regulations.

Exercise Directive

Level of Realism: High - Real Time Physical Deployment Test

Type: Containment and Recovery Equipment deployment drill

Pace: The pace of the drill will be in real-time. The drill will only be stopped in the case of a real emergency or significant failure.

Goals:

1. Test Fuel Transfer crews ability to deploy a containment boom and skimmer (as planned) at the site of the transfer within 1 hour of being notified.
2. Test that equipment and procedures are accurate and adequate for purpose.

(Note: these are revised plans and are being vetted at the exercise, prior to an actual transfer).

3. Test response communications in real time.

Primary Objectives:

1. Test the ability of MLA Site Responders to Safety deploy a containment boom and skimmer as described in the OHF Plan and to meet the regulator requirements described in the Environmental Response Regulations Section 13(2),
2. The Exercise will mirror some of the requirements found in TP 14909. These requirements are copied below. Areas addressed in this exercise are highlighted.

Types of exercise	Description
Internal notification: Objective: Verify the ability to contact, in a reasonable time, OHF response staff identified in the OHF's OPEP.	• Notification of emergency call out • Activation of the OHF response/management team
External notification: Objective: Verify the ability to contact OHF authorities, company management, governments and other organizations identified in the OHF's OPEP within a reasonable time.	• External notification systems – emergency call out to OHF neighbours • Mobilization of the OHF response Management team • Activation of ROs and contractors • Notification of government and non-government agencies • Notification of the Federal emergency number found in the OPEP/OPPP
Deployment: Objective: Evaluate the effectiveness of the OHF response team in following the procedures established to contain/recover a spill, using response equipment described in the OPEP within time standards.	• Shut down procedures • Source control • Deployment of equipment • Containment and recovery activities • Site Safety Plan development

Secondary Objectives:

1. The MLA OHF is currently undergoing extensive changes and upgrades. The Exercise provides an opportunity to physically test some of the OPEP/OPPP revisions needed to reflect these changes.

Scenario:

The Transfer procedures and equipment have been upgraded. Starting with the 2022 Transfer, fuel will be delivered by a Tanker ship and transferred to shore tanks using 2 x 4" floating hoses and an 8" fixed pipeline.

The scenario will follow a reported breach of floating hose. Responders will be tasked with deploying their pre-staged containment booms to contain the spill. In reality, if for some reason the containment booms do not divert and support spill recovery, the containment booms will be re-positioned to act as deflection booms to protect local sensitivities.

Note: The pre-deployment of response equipment will be as planned. Responders will be located as planned during a transfer. (see page 7)

The Exercise will task responders to deploy the booms in a Containment configuration with a Northerly wind. (see page 8). The responders will also deploy and run the skimmer in the bight of the boom as part of the exercise.

At some point, the responders will be tasked with moving the boom from Diversion to Deflection to test their abilities and to identify any issues. (see page 9).

Strategies and Response Issues:

Dominant winds:

Local topography plays an important part in wind direction and force, but it is generally noted at the MLA that the most common wind direction is from the north and northwest, 17% and 15% of the time respectively, more than 5 m/s 45% of the time but less than 9 m/s approximately 86% of the time. On average, wind speeds during the summer were slightly lower than winter wind speeds.

Vulnerable Sensitivities:

There are two areas that may be impacted by a 1m³ spill during a transfer (see Figure 1):

- Archeologically significant area on the point south of the transfer point and,
- Estuary in a bay immediately to the south and west of the transfer point.

The predominant winds will have the effect of landing the spill on the Point and possibly impacting the Estuary.

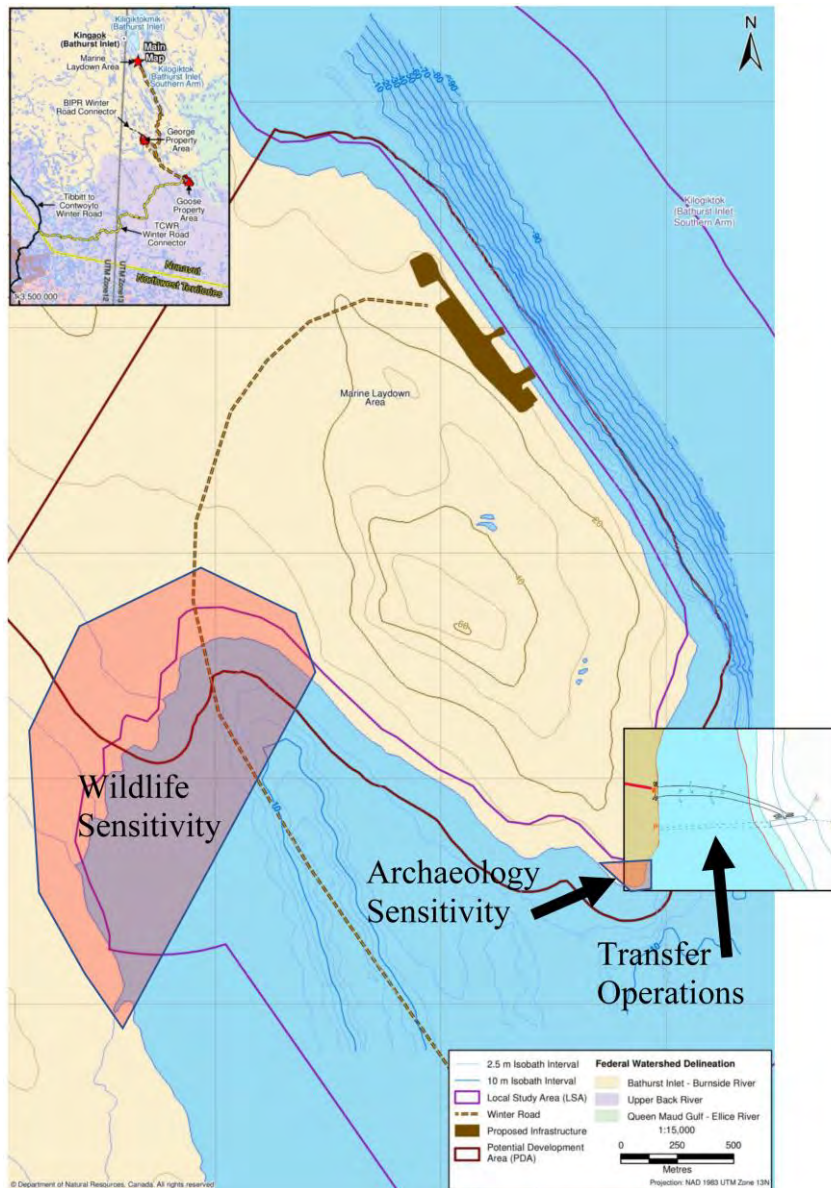
Location of the ship:

The ship will be anchored to the bottom and the shore, approx. 500 metres from shore. Two floating hoses will be used to transfer the fuel across the water to the manifold. Hose

lengths are estimated to be 800 metres each owing to the additional slack at the ship to account for movement.

The ability to contain the ship at anchor (surround) is limited by the anchor lines and hoses. In addition, a response will have to consider access to the hoses (to stop the flow) and ship movements on or off the anchors. For this reason, we plan to divert the oil to a protected shoreline for recovery.

Figure 1



Planned Response:

The initial goal should always be to contain the spill so that it can be removed from the environment.

On the following pages, strategies associated with two scenarios are discussed as examples:

- Northly wind, containable spill
- Northly wind, uncontainable spill

Southerly wind scenarios follow the same structures and deployment.

All scenarios use a common shoreline pre-deployment strategy.

Shoreline configuration:

The full length of the boom (approx. 1400") will be pre-deployed on tarps to reduce friction when deploying. Tarps will be secured with tent pegs. When the boom is fully deployed, a 1-2 section bight remains on the shoreline to protect the beach as fuel is diverted to the skimmer.

It should be noted that the boat simply tows the boom into place and then pulls on the boom to maintain its position and configuration. A spill from the ship or floating hoses will be quickly stopped so leaving booms in place at anchor is not required.

In the event that the ship needs to move, the towing vessel can quickly move the boom out of the way.

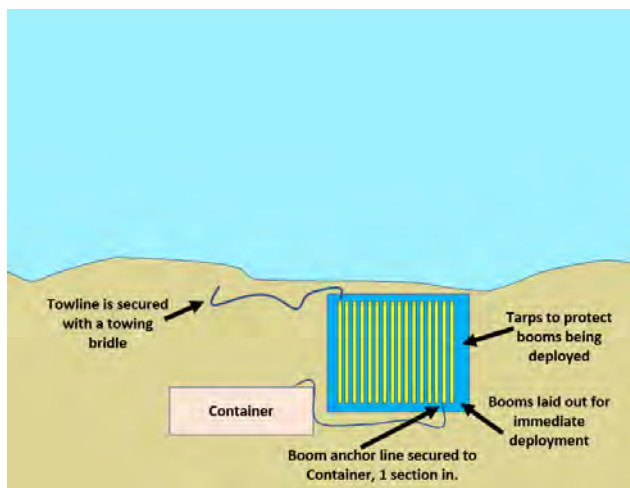


Figure 2

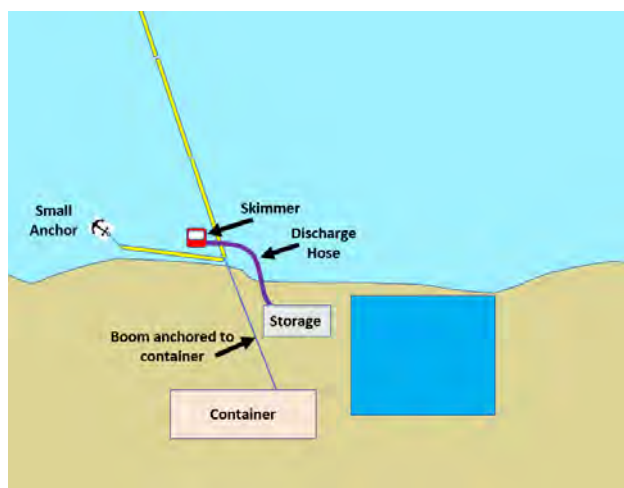
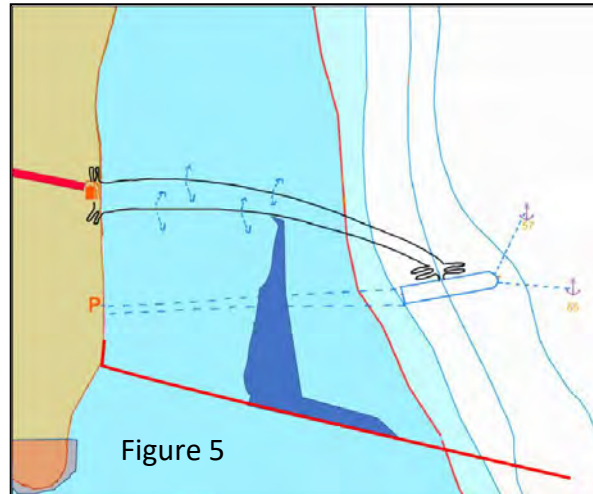
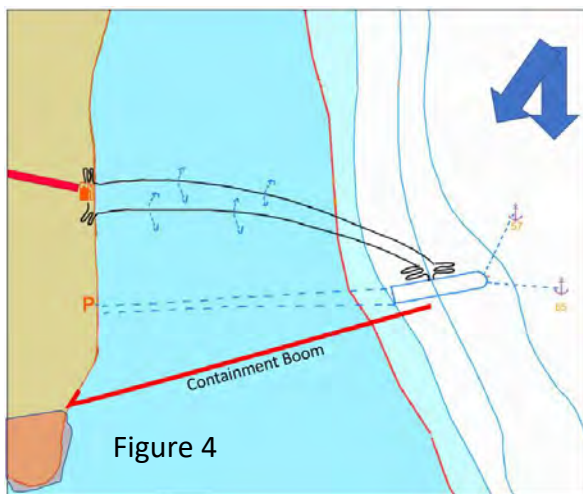


Figure 3

North and North West Wind - Containable Spill:

Once deployed, the boom is held at an angle, by the towing boat. It is important to have the boom positioned off the side of the boat so that prop wash is directed to the outside. the boom and not into the bight where the skimmer is located.



North and North West Wind - Uncontainable Spill:

In the event that the boom is not containing the spill (Figure 5), the tow boat can quickly move the boom into a position where it will deflect the spill into open water. The goal at this point is to protect the archeological concern and the estuary. Protection in this case is accomplished by allowing the fuel to dissipate and dilute before it impacts any areas of concern .

Figure 6 on the following page, (NOAA Spill modeling) shows a spill of diesel fuel with a 4 knot wind and $\frac{1}{2}$ knot current (in the same direction) will be almost completely dissipate in approx. 4 hours. While this is not a perfect solution, it is a valuable tool in protecting the aquatic wildlife and Estuary.

NOAA (National Oceanic and Atmospheric Administration)

ADIOS – Fate and Effects

☐ Oil Type

DIESEL FUEL OIL (CANADA)

Location = none listed

Synonyms = AUTOMOTIVE GAS OIL

Product Type = refined

API = 39.4

Pour Point = -30 deg C

Flash Point = 40 deg C

Density = 0.834 g/cc at 1 deg C

Viscosity = 4.4 cSt at 1 deg C

Adhesion = unknown

Aromatics = unknown

WARNING! Benzene graph for this product may be unreliable.

☐ Emulsification

Mousse begins to form when 100% of the oil has evaporated.

☐ Wind and Wave Conditions

Wind Speed = 22 knots from 28 degrees

Wave Height = computed from wind speed, unlimited fetch (default)

☐ Water Properties

Temperature = 1 deg C

Salinity = 32 ppt

Sediment Load = 5 g/m3 (ocean)

Current = 4.9 knots towards 202 degrees

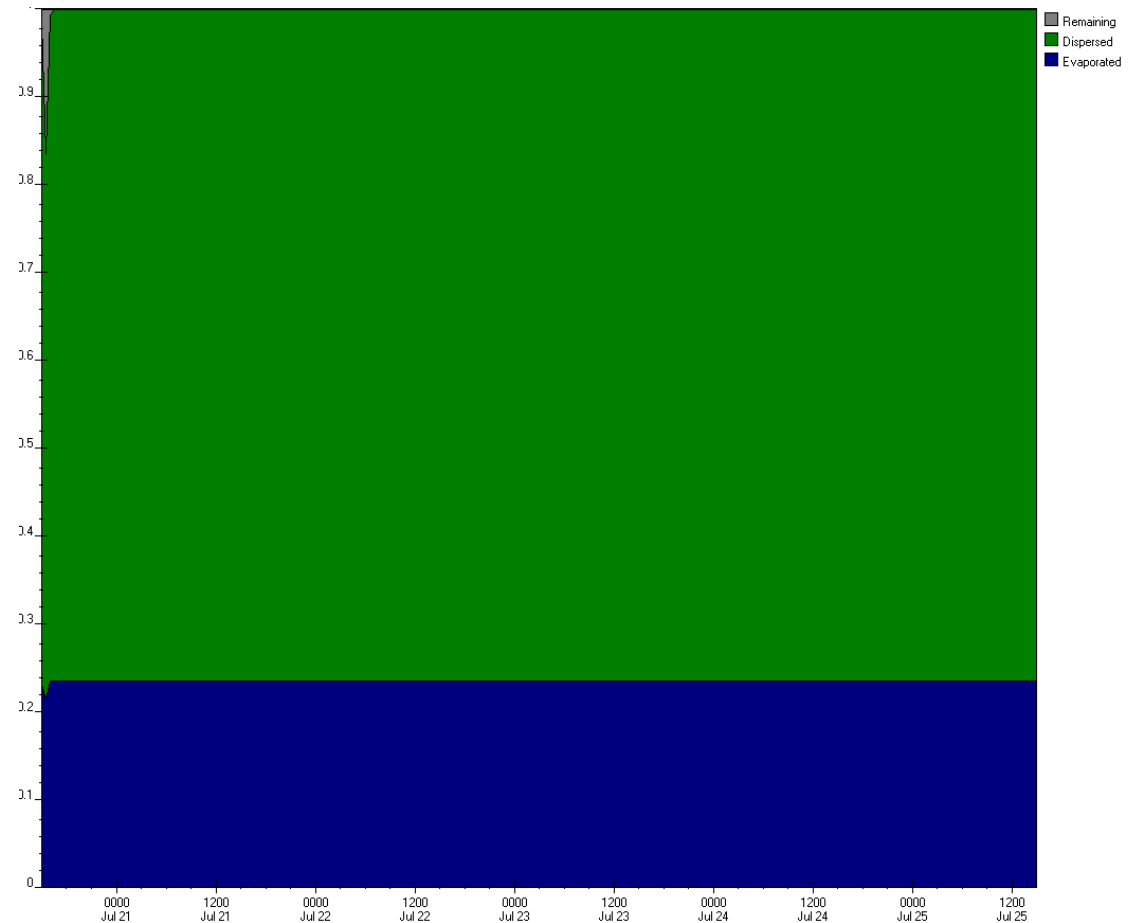
☐ Release Information

☐ Instantaneous Release

Time of Release = July 20, 1500 hours

Amount Spilled = 1 cu m

Oil Budget



Exercise Rules

- o THINK and ACT as you would as if this were a real emergency incident – not an exercise.
- o GET INVOLVED – Don't wait to be asked or told what to do.
- o STAY FOCUSED and AVOID DISTRACTIONS during the exercise.
- o CONTACT THE EMERGENCY RESPONSE TEAM (ERT) CAPTAIN
- o All communication with the Emergency Response Team (ERT) at the scene will be via the RMT Operations Section. (Simulated)
- o Preface & end all conversations with **“THIS IS AN EXERCISE”**
- o Outside organizations/agencies/consultants (e.g., manufacturers, suppliers, CANUTEC, etc.) will not be contacted during this exercise.

Training for Senior Staff:

ICS-ICP, Oil Spill Response and Security Overview

Wednesday, August 21st, 2024

Attendees:

- Benjamin Edlington
- Sam Fedun
- Andrew Gallant
- Crystal Daschuk
- Jacob Zehnder
- Al Harmon
- Jeff Harris
- Mike McMillan (Maintenance)



2024 ICS – ICP Tabletop Exercise Directive

NAME OF THE FACILITY: B2Gold Corp. Back River MLA Occasional-Use Marine Facility	ADDRESS: Back River MLA Bathurst Inlet, NU 66°38.97' N -107°40.99' W
CITY: N/A	PROVINCE/TERRITORY: Nunavut
FACILITY OWNER/OPERATOR B2Gold Corp. Park Place, Suite 3400 – 666 Burrard St. Vancouver, BC, Canada V6C 2X8	TELEPHONE Site: +1 (867)-675-0323 Corporate +1 (604) 681 8371
TYPE OF FACILITY: Class 2 Oil Handling Facility. The 2024 Bulk Fuel Transfer will consist of a total of 84 million litres transferred to storage tanks (with 3 million litres of the total being stored in floating tanker barges).	
SCHEDULE: 09:00 Start of Classroom Session 12:00 Lunch Break 12:30 Start Exercise 15:30 End	

Exercise Directive Overview:

- Date:** August 17th, 2024 ? (TBD)
- Location:** Back River MLA, Bathurst Inlet
- Participants:** Fuel Transfer Supervisor(s), Facility Site Supervisor(s), Facility Personnel and others that would be involved in a fuel spill response during a transfer.
- Scope:** The exercise is designed to meet the requirements found in Section 10.2.1 of the Facility's OPPP/OPEP; specifically Table 10.1.
- The Management Exercise outlined in this Directive is designed to follow a morning classroom ICS 100/200 course and will operate at the ICP (Incident Command Post) level of response. This will be the first time many of the participants will be exposed to ICS Command and Control theory and operations.
- The Scenario below is the same one that will be followed on August 18th (following day) for the Spill Equipment Deployment Exercise.
- Pace:** The exercise will be allowed to run in real time, with possible coaching breaks as needed.
- Structure:** This will be a coached Exercise without the use of an outside world. Any communications, questions or inputs will be provided (as required) in real time.

Scenario Overview:

The Domestic Tanker Vessel: MT Desgagnés Gaia has arrived at the MLA and has secured to the Shore Anchors in a Mediterranean Mooring. The interface has been completed, the Arctic Waters Oil Transfer Checklist completed and the Notice of Readiness has been signed.

Two 6 inch floating hoses have been deployed and connected to the shore manifold. These hoses have been secured by anchors and shoreline interface protection is in place.

The Master of the Gaia (Vessel - Person in Charge) and the MLA Transfer Supervisor ensure that all of the systems have been checked and the pre-transfer pressure testing has been completed successfully.

The Master and MLA Transfer Supervisor agree that they are ready and verified to each other that they are ready to begin the transfer.

The Master orders the ship's Engineer to begin pumping at a reduced pressure (75%). Pressure is held while the Vessel workboat crews inspect the hoses and shoreline interface and line walkers inspect the shore manifold, shore-side pipeline and tank farm. All crews confirm that there are no leaks and the MLA Transfer Supervisor confirms that fuel is arriving at the Storage Tank.

The Vessel Master and the MLA Transfer Supervisor agree that they are ready to increase the pumping pressure slowly to 100%.

As the pressure approaches 100 percent, a connection fitting between two sections of floating hose lets go. The ship's Engineer immediately notices a drop in pressure. The Engineer hits the emergency shutdown (ESD) and alerts the Vessel Master that there has been a failure. The Master alerts the MLA Shore Supervisor.

Exercise Rules:

- o THINK and ACT as you would as if this were a real emergency incident – not an exercise.
- o GET INVOLVED – Don't wait to be asked or told what to do.
- o STAY FOCUSED and AVOID DISTRACTIONS during the exercise.
- o All communication will be simulated
- o REPORTING OR OBTAINING CRITICAL INFORMATION OR OUTSIDE EXPERTISE:
 - o Outside organizations/agencies/consultants (e.g., manufacturers, suppliers, CANUTEC, etc.) may be contacted directly at their listed numbers to obtain critical information or outside expertise about the emergency, response procedures, etc.
 - o **REMEMBER** to state clearly that **"THIS IS AN EXERCISE"** before requesting information.

Exercise Objectives:

1. Incident Command Post Activation:

Materials associated with establishing the ICP will be provided, but will not be set-up. It will be the responsibility of the ICP Responders to follow the ICS structures and establish their ICP in real time.

2. Use of the Incident Command System:

Responders will be tasked with responding as they would in a real incident and completing all of the documentation etc. that is required to create an Initial ICS 201. The Exercise will focus only on the "Stem" of the Planning "P" and will end with the ICS 201 Briefing.

3. Reporting and Notifications.

The External Liaison Officer will be required to complete the Internal and External Reporting. A separate Exercise Directive has been developed for this part of the Management Exercise.

The exercise will include an additional security scenario input to challenge the responders to address the MTSR issues related to the four international ships this year.

4. Keep Good Notes:

Note keeping is critical to a successful response. Participants will be asked to keep note as trained in the classroom session. All notes will be gathered at the end of the response and incorporated into the After Action Report.

At the end of the exercise there will be a debrief session to ensure all of the areas for improvement and identified best practices etc. are captured. The results of the exercise and findings will be compiled into an After Action Report.



2024 Pre-Transfer Internal and External Exercise Directive

NAME OF THE FACILITY: B2Gold Corp. Back River MLA Occasional-Use Marine Facility	ADDRESS: Back River MLA Bathurst Inlet, NU 66°38.97' N -107°40.99' W
CITY: N/A	PROVINCE/TERRITORY: Nunavut
FACILITY OWNER/OPERATOR B2Gold Corp. Park Place, Suite 3400 – 666 Burrard St. Vancouver, BC, Canada V6C 2X8	TELEPHONE Site: +1 (867)-675-0323 Corporate +1 (604) 681 8371
TYPE OF FACILITY: Class 2 Oil Handling Facility. The 2024 Bulk Fuel Transfer will consist of a total of 84 million litres transferred to storage tanks (with 3 million litres of the total being stored in floating tanker barges).	
SCHEDULE: Part of the ICP Command Centre Exercise	

Internal/External Notification Exercise:

Emergencies:

In the event of an emergency during a transfer operation, the Master of the delivery vessel and the MLA Transfer Supervisor will ensure all Internal and regulatory, territorial and local community notifications are made.

In all cases, both the Vessel and the Facility will work together to respond jointly to the spill, without regard to whether they believe one or the other party is responsible.

Regulatory Requirements for this Notification Exercise:

O Environmental Emergencies Regulations (E2)

Canadian Environmental Protection Act, 1999 (S.C. 1999, c. 33) 201(1)(a))

***201 (1)** Subject to any regulations made under subsection 200(1) or any interim orders made under section 200.1, if there occurs an environmental emergency in respect of a substance on a list established under the regulations or interim orders, any person described in subsection (2) shall, as soon as possible in the circumstances,*

(a) notify an enforcement officer or any other person designated by regulation or interim order and provide a written report on the environmental emergency to the enforcement officer or other person;

Note: For the purposes of this Exercise, only the verbal (phone call) notification will be completed. The required Transport Canada follow-up written report will not be done.

Exercise Structure

The following Notification Exercise Directive is designed to ensure:

- Internal and External reporting, activation and notification numbers and contacts are accurate,
- Provide an opportunity for Incident Command Post (ICP) Responders to contact regulators, and practice the notification process, and
- To gain a better understanding of the regulatory requirements and processes.

This Notification Exercise requires a member (or members) of the Facility Response Team who would be responsible to making these calls, to follow a series of Steps. The process requires that the responder(s) doing the notifications, read and understand a scenario, look-up the contact information in the corresponding OPPP/OPEP, make calls and keep notes related to the reporting conversations.

Once the notifications are completed, the completed Exercise Directive should be forwarded to the MLA Transfer Supervisor. Any requests or action items identified during the exercise or requested by regulators etc. should be tracked and followed up.

Exercise Process:

Please read the following scenario. It will form the basis of the information you will be reporting.

Note: This Notification Exercise will be included as part of the Incident Command Post training that will take place on August 17th, 2024 and will be conducted by the ICS – External Liaison Officer.

Step 1 Scenario:

Tanker Vessel – MT Desgagnés Gaia – IMO 9739800

Ship Name:	MT Desgagnés Gaia
Flag:	Canada
Class:	Bureau Veritas
IMO	9739800
MMSI:	316015260
Call Sign:	CFA2990
Transfer vol.	19,100M ³
Length}	145.68m
Breadth:	22.80m
Depth:	12.10m
Gross Tonnes	12,770mt
Net Tonnage:	5,838.00

Read the Scenario on the following pages.

Note: Insert the time of the spill (_____) based on the time you start the exercise and begin making the External and Internal calls.

An initial assessment estimates:

- Approx. 20,000 litres have spilled into the water adjacent to the MLA Shore Manifold
- On-water pre-deployed containment booms appear to be working,
- MLA Responders and Ship's Crews are working together to contain and recover the spilled fuel.

Detailed Scenario:

Date / Time: August 18th, 2024 (Afternoon)
Times are approx., these may change on the day of the exercise.

Tides/Weather: As observed in real time

The Domestic Tanker Vessel: MT Desgagnés Gaia has arrived at the MLA and has secured to the Shore Anchors in a Mediterranean Mooring. The interface has been completed, the Arctic Waters Oil Transfer Checklist completed and the Notice of Readiness has been signed.

Two 6 inch floating hoses have been deployed and connected to the shore manifold. These hoses have been secured by anchors and shoreline interface protection is in place.

The Master of the Gaia (Vessel - Person in Charge) and the MLA Transfer Supervisor ensure that all of the systems have been checked and the pre-transfer pressure testing has been completed successfully.

The Master and MLA Transfer Supervisor agree that they are ready and verified to each other that they are ready to begin the transfer.

The Master orders the ship's Engineer to begin pumping at a reduced pressure (75%). Pressure is held while the Vessel workboat crews inspect the hoses and shoreline interface and line walkers inspect the shore manifold, shore-side pipeline and tank farm. All crews confirm that there are no leaks and the MLA Transfer Supervisor confirms that fuel is arriving at the Storage Tank.

The Vessel Master and the MLA Transfer Supervisor agree that they are ready to increase the pumping pressure slowly to 100%.

As the pressure approaches 100 percent, a connection fitting between two sections of floating hose lets go. The ship's Engineer immediately notices a drop in pressure. The Engineer hits the emergency shutdown (ESD) and alerts the Vessel Master that there has been a failure. The Master alerts the MLA Shore Supervisor.

OHF Deployment Exercise Start (Note: actions of the Gaia workboat crews are included in red).

- 00:00 Workboat crews see the break in the floating hose and immediately respond to the location and begin the process of sealing the separated hose ends. Gate valves at the Shore Manifold are closed to stop any back flow.
- 00:01 The MLA Shore Supervisor alerts the MLA Operations Supervisor who in turn activates responders to the shore manifold. The MLA Shore Supervisor then alerts the Line Walkers to proceed to the Spill Containers located at the bottom of the Pipeline Road. The MLA Shore Supervisor activates the Alt. MLA Shore Supervisor to respond with the MLA Response Boat to the same place.
- 00:08 Line Walkers and the MLA Shore Supervisor arrive at the spill equipment containers and begin readying the containment boom for deployment.
- Gaia work boat crews have arrived at the hose break location, throw 20 sorbent pads onto the spill (to help track the spill's movements) and have closed (secured) the vessel side off the break within 5 minutes.
- 00:12 The first three MLA responders arrive at the Shore Manifold spill container and are instructed to move the skimmer, power pack and two sections of containment booms to the recovery location. They will prioritize getting the shore protection containment booms in place and connected to the shore anchors.
- 00:14 An additional four MLA responders arrive and are dispatched to the Shore recovery area to help with the containment booms and skimmer when they arrive.
- Gaia work boat crews have closed (secured) the shore side off the break. The Gaia work boat then proceeds to the MT Desgagnés Gaia to deploy their containment boom if required.
- 00:15 The MLA Workboat arrives at the spill container area and begins pulling the containment booms from the container. All of the booms will be pulled out in a single length. (See Figure 1)
- 00:20 The MLA Incident Command Post (ICP) is activated and Command Centre Responders begin arriving.

00:25 The MLA Workboat pulls the towing end of the containment boom to the recovery location and works with the MLA responder to connect the boom to the anchored shore protection booms now in place. (See Figure 2)

If required, the Gaia work boat crews begin deploying their boom by pulling it off the reel located on the MT Desgagnés Gaia. This boom will be pulled towards the shore, and secured to the MLA containment boom on the “spill side”. There should be at least a one section (50 foot) overlap.

00:32 Once the containment booms are connected and anchored to the shore, the MLA Workboat proceeds to the other end of the containment boom and begins moving the booms into place using the “snaking method”. (See Figure 3)

At the same time, MLA responders deploy the skimmer into the containment bight of the shore protection boom.

00:45 The MLA work boat has positioned the containment booms and have anchored the offshore end. ((See Figure 4a)

NOTE: If the MT Desgagnés Gaia boom is needed and deployed, the booms will be secured to each other. These will form a single unit and will be secured to the MT Desgagnés Gaia with lines. (See Figure 4b)

00:55 MLA Responders have deployed the skimmer, temporary storage and connected to the Vacuum truck. They are ready to recover the spilled fuel as it arrives at the recovery area.

Step 2 – Information Gathering:

This step requires the person conducting the exercise to review the scenario and information located in the Facility's OHF plan (OPPP/OPEP. This information will inform the internal and external reporting covered in Steps 3 & 4.

There are nine items listed "a" through "h" in Section 8.3.2 of the "BRP – MLA OPPP/OPEP. In the space below, list the information from the scenario (and other required information). This should be short, to the point and legible. You will be communicating this information on the following steps.

No.	Requirement	Answer
a.	Identify the Vessel(s) Involved	<i>From Scenario</i>
b.	Name and Position of the persons responsible for activating the Plan	<i>Chose the MLA Fuel Transfer Supervisor</i>
c.	Name and address of the Facility	<i>Address of Corp. Offices on Page 2</i> <i>Description of Location in Section five, first paragraph</i>
d.	Date and Time of the discharge.	<i>From Scenario</i>
e.	Nature of Discharge and Quantity of oil involved	<i>From Scenario</i>
f.	Description of the response taken	<i>From Scenario</i>
g.	On-Scene Conditions	<i>As observed in real time</i>
h.	Other Relevant Conditions	<i>As observed in real time</i>

Step 3 - Make External and Internal Notifications:

ALWAYS: Start and end calls with “THIS IS AN EXERCISE” and confirm with the person you are talking to that they understand this is an EXERCISE.

SCRIPT

This is an EXERCISE,

My name is: _____

I am a representative of the B2Gold Back River MLA, located at:

This is an EXERCISE,

I am calling to test our fuel spill reporting contact numbers.

Please confirm this is the correct number to call in the event of a fuel spill at our Facility.

There has **not** been a spill, this is only an **EXERCISE**.

Please confirm that you understand that this is only an exercise

Provide the information in Step 2 and answer questions as requested.

The following documentation forms have been included for your use.

Please fill in the contact information for the following organizations as identified in the List.

Please note the discussion issue under Internal Notifications.

If using the forms in a printed format, please add any additional pages of notes that you generate.

This should include any original rough notes as well as the completed forms.

External Notifications:

Item	Who you called	Number & Person Called	Time	Date
1	Canadian Coast Guard			
NOTES: (This can be found in 8.3.1. Page 8.5)				
Item	Who you called	Number & Person Called	Time	Date
2	Government of Nunavut			
NOTES: (this can be found in 8.3.3 Page 8.6)				

Internal Notifications:

Please Note: With the changes to the company organization, a comprehensive list of contacts needs to be developed. This will be done as part of the ICS – ICP Management Training. The developed list will then be used to inform this section.

Item	Who you called	Number & Person Called	Time	Date
1				
NOTES:				
Item	Who you called	Number & Person Called	Time	Date
2				
NOTES:				
Item	Who you called	Number & Person Called	Time	Date
3				
NOTES:				
Item	Who you called	Number & Person Called	Time	Date
4				
NOTES:				

Item	Who you called	Number & Person Called	Time	Date
5				
NOTES:				
Item	Who you called	Number & Person Called	Time	Date
6				
NOTES:				
Item	Who you called	Number & Person Called	Time	Date
7				
NOTES:				
Item	Who you called	Number & Person Called	Time	Date
8				
NOTES:				
Item	Who you called	Number & Person Called	Time	Date
9				
NOTES:				
Item	Who you called	Number & Person Called	Time	Date
10				
NOTES:				
Item	Who you called	Number & Person Called	Time	Date
11				
NOTES:				
Item	Who you called	Number & Person Called	Time	Date
12				
NOTES:				

Step 4 – Summary of Follow-up Items and Requests:

Provide a detailed description and contact information for any Internal or External contacts that requested information, follow-up or clarifications etc.

Forward the completed Exercise Directive to the MLA Transfer Supervisor (John Staynor or Thomas Bolt) once the Exercise is completed. The MLA Transfer Supervisor will follow-up on any Action Items and Requested information identified below.

Action Items:

- 1.



2024 OHF Training and Equipment Deployment Exercise

NAME OF THE FACILITY: B2Gold Corp. Back River MLA Occasional-Use Marine Facility	ADDRESS: Back River MLA Bathurst Inlet, NU 66°38.97' N -107°40.99' W
CITY: N/A	PROVINCE/TERRITORY: Nunavut
FACILITY OWNER/OPERATOR B2Gold Corp. Park Place, Suite 3400 – 666 Burrard St. Vancouver, BC, Canada V6C 2X8	TELEPHONE Site: +1 (867)-675-0323 Corporate +1 (604) 681 8371
TYPE OF FACILITY: Class 2 Oil Handling Facility. The 2024 Bulk Fuel Transfer will consist of a total of 84 million litres transferred to storage tanks (with 3 million litres of the total being stored in floating tanker barges).	
SCHEDULE: 08:30 Start of Classroom Session 12:00 Lunch Break 12:30 Start Exercise 16:30 End	

Exercise Directive Overview:

Date: August 18th, 2024

Location: Back River MLA, Bathurst Inlet

Participants: Fuel Transfer Supervisor(s), Facility Site Supervisor(s), Facility Personnel and others that would be involved in a fuel spill response during a transfer.

Scope: The exercises are designed to meet the requirements found in Section 10.2.1 of the Facility's OPPP/OPEP; specifically Table 10.1.

OHF Spill Equipment Deployment Exercise:

Date: August 18th, 2024

Location: Back River MLA, In the waters and on the Shoreline adjacent to the Fuel Transfer Shore Manifold.

Participants: Fuel Transfer Supervisor(s), Facility Site Supervisor(s), Facility Personnel and others that would be involved in a fuel spill response during a transfer.

Scope: The Oil Handling Facility and their responding crews will exercise a physical deployment of booms and other spill equipment to meet the requirements of the Environmental Response Regulations. The exercise will happen in real time and may include limited coaching and possible time-outs if required for safety.

NOTE: This exercise will be done prior to the arrival of the first Tanker Vessel at the MLA. The Tanker Vessel will be simulated for the purposes of this deployment exercise. In other words, only the MLA side of the response will be conducted.

Overview: Fuel Transfer Supervisor(s) will be presented with a spill response Scenario.

Based on the circumstances of the Incident, they will activate and respond to contain the spill and start the process of recovery. The Regulations require these Tasks be completed within 1 hour.

Objectives: The following Exercise Objectives form the base of the Exercise and represent a minimum of what will be tested and reviewed. Spill response is a planned and structured process that takes place in an evolving and changing environment. While the Exercise Objectives below are required to be completed, responders should be willing to adapt and test innovations that may be identified while responding.

- 1- Test the Facility's ability to activate their responders and contain a "spill to water" within 1 hour during a ship to shore transfer;
- 2- Deploy a skimmer and begin recovery operations within 1 hour of the spill;
- 3- Ensure all health, safety and environmental issues stemming from the spill and response are identified and either mitigated or managed;
- 4- Test the communications systems that will be used during the 2024 Bulk Fuel Transfer,
- 5- Identify any gaps or areas for improvement with the response. This includes, but is not limited to: procedures, equipment, location selection and responder training.

Detailed Scenario:

The following Scenario outlines what is expected, and provides a timeline to support responders meeting the regulatory response requirements.

This is the first time the MLA will exercise a physical deployment of containment and recovery equipment at the transfer location. The exercise will happen in real time and may include limited coaching and possible time-outs if required for safety.

Date / Time: August 18th, 2024 (Afternoon following Oil Spill Training)
Times are approx., these may change on the day of the exercise.

Tides/Weather: As observed in real time

Response Timeline:

The Domestic Tanker Vessel: MT Desgagnés Gaia has arrived at the MLA and has secured to the Shore Anchors in a Mediterranean Mooring. The interface has been completed, the Arctic Waters Oil Transfer Checklist completed and the Notice of Readiness has been signed.

Two 6 inch floating hoses have been deployed and connected to the shore manifold. These hoses have been secured by anchors and shoreline interface protection is in place.

The Master of the Gaia (Vessel - Person in Charge) and the MLA Transfer Supervisor ensure that all of the systems have been checked and the pre-transfer pressure testing has been completed successfully.

The Master and MLA Transfer Supervisor agree that they are ready and verified to each other that they are ready to begin the transfer.

The Master orders the ship's Engineer to begin pumping at a reduced pressure (75%). Pressure is held while the Vessel workboat crews inspect the hoses and shoreline interface and line walkers inspect the shore manifold, shore-side pipeline and tank farm. All crews confirm that there are no leaks and the MLA Transfer Supervisor confirms that fuel is arriving at the Storage Tank.

The Vessel Master and the MLA Transfer Supervisor agree that they are ready to increase the pumping pressure slowly to 100%.

As the pressure approaches 100 percent, a connection fitting between two sections of floating hose lets go. The ship's Engineer immediately notices a drop in pressure. The Engineer hits the emergency shutdown (ESD) and alerts the Vessel Master that there has been a failure. The Master alerts the MLA Shore Supervisor.

OHF Deployment Exercise Start (Note: actions of the Gaia workboat crews are included in red).

- 00:00 Workboat crews see the break in the floating hose and immediately respond to the location and begin the process of sealing the separated hose ends. Gate valves at the Shore Manifold are closed to stop any back flow.
- 00:01 The MLA Shore Supervisor alerts the MLA Operations Supervisor who in turn activates responders to the shore manifold. The MLA Shore Supervisor then alerts the Line Walkers to proceed to the Spill

Containers located at the bottom of the Pipeline Road. The MLA Shore Supervisor activates the Alt. MLA Shore Supervisor to respond with the MLA Response Boat to the same place.

00:08 Line Walkers and the MLA Shore Supervisor arrive at the spill equipment containers and begin readying the containment boom for deployment.

Gaia work boat crews have arrived at the hose break location, throw 20 sorbent pads onto the spill (to help track the spill's movements) and have closed (secured) the vessel side off the break within 5 minutes.

00:12 The first three MLA responders arrive at the Shore Manifold spill container and are instructed to move the skimmer, power pack and two sections of containment booms to the recovery location. They will prioritize getting the shore protection containment booms in place and connected to the shore anchors.

00:14 An additional four MLA responders arrive and are dispatched to the Shore recovery area to help with the containment booms and skimmer when they arrive.

Gaia work boat crews have closed (secured) the shore side off the break. The Gaia work boat then proceeds to the MT Desgagnés Gaia to deploy their containment boom if required.

00:15 The MLA Workboat arrives at the spill container area and begins pulling the containment booms from the container. All of the booms will be pulled out in a single length. (See Figure 1)

00:20 The MLA Incident Command Post (ICP) is activated and Command Centre Responders begin arriving.

00:25 The MLA Workboat pulls the towing end of the containment boom to the recovery location and works with the MLA responder to connect the boom to the anchored shore protections booms now in place. (See Figure 2)

If required, the Gaia work boat crews begin deploying their boom by pulling it off the reel located on the MT Desgagnés Gaia. This boom will be pulled towards the shore, and secured to the MLA containment boom on the "spill side". There should be at least a one section (50 foot) overlap.

00:32 Once the containment booms are connected and anchored to the shore, the MLA Workboat proceeds to the other end of the containment boom and begins moving the booms into place using the "snaking method". (See Figure 3)

At the same time, MLA responders deploy the skimmer into the containment bight of the shore protection boom.

00:45 The MLA work boat has positioned the containment booms and have anchored the offshore end. ((See Figure 4a)

NOTE: If the MT Desgagnés Gaia boom is needed and deployed, the booms will be secured to each other. These will form a single unit and will be secured to the MT Desgagnés Gaia with lines. (See Figure 4b)

00:55 MLA Responders have deployed the skimmer, temporary storage and connected to the Vacuum truck. They are ready to recover the spilled fuel as it arrives at the recovery area.

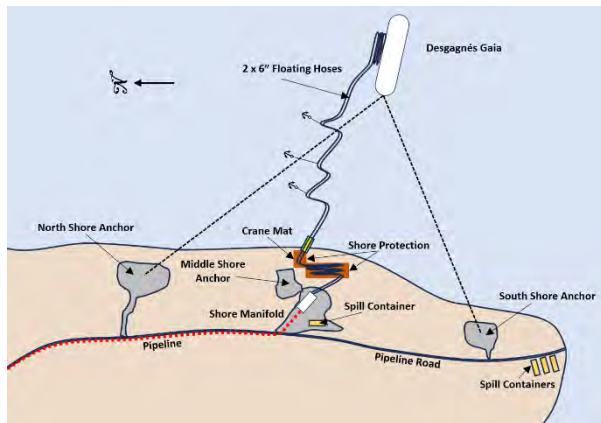


Figure 1

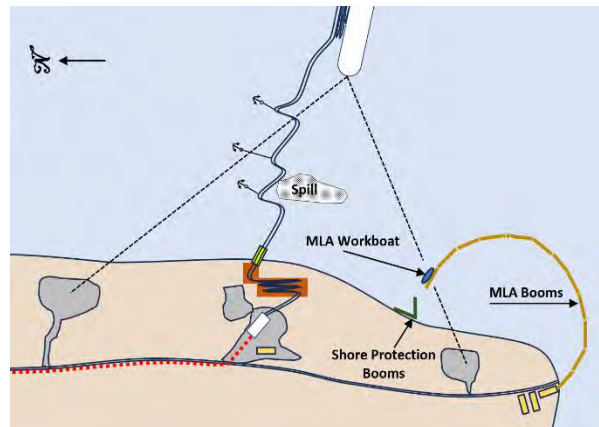


Figure 2

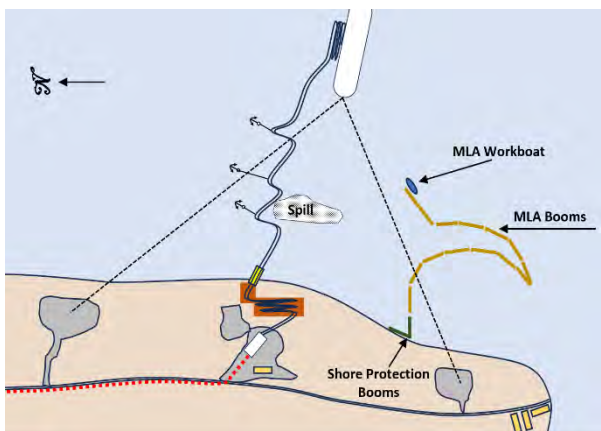


Figure 3

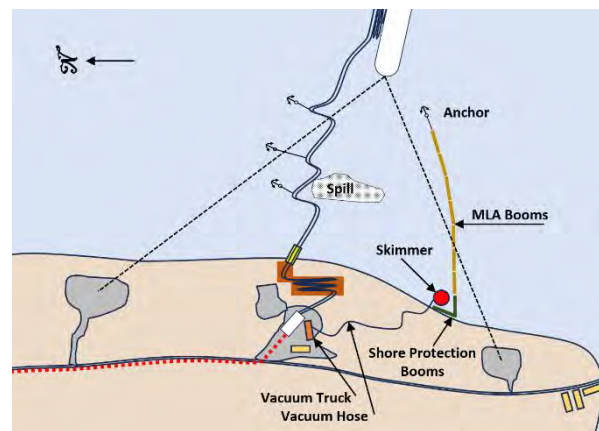


Figure 4a

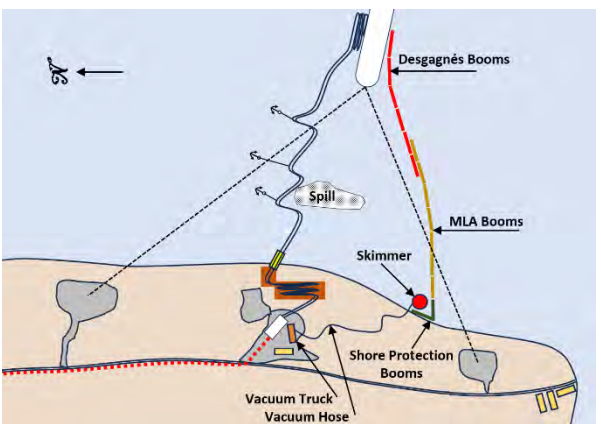


Figure 4b

ANNEX 8 SAFETY DATA SHEETS

SAFETY DATA SHEET



Section 1. Identification

Product name Diesel Fuel No. 1
Chemical name Fuels, diesel
SDS # 11154
Code 11154

Relevant identified uses of the substance or mixture and uses advised against

Product use Fuel.

Supplier BP Products North America Inc.
150 West Warrenville Road
Naperville, Illinois 60563-8460
USA

EMERGENCY HEALTH INFORMATION: 1 (800) 447-8735
Outside the US: +1 703-527-3887 (CHEMTREC)

EMERGENCY SPILL INFORMATION: 1 (800) 424-9300 CHEMTREC (USA)

Section 2. Hazards identification

OSHA/HCS status This material is considered hazardous by the OSHA Hazard Communication Standard (29 CFR 1910.1200).

Classification of the substance or mixture  **FLAMMABLE LIQUIDS** - Category 3
ACUTE TOXICITY (inhalation) - Category 4
SKIN IRRITATION - Category 2
CARCINOGENICITY - Category 2
SPECIFIC TARGET ORGAN TOXICITY (SINGLE EXPOSURE) (Narcotic effects) - Category 3
SPECIFIC TARGET ORGAN TOXICITY (REPEATED EXPOSURE) - Category 2
ASPIRATION HAZARD - Category 1

GHS label elements

Hazard pictograms



Signal word Danger

Hazard statements  Flammable liquid and vapor.
May be fatal if swallowed and enters airways.
Causes skin irritation.
Harmful if inhaled.
May cause drowsiness or dizziness.
Suspected of causing cancer.
May cause damage to organs through prolonged or repeated exposure. (bone marrow, liver, thymus)

Precautionary statements

Section 2. Hazards identification

Prevention

Obtain special instructions before use. Do not handle until all safety precautions have been read and understood. Wear protective gloves, protective clothing and eye or face protection. Keep away from heat, hot surfaces, sparks, open flames and other ignition sources. No smoking. Use explosion-proof electrical, ventilating or lighting equipment. Use non-sparking tools. Take action to prevent static discharges. Use only outdoors or in a well-ventilated area. Do not breathe vapor. Wash hands thoroughly after handling.

Response

IF exposed or concerned: Get medical attention. IF INHALED: Remove person to fresh air and keep comfortable for breathing. Call a POISON CENTER or doctor if you feel unwell. IF SWALLOWED: Immediately call a POISON CENTER or physician. Do NOT induce vomiting. IF ON SKIN (or hair): Take off immediately all contaminated clothing. Rinse skin with water. IF ON SKIN: Wash with plenty of soap and water. If skin irritation occurs: Get medical attention.

Storage

Store locked up. Store in a well-ventilated place. Keep container tightly closed. Keep cool.

Disposal

Dispose of contents and container in accordance with all local, regional, national and international regulations.

Supplemental label elements

Eliminate sources of ignition. Avoid spark promoters. Ground/bond container and receiving equipment. These alone may be insufficient to remove static electricity.

Hazards not otherwise classified

Static accumulating flammable liquid can become electrostatically charged even in bonded and grounded equipment. Sparks may ignite liquid and vapor may cause flash fire or explosion. Note: High Pressure Applications
Injections through the skin resulting from contact with the product at high pressure constitute a major medical emergency.
See 'Notes to physician' under First-Aid Measures, Section 4 of this Safety Data Sheet.

Section 3. Composition/information on ingredients

Substance/mixture

Mixture

Mixture of: Petroleum distillates (Diesel fuel No. 1 and/or 2)
May contain renewable diesel.
May contain fatty acid methyl esters (FAME).
May also contain small quantities of proprietary performance additives.

Ingredient name	CAS number	%
✓ Kerosene (petroleum) [Diesel Fuel No. 1] and/or Fuels, diesel, No 2	8008-20-6	0 - 100
Contains: naphthalene	68476-34-6	0 - 100
	91-20-3	<1
Contains one or more of the following renewable diesels: Alkanes, C10-20-branched and linear	928771-01-1	0 - 100
Contains one or more of the following biodiesels: Fatty acids, canola-oil, Me esters	Varies	0 - 5
Fatty acids, vegetable-oil, Me esters	129828-16-6	-
fatty acids, tallow, me esters	68990-52-3	-
Fatty acids, C16-18 and C18-unsatd., Me esters	61788-61-2	-
Soybean oil, Me ester	67762-38-3	-
Fatty acids, sunflower-oil, Me esters	67784-80-9	-
Rape oil, Me ester	68919-54-0	-
	73891-99-3	-

There are no additional ingredients present which, within the current knowledge of the supplier and in the concentrations applicable, are classified as hazardous to health and hence require reporting in this section.

Occupational exposure limits, if available, are listed in Section 8.

Section 4. First aid measures

Description of necessary first aid measures

Eye contact	In case of contact, immediately flush eyes with plenty of water for at least 15 minutes. Eyelids should be held away from the eyeball to ensure thorough rinsing. Check for and remove any contact lenses. Get medical attention.
Skin contact	In case of contact, immediately flush skin with plenty of water for at least 15 minutes while removing contaminated clothing and shoes. Drench contaminated clothing with water before removing. This is necessary to avoid the risk of sparks from static electricity that could ignite contaminated clothing. Contaminated clothing is a fire hazard. Contaminated leather, particularly footwear, must be discarded. Clean shoes thoroughly before reuse. Get medical attention.
Inhalation	 Inhaled, remove to fresh air. If not breathing, if breathing is irregular or if respiratory arrest occurs, provide artificial respiration or oxygen by trained personnel. Get medical attention. If exposure to vapor, mists or fumes causes drowsiness, headache, blurred vision or irritation of the eyes, nose or throat, remove immediately to fresh air. Keep patient warm and at rest. If any symptoms persist obtain medical advice.
Ingestion	Do not induce vomiting. Never give anything by mouth to an unconscious person. If unconscious, place in recovery position and get medical attention immediately. Aspiration hazard if swallowed. Can enter lungs and cause damage. Get medical attention immediately.
Protection of first-aiders	No action shall be taken involving any personal risk or without suitable training. If it is suspected that fumes are still present, the rescuer should wear an appropriate mask or self-contained breathing apparatus. It may be dangerous to the person providing aid to give mouth-to-mouth resuscitation.

Most important symptoms/effects, acute and delayed

See Section 11 for more detailed information on health effects and symptoms.

Indication of immediate medical attention and special treatment needed, if necessary

Notes to physician	Treatment should in general be symptomatic and directed to relieving any effects. Product can be aspirated on swallowing or following regurgitation of stomach contents, and can cause severe and potentially fatal chemical pneumonitis, which will require urgent treatment. Because of the risk of aspiration, induction of vomiting and gastric lavage should be avoided. Gastric lavage should be undertaken only after endotracheal intubation. Monitor for cardiac dysrhythmias. Note: High Pressure Applications Injections through the skin resulting from contact with the product at high pressure constitute a major medical emergency. Injuries may not appear serious at first but within a few hours tissue becomes swollen, discolored and extremely painful with extensive subcutaneous necrosis. Surgical exploration should be undertaken without delay. Thorough and extensive debridement of the wound and underlying tissue is necessary to minimize tissue loss and prevent or limit permanent damage. Note that high pressure may force the product considerable distances along tissue planes.
Specific treatments	No specific treatment.

Section 5. Fire-fighting measures

Extinguishing media

Suitable extinguishing media In case of fire, use foam, dry chemical or carbon dioxide extinguisher or spray.

Unsuitable extinguishing media Do not use water jet.

Specific hazards arising from the chemical

Flammable liquid and vapor. Fire water contaminated with this material must be contained and prevented from being discharged to any waterway, sewer or drain. In a fire or if heated, a pressure increase will occur and the container may burst, with the risk of a subsequent explosion. Runoff to sewer may create fire or explosion hazard. Vapors can form explosive mixtures with air. Vapors are heavier than air and can spread along the ground or float on water surfaces to remote ignition sources. Vapors may accumulate in low or confined areas or travel a considerable distance to a source of

Section 5. Fire-fighting measures

ignition and flash back. This product is a poor conductor of electricity and can become electrostatically charged. If sufficient charge is accumulated, ignition of flammable mixtures can occur. To reduce potential for static discharge, use proper bonding and grounding procedures. This liquid may accumulate static electricity when filling properly grounded containers. Static accumulation may be significantly increased by the presence of small quantities of water or other contaminants. Liquid will float and may reignite on surface of water.

Hazardous combustion products

Combustion products may include the following:
carbon oxides (CO, CO₂) (carbon monoxide, carbon dioxide)

Special protective actions for fire-fighters

No action shall be taken involving any personal risk or without suitable training. Promptly isolate the scene by removing all persons from the vicinity of the incident if there is a fire. Move containers from fire area if this can be done without risk. Use water spray to keep fire-exposed containers cool.

Special protective equipment for fire-fighters

Fire-fighters should wear positive pressure self-contained breathing apparatus (SCBA) and full turnout gear.

Section 6. Accidental release measures

Personal precautions, protective equipment and emergency procedures

For non-emergency personnel

Immediately contact emergency personnel. No action shall be taken involving any personal risk or without suitable training. Evacuate surrounding areas. Keep unnecessary and unprotected personnel from entering. Do not touch or walk through spilled material. No flares, smoking or flames in hazard area. Avoid breathing vapor or mist. Provide adequate ventilation. Put on appropriate personal protective equipment. Floors may be slippery; use care to avoid falling. Eliminate all ignition sources.

For emergency responders

Entry into a confined space or poorly ventilated area contaminated with vapor, mist or fume is extremely hazardous without the correct respiratory protective equipment and a safe system of work. Wear self-contained breathing apparatus. Wear a suitable chemical protective suit. Chemical resistant boots. See also the information in "For non-emergency personnel".

Environmental precautions

Avoid dispersal of spilled material and runoff and contact with soil, waterways, drains and sewers. Inform the relevant authorities if the product has caused environmental pollution (sewers, waterways, soil or air). Water polluting material. May be harmful to the environment if released in large quantities. In case of small spillages in closed waters (i.e. ports), contain product with floating barriers or other equipment. Collect spilled product by absorbing with specific floating absorbents. If possible, large spillages in open waters should be contained with floating barriers or other mechanical means. If this is not possible, control the spreading of the spillage, and collect the product by skimming or other suitable mechanical means. The use of dispersants should be advised by an expert, and, if required, approved by local authorities. Collect recovered product and other contaminated materials in suitable tanks or containers for recycle, recovery or safe disposal.

Methods and materials for containment and cleaning up

Small spill

Eliminate all ignition sources. Stop leak if without risk. Move containers from spill area. Absorb with an inert material and place in an appropriate waste disposal container. Use spark-proof tools and explosion-proof equipment. Dispose of via a licensed waste disposal contractor. The method and equipment used must be in conformance with appropriate regulations and industry practice on explosive atmospheres.

Large spill

Eliminate all ignition sources. Stop leak if without risk. Move containers from spill area. Approach release from upwind. Prevent entry into sewers, water courses, basements or confined areas. Dike spill area and do not allow product to reach sewage system and surface or ground water. Contain and collect spillage with non-combustible, absorbent material e.g. sand, earth, vermiculite or diatomaceous earth and place in container for disposal according to local regulations. Use spark-proof tools and explosion-proof equipment. Contaminated absorbent material may pose the same hazard as the spilled product. The method and equipment used must be in conformance with appropriate regulations and industry practice on explosive atmospheres. Dispose of via a licensed waste disposal contractor.

Section 7. Handling and storage

Precautions for safe handling

Protective measures

Put on appropriate personal protective equipment (see Section 8). Avoid exposure - obtain special instructions before use. Do not handle until all safety precautions have been read and understood. Do not get in eyes or on skin or clothing. Do not breathe vapor or mist. Do not swallow. Aspiration hazard if swallowed. Can enter lungs and cause damage. Never siphon by mouth. Use only with adequate ventilation. Wear appropriate respirator when ventilation is inadequate. Keep in the original container or an approved alternative made from a compatible material, kept tightly closed when not in use. Store and use away from heat, sparks, open flame or any other ignition source. Use explosion-proof electrical (ventilating, lighting and material handling) equipment. Use only non-sparking tools. Take precautionary measures against electrostatic discharges. Empty containers retain product residue and can be hazardous. Do not reuse container. Avoid contact of spilled material and runoff with soil and surface waterways. Handling operations that can promote accumulation of static charges include but are not limited to: mixing, filtering, pumping at high flow rates, splash filling, creating mists or sprays, tank and container filling, tank cleaning, sampling, gauging, switch loading, vacuum truck operations. Restrict flow velocity according to API 2003 (2008), NFPA 77 (2007), and Laurence Britton, "Avoiding Static Ignition Hazards in Chemical Operations". To reduce potential for static discharge, ensure that all equipment is properly grounded and bonded and meets appropriate electrical classification requirements.

Advice on general occupational hygiene

Eating, drinking and smoking should be prohibited in areas where this material is handled, stored and processed. Wash thoroughly after handling. Remove contaminated clothing and protective equipment before entering eating areas. See also Section 8 for additional information on hygiene measures.

Conditions for safe storage, including any incompatibilities

Store in accordance with local regulations. Store in a segregated and approved area. Store in original container protected from direct sunlight in a dry, cool and well-ventilated area, away from incompatible materials (see Section 10) and food and drink. Store locked up. Eliminate all ignition sources. Separate from oxidizing materials. Keep container tightly closed and sealed until ready for use. Store and use only in equipment/containers designed for use with this product. Containers that have been opened must be carefully resealed and kept upright to prevent leakage. Do not store in unlabeled containers. Use appropriate containment to avoid environmental contamination.

Light hydrocarbon vapors can build up in the headspace of tanks. These can cause flammability/explosion hazards even at temperatures below the normal flash point (note: flash point must not be regarded as a reliable indicator of the potential flammability of vapor in tank headspaces). Tank headspaces should always be regarded as potentially flammable and care should be taken to avoid static electrical discharge and all ignition sources during filling, ullaging and sampling from storage tanks. Do not enter storage tanks. If entry to vessels is necessary, follow permit to work procedures. Entry into a confined space or poorly ventilated area contaminated with vapor, mist or fume is extremely hazardous without the correct respiratory protective equipment and a safe system of work. When the product is pumped (e.g. during filling, discharge or ullaging) and when sampling, there is a risk of static discharge. Ensure equipment used is properly earthed or bonded to the tank structure. Electrical equipment should not be used unless it is intrinsically safe (i.e. will not produce sparks). Explosive air/vapor mixtures may form at ambient temperature. If product comes into contact with hot surfaces, or leaks occur from pressurized fuel pipes, the vapor or mists generated will create a flammability or explosion hazard. Product contaminated rags, paper or material used to absorb spillages, represent a fire hazard, and should not be allowed to accumulate. Dispose of safely immediately after use.

Section 8. Exposure controls/personal protection

Control parameters

Occupational exposure limits

Section 8. Exposure controls/personal protection

Ingredient name	Exposure limits
Kerosene (petroleum) [Diesel fuel No. 1] Fuels, diesel, No 2 Renewable hydrocarbons (diesel type fraction) naphthalene	ACGIH TLV (United States). Absorbed through skin. TWA: 200 mg/m³, (as total hydrocarbon vapor) 8 hours. Issued/Revised: 1/2003 ACGIH TLV (United States). Absorbed through skin. TWA: 100 mg/m³, (measured as total hydrocarbons) 8 hours. Issued/Revised: 1/2007 Form: Inhalable fraction and vapor None. ACGIH TLV (United States). Absorbed through skin. TWA: 52 mg/m³ 8 hours. Issued/Revised: 5/1996 TWA: 10 ppm 8 hours. Issued/Revised: 5/1996 OSHA PEL (United States). TWA: 50 mg/m³ 8 hours. Issued/Revised: 6/1993 TWA: 10 ppm 8 hours. Issued/Revised: 6/1993

While specific OELs for certain components may be shown in this section, other components may be present in any mist, vapor or dust produced. Therefore, the specific OELs may not be applicable to the product as a whole and are provided for guidance only.

Appropriate engineering controls

All activities involving chemicals should be assessed for their risks to health, to ensure exposures are adequately controlled. Personal protective equipment should only be considered after other forms of control measures (e.g. engineering controls) have been suitably evaluated. Personal protective equipment should conform to appropriate standards, be suitable for use, be kept in good condition and properly maintained. Your supplier of personal protective equipment should be consulted for advice on selection and appropriate standards. For further information contact your national organisation for standards.

Provide exhaust ventilation or other engineering controls to keep the relevant airborne concentrations below their respective occupational exposure limits.

The final choice of protective equipment will depend upon a risk assessment. It is important to ensure that all items of personal protective equipment are compatible.

Environmental exposure controls

Emissions from ventilation or work process equipment should be checked to ensure they comply with the requirements of environmental protection legislation. In some cases, fume scrubbers, filters or engineering modifications to the process equipment will be necessary to reduce emissions to acceptable levels.

Individual protection measures

Hygiene measures

Wash hands, forearms and face thoroughly after handling chemical products, before eating, smoking and using the lavatory and at the end of the working period. Appropriate techniques should be used to remove potentially contaminated clothing. Wash contaminated clothing before reusing. Ensure that eyewash stations and safety showers are close to the workstation location.

Eye/face protection

Chemical splash goggles.

Skin protection

Hand protection

Wear chemical resistant gloves. Recommended: Nitrile gloves.

Do not re-use gloves. Protective gloves must give suitable protection against mechanical risks (i.e. abrasion, blade cut and puncture). Protective gloves will deteriorate over time due to physical and chemical damage. Inspect and replace gloves on a regular basis. The frequency of replacement will depend upon the circumstances of use.

Section 8. Exposure controls/personal protection

Body protection

Use of protective clothing is good industrial practice.
Personal protective equipment for the body should be selected based on the task being performed and the risks involved and should be approved by a specialist before handling this product.
Cotton or polyester/cotton overalls will only provide protection against light superficial contamination that will not soak through to the skin. Overalls should be laundered on a regular basis. When the risk of skin exposure is high (e.g. when cleaning up spillages or if there is a risk of splashing) then chemical resistant aprons and/or impervious chemical suits and boots will be required.
Wear suitable protective clothing.
Footwear highly resistant to chemicals.
When there is a risk of ignition wear inherently fire resistant protective clothes and gloves.
When there is a risk of ignition from static electricity, wear anti-static protective clothing. For greatest effectiveness against static electricity, overalls, boots and gloves should all be anti-static.
When the risk of skin exposure is high (from experience this could apply to the following tasks: cleaning work, maintenance and service, filling and transfer, taking samples and cleaning up spillages) then a chemical protective suit and boots will be required.
Work clothing / overalls should be laundered on a regular basis. Laundering of contaminated work clothing should only be done by professional cleaners who have been told about the hazards of the contamination. Always keep contaminated work clothing away from uncontaminated work clothing and uncontaminated personal clothes.

Other skin protection

Appropriate footwear and any additional skin protection measures should be selected based on the task being performed and the risks involved and should be approved by a specialist before handling this product.

Respiratory protection

Use only with adequate ventilation. If ventilation is inadequate, use a NIOSH certified respirator with an organic vapor cartridge and P95 particulate filter.

If operating conditions cause high vapor concentrations or the TLV is exceeded, use NIOSH-certified, supplied-air respirator.

Use with adequate ventilation.

If there is a requirement for the use of a respiratory protective device, but the use of breathing apparatus (independent of ambient atmosphere) is not required, then a suitable filtering device must be worn.

The filter class must be suitable for the maximum contaminant concentration (gas/vapor/aerosol/particulates) that may arise when handling the product.

Section 9. Physical and chemical properties

The conditions of measurement of all properties are at standard temperature and pressure unless otherwise indicated.

Appearance

Physical state

Liquid.

Color

Colorless. to Various Colors. (May be dyed Red., Light Green., Yellow.)

Odor

Petroleum

Odor threshold

0.7 ppm (Based on Fuels, diesel)

pH

Not applicable. Based on Solubility in water (Very slightly soluble in water)

Melting point/freezing point

-29 to -18°C (-20.2 to -0.4°F) (Based on Fuels, diesel)

Boiling point, initial boiling point, and boiling range

160 to 390°C (320 to 734°F)

Flash point

Closed cup: >38°C (>100.4°F) [Pensky-Martens]

Evaporation rate

Not relevant/applicable due to nature of the product. Based on low volatility

Flammability

Not applicable. Based on - Physical state

Lower and upper explosion limit/flammability limit

Lower: 0.6%
Upper: 7.5%

Vapor pressure

0.4 kPa (3 mm Hg) (Based on Concawe Category: Vacuum Gas Oils, Hydrocracked Gas Oils & Distillate Fuels (VHGO))

Section 9. Physical and chemical properties

	Ingredient name	Vapor Pressure at 20°C			Vapor pressure at 50°C		
		mm Hg	kPa	Method	mm Hg	kPa	Method
Relative vapor density	☑ Kerosene (petroleum) [Diesel fuel No. 1]	2	0.27				
Density	Fatty acids, vegetable-oil, Me esters	3.15	0.42	EU A.4			
Relative density	Fatty acids, C16-18 and C18-unsatd., Me esters	3.15	0.42	EU A.4			
Solubility	>1 [Air = 1]						
Partition coefficient: n-octanol/water	815 to 840 kg/m ³ (0.815 to 0.84 g/cm ³)						
Auto-ignition temperature	☑ 1						
Decomposition temperature	Very slightly soluble in water						
Viscosity	Not applicable. Based on Fuels, diesel - Substance is a hydrocarbon UVCB. Standard tests for this endpoint are intended for single substances and are not appropriate for this complex substance.						
Particle characteristics	210°C (410°F)						
Median particle size	Not observed to decompose by final boiling point: >390°C (>734°F)						
	Kinematic: 1.3 to 2.4 mm ² /s (1.3 to 2.4 cSt) at 40°C						
	☑ Not applicable.						

Section 10. Stability and reactivity

Reactivity	No specific test data available for this product. Refer to Conditions to avoid and Incompatible materials for additional information.
Chemical stability	The product is stable.
Possibility of hazardous reactions	Under normal conditions of storage and use, hazardous reactions will not occur. Under normal conditions of storage and use, hazardous polymerization will not occur.
Conditions to avoid	Avoid all possible sources of ignition (spark or flame). Avoid excessive heat.
Incompatible materials	Reactive or incompatible with the following materials: oxidizing materials, acids and alkalis. halogenated compounds.
Hazardous decomposition products	Under normal conditions of storage and use, hazardous decomposition products should not be produced.

Section 11. Toxicological information

Information on toxicological effects

Acute toxicity

Product/ingredient name	Test	Species	Result	Exposure	Remarks
☑ Kerosene (petroleum) [Diesel fuel No. 1]	LC50 Inhalation Vapor	Rat	>5.28 mg/l Mortality and Systemic Effects	4 hours	Based on Straight run kerosene
	LD50 Dermal	Rabbit	>2000 mg/kg Mortality and Systemic Effects	-	Based on Thermocracked kerosene
	LD50 Oral	Rat	>5000 mg/kg	-	Based on Thermocracked kerosene

Section 11. Toxicological information

Fuels, diesel, No 2	LC50 Inhalation Dusts and mists	Rat	4.1 mg/l	4 hours	Based on Diesel fuel
	LD50 Dermal	Rabbit	>4300 mg/kg	-	Based on No. 2 Heating Oil.
	LD50 Dermal	Rabbit	>4300 mg/kg	-	Based on Diesel fuel
	LD50 Oral	Rat	17900 mg/kg	-	Based on No. 2 Heating Oil.
	LD50 Oral	Rat	7600 mg/kg	-	Based on Diesel fuel
Renewable hydrocarbons (diesel type fraction)	LD50 Dermal	Rat	>2000 mg/kg	-	-
	LD50 Oral	Rat	>2000 mg/kg	-	-
naphthalene	LD50 Dermal	Rabbit	20 g/kg	-	-
	LD50 Oral	Rat	490 mg/kg	-	-

Conclusion/Summary

Harmful if inhaled.

Irritation/Corrosion

Product/ingredient name	Species	Result	Score	Exposure	Observation	Conc.	Remarks
Kerosene (petroleum) [Diesel fuel No. 1]	Rabbit	Skin - Non- irritant to skin.	-	4 hours 100 %	-	100 %	Based on Kerosene
	Rabbit	Skin - Irritation	-	24 hours 100%	-	100%	Based on Heating Oil.
	Rabbit	Eyes - Non- irritating to the eyes.	-	100%	-	100%	Based on Thermocracked kerosene
Fuels, diesel, No 2	Rabbit	Skin - Irritation	-	-	-	-	Based on No. 2 Heating Oil.
	Rabbit	Skin - Irritation	-	-	-	-	Based on Diesel fuel
	Rabbit	Eyes - Non- irritating to the eyes.	-	-	-	-	Based on No. 2 Heating Oil.
	Rabbit	Eyes - Non- irritating to the eyes.	-	-	-	-	Based on Diesel fuel
Renewable hydrocarbons (diesel type fraction)	Unspecified	Skin - Non- irritant to skin.	-	-	-	-	-
	Unspecified	Eyes - Non- irritating to the eyes.	-	-	-	-	-

Skin

Causes skin irritation.

Eyes

Not classified. Based on available data, the classification criteria are not met.

Sensitizer

Product/ingredient name	Route of exposure	Species	Result	Remarks
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Section 11. Toxicological information

Kerosene (petroleum) [Diesel fuel No. 1]	skin	Guinea pig	Not sensitizing	Based on Thermocracked kerosene
Fuels, diesel, No 2	skin	Guinea pig	Not sensitizing	Based on No. 2 Heating Oil.
	skin	Guinea pig	Not sensitizing	Based on Diesel fuel
Renewable hydrocarbons (diesel type fraction)	skin	Unspecified	Not sensitizing	-
Skin	Not classified. Based on available data, the classification criteria are not met.			

Mutagenicity

Product/ingredient name	Test	Experiment	Result	Remarks
Kerosene (petroleum) [Diesel fuel No. 1]	Equivalent to OECD 476	Experiment: In vitro Subject: Mammal - species unspecified	Negative	Based on Hydrodesulfurized kerosene
	Equivalent to OECD 476	Experiment: In vitro Subject: Mammal - species unspecified	Negative	Based on Hydrodesulfurized kerosene
	Equivalent to OECD 471	Experiment: In vitro Subject: Non-mammalian species	Negative	Based on Hydrodesulfurized kerosene
	Equivalent to OECD 475	Experiment: In vivo Subject: Unspecified Cell: Germ	Negative	Based on Straight run kerosene
	Equivalent to OECD 478	Experiment: In vivo Subject: Unspecified Cell: Germ	Negative	Based on Straight run kerosene
Fuels, diesel, No 2	OECD 471	Experiment: In vitro Subject: Non-mammalian species	Positive	Based on Diesel fuel
	Equivalent to OECD 476	Experiment: In vitro Subject: Mammalian-Animal Cell: Germ	Negative	Based on Heating Oil.
	not guideline	Experiment: In vivo Subject: Unspecified Cell: Somatic	Negative	Based on Heating Oil.
Renewable hydrocarbons (diesel type fraction)	EU B10	Experiment: In vitro Subject: Unspecified	Negative	-
	EU B13/14	Experiment: In vitro Subject: Unspecified	Negative	-
	EU B17	Experiment: In vitro Subject: Unspecified	Negative	-

Section 11. Toxicological information

Conclusion/Summary Based on available data, the classification criteria are not met.

Carcinogenicity

Product/ingredient name	Test authority / Test number	Species	Route	Exposure	Result	Remarks
☑ Kerosene (petroleum) [Diesel fuel No. 1]	Equivalent to OECD 451	Mouse	Dermal	2 years	Positive - Dermal - Unspecified	Based on Jet Fuel
	Equivalent to OECD 451	Mouse	Dermal	2 years	Negative - Dermal - Unspecified	Based on Hydrotreated Kerosene
Fuels, diesel, No 2	Equivalent to OECD 451	Mouse	Dermal	2 years	Positive - Dermal - Unspecified	Based on Heating Oil.

Conclusion/Summary Suspected of causing cancer.

Classification

Product/ingredient name	OSHA	IARC	NTP
☑ Kerosene (petroleum) [Diesel fuel No. 1]	-	3	-
naphthalene	-	2B	Reasonably anticipated to be a human carcinogen.

Descriptors:

OSHA:
+ - Potential occupational carcinogen

IARC:
1 - Carcinogenic to human.
2A - Probable human carcinogen.
2B - Possible carcinogen to human.
3 - Not classifiable as a human carcinogen.
4 - Probably not a human carcinogen.

NTP:
Proven - Known to be human carcinogens.
Possible - Reasonably anticipated to be human carcinogens.

Carcinogenicity Additional information Not applicable.

Reproductive toxicity

Product/ingredient name	Maternal toxicity	Fertility	Development toxin	Species	Result	Exposure
☑ Kerosene (petroleum) [Diesel fuel No. 1]	-	Negative	-	Rat	Dermal	34 days
	-	Negative	-	Rat	Oral	90 days
	-	-	Negative	Rat	Oral	10 days
	-	-	Negative	Rat	Inhalation	10 days
Fuels, diesel, No 2	-	-	Negative	Rat	Dermal	20 days
	-	-	Negative	Rat	Dermal	10 days
	-	-	Negative	Rat	Dermal	10 days
Renewable hydrocarbons (diesel type fraction)	Negative	Negative	Negative	Unspecified	Oral	-

Conclusion/Summary Development: Not classified. Based on available data, the classification criteria are not met.
Fertility: Not classified. Based on available data, the classification criteria are not met.
Effects on or via lactation: Not classified. Based on available data, the classification criteria are not met.

Specific target organ toxicity (single exposure)

Name	Category	Route of exposure	Target organs
☑ Kerosene (petroleum) [Diesel fuel No. 1]	Category 3	-	Narcotic effects

Specific target organ toxicity (repeated exposure)

Section 11. Toxicological information

Name	Category	Route of exposure	Target organs
Fuels, diesel, No 2	Category 2	-	bone marrow, liver, thymus

Aspiration hazard

Name	Result
Kerosene (petroleum) [Diesel fuel No. 1]	ASPIRATION HAZARD - Category 1
Fuels, diesel, No 2	ASPIRATION HAZARD - Category 1
Renewable hydrocarbons (diesel type fraction)	ASPIRATION HAZARD - Category 1

Information on the likely routes of exposure

Routes of entry anticipated: Dermal, Inhalation.

Potential acute health effects

Eye contact

No known significant effects or critical hazards.

Skin contact

Causes skin irritation.

Inhalation

Harmful if inhaled. Can cause central nervous system (CNS) depression. May cause drowsiness or dizziness.

Ingestion

Irritating to mouth, throat and stomach. Aspiration hazard if swallowed -- harmful or fatal if liquid is aspirated into lungs.

Symptoms related to the physical, chemical and toxicological characteristics

Eye contact

Adverse symptoms may include the following:
pain or irritation
watering
redness

Skin contact

Adverse symptoms may include the following:
irritation
redness

Inhalation

Adverse symptoms may include the following:
nausea or vomiting
headache
drowsiness/fatigue
dizziness/vertigo
unconsciousness

Ingestion

Adverse symptoms may include the following:
nausea or vomiting

Delayed and immediate effects and also chronic effects from short and long term exposure

Short term exposure

Potential immediate effects

May be harmful by inhalation if exposure to vapor, mists or fumes resulting from thermal decomposition products occurs. Vapor, mist or fume may irritate the nose, mouth and respiratory tract.

Potential delayed effects

Not available.

Long term exposure

Potential immediate effects

Not available.

Potential delayed effects

Not available.

Potential chronic health effects

General

May cause damage to organs through prolonged or repeated exposure. May be harmful by inhalation if exposure to vapor, mists or fumes resulting from thermal decomposition products occurs. Prolonged or repeated contact can defat the skin and lead to irritation and/or dermatitis.

Carcinogenicity

Suspected of causing cancer. Risk of cancer depends on duration and level of exposure.

Mutagenicity

No known significant effects or critical hazards.

Teratogenicity

No known significant effects or critical hazards.

Developmental effects

No known significant effects or critical hazards.

Section 11. Toxicological information

Fertility effects

No known significant effects or critical hazards.

Numerical measures of toxicity

Acute toxicity estimates

Route	ATE value
Inhalation (dusts and mists)	>4.1 mg/l

Other information

Aspiration of this product into the lungs can cause chemical pneumonia and can be fatal. Aspiration into the lungs can occur while vomiting after ingestion of this product. Do not siphon by mouth.

Additional information

Middle distillate: From skin-painting studies of petroleum distillates of similar composition and distillate range, it has been shown that these types of materials often possess weak carcinogenic activity in laboratory animals. In these tests, the material is painted on the shaved backs of mice twice a week for their lifetime. The material is not washed off between applications. Therefore, there may be a potential risk of skin cancer from prolonged or repeated skin contact with this product in the absence of good personal hygiene. This particular product has not been tested for carcinogenic activity, but we have chosen to be cautious in light of the findings with other distillate streams.

Occasional skin contact with this product is not expected to have serious effects, but good personal hygiene should be practiced and repeated skin contact avoided. This product can also be expected to produce skin irritation upon prolonged or repeated skin contact. Personal hygiene measures taken to prevent skin irritation are expected to be adequate to prevent risk of skin cancer.

Diesel exhaust particulates have been classified by the National Toxicological Program (NTP) to be a reasonably anticipated human carcinogen. Exposure should be minimized to reduce potential risk.

Naphthalene has been reported to cause developmental toxicity in mice after oral exposure to relatively high dose levels, but developmental toxicity was not observed in NTP (National Toxicology Program) sponsored studies in rats and rabbits. Ingestion or inhalation of naphthalene can result in hemolysis and other blood abnormalities, and individuals (and infants) deficient in glucose-6-phosphate dehydrogenase may be especially susceptible to these effects. Inhalation of naphthalene may cause headache and nausea. Airborne exposure can result in eye irritation. Naphthalene exposure has been associated with cataracts in animals and humans.

Section 12. Ecological information

Toxicity

No testing has been performed by the manufacturer.

Product/ingredient name	Species	Test/Result	Exposure	Effects	Remarks
Kerosene (petroleum) [Diesel fuel No. 1]	Algae	EL50 1 to 3 mg/l Nominal Fresh water	72 hours	cell number	Based on Solvent naphtha (petroleum), heavy aromatic
	Micro-organism	LL50 677.9 mg/l Nominal Fresh water	72 hours	growth inhibition	Based on Kerosene
	Algae	LOEL 1 mg/l Nominal Fresh water	72 hours	cell number	Based on Solvent naphtha (petroleum), heavy aromatic
	Algae	NOEL 1 mg/l Nominal Fresh water	24 hours	cell number	Based on Solvent naphtha (petroleum), heavy aromatic

Section 12. Ecological information

	Algae	NOEL 1 mg/l Nominal Fresh water	48 hours	cell number	Based on Solvent naphtha (petroleum), heavy aromatic
	Micro-organism	NOEL 1.641 mg/l Nominal Fresh water	72 hours	growth inhibition	Based on Kerosene
	Daphnia	Acute EL50 1.4 mg/l Nominal Fresh water	48 hours	Mobility	Based on Kerosene (petroleum), hydrodesulfurized
	Fish	Acute LL50 2 to 5 mg/l Fresh water	96 hours	Mortality	Based on Heavy aromatic solvent naphtha
	Daphnia	Acute NOEL 0.3 mg/l Nominal Fresh water	48 hours	Mobility	Based on Kerosene (petroleum), hydrodesulfurized
	Fish	Acute NOEL 2 mg/l Fresh water	96 hours	Mortality	Based on Solvent naphtha (petroleum), heavy aromatic
	Daphnia	Chronic EL50 0.89 mg/l Fresh water	21 days	Reproduction	Based on Kerosene (petroleum), hydrodesulfurized
	Daphnia	Chronic EL50 0.81 mg/l Fresh water	21 days	Immobilization	Based on Kerosene (petroleum), hydrodesulfurized
	Daphnia	Chronic LOEL 1.2 mg/l Fresh water	21 days	Reproduction	Based on Kerosene (petroleum), hydrodesulfurized
	Daphnia	Chronic LOEL 0.48 mg/l Fresh water	21 days	Adult Length	Based on Kerosene (petroleum), hydrodesulfurized
	Daphnia	Chronic NOEL 0.48 mg/l Fresh water	21 days	Reproduction	Based on Kerosene (petroleum), hydrodesulfurized
	Daphnia	Chronic NOEL 1.2 mg/l Fresh water	21 days	Adult Length	Based on Kerosene (petroleum), hydrodesulfurized
	Fish	Chronic NOEL 0.098 mg/l Nominal Fresh water	28 days	Mortality	Based on Kerosene
Fuels, diesel, No 2	Micro-organism	EL50 >1000 mg/l Nominal Fresh water	40 hours	growth inhibition	Based on Vacuum gas oil / Hydrocracked gas oil / Distillate Fuel

Section 12. Ecological information

	Micro-organism	NOELR 3.217 mg/l Nominal Fresh water	40 hours	growth inhibition	Based on Vacuum gas oil / Hydrocracked gas oil / Distillate Fuel
	Algae	Acute EL50 22 mg/l Nominal Fresh water	72 hours	(growth rate)	Based on Diesel fuel
	Daphnia	Acute EL50 210 mg/l Nominal Fresh water	48 hours	Mobility	Based on Diesel fuel
	Daphnia	Acute EL50 68 mg/l Nominal Fresh water	48 hours	Mobility	Based on Diesel fuel
	Algae	Acute EL50 78 mg/l Nominal Fresh water	72 hours	(growth rate)	Based on Diesel fuel
	Fish	Acute LL50 65 mg/l Nominal Fresh water	96 hours	Mortality	Based on Diesel fuel
	Fish	Acute LL50 21 mg/l Nominal Fresh water	96 hours	Mortality	Based on Diesel fuel
	Algae	Acute NOELR 10 mg/l Nominal Fresh water	72 hours	(growth rate)	Based on Diesel fuel
	Algae	Acute NOELR 1 mg/l Nominal Fresh water	72 hours	(growth rate)	Based on Diesel fuel
	Daphnia	Acute NOELR 46 mg/l Nominal Fresh water	48 hours	Mobility	Based on Diesel fuel
	Fish	Chronic NOEL 0.083 mg/l Nominal Fresh water	14 days	Mortality	Based on Vacuum gas oil / Hydrocracked gas oil / Distillate Fuel
	Daphnia	Chronic NOELR 0.2 mg/l Nominal Fresh water	21 days	Immobilization	Based on Vacuum gas oil / Hydrocracked gas oil / Distillate Fuel
Renewable hydrocarbons (diesel type fraction)	Micro-organism	Acute EC50 >100 mg/l	3 hours	-	-
	Aquatic plants	Acute EL50 >100 mg/l WAF	48 hours	-	-
	Daphnia	Acute EL50 >100 mg/l WAF	48 hours	-	-
	Fish	Acute LL50 >1000 mg/l WAF	96 hours	-	-
	Daphnia	Chronic NOEC 1	21 days	-	-

Section 12. Ecological information

mg/l WAF

naphthalene	Algae	EC50 0.4 mg/l	96 hours	-	-
	Crustaceans	EC50 2.16 mg/l	48 hours	-	-

Conclusion/Summary Toxic to aquatic life with long lasting effects.

Persistence and degradability

Expected to be biodegradable.

Product/ingredient name	Test	Result	Remarks
Fuels, diesel, No 2	OECD 301 F	60 % - Readily - 28 days	Based on Diesel fuel
	OECD 301 F	57.5 % - Not readily - 28 days	Based on Diesel fuel
	Equivalent to EPA OTS 796.3100	35 % - Not readily - 28 days	Based on Gas Oils (petroleum), solvent refined

Conclusion/Summary Non-persistent per IMO criteria

Bioaccumulative potential

This product is not expected to bioaccumulate through food chains in the environment.

Mobility in soil

Soil/water partition coefficient (K_{oc}) Not available.

Mobility Spillages may penetrate the soil causing ground water contamination. This material may accumulate in sediments.

Other ecological information Spills may form a film on water surfaces causing physical damage to organisms. Oxygen transfer could also be impaired.

Section 13. Disposal considerations

Disposal methods	The generation of waste should be avoided or minimized wherever possible. Significant quantities of waste product residues should not be disposed of via the foul sewer but processed in a suitable effluent treatment plant. Dispose of surplus and non-recyclable products via a licensed waste disposal contractor. Disposal of this product, solutions and any by-products should at all times comply with the requirements of environmental protection and waste disposal legislation and any regional local authority requirements. Waste packaging should be recycled. Incineration or landfill should only be considered when recycling is not feasible. This material and its container must be disposed of in a safe way. Care should be taken when handling emptied containers that have not been cleaned or rinsed out. Empty containers or liners may retain some product residues. Vapor from product residues may create a highly flammable or explosive atmosphere inside the container. Do not cut, weld or grind used containers unless they have been cleaned thoroughly internally. Avoid dispersal of spilled material and runoff and contact with soil, waterways, drains and sewers.
-------------------------	---

Section 14. Transport information

	DOT Classification	TDG Classification	IMDG	IATA
UN number	NA1993	UN1202	UN1202	UN1202
UN proper shipping name	Diesel fuel (Kerosene, Fuels, diesel, No 2) RQ	Gas oil	Gas oil. Marine pollutant	Gas oil

Product name	Diesel Fuel No. 1	Product code	11154	Page: 16/19
Version 3	Date of issue 02/08/2022.	Format US	Language ENGLISH	

Section 14. Transport information

Transport hazard class(es)	Combustible liquid.	3  	3  	3 
Packing group	III	III	III	III
Environmental hazards	No.	Yes.	Yes.	Yes. The environmentally hazardous substance mark is not required.
Additional information	Non-bulk packages (less than or equal to 119 gal) of combustible liquids are not regulated as hazardous materials in package sizes less than the product reportable quantity. Reportable quantity 100 lbs / 45.4 kg [14.494 gal / 54.864 L]. Package sizes shipped in quantities less than the product reportable quantity are not subject to the RQ (reportable quantity) transportation requirements.	Product classified as per the following sections of the Transportation of Dangerous Goods Regulations: 2.18-2.19 (Class 3), 2.7 (Marine pollutant mark). The marine pollutant mark is not required when transported by road or rail.	The marine pollutant mark is not required when transported in sizes of ≤5 L or ≤5 kg. Emergency schedules F-E, S-E	The environmentally hazardous substance mark may appear if required by other transportation regulations.

Special precautions for user Not available.

Transport in bulk according to IMO instruments

Proper shipping name

MARPOL Annex 1 rules apply for bulk shipments by sea.
Category: gas oils, including ship's bunkers

Section 15. Regulatory information

U.S. Federal regulations

United States inventory (TSCA 8b)

Please contact your supplier for information on the inventory status of this material.

SARA 302/304

Composition/information on ingredients

No products were found.

SARA 311/312

Classification

FLAMMABLE LIQUIDS - Category 3
ACUTE TOXICITY (inhalation) - Category 4
SKIN IRRITATION - Category 2
CARCINOGENICITY - Category 2
SPECIFIC TARGET ORGAN TOXICITY (SINGLE EXPOSURE) (Narcotic effects) - Category 3
SPECIFIC TARGET ORGAN TOXICITY (REPEATED EXPOSURE) - Category 2
ASPIRATION HAZARD - Category 1
HNOC - Static-accumulating flammable liquid
HNOC - High Pressure Statement

SARA 313

Product name Diesel Fuel No. 1

Product code 11154

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Version 3 **Date of issue** 02/08/2022.

Format US

Language ENGLISH

Section 15. Regulatory information

	Product name	CAS number	Concentration
Form R - Reporting requirements	naphthalene	91-20-3	<1
Supplier notification	naphthalene	91-20-3	<1

SARA 313 notifications must not be detached from the SDS and any copying and redistribution of the SDS shall include copying and redistribution of the notice attached to copies of the SDS subsequently redistributed.

State regulations

Massachusetts

The following components are listed: Kerosene (petroleum) [Diesel fuel No. 1]

New Jersey

The following components are listed: Kerosene (petroleum) [Diesel fuel No. 1]; NAPHTHALENE; TAR CAMPHOR; MOTH FLAKES

Pennsylvania

The following components are listed: Kerosene (petroleum) [Diesel fuel No. 1]

California Prop. 65

Prop 65 chemicals will result under certain conditions from the use of this material. For example, burning fuels produces combustion products including diesel exhaust, a Prop 65 carcinogen, and carbon monoxide, a Prop 65 reproductive toxin.

⚠ WARNING: This product can expose you to chemicals including Benzene, which is known to the State of California to cause cancer and birth defects or other reproductive harm. This product can expose you to chemicals including Naphthalene, cumene, Ethylbenzene, cumene and Propylene oxide, which are known to the State of California to cause cancer, and Toluene and Methanol, which are known to the State of California to cause birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov.

Other regulations

Australia inventory (AIIIC)

At least one component is not listed.

Canada inventory

Please contact your supplier for information on the inventory status of this material.

China inventory (IECSC)

At least one component is not listed.

Japan inventory (CSCL)

At least one component is not listed.

Korea inventory (KECI)

Not determined.

Philippines inventory (PICCS)

At least one component is not listed.

Taiwan Chemical Substances Inventory (TCSI)

Not determined.

REACH Status

For the REACH status of this product please consult your company contact, as identified in Section 1.

Section 16. Other information

National Fire Protection Association (U.S.A.)



History

Date of issue/Date of revision 02/08/2022.

Date of previous issue 08/21/2021.

Prepared by Product Stewardship

Key to abbreviations

ACGIH = American Conference of Industrial Hygienists
 ATE = Acute Toxicity Estimate
 BCF = Bioconcentration Factor
 CAS Number = Chemical Abstracts Service Registry Number
 GHS = Globally Harmonized System of Classification and Labelling of Chemicals
 IATA = International Air Transport Association
 IBC = Intermediate Bulk Container
 IMDG = International Maritime Dangerous Goods
 LogPow = logarithm of the octanol/water partition coefficient
 MARPOL = International Convention for the Prevention of Pollution From Ships, 1973 as

Section 16. Other information

modified by the Protocol of 1978. ("Marpol" = marine pollution)

OEL = Occupational Exposure Limit

SDS = Safety Data Sheet

STEL = Short term exposure limit

TWA = Time weighted average

UN = United Nations

UN Number = United Nations Number, a four digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods.

Varies = may contain one or more of the following 64741-88-4, 64741-89-5, 64741-95-3, 64741-96-4, 64742-01-4, 64742-44-5, 64742-45-6, 64742-52-5, 64742-53-6, 64742-54-7, 64742-55-8, 64742-56-9, 64742-57-0, 64742-58-1, 64742-62-7, 64742-63-8, 64742-65-0, 64742-70-7, 72623-85-9, 72623-86-0, 72623-87-1

✔ Indicates information that has changed from previously issued version.

Notice to reader

All reasonably practicable steps have been taken to ensure this data sheet and the health, safety and environmental information contained in it is accurate as of the date specified below. No warranty or representation, express or implied is made as to the accuracy or completeness of the data and information in this data sheet.

The data and advice given apply when the product is sold for the stated application or applications. You should not use the product other than for the stated application or applications without seeking advice from BP Group.

It is the user's obligation to evaluate and use this product safely and to comply with all applicable laws and regulations. The BP Group shall not be responsible for any damage or injury resulting from use, other than the stated product use of the material, from any failure to adhere to recommendations, or from any hazards inherent in the nature of the material. Purchasers of the product for supply to a third party for use at work, have a duty to take all necessary steps to ensure that any person handling or using the product is provided with the information in this sheet. Employers have a duty to tell employees and others who may be affected of any hazards described in this sheet and of any precautions that should be taken. You can contact the BP Group to ensure that this document is the most current available. Alteration of this document is strictly prohibited.

ANNEX 9 NT/NU, TRANSPORT CANADA SPILL REPORTING FORM

NT-NU SPILL REPORT

OIL, GASOLINE, CHEMICALS AND
OTHER HAZARDOUS MATERIALS



NT-NU 24-HOUR SPILL REPORT LINE

Tel: (867) 920-8130 • Email: spills@gov.nt.ca

REPORT LINE USE ONLY

A	Report Date: MM DD YY	Report Time:	☐ Original Spill Report		Report Number:
	Occurrence Date: MM DD YY	Occurrence Time:	OR ☐ Update # _____ to the Original Spill Report		
C	Land Use Permit Number (if applicable):		Water Licence Number (if applicable):		
D	Geographic Place Name or Distance and Direction from the Named Location:			Region: ☐ NT ☐ Nunavut ☐ Adjacent Jurisdiction or Ocean	
E	Latitude: _____ Degrees _____ Minutes _____ Seconds		Longitude: _____ Degrees _____ Minutes _____ Seconds		
F	Responsible Party or Vessel Name:		Responsible Party Address or Office Location:		
G	Any Contractor Involved:		Contractor Address or Office Location:		
H	Product Spilled: ☐ Potential Spill	Quantity in Litres, Kilograms or Cubic Metres:		U.N. Number:	
I	Spill Source:	Spill Cause:		Area of Contamination in Square Metres:	
J	Factors Affecting Spill or Recovery:	Describe Any Assistance Required:		Hazards to Persons, Property or Environment:	
K	Additional Information, Comments, Actions Proposed or Taken to Contain, Recover or Dispose of Spilled Product and Contaminated Materials:				
L	Reported to Spill Line by:	Position:	Employer:	Location Calling From:	Telephone:
M	Any Alternate Contact:	Position:	Employer:	Alternate Contact Location:	Alternate Telephone:

REPORT LINE USE ONLY

N	Received at Spill Line by:	Position:	Employer:	Location Called:	Report Line Number:
Lead Agency: ☐ EC ☐ CCG/TCMSS ☐ GNWT ☐ GN ☐ ILA ☐ AANDC ☐ NEB ☐ Other: _____			Significance: ☐ Minor ☐ Major ☐ Unknown		File Status: ☐ Open ☐ Closed
Agency:		Contact Name:	Contact Time:	Remarks:	
Lead Agency:					
First Support Agency:					
Second Support Agency:					
Third Support Agency:					



Transport
Canada

Transports
Canada



TP 9834E
(07/2009)

Guidelines for Reporting Incidents Involving Dangerous Goods, Harmful Substances and/or Marine Pollutants

2ND EDITION
JULY 2009



Responsible Authority The Director Operations and Environmental Programs is responsible for this document, including any change, correction, or update.	Approval Director Operations and Environmental Programs Marine Safety
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INTRODUCTION

These Guidelines comply as far as practicable with the general principles and standard reporting format procedures described in Resolution A.851(20) of the 20th Session of the Assembly of the International Maritime Organization (IMO), adopted 27 November 1997, as amended by Resolution MEPC.138(53).

The intent of these Guidelines is to enable the proper authorities to be informed without delay so that appropriate action may be taken when:

1. any incident occurs involving the loss, or likely loss, overboard of packaged dangerous goods in the sea; or
2. any incident occurs giving rise to pollution, or threat of pollution to the marine environment, as well as of assistance and salvage measures; or
3. any oil pollution incident occurs involving the loading or unloading of oil to or from a vessel at an oil handling facility.

The *Pollutant Discharge Reporting Regulations, 1995* stipulate that a vessel's master or owner must make reports required under the Regulations in the manner described in these Guidelines or IMO Resolution A.851(20). The Regulations also stipulate that the operator of an oil handling facility must make reports in a manner described in these Guidelines. These Guidelines should then be used in conjunction with the *Pollutant Discharge Reporting Regulations, 1995* when harmful substances and/or marine pollutants are involved. Where any discrepancy exists between the regulations and the Guidelines, the requirements of the regulations shall prevail.

1. ABBREVIATIONS

HF	High Frequency
IMO	International Maritime Organization
MARPOL	<i>The International Convention for the Prevention of Pollution from Ships, 1973, and the Protocols of 1978 and 1997, as amended from time to time</i>
MF	Medium Frequency
UN	United Nations
UTC	Coordinated Universal Time
VHF	Very High Frequency

2. DEFINITIONS

2.1 In these Guidelines,

“dangerous goods” means goods that by reason of their nature, quantity or mode of stowage are either singly or collectively liable to endanger the lives of the passengers or imperil the vessel and includes all substances determined by the Governor in Council, in regulations made by him, including the *Cargo, Fumigation and Tackle Regulations*, to be dangerous goods; (*marchandises dangereuses*)

“harmful substance in packaged form” means any substance which is identified as a marine pollutant in the International Maritimes Dangerous Goods Code (IMDG Code); (*substance nuisible en colis*)

“in bulk” means in a hold or tank that is part of the structure of the vessel, without any intermediate form of containment; (*en vrac*)

“incident” includes the discharge of a pollutant, a dangerous good or a harmful substance in packaged form or their anticipated discharge; (*incident*)

“marine safety inspector” means a person appointed as a marine safety inspector under section 11 of the *Canada Shipping Act, 2001*; (*inspecteur de la sécurité maritime*)

“marine communications and traffic services officer” means a person designated as a marine communications and traffic services officer by the Minister of Fisheries and Oceans under subsection 126(2) of the *Canada Shipping Act, 2001*; (*fonctionnaire chargé des services de communications et de trafic maritimes*)

“packaged form” means the forms of containment specified for harmful substances or dangerous goods in the International Maritimes Dangerous Goods Code (IMDG Code); (*en colis*)

“pollution prevention officer” means a person designated as a pollution prevention officer pursuant to section 14 of the *Arctic Waters Pollution Prevention Act*; (*fonctionnaire chargé de la prévention de la pollution*)

“waters under Canadian jurisdiction” means the internal waters of Canada as described in section 6 of the *Oceans Act*, the territorial sea of Canada as described in section 4 of the *Oceans Act* and the exclusive economic zone of Canada as described in section 13 of the *Oceans Act*, , and includes the shipping safety control zones prescribed pursuant to section 11 of the *Arctic Waters Pollution Prevention Act*. (*eaux de compétence canadienne*)

3. HOW TO MAKE A REPORT

3.1 The report should be transmitted in the following manner:

1. when an incident occurs involving a vessel in waters under Canadian jurisdiction, the report shall be made with the highest possible priority and using the quickest means available to a marine safety inspector, or for incidents occurring in a shipping safety control zone, to a pollution prevention officer;
2. when the vessel referred to in paragraph 3.1.1 is in a radio telecommunications area that is covered by Canadian Coast Guard Marine Communications and Traffic Services, the report should, where expedient, be routed through that system to a marine communications and traffic services officer;
3. when an incident occurs involving a Canadian vessel outside waters under Canadian jurisdiction, the report should be made to the nearest coastal State through an appropriate coast station, preceded by the safety signal (if the incident affects the safety of navigation), or by the urgency signal (if the incident affects the safety of the vessel or persons);
4. on appropriate frequencies (in the bands 405-525 kHz, 1605-2850 kHz or 156-174 MHz);
5. when the vessel is not within reach of a MF or VHF coast station, to the most appropriate HF coast station or on the relevant maritime satellite communication system;
6. when the vessel is within or near an area for which a vessel reporting system has been established, to the designated shore establishment responsible for operation of that system;
7. the format and procedures should, when practicable, comply with the relevant requirements of Section A2 in the Appendix, *Standard Reporting Format and Procedures*; and
8. in addition to any report referred to in paragraph 3.1.1, when an oil pollution incident occurs involving a vessel at a designated oil handling facility, the operator of the oil handling facility shall:
 1. report with the highest possible priority and using the quickest means available, to the federal emergency telephone number identified in the facility’s oil pollution emergency plan;
 2. report in writing any incident involving oil to the Transport Canada Marine Safety office nearest to the facility; and
 3. report, when practicable, in compliance with the relevant requirements of Section A2 of the Appendix, *Standard Reporting Format and Procedures*.

4. CONTENT OF REPORT

4.1 Reports should contain the specific information listed in Section A3 of the Appendix, *Detailed Reporting Requirements*.

5. SUPPLEMENTARY REPORT

- 5.1 Particulars not immediately available should be inserted in a supplementary message or messages.
- 5.2 When harmful substances and/or marine pollutants are involved, a supplementary message should follow immediately or as soon as possible after the initial report. Information that is essential for the protection of the marine environment, as appropriate to the incident, should be included. That information should include Items P, Q, R, S and X, as listed in Section A2 of the Appendix.

6. PROBABILITY OF DISCHARGE

- 6.1 The probability of a discharge resulting from damage to the vessel or its equipment is a reason for making a report. In judging whether there is such a probability and whether a report should be made, the following factors, among others, should be taken into account:
 - 1. the nature of the damage, failure or breakdown of the vessel, machinery or equipment; and
 - 2. sea and wind state and also traffic density in the area at the time and place of the incident.
- 6.2 It is recognized that it would be impracticable to lay down precise definitions of all types of incidents involving probable discharge which would warrant an obligation to report. Nevertheless as a general guideline, the master of the vessel should make reports in cases of:
 - 1. damage, failure or breakdown which affects the safety of vessels. Examples of such incidents are collision, grounding, fire, explosion, structural failure, flooding, cargo shifting; and
 - 2. failure or breakdown of machinery or equipment which results in the impairment of the safety of navigation. Examples of such incidents are failure or breakdown of steering gear, propulsion plant, electrical generating system, essential shipborne navigational aids.

7. REPORT ON ASSISTANCE OR SALVAGE

- 7.1 The master of any vessel engaged in or requested to engage in an operation to render assistance or undertake salvage should report, as far as practicable, Items A, B, C (or D), E, F, L, M, N, P, Q, R, S, T, U, X of the *Standard Reporting Format* (Appendix). The Master should ensure that the coastal State is kept informed of developments.

APPENDIX

A1. PROCEDURES

A1.1 Reports should be sent as follows:

Dangerous Goods Report - Packaged form (DG)	When an incident takes place involving loss, or likely loss overboard of packaged dangerous goods, including those in freight containers, portable tanks, road and rail vehicles and shipborne barges, into the sea.
Harmful Substances Report in Bulk (HS)	When an incident takes place involving the discharge or probable discharge of oil (Annex I of MARPOL) or noxious liquid substances in bulk (Annex II of MARPOL).
Harmful Substances Report - packaged form (MP)	In the case of loss or likely loss overboard of harmful substances in packaged form, including those in freight containers, portable tanks, road and rail vehicles and shipborne barges, identified in the <i>International Maritime Dangerous Goods Code</i> as marine pollutants (Annex III of MARPOL).

A2. STANDARD REPORTING FORMAT AND PROCEDURES

- A2.1 Sections of the reporting format which are inappropriate should be omitted from the report.
- A2.2 Where language difficulties may exist, the languages used should include English, using where possible the *Standard Marine Navigational Vocabulary*.
- A2.3 Alternatively, the *International Code of Signals* may be used to send detailed information. When the International Code is used, the appropriate indicator should be inserted in the text, after the alphabetical index.
- A2.4 For route information, latitude and longitude should be given for each turn point, expressed as in Item C below, together with type of intended track between these points, for example “RL” (rhumb line), “GC” (great circle) or “coastal”, in the case of coastal sailing the estimated date and time of passing significant points expressed by a 6 digit group as in Item B below.

Telegraphy	Telephone (alternative)	Function	Information Required
Name of system (e.g., AMVER/ MAREP/ ECAREG/ NORDREG/ WESTREG)	Name of system (e.g., AMVER/ MAREP/ ECAREG/ NORDREG/ WESTREG)	System Identifier	Ship Reporting system or nearest appropriate coast radio station
DG	Dangerous goods report – packaged form	Type of report	Dangerous goods report – packaged form

Telegraphy	Telephone (alternative)	Function	Information Required
HS	Harmful substances report - in bulk	Type of report	Harmful substances report - in bulk
MP	Harmful substances report - packaged from	Type of report	Harmful substances report - packaged from
A	Vessel (alpha)	Vessel identity	Name, call sign or ship station identity, and flag
B	Time (bravo)	Date and time of event	A 6 digit group giving day of month (first two digits), hours and minutes (last four digits). If other than UTC state time zone used
C	Position (charlie)	Position	A 4 digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5 digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or
D	Position (delta)	Position	True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark)
E	Course (echo)	True course	A 3 digit group
F	Speed (foxtrot)	Speed in knots & tenths of knots	A 3 digit group
G	Departed (golf)	Port of departure	Name of last port of call
H	Entry (hotel)	Date, time and point of entry into System	Entry time expressed as in (B) and entry position expressed as in (C) or (D)
I	Destination and ETA (india)	Destination and estimated time of arrival	Name of port and date time group expressed as in (B)
J	Pilot (juliet)	Pilot	State whether a deep sea or local Pilot is on board
K	Exit (kilo)	Date, time and point of exit from system or arrival at the vessel's destination	Exit time expressed as in (B) and exit position expressed as in (C) or (D)
L	Route (lima)	Route information	Intended track
M	Radio communications (mike)	Radio communications	State in full names of stations/frequencies guarded

Telegraphy	Telephone (alternative)	Function	Information Required
N	Next report (november)	Time of next report	Date time group expressed as in (B)
O	Draught (oscar)	Maximum present static drought in metres	4 digit group giving metres and centimetres
P	Cargo (papa)	Cargo on board	Cargo and brief details of any dangerous cargoes as well as harmful substances and gases that could endanger persons or the environment (See <i>Detailed Reporting Requirements</i>)
Q	Defect, damage, deficiency, limitations (quebec)	Defects/damage deficiencies/ other limitations	Brief details of defects, damage, deficiencies or other limitations (See <i>Detailed Reporting Requirements</i>)
R	Pollution/ dangerous goods lost overboard (romeo)	Description of pollutant or dangerous goods lost overboard	Brief details of type of pollution (oil, chemicals, etc.) or dangerous goods lost overboard; position expressed as in (C) or (D) (See <i>Detailed Reporting Requirements</i>)
S	Weather (sierra)	Weather conditions	Brief details of weather and sea conditions prevailing
T	Agent (tango)	Vessel's representative and/or owner	Details of name and particulars of vessel's representative or owner or both for provision of information (See <i>Detailed Reporting Requirements</i>)
U	Size and type (uniform)	Vessel size and type	Details of length, breadth, tonnage, and type etc. as required
V	Medic (victor)	Medical personnel	Doctor, physician's assistant, nurse, no-medic
W	Persons (whiskey)	Total number of persons on board	State number
X	Remarks (x-ray)	Miscellaneous	Any other information - including as appropriate brief details of incident and of other vessels involved either in incident, assistance or salvage (See <i>Detailed Reporting Requirements</i>)

Telegraphy	Telephone (alternative)	Function	Information Required
Y	Relay (yankee)	Request to relay report to another system e.g., AMVER, AUSREP, JASREP, MAREP etc.	Content of report
Z	End of report (zulu)	End of report	No further information required

A3. DETAILED REPORTING REQUIREMENTS

A3.1 Dangerous Goods Reports - Packaged Form (DG)

A3.1.1 Primary report should contain Items, A, B, C (or D), M, Q, R, S, T, U, X of the *Standard Reporting Format*; details for Item R should be as follows:

R

1. Correct technical name or names of goods.
2. UN number or numbers.
3. IMO Hazard class or classes.
4. Names of manufacturers of goods when known, or consignee or consignor.
5. Types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit.
6. An estimate of the quantity and likely condition of the goods.
7. Whether loss floated or sank.
8. Whether loss is continuing.
9. Cause of loss.

A3.1.2 If the condition of the vessel is such that there is danger of further loss of packaged dangerous goods into the sea, items P and Q of the *Standard Reporting Format* should be reported; details for P should be as follows:

P

1. Correct technical name or names of goods.
2. UN number or numbers.
3. IMO Hazard class or classes.
4. Names of manufacturers of goods when known, or consignee or consignor.
5. Types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit.
6. An estimate of the quantity and likely condition of the goods.

A3.1.3 Particulars not immediately available should be inserted in a supplementary message or messages.

A3.2 Harmful Substances Reports - In Bulk (HS)

A3.2.1 In the case of actual discharge, primary HS reports should contain Items A, B, C (or D), E, F, L, M, N, Q, R, S, T, U, X of the *Standard Reporting Format*. In the case of probable discharge, item P should also be included. Details for P, Q, R, T and X should be as follows:

P

1. Type of oil or the correct technical name of the noxious liquid substances on board.
2. UN number or numbers if available.
3. Pollution category (X, Y or Z), for noxious liquid substances.
4. Names of manufacturers of substances if appropriate and known, or consignee or consignor.
5. Quantity.

Q

1. Condition of the vessel as relevant.
2. Ability to transfer cargo/ballast/fuel.

R

1. Type of oil or the correct technical name of the noxious liquid substances discharged into the sea.
2. UN number or numbers if available.
3. Pollution category (X, Y or Z), for noxious liquid substances.
4. Names of manufacturers of substances if appropriate and known, or consignee or consignor.
5. An estimate of the quantity of the substances.
6. Whether loss floated or sank.
7. Whether loss is continuing.
8. Cause of loss.
9. Estimate of the movement of the discharge or loss, giving current conditions if known.
10. Estimate of the surface area of the spill if possible.

T

1. Name, address, telex and telephone number of the vessel's owner and representative (charterer, manager or operator of the vessel or their agent).

X

1. Action being taken with regard to the discharge and the movement of the vessel.
2. Assistance or salvage efforts which have been requested or which have been provided by others.
3. The master of an assisting or salvaging vessel should report the particulars of the action undertaken or planned.

A3.2.2 Particulars not immediately available should be inserted in a supplementary message or messages.

A3.3 Harmful Substance Reports - Packaged Form (MP)

A3.3.1 In the case of actual discharges, primary MP reports should contain Items A, B, C (or D), M, Q, R, S, T, U, X of the *Standard Reporting Format*. In the case of probable discharge, Item P should also be included. Details of P, Q, R, T and X should be as follows:

P

1. Correct technical name or names of goods.
2. UN number or numbers.
3. IMO Hazard class or classes.
4. Names of manufacturers of goods when known, or consignee or consignor.
5. Types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit.
6. An estimate of the quantity and likely condition of the goods.

Q

1. Condition of the vessel as relevant.
2. Ability to transfer cargo/ballast/fuel.

R

1. Correct technical name or names of goods.
2. UN number or numbers.
3. IMO Hazard class or classes.
4. Names of manufacturers of goods when known, or consignee or consignor.
5. Types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit.
6. An estimate of the quantity and likely condition of the goods.
7. Whether lost goods floated or sank.
8. Whether loss is continuing.
9. Cause of loss.

T

1. Name, address, telex and telephone number of the vessel's owner and representative (charterer, manager or operator of the vessel or their agent).

X

1. Actions being taken with regard to the discharge and movement of the vessel.
2. Assistance or salvage efforts which have been requested or which have been provided by others.
3. The master of an assisting or salvaging vessel should report the particulars of the action undertaken or planned.

A3.3.2 Particulars not immediately available should be inserted in a supplementary message or messages.

A4.PRIMARY REPORT FORMS

A4.1 Dangerous Goods Report - Packaged Form (DG)

Function		Report
DG	Type of report	/DG//
A	Vessel identity	A/ _____//
B	Date and time of event	B/ _____ Z //
C	Position	C/ _____ N S _____ E W//
D*	Position	D/ _____ //
M	Radio communications	M/ _____ //
P**	Cargo on board	P/**** //
Q**	Defect, damage, deficiency, other limitations	Q/ _____ //
R	Description of dangerous goods lost overboard	R/**** //
S	Weather conditions	S/ _____ //
T	Agent	T/ _____ //
U	Vessel size and type	U/ _____ //
X	Remarks	X/ _____ //

* Report either Item C or D.

** Include if the condition of the vessel is such that there is danger of further loss of packaged dangerous goods into the sea.

*** See *Detailed Reporting Requirements* (Appendix A3.1).

A4.2 Harmful Substances Report - In Bulk (HS)

Function		Report
HS	Type of report	/HS//
A	Vessel identity	A/ _____//
B	Date and time of event	B/ _____ Z //
C	Position	C/ _____ N S _____ E W//
D*	Position	D/ _____ //
E	True course	E/ _____ //
F	Speed in knots and tenths of knots	F/ _____ //
L	Route information	L/ _____ //
M	Radio communications	M/ _____ //
N	Next report	N/ _____ Z//
P**	Cargo on board	P/*** //
Q	Defect, damage, deficiency, other limitations	Q/*** //
R	Description of dangerous goods lost overboard	R/*** //
S	Weather conditions	S/ _____ //
T	Agent	T/*** //
U	Vessel size and type	U/ _____ //
X	Remarks	X/*** //

* Report either Item C or D.

** Include in the case of a probable discharge.

*** See *Detailed Reporting Requirements* (Appendix A3.2).

A4.3 Harmful Substances Report - Packaged Form (MP)

Function		Report
MP	Type of report	/MP//
A	Vessel identity	A/ _____//
B	Date and time of event	B/ _____ Z //
C	Position	C/ _____ N S _____ E W//
D*	Position	D/ _____ //
M	Radio communications	M/ _____ //
P**	Cargo on board	P/*** //
Q	Defect, damage, deficiency, other limitations	Q/*** //
R	Description of dangerous goods lost overboard	R/*** //
S	Weather conditions	S/ _____ //
T	Agent	T/*** //
U	Vessel size and type	U/ _____ //
X	Remarks	X/*** //

* Report either Item C or D.

** Include in the case of a probable discharge.

*** See *Detailed Reporting Requirements* (Appendix A3.3).

ANNEX 10 TRANSPORT CANADA CONCORDANCE TABLE



BACK RIVER PROJECT

ANNEX 10 TABLE OF OPPP & OPEP CONCORDANCE WITH CSA 2001 AND EMERGENCY RESPONSE REGULATIONS

DATE

May 31, 2025



Environmental Response Regulations: SOR/2019-252		Location in Plan
PART-2 Oil Handling Facilities (10- Oil Pollution Prevention Plan)		
10(a)	The position of the person who is responsible for supervising in person the loading or unloading of oil to or from a vessel;	Annex 5 – (8) Table A-5.3 (second box)
10(b)	The types and quantity of equipment for use in the loading or unloading of oil to or from a vessel and the measures to be taken in order to meet the manufacturer's specifications in respect of the maintenance and certification of that equipment;	Annex 5 – (6) 6.1 - 6.2 – 6.3
10(c)	The procedures to be followed by the oil handling facility's personnel before and during the loading or unloading of oil to or from a vessel;	Annex 5 – (7) – (9)
10(d)	The procedures to be followed in order to meet the requirements of subsection 38(2) of the Vessel Pollution and Dangerous Chemicals Regulations and in order to reduce the rate of flow or pressure in a safe and efficient manner when the supervisor on board a vessel gives notice of the stopping of the loading or unloading of oil to or from the vessel to the person referred to in paragraph (a);	Annex 5 – (9) – 9.3.4
10(e)	The measures to be taken in order to meet the requirements of section 33 of the Vessel Pollution and Dangerous Chemicals Regulations and, in the event of failure of the means of communication referred to in that section, in order to ensure that effective two-way communication between the person referred to in paragraph (a) and the supervisor on board the vessel is continuously maintained before and during the loading or unloading of oil to or from the vessel;	Annex 5 – Schedule 2
10(f)	A description of the lighting to be provided in order to meet the requirements of section 34 of the <i>Vessel Pollution and Dangerous Chemicals Regulations</i> ;	Annex 5 – Schedule 1
10(g)	Documentation that demonstrates that the transfer conduit at the oil handling facility meets the requirements of subsection 35(1) of the <i>Vessel Pollution and Dangerous Chemicals Regulations</i> ;	Annex 5 – 6.1 (a, b & c)
10(h)	The measures to be taken in order to meet the requirements of subsection 35(3) of the <i>Vessel Pollution and Dangerous Chemicals Regulations</i> ;	Annex 5 – 6.1 Last Paragraph
10(i)	the procedures to be followed by the person referred to in paragraph (a) in order to meet the requirements of subsection 35(4) of the <i>Vessel Pollution and Dangerous Chemicals Regulations</i> ;	Annex 5 – Sections 9.2.2 – 9.3.2 - 9.3.3
10(j)	The procedures to be followed by the operator of the oil handling facility in order to prevent a discharge of oil;	Annex 5 – 9.2 (all) OPEP/OPPP section 10 (all)
10(k)	A description of the training provided, or to be provided, to the oil handling facility's personnel who are engaged in the loading or unloading of oil respecting the procedures to be followed in order to prevent an oil pollution incident, including the frequency of the training; and	Section 10.1 (all) 10.2 (all)
10(l)	The procedures to be followed for the review and updating of the plan in order to meet the requirements of section 12.	Section 11

Environmental Response Regulations: SOR/2019-252		Location in Plan
PART-2 Oil Handling Facilities (11- Oil Pollution Emergency Plan)		
11(1)	The operator of an oil handling facility must demonstrate in its oil pollution emergency plan that the operator has the ability to meet the requirements relating to the procedures, equipment and resources referred to in section 13 by providing the following information:	See below:
11(1)(a)	The procedures to be followed in order to respond to an oil pollution incident;	Section (9 – all) specifically section 9.3
11(1)(b)	In respect of each type of oil product that is loaded or unloaded to or from a vessel, an oil pollution scenario that:	Section 9
11(1)(b)(i)	In the case of a facility of a class set out in the table to section 5 located at or south of latitude 60° N, describes the procedures to be followed to respond to a discharge of a quantity of that oil product of at least:	Facility is North of 60°
11(1)(b)(i)(A)	1 m³, in the case of a class 1 facility,	Section 4.1 (Facility Class)
11(1)(b)(i)(B)	5 m³, in the case of a class 2 facility,	
11(1)(b)(i)(C)	15 m³, in the case of a class 3 facility, and	
11(1)(b)(i)(D)	50 m³, in the case of a class 4 facility,	
11(1)(b)(ii)	In the case of a facility located north of latitude 60° N, describes the procedures to be followed to respond to a discharge of the total quantity of the oil product that could be loaded or unloaded to or from a vessel, up to a maximum of 10,000 tonnes,	Section 9.2
11(1)(b)(iii)	Identifies the assumptions on which that scenario is based,	Sections 9.1. & 9.2
11(1)(b)(iv)	Identifies the factors that were taken into account when developing those assumptions, including:	See below:
11(1)(b)(iv)(A)	The nature of the oil product,	Annex 8 (SDS Sheets)
11(1)(b)(iv)(B)	The types of vessels to or from which the oil product is loaded or unloaded,	Section 9 1 st bullet)
11(1)(b)(iv)(C)	The tides and currents that exist at the facility,	Section 5.3.3
11(1)(b)(iv)(D)	The meteorological conditions that exist at the facility,	Section 5.3.4
11(1)(b)(iv)(E)	The surrounding areas of environmental sensitivities that would likely be affected by a discharge,	Section 5 (all)

11(1)(b)(iv)(F)	The measures to be taken to minimize the effects of a discharge, and	Section 9 (Scenarios)
11(1)(b)(iv)(G)	The time necessary to carry out a response to an oil pollution incident in accordance with these Regulations;	Section 4.2.1 and 4.2.2
11(1)(c)	The activities to be carried out in the event of an oil pollution incident, the order in which and the time within which those activities are to be carried out, and the name and the position of the persons responsible for carrying them out, taking into account the following priorities:	Activities and order - 9.0 – Scenarios Roles and responsibilities 7.6
11(1)(c)(i)	the safety of the facility's personnel,	Section 4.2(1)
11(1)(c)(ii)	the safety of the facility,	Section 4.2(2)
11(1)(c)(iii)	the safety of the communities living adjacent to the facility,	Section 4.2(3)
11(1)(c)(iv)	the prevention of fire and explosion,	Section 4.2(4)
11(1)(c)(v)	the minimization of the effects of a discharge,	Section 4.2(5)
11(1)(c)(vi)	the reporting of the oil pollution incident,	Section 4.2(6)
11(1)(c)(vii)	the environmental impact of a discharge, and	Section 4.2(7)
11(1)(c)(viii)	the measures to be taken for clean-up following the oil pollution incident, including with respect to areas of environmental sensitivities and surrounding ecosystems;	Section 4.2(8)
11(1)(d)	The types and quantity of equipment and resources referred to in subsection 13(2) that are available for immediate use at the location of the discharge;	Scenarios – 9.0
11(1)(e)	The name of each person or organization and the location from which the equipment and resources will be obtained in the event of an oil pollution incident, and the manner in which the equipment and resources will be deployed at the location of the incident;	Section 4.2.3 Annex 4 and Annex 6
11(1)(f)	The name and the position of the persons who are authorized and responsible for ensuring that the response to an oil pollution incident is immediate, effective and sustained;	Table 4.1, 8.1
11(1)(g)	The name or the position of each person who has received oil pollution incident response training or any other training in relation to an oil pollution incident;	Page ii and iii – OHF Declaration and List of Individuals Authorized to Activate the OPEP
1(1)(h)	A description of the training provided, or to be provided, to the oil handling facility's personnel or other individuals in preparation for the responsibilities that they may be requested to undertake in response to an oil pollution incident;	Annex 7
		Section 10.1 (all)

11(1)(i)	An oil pollution incident exercise program established to evaluate the effectiveness of all aspects of the procedures, equipment and resources that are identified in the plan, including exercises to be coordinated with vessels engaged in the loading or unloading of oil, vessels used to respond to oil pollution incidents, response organizations, the Department of Transport and the Canadian Coast Guard;	Section 10 (all)
11(1)(j)	The measures to be taken by the operator, in accordance with applicable federal and provincial (territorial) regulations relating to health and safety, to protect the health and safety of personnel and of other individuals who are involved in responding to an oil pollution incident at the operator's request;	Annex 5 -Section 5. Safety, Section 9.2.1 Safety Controls, OPEP Section 8.1 Health and Safety
11(1)(k)	The procedures to be followed for the review and updating of the plan in order to meet the requirements of section 12;	Section 11 (all)
11(1)(l)	The procedures to be followed by the operator in order to meet the requirements of section 39 of the Vessel Pollution and Dangerous Chemicals Regulations; and	OPEP Section 9 – Spill Scenarios and Response Strategies
11(1)(c)	The procedures to be followed by the operator to investigate any oil pollution incident in order to determine the causes and contributing factors and the actions that are needed to reduce the risk of reoccurrence.	Section 8.6
11(2)	Other plans	
	The operator must ensure that the oil pollution emergency plan takes into account any contingency plan for its geographical area that may affect the facility's plan, including contingency plans that are issued by the Canadian Coast Guard or provincial or municipal governments.	Section 2.1 Section 3.0
11(3)	Notification — exercise	
	The operator must submit a written description of any exercise referred to in paragraph (1)(i) to the Minister at least 30 days before the day on which it conducts the exercise.	Section 10.2 Bullet #4

Environmental Response Regulations: SOR/2019-252		Location in Plan
PART-2 Oil Handling Facilities (12- Plan Reviews)		
(12) Annual review		
12(1)	The operator of an oil handling facility must review the oil pollution prevention plan and the oil pollution emergency plan annually and, if necessary, update the plans to ensure that they meet the requirements of section 10 or 11, as the case may be.	Section 11.1
(12) Review — events		
12(2)	The operator of an oil handling facility must review the oil pollution prevention plan and the oil pollution emergency plan when any of the following events occur and, if necessary, update those plans within 90 days after the day on which the event occurred:	Section 11.1:
12(2)(a)	any change in the law or in environmental factors that could affect the loading or unloading of oil to or from a vessel;	Section 11.1 (a)
12(2)(b)	any change in personnel involved in the loading or unloading of oil to or from a vessel;	Section 11.1 (b)
12(2)(c)	the identification of a gap in either of the plans after an oil pollution incident or exercise; and	Section 11.1 (c)
12(2)(d)	any change in the business practices, policies or operational procedures of the facility that could affect the loading or unloading of oil to or from a vessel.	Section 11.1 (d)
(12) Submission of updates to Minister		
12(3)	If the operator of an oil handling facility updates the oil pollution prevention plan or the oil pollution emergency plan, the operator must submit the up-to-date plan to the Minister no later than one year after the update.	Section 11.2
(12) Record		
12(4)	The operator of an oil handling facility must keep a record of the date and the results of each review of the oil pollution prevention plan and the oil pollution emergency plan conducted under subsections (1) and (2), including any updates, and must maintain the record for three years after the day on which it is created.	Section 11.3

Environmental Response Regulations: SOR/2019-252		Location in Plan
PART-2 Oil Handling Facilities (13- Procedures, Equipment and Resources)		
(13) Procedures		
13(1)	The procedures referred to in paragraph 168(1)(e) of the Act must include the following:	See below:
13(1)(a)	the immediate shut down of loading or unloading operations and their restart in a manner that would not interfere with the immediate, effective and sustained response to the discharge;	Section 8 Paragraph under "Cease Transfer Operations"
13(1)(b)	the reporting of the discharge in accordance with section 133 of the <i>Vessel Pollution and Dangerous Chemicals Regulations</i> ;	Section 8.3.2
13(1)(c)	the coordination of the oil handling facility's response operation with the activities of the Canadian Coast Guard and federal, provincial and other bodies responsible for, or involved in, the protection of the marine environment;	Section 8.2
13(1)(d)	the taking into account by the operator of the oil handling facility of the priorities set out in paragraph 11(1)(c) during the entire response to the discharge;	Section 4.2 (2 nd section of bullets)
13(1)(e)	the making available of at least one of the persons referred to in paragraph 11(1)(f) to the Department of Transport and the CCG during the entire response to the discharge;	Section 7.5.1
13(1)(f)	the measures necessary to ensure that the operator of the oil handling facility is prepared to respond in the event of a discharge of oil of at least the applicable quantity set out in clauses 11(1)(b)(i)(A) to (D);	Section 4.1 Section 9 (Scenarios)
13(1)(g)	the deployment of the equipment and resources referred to in subsection (2) at the location of the discharge within the time frames set out in that subsection; and	Section 9 (Scenarios)
13(1)(h)	the undertaking of an investigation of the discharge in order to determine the causes and contributing factors, and the actions that are needed to reduce the risk of reoccurrence.	Section 8.6
(13) Equipment and Resources		
13(2)	(2) The equipment and resources that the operator of the oil handling facility must have available for immediate use in accordance with paragraph 168(1)(e) of the Act are those	See below:
13(2)(a)	that are required to contain, control, recover and clean up a discharge of oil of at least the applicable quantity set out in clauses 11(1)(b)(i)(A) to (D); and	Section 4.1 (Facility Class) Section 9 (Scenarios) Section 4.2.1 Section 9 (Scenarios) Annex 4 and 6 – Spill Response equipment
13(2)(b)	that can be deployed, if it is possible to do so in a safe, effective and practicable manner, at the location of the discharge,	
13(2)(b)(i)	for the purposes of containing and controlling the oil, within one hour after the discovery of the discharge, and	
13(2)(b)(ii)	for the purposes of recovering the oil and cleaning up, within six hours after the discovery of the discharge.	

Environmental Response Regulations: SOR/2019-252		Location in Plan
Vessel Pollution and Dangerous Chemicals Regulations		
33 Communications		
	If a vessel or a handling facility engages in a transfer operation, the vessel’s master and the operator of the facility must, before and during the transfer operation, have the means for two-way voice communication on a continuing basis that enables the supervisor on board the vessel and the supervisor at the facility or on board the other vessel.	Annex 5 – Schedule 2 Communications
33(a)	to communicate immediately as the need arises; and	Annex 5 - Schedule 2
33(b)	to direct the immediate shutdown of the transfer operation in case of an emergency.	Annex 5 - Schedule 2
(34) Lighting		
34(1)	If a vessel or a handling facility engages in a transfer operation between sunset and sunrise, the vessel’s master and the operator of the facility must ensure that illumination is provided that has:	Annex 5 – Schedule 1
34(1)(a)	a lighting intensity of not less than 54 lx at each transfer connection point of the vessel or facility; and	
34(1)(b)	a lighting intensity of not less than 11 lx at each transfer operation work area around each transfer connection point of the vessel or facility.	
34(2)	For the purposes of subsection (1), lighting intensity is to be measured on a horizontal plane 1 m above the walking surface of the facility or the working deck of the vessel, as applicable.	
(35) Transfer conduits		
35(1)	A person must not use a transfer conduit in a transfer operation unless the conduit	Annex 5 – 6.1
35(1)(a)	has a bursting pressure of not less than four times its maximum design pressure;	Annex 5 – 6.1 (a)
35(1)(b)	is clearly marked with its maximum design pressure; and	Annex 5 – 6.1 (b)
35(1)(c)	has successfully passed, during the year before its use, a hydrostatic test to a pressure equal to one and one-half times its maximum design pressure.	Annex 5 – 6.1 (c)
(35)- Test Certificates		
35(2)	If a transfer conduit used in a transfer operation is part of a vessel’s equipment, the vessel’s master must keep on board the test certificate for the hydrostatic test.	Annex 5 – 6.1 (d)
(35)- Manufacturer’s specifications		

35(3)	The owner of a transfer conduit that is used in a transfer operation must ensure that the conduit is used, maintained, tested and replaced in accordance with the manufacturer's specifications.	Annex 5 – 6.1 Last Paragraph
(35) Leaks		
35(4)	If a transfer conduit or a connection leaks during a transfer operation, the supervisor on board the vessel and the supervisor at the handling facility or on board the other vessel must, as soon as feasible, slow down or stop the operation to remove the pressure from the conduit or connection.	Annex 5 - Section 9.3.5 Annex 5 – Schedule 2
(38) Duties of supervisors of transfer operations — facilities		
38(2)	The supervisor of a transfer operation at a handling facility must ensure that:	See below:
38(2)(a)	the supervisor of the transfer operation on board the vessel has reported readiness for the transfer operation to begin;	Annex 5 – 9.3.1 Bullet 1
38(2)(c)	continuous communication is maintained with the supervisor on board the vessel; and	Annex 5 – 9.3.1 Bullet 2
38(2)(d)	the manifold valves and the tank valves at the handling facility are not closed until the relevant pumps are stopped, if the closing of the valves would cause dangerous over-pressurization of the pumping system.	Annex 5 – 9.3.1 Bullet 3
(133) Oil Handling Facilities		
133(1)	The operator of an oil handling facility who is required to have an oil pollution emergency plan under paragraph 168(1)(d) of the Act must, as soon as feasible,	See below:
133(1)(a)	report any discharge or anticipated discharge of oil to the federal emergency telephone number identified in the oil pollution emergency plan; and	Section 8.3.2 (1)(a)
133(1)(b)	report in writing any discharge or anticipated discharge of oil to the Department of Transport Marine Safety Office nearest to the facility.	Section 8.3.2 (1)(b)
133(2)	Contents of report	See below:
133(2)(a)	the identity of any vessel involved;	Section 8.3.2(2)(a)
133(2)(b)	the name and address of the oil handling facility;	Section 8.3.2(2)(b)
133(2)(c)	the name and position of the person who is responsible for implementing and coordinating the oil pollution emergency plan;	Section 8.3.2(2)(c)
133(2)(d)	the date, time and location of the discharge or the estimated date, time and location of the anticipated discharge;	Section 8.3.2(2)(d)
133(2)(e)	the nature of the discharge or anticipated discharge, including the type and estimated quantity of oil involved;	Section 8.3.2(2)(e)
133(2)(f)	a description of the response actions to be taken;	Section 8.3.2(2)(f)
133(2)(g)	on-scene conditions; and	Section 8.3.2(2)(g)
133(2)(h)	any other relevant information.	Section 8.3.2(2)(h)

BACK RIVER PROJECT

MARINE LAYDOWN AREA OIL HANDLING FACILITY: OIL POLLUTION
PREVENTION PLAN AND OIL POLLUTION EMERGENCY PLAN (OPPP/OPEP)

ANNEX 11 POST TRANSFER REPORT

Post Oil Transfer Report

Facility

Name B2Gold Back River MLA	Location Bathurst Inlet NU
Operator B2Gold Corp.	Latitude & Longitude 66..6310 (N) -107.6681 (W)
	Nautical Chart # 7793

Transfer

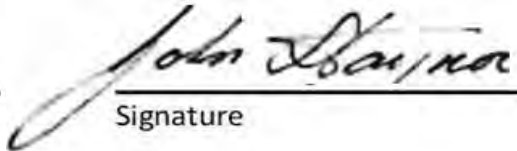
Date Started (yyyy-mm-dd) 2023 – 08 – 14	Maximum Transfer Rate 167 m ³ /h
Name of Vessel Gaia Desgagnés (9739800)	Shipping Company Petronav
Number of trained OHF staff on site during transfer: 6	
Transfer Hose Diameter (2x) 4 Inches 8,428 feet (total)	☐ m ☒ ft No. of Sections: 29
Product 1 Type: Ultra Low Sulphur Diesel Quantity: 19,464,795 litres	Product 2 Type: Quantity: litre
Product 3 Type: Quantity: litre	Product 4 Type: Quantity: litre
☒ Ship to Shore Checklist(s) Completed * ☒ Annual Hose Test Certificate Verified * ☒ Oil Pollution Emergency Plan On Site During Transfer ☒ Spill Response Equipment Checked and Available During Transfer	

*Copies of each to be included with submission of this report to TCMSS

OHF Representative

John Staynor

Name



Signature

2023 – 09 - 21

Date

Send completed report along with supporting documentation to:

tc.erpnr-lerpn.tc@tc.gc.ca

or

Marine Safety – Environmental Response
PO Box 8550, 344 Edmonton St
Winnipeg, MB, R3C 0P6

ARCTIC WATERS OIL TRANSFER

TRANSFER PARTICULARS

VESSEL / STATION INFORMATION				Location:	Sabine
	Supplier	Recipient	Start Date	Sept 14 2023	
Vessel / Station Name	Gaia Desgagnés	BACK RIVER MCA	Start Time		
Officer in Charge	F. Poirereault	JOHN STAYNOR	Finish Date		
Title	Chief Mate	CHF SUPERVISOR	Finish Time		
OPERATIONS					
Transfer Type:		Floating hose		Connection Type (eg 2/4 bands): Camlock	
Total Length of Hose (m):		Number of Hose Sections:			
Diameter (m):	4" x 2		Test Pressure (kPa):	120 PSI	
Purge Method:	Air		Pig Used:	Yes	
Boom deployed before transfer:		No			
Work Boat used:		Yes			
Hose Strain Relief System used:		Yes			
PRODUCT INFORMATION				WEATHER CONDITIONS	
Type	Quantity	Start Time	Finish time	Ice:	Ice free
ULSD	19500 m³			Wind Force (knots):	15
	m³			Wind Direction:	S
	m³			Sea State:	1 Beaufort
	m³			Visibility:	15 NM
	m³			Light Conditions:	Day light
COMMUNICATIONS					
Primary Method:		Ch. 68 (VHF/UHF CHAN/FREQ)			
Backup Method:		825-522-2827 (PHONE, RADIO, ETC)			
Language Used:		English			

(ch. 2 on Petronave VHF)
1-825-522-2827 Tomas (Supervisor)

ARCTIC WATERS OIL TRANSFER

GENERAL CHECKLIST FOR ALL TRANSFERS

GENERAL PROCEEDURE	CHECK YES	SUPPLIER		RECIPIENT		COMMENTS
		INITIAL	DATE	INITIAL	DATE	
1. Pre-transfer P.A. Announcement made?	☐	—	—	—	—	N/A
2. All personnel involved are informed & adequately trained? A designated person in charge on duty at all times during the transfer operation?	☒	FP	14-09-23	248	14/09/23	
3. Language agreed to?	☒	FP		248		English
4. All communications including Backup System tested?	☒	FP		248		
5. Is fire fighting equipment tested, available & are fire screens in place?	☒	FP		248		On deck
6. Are all regulations for transfer understood and observed and "NO SMOKING, NAKED LIGHTS or FLAMES" signs posted?	☒	FP		248		
7. Are flashlights "intrinsically safe" and approved?	☒	FP		248		
8. Are window type A.C. units switched off?	☒	FP		248		
9. Are exterior doors and ports leading to main deck closed?	☒	FP		248		
10. Is equipment, tools & material required for transfer available at hand?	☒	FP		248		
11. Is containment equipment and absorbent material available?	☒	FP		248		
12. Has Transfer Emergency Shutdown been tested?	☒	FP		248		
13. Hoses to be used have been checked for:						
a) correct diameter & length to reach other station,	☒	FP		248		
b) chafing, cracks or other deformation,	☒	FP		248		
c) damaged fittings,	☒	FP		248		
d) blanking of hoses,	☒	FP		248		
e) continuity,	☒	FP		248		
14. All repair work at either station stopped. (if dangerous for transfer)	☒	FP		248		
15. Inert gas system is fully operational (if fitted).	☒	FP		248		
16. Main transmitting aerials and radar scanners are used with due care.	☒	FP	✓	248	✓	

ARCTIC WATERS OIL TRANSFER

GENERAL CHECKLIST FOR ALL TRANSFERS (Continued)

GENERAL PROCEEDURE	CHECK	SUPPLIER		RECIPIENT		COMMENTS
	YES	INITIAL	DATE	INITIAL	DATE	
17. All craft alongside are authorised and following hazard warnings, etc.	☒	FP	14-09-23	2H8	SEPT 14 23	
18. Is hose test certificate or records available for inspection?	☒	FP		2H8		Petromar binder
19. Have weather and ice reports been determined?	☒	FP		2H8		
20. Are gas concentration accumulations in still air conditions monitored?	☒	FP		2H8		Salvico
21. Are all scuppers plugs in place?	☒	FP		2H8		
22. Are main decks free of standing water?	☒	FP		2H8		
23. Were manifolds drained before removing blanks?	☒	FP		2H8		
24. Are pressure gauges ready and in place?	☒	FP		2H8		
25. All sea valves on cargo systems closed?	☒	FP		2H8		
26. Are drip cans and trays in place, and empty?	☒	FP		2H8		
27. Is lighting adequate for all transfer requirements?	☒	FP		2H8		
28. Is mooring watch being monitored?	☒	FP		2H8		
29. Are spill reporting procedures understood?	☒	FP		2H8		
30. Are all tank vents free of blockage?	☒	FP		2H8		
31. Have Pressure/Vacuum Relief (PVR) valves been checked?	☒	FP		2H8		
32. Has a post-transfer PA announcement been made?	☐	-		2H8		N/A
33. Are International signals being displayed? (if required)	☒	FP		2H8		
34. Has a written procedure and the sequence of the transfer been agreed upon?	☒	FP		2H8		
35. Is there a clear understanding of the watch and shift arrangement?	☒	FP		2H8		
36. Will there be sufficient personnel available at all times to monitor the transfer operation, tend cargo hose and mooring lines and take appropriate action in an emergency?	☒	FP	✓	2H8	✓	

ARCTIC WATERS OIL TRANSFER

CHECKLIST FOR SHIP TO SHORE TRANSFERS

SHIP to SHORE - PROCEEDURE	CHECK	SUPPLIER		RECIPIENT		COMMENTS
		INITIAL	DATE	INITIAL	DATE	
1. Has the General Checklist for All Transfers complete?	☒	FP	14-09-23	248	14-09-23	
2. Are all vehicles outside the agreed safe distance?	☒	FP	1	248	1	
3. Are the emergency towing wires in place?	☒	FP	1	248	1	
4. Is the vessel ready to move under its own power immediately?	☒	FP	1	248	1	
5. Has a hose drainage plan been agreed upon?	☒	FP	1	248	1	
6. Has the hose string been checked to working pressure?	☒	FP	1	248	1	
7. Is a work boat deployed to check the hose frequently for leaks during transfer?	☒	FP	1	248	1	Hourly Hourly
8. Are all transfer associated valves and tanks closed after transfer?	☒	FP	1	248	1	
9. Have hoses been purged prior to their return to the vessel?	☒	FP	1	248	1	
10. Are hoses and other transfer equipment properly stowed?	☒	FP	✓	214	✓	

PARTIE 1 / PART 1

Liste de contrôle de sécurité Navire-Terre - Avant l'arrivée /
Ship-Shore Safety Checklist - Pre-Arrival

Section 1 - Information générale / General Information

Navire / Vessel	Date / Date (yyyy-mm-dd)	Heure / Time (hh:mm)	Voyage N° (yyyy-000)
Gaia Desgagnés	2023-09-14	17:00	017
Produit à transférer / Product to be transferred	Port et Section de quai / Port and Berth	Terminal / Terminal	
ULSD	Salina	B2Gold	

Section 2 - Instructions
Codification des éléments à vérifier / Codification of items to check

A = Entente / Agreement

P = Permission

Re = Revérification / Re-check

Section 3 - Informations requises / Information Requested
Partie 1A. Navire-citerne : Vérifications avant l'arrivée /
Part 1A. Tanker vessel: Checks pre-arrival

Item	ISGOTT (Si applicable / If applicable)	Éléments à vérifier / Items to check	Statut / Status Navire-citerne / Tanker vessel	Code (A, P ou Re), ou Commentaires, si requis / Code (A, P or Re), or Remarks, if required
1	(6.5, 21.2)	Les informations pré-arrivée sont échangées / Pre-arrival information is exchanged	☒ Oui / Yes	
2	(5.5, 19.4.3.1)	Une connexion internationale contre les incendies à terre est disponible / International shore fire connection is available	☒ Oui / Yes	
3	(18.2)	Les boyaux de transfert sont de construction appropriée / Transfer hoses are of suitable construction	☒ Oui / Yes	
4	(15.2.2)	Revue du livret d'information sur le terminal / Terminal information booklet reviewed	☒ Oui / Yes	
5	(21.3, 22.3)	Les informations de pré-accostage sont échangées / Pre-berthing information is exchanged	☒ Oui / Yes	
6	(11.1.8)	Les valves de pression/vide (P/V) et/ou les événements à grande vitesse sont opérationnels / Pressure/vacuum (P/V) valves and/or high velocity vents are operational	☒ Oui / Yes	
7	(2.4)	Les analyseurs d'oxygène fixes et portables sont opérationnels / Fixed and portable oxygen analysers are operational	☒ Oui / Yes	

Partie 1B. Navire-citerne : Vérifications avant l'arrivée, si un système de gaz inerte est utilisé /
Part 1B. Tanker vessel: Checks pre-arrival, if using an inert gas system

Item	ISGOTT (Si applicable / If applicable)	Éléments à vérifier / Items to check	Statut / Status Navire-citerne / Tanker vessel	Code (A, P ou Re), ou Commentaires, si requis / Code (A, P or Re), or Remarks, if required
8	(11.1.5.2, 11.1.11)	Les enregistreurs de pression du système de gaz inerte et d'oxygène sont opérationnels / Inert gas system pressure and oxygen recorders are operational	☐ Oui / Yes	N/A
9	(11.1.5.2, 11.1.11)	Le système de gaz inerte et les équipements associés sont opérationnels / Inert gas system and associated equipment are operational	☐ Oui / Yes	N/A
10	(11.1.3)	La teneur en oxygène (O ₂) de l'atmosphère des citernes à cargaison est inférieure à 8 % / Cargo tank atmospheres' oxygen (O ₂) content is less than 8%	☐ Oui / Yes	N/A
11	(11.1.3)	Les atmosphères des citernes à cargaison sont à pression positive / Cargo tank atmospheres are at positive pressure	☐ Oui / Yes	N/A

PARTIE 2 / PART 2

Liste de contrôle de sécurité Navire-Terre - Après l'amarrage /
Ship-Shore Safety Checklist - After Mooring

**Partie 3. Navire-citerne : Vérifications après l'amarrage /
Part 3. Tanker vessel: Checks after mooring**

Part 3. Tanker vessel: Checks after mooring

Item	ISGOTT (Si applicable / If applicable)	Éléments à vérifier / Items to check	Statut / Status		Code (A, P ou Re), ou Commentaires, si requis / Code (A, P or Re), or Remarks, if required
			Navire-citerne / Tanker vessel		
17	(22.4.1)	Les défenses sont efficace / Fendering is effective	☐	Oui / Yes	N/A
18	(22.2, 22.4.3)	L'arrangement d'amarrage est efficace / Mooring arrangement is effective	☒	Oui / Yes	2 ropes astern
19	(16.4)	L'accès au et depuis le navire-citerne est sécuritaire / Access to and from the Tanker vessel is safe	☒	Oui / Yes	
20	(23.7.4, 23.7.5)	Les dalots et les gattes sont bouchés / Scuppers and savealls are plugged	☒	Oui / Yes	
21	(23.7.3)	Les connexions et décharges à la mer du système de cargaison sont sécurisées / Cargo system sea connections and overboard discharges are secured	☒	Oui / Yes	
22	(6.5, 21.2)	Les informations pré-arrivée sont échangées / Pre-arrival information is exchanged	☒	Oui / Yes	
23	(5.5, 19.4.3.1)	Une connexion internationale incendie terre est disponible / International shore fire connection is available	☒	Oui / Yes	
24	(10.12.2)	La ventilation de la salle des pompes est efficace / Pumproom ventilation is effective	☒	Oui / Yes	
25	(4.11.4, 4.13.2.1)	Les antennes radio à moyenne fréquence et haute fréquence sont isolées / Medium frequency and high frequency radio antennae are isolated	☒	Oui / Yes	
26	(23.2)	Les emménagements sont en pression positive / Accommodation spaces are at positive pressure	☒	Oui / Yes	
27	(9.11.2.5)	Les plans de lutte contre les incendies sont facilement disponibles / Fire control plans are readily available	☒	Oui / Yes	

**Partie 4. Terminal : Vérifications après l'amarrage /
Part 4. Terminal: Checks after mooring**

Item	ISGOTT (Si applicable / If applicable)	Éléments à vérifier / Items to check	Statut / Status		Code (A, P ou Re), ou Commentaires, si requis / Code (A, P or Re), or Remarks, if required
			Terminal / Terminal		
28	(22.4.1)	Les défenses sont efficace / Fendering is effective	☐	Oui / Yes	N/A 2 HS
29	(22.2, 22.4.3)	Le navire-citerne est amarré conformément au plan d'amarrage du terminal / The Tanker vessel is moored in accordance with the terminal mooring plan	☒	Oui / Yes	2 HS
30	(16.4)	L'accès vers et depuis le terminal est sécuritaire / Access to and from the terminal is safe	☒	Oui / Yes	2 HS
31	(18.4.2, 18.4.3, 23.7.4, 23.7.5)	L'équipement de confinement des déversements et les puisards sont sécurisés / Spill containment and sumps are secure	☒	Oui / Yes	2 HS

PARTIE 3 / PART 3

Liste de contrôle de sécurité Navire-Terre - Pré-transfert /
Ship-Shore Safety Checklist - Pre-Transfer

Navire / Vessel	Date / Date (yyyy-mm-dd)	Heure / Time (hh:mm)	Voyage N° (yyyy-000)
Gaia Desgagnés	2023-09-14	17:00	017
Produit à transférer / Product to be transferred	Port et Section de quai / Port and Berth	Terminal / Terminal	
ULSD	Sabina	B2Gold	

Partie 5A. Navire-citerne et terminal : Réunion de pré-transfert /
Part 5A. Tanker vessel and terminal: Pre-transfer conference

Item	ISGOTT (Si applicable / If applicable)	Éléments à vérifier / Items to check	Statut / Status		Code (A, P ou Re), ou Commentaires, si requis / Code (A, P or Re), or Remarks, if required
			Navire-citerne / Tanker vessel	Terminal / Terminal	
32	(6.5, 21.2)	Les informations pré-arrivée sont échangées / Pre-arrival information is exchanged	☒ Oui / Yes	☒ Oui / Yes	2H
33	(5.5, 19.4.3.1)	Une connexion internationale incendie terre est disponible / International shore fire connection is available	☒ Oui / Yes	☒ Oui / Yes	2H
34	(18.4.1)	L'équipement de transfert est en bon état (isolé, drainé et dépressurisé) / Transfer equipment is in safe condition (isolated, drained and depressurised)	☒ Oui / Yes	☒ Oui / Yes	2H
35	(7.9, 23.11)	La supervision des opérations et la vigie sont adéquates / Operation supervision and watchkeeping is adequate	☒ Oui / Yes	☒ Oui / Yes	2H
36	(9.11.2.2, 23.11)	Il y a suffisamment de personnel pour faire face à une urgence / There are sufficient personnel to deal with an emergency	☒ Oui / Yes	☒ Oui / Yes	2H
37	(4.10, 23.10)	Des restrictions de fumage et des zones fumeurs désignées sont établies / Smoking restrictions and designated smoking areas are established	☒ Oui / Yes	☒ Oui / Yes	Smoking Room available 2H
38	(4.10.1)	Des restrictions de lumière nue sont établies / Naked light restrictions are established	☒ Oui / Yes	☒ Oui / Yes	2H
39	(4.11, 4.12)	Le contrôle des appareils électriques et électroniques est convenu / Control of electrical and electronic devices is agreed	☒ Oui / Yes	☒ Oui / Yes	2H
40	(20.5)	Des moyens d'évacuation d'urgence du navire-citerne et du terminal sont établis / Means of emergency escape from both Tanker vessel and terminal are established	☒ Oui / Yes	☒ Oui / Yes	2H
41	(5, 19.4, 23.8)	L'équipement de lutte contre l'incendie est prêt à l'emploi / Firefighting equipment is ready for use	☒ Oui / Yes	☒ Oui / Yes	2H
42	(20.4)	Le matériel de nettoyage des déversements d'hydrocarbures est disponible / Oil spill clean-up material is available	☒ Oui / Yes	☒ Oui / Yes	2H
43	(23.6.1)	Les collecteurs sont correctement connectés / Manifolds are properly connected	☒ Oui / Yes	☒ Oui / Yes	3H
44	(23.5.3.2, 23.7.7.5)	Les protocoles d'échantillonnage et de jaugeage sont convenus / Sampling and gauging protocols are agreed	☒ Oui / Yes	☒ Oui / Yes	2H
45	(21.4, 21.5, 21.6)	Les procédures pour les opérations de manutention de la cargaison, de soutes et de ballast sont convenues / Procedures for cargo, bunkers and ballast handling operations are agreed	☒ Oui / Yes	☒ Oui / Yes	See cargo Plan 2H

46	(12.1)	Les contrôles de gestion du transfert de la cargaison sont convenus / Cargo transfer management controls are agreed	☒ Oui / Yes	☒ Oui / Yes	246
47	(12.3, 12.5, 21.4.1)	Les exigences de nettoyage des citernes à cargaison, y compris le lavage au pétrole brut, sont convenues / Cargo tank cleaning requirements, including crude oil washing, are agreed	☐ Oui / Yes	☐ Oui / Yes	Voir également les parties 7B/7C selon le cas / See also parts 7B/7C as applicable
48	(12.4)	Des dispositions de dégazage des citernes à cargaison sont convenues / Cargo tank gas freeing arrangements are agreed	☐ Oui / Yes	☐ Oui / Yes	Voir aussi partie 7C / See also part 7C
49	(12.1, 21.2, 21.4)	Les exigences de manutention des résidues de cargaison et de soute sont convenues / Cargo and bunker slop handling requirements are agreed	☒ Oui / Yes	☒ Oui / Yes	Voir aussi partie 7C / See also part 7C
50	(23.7.2)	La routine pour les contrôles réguliers sur la cargaison transférée est convenue / Routine for regular checks on cargo transferred are agreed	☒ Oui / Yes	☒ Oui / Yes	246
51	(12.1.6.3, 18.5, 21.1.2)	Les signaux d'urgence et les procédures d'arrêt sont convenus / Emergency signals and shutdown procedures are agreed	☒ Oui / Yes	☒ Oui / Yes	Stop, stop, stop on the VHF
52	(1.4.4, 20.1, 21.4)	Des fiches de données de sécurité (FDS) sont disponibles / Safety data sheets (SDS) are available	☒ Oui / Yes	☒ Oui / Yes	246
53	(1.2, 1.4)	Les propriétés dangereuses des produits à transférer sont discutées / Hazardous properties of the products to be transferred are discussed	☒ Oui / Yes	☒ Oui / Yes	246
54	(6.5, 21.2)	Les informations pré-arrivée sont échangées / Pre-arrival information is exchanged	☒ Oui / Yes	☒ Oui / Yes	246
55	(5.5, 19.4.3.1)	Une connexion internationale incendie terre est disponible / International shore fire connection is available	☒ Oui / Yes	☒ Oui / Yes	246
56	(11.5, 18.3, 23.7.7)	Les paramètres opérationnels de la ligne de retour de vapeur sont convenus / Vapour return line operational parameters are agreed	☐ Oui / Yes	☐ Oui / Yes	N/A
57	(12.1.13.7)	Des mesures pour éviter le refoulement sont convenues / Measures to avoid back-filling are agreed	☒ Oui / Yes	☒ Oui / Yes	246
58	(23.7.1, 23.7.6)	L'état des connexions de cargaison et de soute inutilisées est satisfaisant / Status of unused cargo and bunker connections is satisfactory	☒ Oui / Yes	☒ Oui / Yes	246
59	(4.12.4, 21.1.1)	Les radios portables à très haute fréquence et à ultra haute fréquence sont intrinsèquement sûres / Portable very high frequency and ultra high frequency radios are intrinsically safe	☒ Oui / Yes	☒ Oui / Yes	246
60	(12.1.14.8)	Les procédures de réception de l'azote du terminal au citerne à cargaison sont convenues / Procedures for receiving nitrogen from terminal to cargo tank are agreed	☐ Oui / Yes	☐ Oui / Yes	N/A

Partie 6. Navire-citerne et terminal : Accords pré-transfert / Part 6. Tanker vessel and terminal: Agreements pre-transfer					
Item	ISGOTT (Si applicable / If applicable)	Accords / Agreements	Détails / Details	Initiales / Initials	
				Navire-citerne / Tanker vessel	Terminal / Terminal
32	-	Préparation à la manœuvre du navire-citerne / Tanker vessel's manoeuvring readiness	Délai de préavis (maximum) pour être prêt à manœuvrer : / Notice period (maximum) for full readiness to manoeuvre:		216
			Période d'invalidité (si autorisée) : / Period of disablement (if permitted):	/	/
33	-	Protocoles de sûreté / Security protocols	Niveau de sécurité : / Security level: 1	FP	216
			Exigences locales : / Local requirements: 1	FP	216
33	-	Communications efficaces entre le navire-citerne et le terminal / Effective communications between the Tanker vessel and the terminal 1.825-522-2827	Système primaire : / Primary system: VHF Ch. 68	FP	216
			Système de sauvegarde : / Backup system: Phone	FP	216
35	-	Supervision opérationnelle et vigie / Operational supervision and watchkeeping	Navire-citerne : / Bridge: 2 Deck: 1 Tanker vessel: Workload: 2 Shore: 1	FP	216
			Terminal : / Terminal:	FP	216
37 38	-	Zones fumeurs dédiées et restrictions sur les lumières à nues / Dedicated smoking areas and naked lights restrictions	Navire-citerne : / Smoking Room Tanker vessel:	FP	216
			Terminal : / Terminal:	FP	216
45	-	Critères maximum de vent, de courant et de mer/houle ou autres facteurs environnementaux / Maximum wind, current and sea/swell criteria or other environmental factors	Arrêter le transfert de la cargaison : / Stop cargo transfer: Master discretion	FP	216
			Déconnecter : / Disconnect: Master discretion	FP	216
			Quitter le quai : / Unberth: Master discretion	FP	216
45 46	(6.5, 21.2)	Les informations pré-arrivée sont échangées / Pre-arrival information is exchanged	Taux de transfert maximum : / Maximum transfer rates: TBC	FP	216
			Prestations supplémentaires d'appoint : / Topping-off rates: N/A	FP	216
			Pression d'admission maximale : / Maximum manifold pressure: 120 PSI	FP	216
			Température de la cargaison (Préciser °C ou °F) : / Cargo temperature (Specify °C or °F): 15°C	FP	216
			Autres limites : / Other limitations:	/	/
N/A	(5.5, 19.4.3.1)	Une connexion internationale incendies terre est disponible / International shore fire connection is available			216
45 46	-	Contrôle de monter en pression / Pressure surge control	Nombre minimum de citernes à cargaison ouvertes : / Minimum number of cargo tanks open: 1	FP	216
			Protocoles de commutation de citerne : / Tank switching protocols:	FP	216
			Nombre minimum de citernes à cargaison ouvertes : / Minimum number of cargo tanks open:	/	/
			Protocoles de commutation de citerne : / Tank switching protocols:	/	/
			Taux de pleine charge : / Full load rate: 140 m³/h	FP	216
			Prestations supplémentaires d'appoint : / Topping-off rates:	/	/
			Temps de fermeture des vannes automatiques : / Closing time of automatic valves: 15 sec	FP	216
46	-	Procédures de gestion pour le transfert de la cargaison / Cargo transfer management procedures	Délais de préavis d'action : / Action notice periods: 5 MIN	FP	216
			Protocoles d'arrêt de transfert : / Transfer stop protocols:	FP	216

50	-	La routine pour les contrôles réguliers sur la cargaison transférée est convenue / Routine for regular checks on cargo transferred are agreed	Contrôles de routine des quantités transférées : / Hourly Routine transferred quantity checks:	FP	2 Hrs
51	-	Signaux d'urgence / Emergency signals	Navire-citerne : / Tanker vessel: STOP, STOP, STOP	FP	2 Hrs
			Terminal : / Terminal:	FP	2 Hrs
55	-	Système d'aération des citernes à cargaison / Cargo tank venting system	Procédure : / Procedure: P/V Valves	FP	2 Hrs
55	-	Opérations fermées / Closed operations	Exigences : / Requirements: closed	FP	2 Hrs
56	(6.5, 21.2)	Les informations pré-arrivée sont échangées / Pre-arrival information is exchanged	Paramètres opérationnels : / Operational parameters:	FP	2 Hrs
			Débit maximal : / Maximum flow rate:	FP	2 Hrs
60	(5.5, 19.4.3.1)	Une connexion internationale incendie terre est disponible / International shore fire connection is available	Procédures pour recevoir : / Procedures to receive:	FP	2 Hrs
			Pression maximale : / Maximum pressure:	FP	2 Hrs
			Débit : / Flow rate:	FP	2 Hrs
83	-	Pour les navires-citernes à gaz uniquement : Réglages de la soupape de décharge de la citerne à cargaison / For gas Tanker vessels only: Cargo tank relief valve settings	Citerne No. / Tank #	1	/
				2	/
				3	/
				4	/
				5	/
				6	/
				7	/
				8	/
				9	/
				10	/
N/A	-	Exceptions et ajouts / Exceptions and additions	Problèmes particuliers que les deux (2) parties doivent connaître : / Special issues that both (2) parties should be aware of:	/	/
N/A	(6.5, 21.2)	Les informations pré-arrivée sont échangées / Pre-arrival information is exchanged		FP	
N/A	(5.5, 19.4.3.1)	Une connexion internationale contre les incendie terre est disponible / International shore fire connection is available		FP	

PARTIE 4 / PART 4

Liste de contrôle de sécurité navire-citerne - Pré-transfert /
Tanker vessel Safety Checklist - Pre-Transfer

Navire / Vessel	Date / Date (yyyy-mm-dd)	Heure / Time (hh:mm)	Voyage N° (yyyy-000)
Gaia Desgagnés	2023-09-14	17:00	017
Produit à transférer / Product to be transferred	Port et Section de quai / Port and Berth	Terminal / Terminal	
ULSD	Sabine	B2Gold	

**Partie 7A. Navire-citerne général : Vérifications pré-transfert /
Part 7A. General Tanker vessel: Checks pre-transfer**

Item	ISGOTT (Si applicable / If applicable)	Éléments à vérifier / Items to check	Statut / Status		Code (A, P ou Re), ou Commentaires, si requis / Code (A, P or Re), or Remarks, if required
			Navire-citerne général / General Tanker vessel		
84	(23.7.5)	Les bacs d'égouttage portables sont correctement positionnés et vides / Portable drip trays are correctly positioned and empty	☒	Oui / Yes	
85	(6.5, 21.2)	Les informations pré-arrivée sont échangées / Pre-arrival information is exchanged	☒	Oui / Yes	
86	(5.5, 19.4.3.1)	Une connexion internationale incendie terre est disponible / International shore fire connection is available	☒	Oui / Yes	
87	(12.1.6.6.1)	Les alarmes de niveau haut des citernes à cargaison sont opérationnelles / Cargo tank high level alarms are operational	☒	Oui / Yes	
88	(23.3)	Toutes les ouvertures des citernes à cargaison, à ballast et à soute sont sécurisées / All cargo, ballast and bunker tanks openings are secured	☒	Oui / Yes	

**Partie 7B. Navire-citerne : Vérifications pré-transfert, si un lavage au pétrole brut est prévu /
Part 7B. Tanker vessel: Checks pre-transfer, if a crude oil washing is planned**

Item	ISGOTT (Si applicable / If applicable)	Éléments à vérifier / Items to check	Statut / Status		Code (A, P ou Re), ou Commentaires, si requis / Code (A, P or Re), or Remarks, if required
			Navire-citerne / Tanker vessel		
89	(12.5.2, 21.2.3)	La liste de contrôle de lavage de pétrole brut pré-arrivée, comme contenue dans le manuel approuvé de lavage de pétrole brut (COWM), est copiée au terminal / The completed pre-arrival crude oil washing checklist, as contained in the approved Crude Oil Washing Manual (COWM), is copied to terminal	☐	Oui / Yes	N/A
90	(12.5.2, 21.6)	Les listes de contrôle de lavage au pétrole brut à utiliser avant, pendant et après le lavage au pétrole brut sont en place et prêtes à être complétées, comme indiqué dans le manuel approuvé de lavage au pétrole brut (COWM) / Crude oil washing checklists for use before, during and after crude oil washing are in place ready to complete, as contained in the approved Crude Oil Washing Manual (COWM)	☐	Oui / Yes	N/A

Partie 2. Terminal : Vérifications avant l'arrivée /
Part 2. Terminal: Checks pre-arrival

Item	ISGOTT (Si applicable / If applicable)	Éléments à vérifier / Items to check	Statut / Status		Code (A, P ou Re), ou Commentaires, si requis / Code (A, P or Re), or Remarks, if required
			Terminal / Terminal		
12	(6.5, 21.2)	Les informations pré-arrivée sont échangées / Pre-arrival information is exchanged	☒	Oui / Yes	2HF
13	(5.5, 19.4.3.1, 19.4.3.5)	Une connexion internationale incendie terre est disponible / International shore fire connection is available	☐	Oui / Yes	N/A 2HF
14	(18.1, 18.2)	L'équipement de transfert est de construction appropriée / Transfer equipment is of suitable construction	☒	Oui / Yes	2HF
15	(15.2.2)	Livret d'information du terminal a été transmis au navire-citerne / Terminal information booklet transmitted to the Tanker vessel	☒	Oui / Yes	2HF
16	(21.3, 22.3)	Les informations de pré-accostage sont échangées / Pre-berthing information is exchanged	☒	Oui / Yes	2HF

PARTIE 5 / PART 5

Liste de contrôle de sécurité Navire-Terre - Déclaration /
Ship-Shore Safety Checklist - Declaration

Navire / Vessel	Date / Date (yyyy-mm-dd)	Heure / Time (hh:mm)	Voyage N° (yyyy-000)
Gaia Desgagnés	2023-09-14	17:00	017
Produit à transférer / Product to be transferred	Port et Section de quai / Port and Berth	Terminal / Terminal	
ULSD	Salina	B2Gold	

Nous, soussignés, avons vérifié les éléments des parties applicables 1 à 7, comme indiqué (inscrire « X » lorsque complété) et signé ci-dessous : /
We, the undersigned, have checked the items in the applicable parts 1 to 7, as marked (mark with an "X" when completed) and signed below:

Parties applicables / Applicable parts	Navire-citerne / Tanker vessel	Terminal / Terminal
Partie 1A. Navire-citerne : Vérifications avant l'arrivée / Part 1A. Tanker vessel: Checks pre-arrival	☒	
Partie 1B. Navire-citerne : Vérifications avant l'arrivée, si un système de gaz inerte est utilisé / Part 1B. Tanker vessel: Checks pre-arrival, if using an inert gas system	☒	
Partie 2. Terminal : Vérifications avant l'arrivée / Part 2. Terminal: Checks pre-arrival		☒
Partie 3. Navire-citerne : Vérifications après l'amarrage / Part 3. Tanker vessel: Checks after mooring	☒	
Partie 4. Terminal : Vérifications après l'amarrage / Part 4. Terminal: Checks after mooring		☒
Partie 5A. Navire-citerne et terminal : Réunion de pré-transfert / Part 5A. Tanker vessel and terminal: Pre-transfer conference	☒	☒
Partie 5B. Navire-citerne et terminal : Produits chimiques liquides en vrac. Vérifications pré-transfert / Part 5B. Tanker vessel and terminal: Bulk liquid chemicals. Checks pre-transfer	☒	☒
Partie 5C. Navire-citerne et terminal : Gaz liquéfié. Vérifications pré-transfert / Part 5C. Tanker vessel and terminal: Liquefied gas. Checks pre-transfer	☒	☒
Partie 6. Navire-citerne et terminal : Accords pré-transfert / Part 6. Tanker vessel and terminal: Agreements pre-transfer	☒	☒
Partie 7A. Navire-citerne général : Vérifications pré-transfert / Part 7A. General Tanker vessel: Checks pre-transfer	☒	
Partie 7B. Navire-citerne : Vérifications pré-transfert, si un lavage au pétrole brut est prévu / Part 7B. Tanker vessel: Checks pre-transfer, if a crude oil washing is planned	☒	
Partie 7C. Navire-citerne : Vérifications avant le nettoyage et/ou le dégazage de la citerne / Part 7C. Tanker vessel: Checks prior to tank cleaning and/or gas freeing	☒	

Conformément aux directives du chapitre 25 d'ISGOTT, nous nous sommes assurés que les entrées que nous avons effectuées sont correctes au meilleur de notre
connaissance et que le navire-citerne et le terminal sont d'accord pour entreprendre l'opération de transfert. /
In accordance with the guidance in chapter 25 of ISGOTT, we have satisfied ourselves that the entries we have made are correct to the best of our knowledge and that the
Tanker vessel and terminal are in agreement to undertake the transfer operation.

Nous avons également convenu d'effectuer les vérifications répétitives indiquées dans les parties 8 et 9 de l'ISGOTT SSSCL, qui devraient avoir lieu à des intervalles ne dépassant pas plus de ____ heures pour le navire-citerne et pas plus de ____ heures pour le Terminal : / We have also agreed to carry out the repetitive checks noted in parts 8 and 9 of the ISGOTT SSSCL, which should occur at intervals not exceeding more than ____ hours for the Tanker vessel, and not more than ____ hours for the Terminal:	Pour le navire-citerne, intervalles ne dépassant pas plus de ____ heures : / For the Tanker vessel, intervals not exceeding more than ____ hours:	6
	Pour le terminal, intervalles ne dépassant pas plus de ____ heures : / For the Terminal, intervals not exceeding more than ____ hours:	

Si, à notre connaissance, le statut d'un élément change, nous en informons immédiatement l'autre partie. /
If, to our knowledge, the status of any item changes, we will immediately inform the other party.

Confirmation / Confirmation	Nom / Name	Rang ou Poste / Rank or Position	Signature	Date / Date (yyyy-mm-dd)	Heure / Time (hh:mm)
Navire-citerne / Tanker vessel	F. Perreault	CIO	[Signature]	2023-09-14	17:00
Terminal / Terminal	[Signature]	OHF-TS	[Signature]	2023-09-14	17:00

PRESSURE/LEAK TEST REPORT



PROJECT: Back River MLA – shore-side transfer conduit		JOB NO.: 1 of 2	DATE: YYYY/MM/DD 2023/09/13	
TEST PACKAGE NO.: N/A		SPECIFIED CODE:		
TEST BOUNDARIES: Pipeline from shore manifold to Tank #1 “Y” connection.				
SYSTEM DESIGN PRESSURE: 90 PSI	AMBIENT TEMPERATURE: 7°C	REQUIRED TEST PRESSURE: 360 PSI		
TEST MEDIUM: WATER		PRESSURE RELIEF VALVE SETTING: N/A		
TEST GAUGE SERIAL NUMBER: WH10969P- Meets ANSI-B40.1	GUAGE RANGE: 0-400 PSI		CALIBRATION DATE: New	
PRE-TEST ACCEPTANCE/APPROVAL				
PIPE/MECHANICAL:	SIGNATURE:		DATE:	
ELECTRICAL/INSTRUMENTATION:	SIGNATURE:		DATE:	
QA/QC:	SIGNATURE:		DATE:	
TEST DATA (v = visual & s = solution)				
READINGS	TIME	PRESSURE – PSI	TEMPERATURE	LEAK CHECK
1. Start of Pressure Tests	09:10	0	7°C	
2. Pressure at 360 PSI (Start)	11:00	360	7°C	11:10
3. Pressure at 360 PSI (End)	12:00	365	7°C	
4. Pressure held at >140 PSI (Start)	12:10	140	7°C	12:30
5. Pressure held at >140 PSI (End)	16:25	146	7°C	
6. End of Pressure Tests	16:25	0	7°C	
COMMENTS: Control and maintain Test Pressure at 360 PSI for 60 minutes. Ensure Test Pressure is not exceeded by more than 10%. Then control and maintain to 125% of operational pressure (112.5 PSI) until all joints and piping have been checked for leaks.				
TEST RESULT ACCEPTANCE				
ROLE	PRINT NAME	SIGNATURE	DATE (YYYY/MM/DD)	
CLIENT REPRESENTATIVE:	Andrew Gallant		2023/08/18	
OHF TRANSFER SUPERVISOR	John Staynor		2023/08/18	
POST TEST – SYSTEM RESTORATION				
CONFIRM COMPLETE	PRINT NAME AND INITIAL			DATE
	TRADE SUPERVISOR	PIPEFITTER	CLIENT REP	
DRAINED/FLUSHED: DRY IF REQUIRED	Andrew Gallant		X	2023/08/12
BLINDS REMOVED	Trent Bishop	X		2023/08/12
VENT & DRAIN HOLES PLUGGED/SEAL WELDED	Robin Sharuga	X		2023/08/12
EQUIPMENT/INSTRUMENTS REINSTALLED	Trent Bishop	X		2023/08/12
TEMPORARY RESTRAINTS REMOVED	Trent Bishop	X		2023/08/12

PRESSURE/LEAK TEST REPORT



PROJECT: **Back River MLA – shore-side transfer conduit** JOB NO: **2 of 2** DATE: YYYY/MM/DD
2023/09/13

TEST PACKAGE NO.: **N/A** SPECIFIED CODE:

TEST BOUNDARIES:
Pipeline from "T" connection with Tank #1 to Tank #2

SYSTEM DESIGN PRESSURE: **60 PSI** AMBIENT TEMPERATURE: **14°C** REQUIRED TEST PRESSURE: **360 PSI**

TEST MEDIUM: **WATER** PRESSURE RELIEF VALVE SETTING: **N/A**

TEST GAUGE SERIAL NUMBER: **WH10969P- Meets ANSI-B40.1** GAUGE RANGE: **0-400 PSI** CALIBRATION DATE: **New**

PRE-TEST ACCEPTANCE/APPROVAL

PIPE/MECHANICAL:	SIGNATURE:	DATE:
ELECTRICAL/INSTRUMENTATION:	SIGNATURE:	DATE:
QA/QC:	SIGNATURE:	DATE:

TEST DATA (v = visual & s = solution)

READINGS	TIME	PRESSURE – PSI	TEMPERATURE	LEAK CHECK
1. Start of Pressure Tests	10:45	0	14C	
2. Pressure at 360 PSI (Start)	11:01	241	14C	11:10, 11:40, 12:00
3. Pressure at 360 PSI (End)	12:05	257	14C	
4. End of Pressure Tests	12:14	0	14C	

COMMENTS: Control and maintain Test Pressure at 360 PSI for 60 minutes. Ensure Test Pressure is not exceeded by more than 10%. Then control and maintain to 125% of operational pressure (112.5 PSI) until all joints and piping have been checked for leaks.

TEST RESULT ACCEPTANCE

ROLE	PRINT NAME	SIGNATURE	DATE (YYYY/MM/DD)
CLIENT REPRESENTATIVE:	Andrew Gallant		2023/08/18
OHF TRANSFER SUPERVISOR	John Staynor		2023/08/18

POST TEST – SYSTEM RESTORATION

CONFIRM COMPLETE	PRINT NAME AND INITIAL			DATE
	TRADE SUPERVISOR	PIPEFITTER	CLIENT REP	
DRAINED/FLUSHED: DRY IF REQUIRED	Andrew Gallant		X	2023/08/12
BLINDS REMOVED	Trent Bishop	X		2023/08/12
VENT & DRAIN HOLES PLUGGED/SEAL WELDED	Robin Sharuga	X		2023/08/12
EQUIPMENT/INSTRUMENTS REINSTALLED	Trent Bishop	X		2023/08/12
TEMPORARY RESTRAINTS REMOVED	Trent Bishop	X		2023/08/12

HOSETRACKER

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Stoney Creek: 3330 Oakwood Trail, Stoney Creek, Ontario L3R 9W9 Tel: 905-462-1276

Maritime: 113 Academy Blvd., Unit 23, Dartmouth, Nova Scotia B3A 1A6 Tel: 902-455-3420

TEST CERTIFICATE

Company:	Petco-NAV	Fittings:	S/S MALE X FEMALE CAM LOCK
Hose ID:	PNV - 00112	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	255'
Part Number:		Temperature:	N/A
Order:	N/A	Status:	★★★★★ Meets or Exceeds the Test Spec. for this Hose
MO:		Rating:	 UL
Unit:	MFG 2011 (800PSI BURST)	Cebur:	Blue
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

This report was created by HoseTracker.

Please refer to all instruction manuals, technical drawings and documents before using the equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.

Test last conducted by: Josh Martin

Printed: 07-07-2023

HOSETRACKER

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1830 Highway Blvd. Dorval,
Quebec H9P 1Y1
Tel: 514-656-1289

Maritimes:
10 Marley Blvd Unit 3, Dartmouth,
Nova Scotia B2X 1A6
Tel: 902-465-9273

TEST CERTIFICATE

Company:	Paton-Hew	Fittings:	S/S MALE X FEMALE CAM LOCK
Hose ID:	PNV - 00163	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	371'
Part Number:		Temperature:	N/A
Order:	N/A	Status:	★★★★★ The Hose Tracker has passed inspection and is ready for use.
PO:		Rating:	
Unit:	MFG 2013 (600PSI BURST)	Colour:	Blue
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/14/2023
Static	07/14/2023
Visual	07/14/2023

Scheduled retest Date(s)

Hydro-Pressure	07/14/2024
Static	07/14/2024
Visual	07/14/2024

Test PSI 300

Length Of Pressure Test: 5 Minutes

This report was created by HoseTracker.

Please refer to all instruction manuals, technical drawings and documents before using the equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.

Test last conducted by: Josh Martin

Printed: 07-07-2023

HOSETRACKER

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Fax: 613-545-6274

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1180 Avenue Saint-Denis,
Ouest, H3P 1J7
Tel: 514-445-1276

Marlimes:
10 Aubrey Road, Unit 23, Dartmouth,
Nova Scotia B3B 1A4
Tel: 902-465-5700

TEST CERTIFICATE

Company:	Petro-Can	Fittings:	S/S MALE X FEMALE CAMLOCK
Hose ID:	PNV - 00164	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	354'
Part Number:		Temperature:	N/A
Order:	N/A	Status:	★★★★★ Tested & Passed 100% with no leaks or damage
P.C.:		Rating:	
Unit:	MFG 2013 H200 PSI BURST	Colour:	blue
Location:	Coruna	MAWP:	200

Last Test Date(s)

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2023	Hydro-Pressure	07/Jul/2024
Static	07/Jul/2023	Static	07/Jul/2024
Visual	07/Jul/2023	Visual	07/Jul/2024

Test PSI 300

Length Of Pressure Test: 5 Minutes

This report was created by HoseTracker

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Test last conducted by: Josh Martin

Printed: 07-07-2023

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440 Plymouth Drive
Coruna, Ontario N0M 1G0
Tel: 519-336-9941

Montreal:

10701 Avenue Blvd. Dorval
Quebec H9P 1J7
Tel: 514-937-1266

Stoney Creek:

333 Glen Road East, Stoney Creek,
Ontario L6E 2S1
Tel: 905-562-9216

Marlton:

10 Markey Blvd, Unit 28, Burlington,
Ontario L7R 4K6
Tel: 905-493-5270

TEST CERTIFICATE

Company:	Performer
Hose ID:	PNV - 00170
Hose Type:	FLOATER HOSE
Part Number:	GOODYEAR FITTINGS
Order:	N/A
MO:	2014
Unit:	MEG 2014 (600PSI BURST)
Location:	Quebec

Fittings:	SS MALE X FEMALE CAM LOCK
Diameter:	4"
Length:	367"
Temperature:	N/A
Status:	★★★★
Rating:	
Colour:	Blue
HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/JUL/2023
Static	07/JUL/2023
Visual	07/JUL/2023

Scheduled retest Date(s)

Hydro-Pressure	07/JUL/2024
Static	07/JUL/2024
Visual	07/JUL/2024

Test PSI 300

Length Of Pressure Test: 5 Minutes

This report was created by HoseTracker.

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Test last conducted by: Josh Martin

Printed: 07-07-2023

HOSETRACKER

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Tel: 514-635-1266

Stoney Creek:

313 Glenview, Unit 1, Stoney Creek,
Ontario L3R 9V9
Tel: 905-562-0276

Marlton:

10 Acety Road, Unit 2, Marlton,
New Jersey 08053-124
Tel: 609-659-7225

TEST CERTIFICATE

Company:	PACOMA	Fittings:	SS MALE X FEMALE CAM LOCK
Hose ID:	PNV-00171	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	375'
Part Number:		Temperature:	N/A
Order:	N/A	Status:	★★★★★ This is a 5 Star Rated Hose Supplier & Service
PO:	2014	Refills:	0
Test:	WFG 2014 (400PSI BURST)	Colour:	Blue
Location:	Quebec	HAWP:	20%

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Test PSI 300

Length Of Pressure Test: 5 Minutes

This report was created by HoseTracker.

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Test last conducted by: Josh Martin

Printed: 07-07-2023

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Tel: 514-988-1022

Maritimes:
19 Academy Blvd, Unit 200, Dartmouth,
Nova Scotia B3B 7J4
Tel: 902-455-5220

TEST CERTIFICATE

Company:	Petrol-nv	Fittings:	S/S MALE X FEMALE CAM LOCK
Hose ID:	PNV - 00174	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	375'
Part Number:		Temperature:	N/A
Order:	N/A	Status:	★★★★★ Tested by: J. Martin, J. B. Martin, J. B. Martin
P.O.:		Rating:	
U.I.#:	KG 2014 ISO/PC1 BUNST	Colour:	blue
Location:	Quebec	HAWP:	220

Last Test Date(s)

Hydro-Pressure	07/JUL/2023
Static	07/JUL/2023
Visual	07/JUL/2023

Scheduled retest Date(s)

Hydro-Pressure	07/JUL/2024
Static	07/JUL/2024
Visual	07/JUL/2024

Test PSI: 300

Length Of Pressure Test: 5 Minutes

This report was created by HoseTracker.

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Test last conducted by: Josh Martin

Printed: 07-07-2023

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Tel: 905-865-5235

Kingston:
633 Lakeshore Drive, Kingston
Ontario K7L 5G1
Tel: 613-545-2116
Fax: 613-545-2214

TEST CERTIFICATE

Company:	Petrol-Plus	Fittings:	S/S MALE X FEMALE CAVILDOCK
Hose ID:	FRV - 00175	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	281'
Part Number:		Temperature:	N/A
Order:	N/A	Status:	合格品
P.O.:		Ratings:	100 PSI (6.9 MPa)
U.M.L.:	MFC 2014 (600 PSI BURST)	Colour:	Blue
Location:	Chelmac	H.C.W.P.:	220

Last Test Date(s)

Hydro-Pressure	07/JUL/2023
Static	07/JUL/2023
Visual	07/JUL/2023
Test PSI 300	

Scheduled retest Date(s)

Hydro-Pressure	07/JUL/2024
Static	07/JUL/2024
Visual	07/JUL/2024
Length Of Pressure Test: 5 Minutes	

This report was created by HoseTracker.
Please refer to all instruction manuals, technical drawings and documents before using the
equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.
Test last conducted by: Josh Martin
Printed: 07-07-2023

HOSETRACKER

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Tel: 519-339-5841

Montreal:

1072 Avenue Blvd. Central,
Quebec H3P 1V7
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Stoney Creek:

333 Green Road Unit, Stoney Creek,
Ontario L3E 4B1,
Tel: 905-662-0278

Marlton:

10 Ashbury Road Unit 8, Marlton,
New Jersey 08053 USA
Tel: 908-465-5720

TEST CERTIFICATE

Company:	Petro-Can	Fittings:	1 S/S VALE X FEMALE CAM LOCK
Hose ID:	PNV - 00221	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	375'
Part Number:		Temperature:	N/A
Order:	N/A	Status:	★★★★★
PQ:	12405	Reviews:	 5.0 (1 review)
Date:	MFG 2015 (35-PP31BURST)	Celebrat:	50th
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jun/2023
Static	07/Jun/2023
Visual	07/Jun/2023

Scheduled retest Date(s)

Hydro-Pressure	07/Jun/2024
Static	07/Jun/2024
Visual	07/Jun/2024

Test PSI: 300

Length Of Pressure Test: 5 Minutes

This report was created by HoseTracker

Please refer to all instruction manuals, technical drawings and documents before using the equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.

Test last conducted by: Josh Martin

Printed: 07/07/2023

HOSETRACKER

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Tel: 905-662-0278

Marlborough:
1044 King Street West, Marlborough,
Ontario N6A 5K6
Tel: 905-465-5220

TEST CERTIFICATE

Company:	PACIFIC	Fittings:	S/S MALE X FEMALE CAM LOCK
Hose ID:	PTV - 00222	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	370'
Part Number:		Temperature:	N/A
Order:	N/A	Status:	★★★★
Size:	12105	Rating:	1000 PSI
Temp:	MFG 2015 (RCP-PSI BURST)	Colour:	Blue
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/14/2023
Static	07/14/2023
Visual	07/14/2023

Scheduled retest Date(s)

Hydro-Pressure	07/14/2024
Static	07/14/2024
Visual	07/14/2024

Test PSI 300
Length Of Pressure Test 5 Minutes

This report was created by HoseTracker
Please refer to all method on manuals, technical drawings and documents before using the
equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.
Test last conducted by: Josh Martin
Printed: 07-07-2023

HOSETRACKER

ONTARIO HOSE SPECIALTIES LTD.

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Tel: 514-685-1266

Maritimes:

10 Akerley Blvd, Unit28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	S/S MALE X FEMALE CAMLOCK
Hose ID:	PNV - 00224	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	176'
Part Number:		Temperature:	N/A
Order:	N/A	Status:	★★★★ This is Not a Brand New but still Better in service
PO:		Ratings:	
Unit:	MFG 2011 / BURST 800PSI	Colour:	blue
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	30/May/2022
Static	30/May/2022
Visual	30/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	30/May/2023
Static	30/May/2023
Visual	30/May/2023

Length Of Pressure Test: 5 Minutes

This report was created by HoseTracker.

Please refer to all instruction manuals, technical drawings and documents before using the equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.

Test last conducted by: Jordan Chiarella

Printed: 14-07-2023

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ONLINE HOSE TRACKING LTD

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Tel: 514-655-1266

Maritimes:
13 Main Street, 1st Floor, Dartmouth,
Nova Scotia B3B 1A4,
Tel: 902-425-5220

TEST CERTIFICATE

Company:	Petronav	Fittings:	S/S MALE X FEMALE CAM LOCK
Hose ID:	PNV-00234	Diameter:	4"
Hose Type:	HL/ATER HOSE	Length:	392'
Part Number:		Temperature:	N/A
Order:	N/A	Status:	★★★★★
F.O.	12-6-0	Rating:	500
Unit:	NFG 2016 (400PSI BURST)	Colour:	Green
Location:	Quebec	UWVP:	200

Last Test Date(s)

Hydro-Pressure	07/JUL/2023
Static	07/JUL/2023
Visual	07/JUL/2023

Scheduled retest Date(s)

Hydro-Pressure	07/JUL/2024
Static	07/JUL/2024
Visual	07/JUL/2024

Test PSI 300

Length Of Pressure Test: 5 Minutes

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Test last conducted by: Josh Martin
Printed: 07-07-2023

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Stoney Creek:
311 Owen Road, Unit 1, Stoney Creek,
Ontario L6E 2M1
Tel: 905-662-0278

Maritimes:
19 Academy Blvd. Unit 22, Dartmouth,
Nova Scotia B3B 1J4
Tel: 902-455-5220

TEST CERTIFICATE

Company:	Petro-Can	Fittings:	S/S MALE X FEMALE CAM LOCK
Hose ID:	PNV - 00269	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	220'
Part Number:	GNFHXX-000rangIRT	Temperature:	N/A
Order:	N/A	Status:	*****
PO:	12834	Rating:	■
Unit:	MFG 2018 (600PSI BURST)	Colour:	green
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/14/2023
Static	07/14/2023
Visual	07/14/2023

Scheduled retest Date(s)

Hydro-Pressure	07/14/2024
Static	07/14/2024
Visual	07/14/2024

Test PSI 300

Length Of Pressure Test: 5 Minutes

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equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.
Test last conducted by: Josh Martin
Printed: 07-07-2023

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Tel: 514-485-1762

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333 Green Road, Unit 1, Stoney Creek,
Ontario L8E 2B1
Tel: 905-662-0276

Marlborough:
10 Academy Road, Unit 28, Marlborough,
New Brunswick E3B 1Y4
Tel: 506-455-5220

TEST CERTIFICATE

Company:	Petrol-Hwy	Fittings:	S/S MALE X FEMALE CAM LOCK
Hose ID:	PNV - 00271	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GMFHAKX1000engART	Temperature:	N/A
Order:	N/A	Status:	★★★★★ THIS HOSE HAS BEEN TESTED AT 1.5 X RATED
P.O.:	12854	Ratings:	■
Unit:	MFG 2018 (K00PSI HURST)	Colour:	green
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/14/2023
Static	07/14/2023
Visual	07/14/2023

Scheduled retest Date(s)

Hydro-Pressure	07/14/2024
Static	07/14/2024
Visual	07/14/2024

Test PSI 300

Length Of Pressure Test: 5 Minutes

This report was created by HoseTracker.

Please refer to all instruction manuals, technical drawings and documents before using the equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.

Test last conducted by: Josh Martin

Printed: 07-07-2023

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Ontario L3E 2B1
Tel: 905-562-0276

Marlimes:
10 Academy Road, Unit 204, Dartmouth,
Nova Scotia B3A 1J4
Tel: 902-465-5220

CSA Number: CSAN/A

TEST CERTIFICATE

Company:	Petrol-Tax
Hose ID:	PNV - 00272
Hose Type:	FLOATER HOSE
Part Number:	GVFH4X400ORANGEIT
Order:	N/A
PO:	12/24
Unit:	MFG 2018 (800PSI BURST)
Location:	Quebec

Fittings:	S/S MALE X FEMALE CAM LOCK
Diameter:	4"
Length:	307'
Temperature:	N/A
Status:	★★★★★ This product has been tested in accordance with the relevant standards.
Ratings:	
Colour:	Green
HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/JUL/2023
Static	07/JUL/2023
Visual	07/JUL/2023

Scheduled retest Date(s)

Hydro-Pressure	07/JUL/2024
Static	07/JUL/2024
Visual	07/JUL/2024

Test PSI: 300

Length Of Pressure Test: 5 Minutes

This report was created by HoseTracker.

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Test last conducted by: Josh Martin

Printed: 07-07-2023

HOSETRACKER

CANADIAN HOSE SPECIALTIES LTD.

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Tel: 613-549-7116
Fax: 613-549-5214

Montreal:
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Quebec H9P 1G2
Tel: 514-837-1285

Marlimes:
10 Abbey Blvd. Unit 8, Dartmouth,
Nova Scotia B2Y 1A1
Tel: 902-483-3620

TEST CERTIFICATE

Company:	PETCO-NAW	Fittings:	S/S MALE X FEMALE CAMLOCK
Hose ID:	PNV - 00274	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	249'
Part Number:	GWF-HX4500orangeRT	Temperature:	N/A
Order:	N/A	Status:	★★★★★ Top Rated Product Based on Customer Reviews
P.O.	12884	Rating:	
Unit:	MFG 2018 (800PSI BURST)	Colour:	green
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Test PSI 300

Length Of Pressure Test: 5 Minutes

This report was created by Hose Tracker.

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Test last conducted by: Josh Martin

Printed: 07-07-2023

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Ontario L6E 0B1
Tel: 905-552-2278

Kingston:
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Ontario K7M 4H5
Tel: 613-549-7315
Fax: 613-549-0214

Montreal:
1800 Highway Blvd Dorval,
Dorval, Quebec H9P 1Y7
Tel: 514-452-1250

Marlinton:
1344490 First Uniteds, Marlinton,
West Virginia 26049 USA
Tel: 304-453-2233

TEST CERTIFICATE

Company:	Petro-Can	Fittings:	S/S WALE X FEMALE CAMLOCK
Hose ID:	PNV - 00278	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	125'
Part Number:	GMFH4400-ORANGE-RT	Temperature:	N/A
Order:	N/A	Status:	★★★★★ These stars are a guide to the quality of the product.
P.O.:	12804	Rating:	
Unit:	MFG 2018 (600PSI BURST)	Colour:	green
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/JUL/2023
Static	07/JUL/2023
Visual	07/JUL/2023

Scheduled retest Date(s)

Hydro-Pressure	07/JUL/2024
Static	07/JUL/2024
Visual	07/JUL/2024

Test PSI 300

Length Of Pressure Test: 5 Minutes

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Test last conducted by: Josh Martin

Printed: 07-07-2023

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Tel: 514-455-1256

Stoney Creek:

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Ontario L6E 2B1
Tel: 905-662-2074

Marlborough:

10 Academy Road, Uxbridge, Ontario,
Ontario L7R 4K7
Tel: 905-455-5320

TEST CERTIFICATE

Company:	Petro-Can	Fittings:	S/S MALE X FEMALE CAM LOCK
Hose ID:	PNV - 00279	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	195'
Part Number:	GMFH4400-ORANGE-RT	Temperature:	N/A
Order:	N/A	Status:	★★★★★ Passes all 100% of all tests, meets or exceeds all standards.
P.O.:	12894	Rating:	■
Unit:	MFG 2016 (600PSI BURST)	Colour:	green
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/JUL/2023
Static	07/JUL/2023
Visual	07/JUL/2023

Scheduled retest Date(s)

Hydro-Pressure	07/JUL/2024
Static	07/JUL/2024
Visual	07/JUL/2024

Test PSI 300

Length Of Pressure Test: 5 Minutes

This report was created by HoseTracker.

Please refer to all instruction manuals, technical drawings and documents before using the equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.
Test last conducted by: Josh Martin
Printed: 07-07-2023

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Tel: 514-655-1769

Stoney Creek:

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Ontario L6E 2B1
Tel: 905-662-0274

Marlton:

10 Academy Blvd. Unit 2A, Oakton,
Nova Scotia B1B 1J4
Tel: 902-455-5225

TEST CERTIFICATE

Company:	Petro-nov	Fittings:	S/S MALE X FEMALE CAM LOCK
Hose ID:	PNV - 00282	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	398'
Part Number:	GM-PHM400-ORANGE-RT	Temperature:	N/A
Order:	N/A	Status:	★★★★★ 5 Star Rating by HoseTrackers.com
PO:	12894	Ratings:	
Unit:	MFG 2018 (800PSI BURST)	Colour:	green
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Test PSI 300

Length Of Pressure Test: 5 Minutes

This report was created by HoseTrackers.

Please refer to all instruction manuals, technical drawings and documents before using the equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.

Test last conducted by: Josh Martin

Printed: 07-07-2023

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Fax: 613-569-5214

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1320 Highway Blvd. Dorval,
Quebec H9P 1J7
Tel: 514-435-1258

Marlinton:
10445 Highway 204, Marlinton,
Nova Scotia B3B 1A4
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Pelco-Hav
Hose ID:	PNV - 00283
Hose Type:	FLOATER HOSE
Part Number:	GMFH4400-ORANGE-RT
Order:	N/A
P.O.:	12894
Unit:	MFG 2018 (800PSI BURST)
Location:	Quebec

Fittings:	S/S MALE X FEWALE CAMLOCK
Diameter:	4"
Length:	127'
Temperature:	N/A
Status:	★★★★★ 100% Pass - 100% Pass - 100% Pass - 100% Pass
Rating:	■
Colour:	green
HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/11/2023
Static	07/11/2023
Visual	07/11/2023

Scheduled retest Date(s)

Hydro-Pressure	07/11/2024
Static	07/11/2024
Visual	07/11/2024

Test PSI 300

Length Of Pressure Test: 5 Minutes

This report was created by HoseTracker.

Please refer to all instruction manuals, technical drawings and documents before using the equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.

Test last conducted by: Josh Martin

Printed: 07-07-2023

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Tel: 514-655-1765

Maritimes:
10 Acadian Blvd, Lunenburg,
Nova Scotia B3B 1J4
Tel: 902-465-3220

TEST CERTIFICATE

Company:	Petro-Can	Fittings:	S/S MALE X FEMALE CAM LOCK
Hose ID:	PNV - 00288	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	399'
Part Number:	GMFH4400-ORANGE-RT	Temperature:	N/A
Order:	N/A	Status:	★★★★★ Tested to 200% of rated pressure at 100°F for 1 hr.
PO:	12894	Ratings:	
Unit:	MFG 2018 (200PSI BURST)	Colour:	Green
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/JUL/2023
Static	07/JUL/2023
Visual	07/JUL/2023

Scheduled retest Date(s)

Hydro-Pressure	07/JUL/2024
Static	07/JUL/2024
Visual	07/JUL/2024

Test PSI 300

Length Of Pressure Test: 5 Minutes

This report was created by HoseTracker.

Please refer to all instruction manuals, technical drawings and documents before using the equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.

Test last conducted by: Josh Martin

Printed: 07-07-2023

HOSETRACKER

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Tel: 514-585-1766

Stoney Creek:
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Ontario L3E 2B1
Tel: 905-683-0276

Marlborough:
10 Airway Road, Unit 25, Marlborough,
Nova Scotia B3J 1J4
Tel: 902-455-5220

TEST CERTIFICATE

Company:	Petro-Flow	Fittings:	S/S WALE X FEMALE CAMLOCK
Hose ID:	PNV - 00291	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GWFH4430-ORANGE-RT	Temperature:	N/A
Order:	N/A	Status:	★★★★★ THE CUSTOMER IS OUR BEST FRIEND
PO:	12894	Rating:	
Unit:	MFG 2018 (900PSI BURST)	Colour:	green
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/JUL/2023
Static	07/JUL/2023
Visual	07/JUL/2023

Scheduled retest Date(s)

Hydro-Pressure	07/JUL/2024
Static	07/JUL/2024
Visual	07/JUL/2024

Test PSI 300

Length Of Pressure Test: 6 Minutes

This report was created by HoseTracker.

Please refer to all instruction manuals, technical drawings and documents before using the equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.

Test last conducted by: Josh Martin

Printed: 07-07-2023

HOSETRACKER

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Tel: 905-462-0276

Marlborough:

10 Marlborough Road, Marlborough,
Ontario N0B 1L4
Tel: (800) 445-5720

TEST CERTIFICATE

Company:	Pelpro-PAV	Fittings:	S/S MALE X FEMALE CAM LOCK
Hose ID:	PNV - 00092	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	399'
Part Number:	GMFH4400-ORANGE-RT	Temperature:	N/A
Order:	N/A	Status:	★★★★★ THE QUALITY OF OUR SERVICE
P.O.:	12094	Ratings:	
Unit:	MFG 2018 (900PSI BURST)	Colour:	green
Location:	Quebec	HAWP:	220

Last Test Date(s)

Hydro-Pressure	07/JUL/2023
Static	07/JUL/2023
Visual	07/JUL/2023

Scheduled retest Date(s)

Hydro-Pressure	07/JUL/2024
Static	07/JUL/2024
Visual	07/JUL/2024

Test PSI 300

Length Of Pressure Test: 6 Minutes

This report was created by HoseTracker.

Please refer to all instruction manuals, technical drawings and documents before using the equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.

Test last conducted by: Josh Martin

Printed: 07-07-2023

HOSETRACKER

ONTARIO HOSE SPECIALTIES LTD.

www.ontariohose.com

Mississauga:
7715 Brimley Court, Mississauga,
Ontario L5T 1V1
Tel: 905-670-0113 Fax: 905-670-4936

Coruna:
480 Poplar Avenue,
Coruna, Ontario N0N 1Y0
Tel: 519-326-9541

Stoney Creek:
3115 Glen Road Unit 1, Stoney Creek,
Ontario L6E 2B1
Tel: 905-662-2076

Marlborough:
10 Abbey Road, Unit 20A, Marlborough,
Ontario N0B 1A4
Tel: 905-245-5203

TEST CERTIFICATE

Company:	Petrol-Nav	Fittings:	S/S MALE X FEMALE CAM LOCK
Hose ID:	PNV - 00297	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	131'
Part Number:		Temperature:	N/A
Order:	N/A	Status:	★★★★★ Test at 200 PSI for 5 Minutes with 100% of length in water
P.O.:	N/A	Ratings:	
Unit:	MFG 2018 (800PSI BURST)	Colour:	green
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/JUL/2023
Static	07/JUL/2023
Visual	07/JUL/2023

Scheduled retest Date(s)

Hydro-Pressure	07/JUL/2024
Static	07/JUL/2024
Visual	07/JUL/2024

Test PSI 300

Length Of Pressure Test: 5 Minutes

This report was created by HoseTracker.

Please refer to all instruction manuals, technical drawings and documents before using the equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.
Test last conducted by: Josh Martin
Printed: 07-07-2023

HOSETRACKER

ONTARIO HOSE SPECIALTIES LTD.

www.ontariohose.com

Mississauga:
7245 Pacific Drive, Mississauga,
Ontario L4V 1P7
Tel: 905-870-0111, Fax: 905-870-4938

Kingston:
439 Lakeshore Dr., Kingston,
Ontario K7M 4J5
Tel: 613-549-1718
Fax: 613-549-8214

Coruna:
480 Plymouth Drive,
Coruna, Ontario N0N 1G0
Tel: 519-326-8941

Montreal:
1000 Hyman Blvd., Dorval,
Quebec H9P 1J7
Tel: 514-465-1236

Stoney Creek:
433 Green Road, Unit 1, Stoney Creek,
Ontario L6E 2N1
Tel: 905-662-2078

Marlins:
10 Ashby Blvd., 1st-2nd, Dartmouth,
Nova Scotia B3B 1A4
Tel: 902-455-5820

TEST CERTIFICATE

Company:	Pelco-Hew	Fittings:	S/S MALE X FEMALE CAMLOCK
Hose ID:	PNV - 00298	Diameter:	4"
Hose Type:	GOODYEAR	Length:	193'
Part Number:		Temperature:	N/A
Order:	N/A	Status:	★★★★★ (This is a 5 star rating as per ISO 9001)
P.O.:		Rating:	
Unit:	MFG 2018 (800PS BURST)	Colour:	green
Location:	Quebec	HAPP:	200

Last Test Date(s)

Hydro-Pressure	07/JUL/2023
Static	07/JUL/2023
Visual	07/JUL/2023

Scheduled retest Date(s)

Hydro-Pressure	07/JUL/2024
Static	07/JUL/2024
Visual	07/JUL/2024

Test PSI 300

Length Of Pressure Test: 5 Minutes

This report was created by HoseTracker.
Please refer to all instruction manuals, technical drawings and documents before using the
equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.
Test last conducted by: Josh Martin

Printed: 07-07-2023

HOSETRACKER

ONTARIO HOSE SPECIALTIES LTD

www.ontariohose.com

Mississauga:

7245 Pacific Circle, Mississauga,
Ontario L5T 1V1,
Tel: 905-670-0113, Fax: 905-670-4958

Kingston:

639 Justus Drive, Kingston,
Ontario K7M 4H5,
Tel: 613-549-7316
Fax: 613-549-6214

Corunna:

480 Polymore Drive,
Corunna, Ontario N3N 1G0
Tel: 519-338-8541

Montreal:

1900 Hymus Blvd. Dorval,
Quebec H9P 1J7,
Tel: 514-685-1266

Stoney Creek:

333 Green road, unit 1, Stoney Creek,
Ontario L8E 2B1,
Tel: 905-662-0276

Maritimes:

10 Akerley Blvd, Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	S/S MALE X FEMALE CAMLOCK
Hose ID:	PNV - 00299	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	153'
Part Number:		Temperature:	N/A
Order:	N/A	Status:	★★★★ This is Not a Brand New but still Better in service
PO:		Ratings:	
Unit:	MFG 2015 / BURST 800PSI	Colour:	blue
Location:	Maria	HAWP:	200

Last Test Date(s)

Hydro-Pressure	30/May/2022
Static	30/May/2022
Visual	30/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	30/May/2023
Static	30/May/2023
Visual	30/May/2023

Length Of Pressure Test: 5 Minutes

This report was created by HoseTracker.

Please refer to all instruction manuals, technical drawings and documents before using the equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.

Test last conducted by: Jordan Chiarella

Printed: 14-07-2023

HOSETRACKER

ONTARIO HOSE SPECIALTIES LTD.

www.ontariohose.com

Mississauga:
7745 Pacific Circle, Mississauga,
Ontario L5T 1V1
Tel: 905-670-0111, Fax: 905-670-4548

Coruna:
480 Ryegrove Drive,
Coruna, Ontario N0M 1C0
Tel: 519-333-8941

Stoney Creek:
233 Great Trail Unit, Stoney Creek,
Ontario L6E 2R1
Tel: 905-662-2216

Kingston:
633 Lakeshore Drive, Kingston,
Ontario K7M 4H5
Tel: 613-548-7316
Fax: 613-548-5214

Montreal:
1920 Avenue Blvd. Dorval,
Dorval, H9P 1J7
Tel: 514-445-1266

Marlton:
10 Albany Road Unit 22, Dartmouth,
Nova Scotia B3B 1A6
Tel: 902-465-5222

TEST CERTIFICATE

Company:	PeltonHarv
Hose ID:	PNV - 00300
Hose Type:	FLOATER HOSE
Part Number:	
Order:	N/A
PO:	
Unit:	MFG 2016 (800PSI BURST)
Location:	Quebec

Fittings:	S/S MALE X FEMALE CAM LOCK
Diameter:	4"
Length:	90'
Temperature:	N/A
Status:	★★★★★ Test to failure in accordance with ISO 15848-1
Rating:	
Colour:	green
HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/JUL/2023
Static	07/JUL/2023
Visual	07/JUL/2023

Scheduled retest Date(s)

Hydro-Pressure	07/JUL/2024
Static	07/JUL/2024
Visual	07/JUL/2024

Test PSI 300

Length Of Pressure Test: 5 Minutes

This report was created by HoseTracker.

Please refer to all instruction manuals, technical drawings and documents before using the equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.

Test last conducted by: Josh Martin

Printed: 07-07-2023

HOSETRACKER

CONTACT HOSE SPECIALTIES LTD

www.contacthose.com

Mississauga:
7250 Hurontario Street, Mississauga
Ontario L4V 1V4
Tel: 905-670-0113 Fax: 905-670-4558

Corunna:
431 Zepherus Drive
Corunna, ON N0B 1G0
Tel: 519-336-8641

Kingston:
629 Sutton Drive, Kingston
Ontario K7M 4K5
Tel: 613-548-7116
Fax: 613-548-8214

Montreal:
1940 Highway 104, Laval
Quebec H7P 1P7
Tel: 514-955-1255

Stoney Creek:
333 Glenora Road, Stoney Creek,
Ontario L3C 2V1
Tel: 905-962-5219

Marlborough:
10 Academy Road, Unit 28, Marlborough,
Massachusetts 01501 USA
Tel: 508-245-7220

TEST CERTIFICATE

Company:	Petro-Plus	Fittings:	S/S MALE X FEMALE CAM LOCK
Hose ID:	PNV - 00302	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	248'
Part Number:		Temperature:	N/A
Order:	N/A	Status:	★★★★★ This is the highest rating and indicates the hose is in excellent condition.
PO:		Rating:	A
Unit:	MFG 2019 (300PSI BURST)	Colour:	green
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07-Jul-2023
Static	07-Jul-2023
Visual	07-Jul-2023

Scheduled retest Date(s)

Hydro-Pressure	07-Jul-2024
Static	07-Jul-2024
Visual	07-Jul-2024

Length Of Pressure Test: 5 Minutes

This report was created by Hose Tracker.
Please refer to all instruction manuals, technical drawings and documents before using the equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.
Test last conducted by: Josh Martin
Printed: 07-07-2023

HOSETRACKER

CANADIAN HOSE SPECIALTIES LTD.

WWW.HOSETRACKER.COM

Mississauga:

2450 Appleton Road, Mississauga,
Ontario L4V 1V1
Tel: 905-276-1111 Fax: 905-276-1112

Kingston:

630 Appleton Road, Kingston,
Ontario K7N 6P5
Tel: 613-547-1111 Fax: 613-547-1112

Corunna:

2450 Appleton Road,
Corunna, Ontario N0R 1V1
Tel: 519-535-1111

Montreal:

1700 Avenue du Parc,
Montreal, Quebec H3A 2B4
Tel: 514-835-1111

Stoney Creek:

311 Lakeshore West, Stoney Creek,
Ontario L3R 9V1
Tel: 905-881-0778

Marlton:

10 Abbey Road, Marlton, Ontario
L0R 1A0
Tel: 403-885-1111

TEST CERTIFICATE

Company:	Patriot-80	Fittings:	S/S MALE X FEMALE CAM LOCK
Item ID:	PNV - 00803	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	112'
Part Number:		Temperature:	N/A
Order:	N/A	Status:	★★★★★ New & Improved 2023 Edition
PC:		Rating:	
Unit:	MFG 2611 (420PSI) BURST	Colour:	Blue
Location:	Quebec	HAZOP:	729

Last Test Date(s)

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2023	Hydro-Pressura	07/Jul/2024
Static	07/Jul/2023	Static	07/Jul/2024
Visual	07/Jul/2023	Visual	07/Jul/2024
Length Of Pressure Test 3 Minutes			

This report was created by Hose Tracker

Please refer to all instruction manuals, technical drawings and documents before using the equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.

Test last conducted by: Josh Martin

Printed: 07-07-2023

HOSETRACKER

ONTARIO HOSE SPECIALTIES LTD.

www.ontariohoses.com

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7245 Pacific Creek, Mississauga,
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Corunna:
460 Plymouth Drive,
Corunna, Ontario N0A 1G0
Tel: 519-338-8841

Stoney Creek:
233 Green past. unit, Stoney Creek,
Ontario, L6E 2B1
Tel: 905-502-2076

Kingston:
433 JACQU Drive, Kingston,
Ontario K7M 4G5
Tel: 613-347-7116
Fax: 613-343-8214

Montreal:
1503 Avenue Saint-Denis,
Dorval, PQ H9P 1J7
Tel: 514-485-1226

Marlham:
10 Kington Blvd, Unit 208, Dartmouth,
Nova Scotia B3B 1A4
Tel: 902-485-5223

TEST CERTIFICATE

Company:	Peto-riv	Fittings:	S/S MALE X FEMALE CAMLOCK
Hose ID:	PNV - 00319	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	398'
Part Number:	GMFH4X400-ORANGE-RT	Temperature:	N/A
Order:	N/A	Status:	★★★★★ THE QUALITY OF THE PRODUCT
P.O.:	19752	Ratings:	
Unit:	May 2019 (900PSI BURST)	Colour:	green
Location:	Quebec	HAWP:	290

Last Test Date(s)

Hydro-Pressure	07/JUL/2023
Static	07/JUL/2023
Visual	07/JUL/2023

Scheduled retest Date(s)

Hydro-Pressure	07/JUL/2024
Static	07/JUL/2024
Visual	07/JUL/2024

Test PSI 300

Length Of Pressure Test: 5 Minutes

This report was created by HoseTracker.

Please refer to all instruction manuals, technical drawings and documents before using the equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.

Test last conducted by: Josh Martin

Printed: 07-07-2023



Post Oil Transfer Report

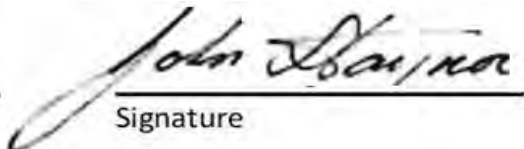
Facility

Name B2Gold Back River MLA	Location Bathurst Inlet NU
Operator B2Gold Corp.	Latitude & Longitude 66..6310 (N) -107.6681 (W)
	Nautical Chart # 7793

Transfer

Date Started (yyyy-mm-dd) 2023 – 09 – 22	Maximum Transfer Rate 237 m ³ /h
Name of Vessel Captain Rossi A. Desgagnés (IMO 9804435)	Shipping Company Petronav
Number of trained OHF staff on site during transfer: 6	
Transfer Hose Diameter 1 x 4" - 2323 feet 1 x 6" 3580 feet	
☐ m ☒ ft No. of Sections: 4" = 8 6" = 9	
Product 1 Type: Ultra Low Sulphur Diesel Quantity: 4,564,077 litres	Product 2 Type: Quantity: litre
Product 3 Type: Quantity: litre	Product 4 Type: Quantity: litre
☒ Ship to Shore Checklist(s) Completed * ☒ Annual Hose Test Certificate Verified * ☒ Oil Pollution Emergency Plan On Site During Transfer ☒ Spill Response Equipment Checked and Available During Transfer *Copies of each to be included with submission of this report to TCMSS	

OHF Representative

John Staynor		2023 – 09 - 25
Name	Signature	Date

Send completed report along with supporting documentation to:

tc.erpnr-lerpn.tc@tc.gc.ca

or

Marine Safety – Environmental Response
PO Box 8550, 344 Edmonton St
Winnipeg, MB, R3C 0P6

ARCTIC WATERS OIL TRANSFER

TRANSFER PARTICULARS

VESSEL / STATION INFORMATION			Location:	
Supplier	Recipient	Start Date	BATHURST, SABINA	
Vessel / Station Name	ROSSI A. DESGARD	Start Time	13:48 2023-09-22	
Officer in Charge	JEFFREY SAUER	Finish Date		
Title	CO	Finish Time		
OPERATIONS				
Transfer Type: FLOATING WISE		Connection Type (eg 2/4 bands): HDPE x CAMLOCK		
Total Length of Hose (m): 2400 x 2223		Number of Hose Sections: 17 SECTION		
Diameter (m): 6" x 4"		Test Pressure (kPa): 120 PSI		
Purge Method:		Pig Used:		
Boom deployed before transfer:		If yes, type: IRAM		
Work Boat used: 1				
Hose Strain Relief System used:				
PRODUCT INFORMATION			WEATHER CONDITIONS	
Type	Quantity	Start Time	Finish time	Ice:
VL80A	4512 m³			Wind Force (knots): 10 Knot
	m³			Wind Direction: W
	m³			Sea State: LOW
	m³			Visibility: GOOD
	m³			Light Conditions:
COMMUNICATIONS				
Primary Method:	68	VHF UHF CHAN/FREQ		
Backup Method:	16	(PHONE, RADIO, ETC)		
Language Used:				

ARCTIC WATERS OIL TRANSFER

GENERAL CHECKLIST FOR ALL TRANSFERS

GENERAL PROCEDURE	CHECK YES	SUPPLIER		RECIPIENT		COMMENTS
		INITIAL	DATE	INITIAL	DATE	
1. Pre-transfer P.A. Announcement made?	☒	JS				
2. All personnel involved are informed & adequately trained? A designated person in charge on duty at all times during the transfer operation?	☒	JS	2023-09-22	JS	2023-09-23	
3. Language agreed to? <i>ENGLISH</i>	☒	JS		JS		
4. All communications including Backup System tested?	☒	JS		JS		
5. Is fire fighting equipment tested, available & are fire screens in place?	☒	JS		JS		
6. Are all regulations for transfer understood and observed and "NO SMOKING, NAKED LIGHTS or FLAMES" signs posted?	☒	JS		JS		
7. Are flashlights "intrinsically safe" and approved?	☒	JS		JS		
8. Are window type A.C. units switched off?	☒	JS		JS		
9. Are exterior doors and ports leading to main deck closed?	☒	JS		JS		
10. Is equipment, tools & material required for transfer available at hand?	☒	JS		JS		
11. Is containment equipment and absorbent material available?	☒	JS		JS		
12. Has Transfer Emergency Shutdown been tested?	☒	JS		JS		
13. Hoses to be used have been checked for:						
a) correct diameter & length to reach other station,	☒	JS		JS		
b) chafing, cracks or other deformation,	☒	JS		JS		
c) damaged fittings,	☒	JS		JS		
d) blanking of hoses,	☒	JS		JS		
e) continuity,	☒	JS		JS		
14. All repair work at either station stopped. (if dangerous for transfer)	☒	JS		JS		
15. Inert gas system is fully operational (if fitted).	☒	JS		JS		
16. Main transmitting aerials and radar scanners are used with due care.	☒	JS		JS		

ARCTIC WATERS OIL TRANSFER

GENERAL CHECKLIST FOR ALL TRANSFERS (Continued)

GENERAL PROCEDURE	CHECK	SUPPLIER		RECIPIENT		COMMENTS
	YES	INITIAL	DATE	INITIAL	DATE	
17. All craft alongside are authorised and following hazard warnings, etc.	☒	SM	70230422	SM	20230922	
18. Is hose test certificate or records available for inspection?	☒	SM		SM		
19. Have weather and ice reports been determined?	☒	SM		SM		
20. Are gas concentration accumulations in still air conditions monitored?	☒	SM		SM		
21. Are all scuppers plugs in place?	☒	SM		SM		
22. Are main decks free of standing water?	☒	SM		SM		
23. Were manifolds drained before removing blanks?	☒	SM		SM		
24. Are pressure gauges ready and in place?	☒	SM		SM		
25. All sea valves on cargo systems closed?	☒	SM		SM		
26. Are drip cans and trays in place, and empty?	☒	SM		SM		
27. Is lighting adequate for all transfer requirements?	☒	SM		SM		
28. Is mooring watch being monitored?	☒	SM		SM		
29. Are spill reporting procedures understood?	☒	SM		SM		
30. Are all tank vents free of blockage?	☒	SM		SM		
31. Have Pressure/Vacuum Relief (PVR) valves been checked?	☒	SM		SM		
32. Has a post-transfer PA announcement been made?	☒	SM		SM		
33. Are International signals being displayed? (if required)	☒	SM		SM		
34. Has a written procedure and the sequence of the transfer been agreed upon?	☒	SM		SM		
35. Is there a clear understanding of the watch and shift arrangement?	☒	SM		SM		
36. Will there be sufficient personnel available at all times to monitor the transfer operation, tend cargo hose and mooring lines and take appropriate action in an emergency?	☒	SM		SM		

ARCTIC WATERS OIL TRANSFER

CHECKLIST FOR SHIP TO SHORE TRANSFERS

SHIP TO SHORE - PROCEDURE	CHECK	SUPPLIER		RECIPIENT		COMMENTS
	YES	INITIAL	DATE	INITIAL	DATE	
1. Has the General Checklist for All Transfers complete?	☒	<i>SM</i>	<i>5/25/22</i>	<i>245</i>	<i>245</i>	
2. Are all vehicles outside the agreed safe distance?	☒	<i>SM</i>		<i>245</i>		
3. Are the emergency towing wires in place?	☒	<i>SM</i>		<i>245</i>		
4. Is the vessel ready to move under its own power immediately?	☒	<i>SM</i>		<i>245</i>		
5. Has a hose drainage plan been agreed upon?	☒	<i>SM</i>		<i>245</i>		
6. Has the hose string been checked to working pressure?	☒	<i>SM</i>		<i>245</i>		
7. Is a work boat deployed to check the hose frequently for leaks during transfer?	☒	<i>SM</i>		<i>245</i>		
8. Are all transfer associated valves and tanks closed after transfer?	☒	<i>SM</i>		<i>245</i>		
9. Have hoses been purged prior to their return to the vessel?	☒	<i>SM</i>		<i>245</i>		
10. Are hoses and other transfer equipment properly stowed?	☒	<i>SM</i>		<i>245</i>		

PRESSURE/LEAK TEST REPORT



PROJECT: Back River MLA – shore-side transfer conduit		JOB NO.: 1 of 2	DATE: YYYY/MM/DD 2023/09/13	
TEST PACKAGE NO.: N/A		SPECIFIED CODE:		
TEST BOUNDARIES: Pipeline from shore manifold to Tank #1 “Y” connection.				
SYSTEM DESIGN PRESSURE: 90 PSI	AMBIENT TEMPERATURE: 7°C	REQUIRED TEST PRESSURE: 360 PSI		
TEST MEDIUM: WATER		PRESSURE RELIEF VALVE SETTING: N/A		
TEST GAUGE SERIAL NUMBER: WH10969P- Meets ANSI-B40.1	GUAGE RANGE: 0-400 PSI		CALIBRATION DATE: New	
PRE-TEST ACCEPTANCE/APPROVAL				
PIPE/MECHANICAL:	SIGNATURE:		DATE:	
ELECTRICAL/INSTRUMENTATION:	SIGNATURE:		DATE:	
QA/QC:	SIGNATURE:		DATE:	
TEST DATA (v = visual & s = solution)				
READINGS	TIME	PRESSURE – PSI	TEMPERATURE	LEAK CHECK
1. Start of Pressure Tests	09:10	0	7°C	
2. Pressure at 360 PSI (Start)	11:00	360	7°C	11:10
3. Pressure at 360 PSI (End)	12:00	365	7°C	
4. Pressure held at >140 PSI (Start)	12:10	140	7°C	12:30
5. Pressure held at >140 PSI (End)	16:25	146	7°C	
6. End of Pressure Tests	16:25	0	7°C	
COMMENTS: Control and maintain Test Pressure at 360 PSI for 60 minutes. Ensure Test Pressure is not exceeded by more than 10%. Then control and maintain to 125% of operational pressure (112.5 PSI) until all joints and piping have been checked for leaks.				
TEST RESULT ACCEPTANCE				
ROLE	PRINT NAME	SIGNATURE	DATE (YYYY/MM/DD)	
CLIENT REPRESENTATIVE:	Andrew Gallant		2023/08/18	
OHF TRANSFER SUPERVISOR	John Staynor		2023/08/18	
POST TEST – SYSTEM RESTORATION				
CONFIRM COMPLETE	PRINT NAME AND INITIAL			DATE
	TRADE SUPERVISOR	PIPEFITTER	CLIENT REP	
DRAINED/FLUSHED: DRY IF REQUIRED	Andrew Gallant		X	2023/08/12
BLINDS REMOVED	Trent Bishop	X		2023/08/12
VENT & DRAIN HOLES PLUGGED/SEAL WELDED	Robin Sharuga	X		2023/08/12
EQUIPMENT/INSTRUMENTS REINSTALLED	Trent Bishop	X		2023/08/12
TEMPORARY RESTRAINTS REMOVED	Trent Bishop	X		2023/08/12

PRESSURE/LEAK TEST REPORT



PROJECT: **Back River MLA – shore-side transfer conduit** JOB NO: **2 of 2** DATE: YYYY/MM/DD
2023/09/13

TEST PACKAGE NO.: **N/A** SPECIFIED CODE:

TEST BOUNDARIES:
Pipeline from "T" connection with Tank #1 to Tank #2

SYSTEM DESIGN PRESSURE: **60 PSI** AMBIENT TEMPERATURE: **14°C** REQUIRED TEST PRESSURE: **360 PSI**

TEST MEDIUM: **WATER** PRESSURE RELIEF VALVE SETTING: **N/A**

TEST GAUGE SERIAL NUMBER: **WH10969P- Meets ANSI-B40.1** GAUGE RANGE: **0-400 PSI** CALIBRATION DATE: **New**

PRE-TEST ACCEPTANCE/APPROVAL

PIPE/MECHANICAL:	SIGNATURE:	DATE:
ELECTRICAL/INSTRUMENTATION:	SIGNATURE:	DATE:
QA/QC:	SIGNATURE:	DATE:

TEST DATA (v = visual & s = solution)

READINGS	TIME	PRESSURE – PSI	TEMPERATURE	LEAK CHECK
1. Start of Pressure Tests	10:45	0	14C	
2. Pressure at 360 PSI (Start)	11:01	241	14C	11:10, 11:40, 12:00
3. Pressure at 360 PSI (End)	12:05	257	14C	
4. End of Pressure Tests	12:14	0	14C	

COMMENTS: Control and maintain Test Pressure at 360 PSI for 60 minutes. Ensure Test Pressure is not exceeded by more than 10%. Then control and maintain to 125% of operational pressure (112.5 PSI) until all joints and piping have been checked for leaks.

TEST RESULT ACCEPTANCE

ROLE	PRINT NAME	SIGNATURE	DATE (YYYY/MM/DD)
CLIENT REPRESENTATIVE:	Andrew Gallant		2023/08/18
OHF TRANSFER SUPERVISOR	John Staynor		2023/08/18

POST TEST – SYSTEM RESTORATION

CONFIRM COMPLETE	PRINT NAME AND INITIAL			DATE
	TRADE SUPERVISOR	PIPEFITTER	CLIENT REP	
DRAINED/FLUSHED: DRY IF REQUIRED	Andrew Gallant		X	2023/08/12
BLINDS REMOVED	Trent Bishop	X		2023/08/12
VENT & DRAIN HOLES PLUGGED/SEAL WELDED	Robin Sharuga	X		2023/08/12
EQUIPMENT/INSTRUMENTS REINSTALLED	Trent Bishop	X		2023/08/12
TEMPORARY RESTRAINTS REMOVED	Trent Bishop	X		2023/08/12

HOSETRACKER

ONTARIO HOSE SPECIALTIES LTD.

www.ontariohose.com

Mississauga:

7245 Pacific Circle, Mississauga,
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Tel: 514-685-1255

Stoney Creek:

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Ontario L8E 2B1,
Tel: 905-662-0278

Maritimes:

10 Akerley Blvd, Unit28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00282
Hose Type:	FLOATER HOSE
Part Number:	GMFH4x400-ORANGE-RT
Order:	N/A
PO:	12894
Unit:	MFG 2018 (800PSI BURST)
Location:	Quebec

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	398'
Temperature:	N/A
Status:	★★★★ This is not a brand name for all Sinter in service
Ratings:	
Colour:	green
HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Test last conducted by: Josh Martin

Printed: 07-07-2023

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Tel: 514-665-1266

Stoney Creek:

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Ontario L8E 2B1,
Tel: 905-662-0275

Maritimes:

10 Akarlay Blvd, Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-455-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00288
Hose Type:	FLOATER HOSE
Part Number:	GMFH4x400-ORANGE-RT
Order:	N/A
PO:	12894
Unit:	MFG 2018 (800PSI BURST)
Location:	Quebec

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	399'
Temperature:	N/A
Status:	★★★★ Free in Use - 0 Return - New test 300 Bar in 44-46
Ratings:	
Colour:	green
HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Montreal:

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Quebec H9P 1J7,
Tel: 514-685-1266

Stoney Creek:

333 Green road, unit1, Stoney Creek,
Ontario L8E 2B1,
Tel: 905-662-0276

Maritimes:

10 Akerley Blvd, Unit28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-455-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00292
Hose Type:	FLOATER HOSE
Part Number:	GMFH4x400-ORANGE-RT
Order:	N/A
PO:	12894
Unit:	MFG 2018 (800PSI BURST)
Location:	Quebec

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	399'
Temperature:	N/A
Status:	★★★★ This is not a Brand Name but a Rating by service.
Ratings:	
Colour:	green
HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Fax: 613-549-5214

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Tel: 519-330-8541

Montreal:

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Quebec H9P 1J7,
Tel: 514-695-1296

Stoney Creek:

333 Green road, unit 1, Stoney Creek,
Ontario L8E 2B1,
Tel: 905-662-0278

Maritimes:

10 Akarley Blvd, Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-455-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00298
Hose Type:	GOODYEAR
Part Number:	
Order:	N/A
PO:	
Unit:	MFG 2018 (800PSI BURST)
Location:	Quebec

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	193'
Temperature:	N/A
Status:	★★★★ Think it's just a brand new but we'll better in service
Ratings:	
Colour:	green
HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Fax: 613-549-6214

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Tel: 519-336-3541

Montreal:

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Quebec H9P 1J7,
Tel: 514-885-1255

Stoney Creek:

333 Green road, unit 1, Stoney Creek,
Ontario L8E 2B1,
Tel: 905-662-0276

Maritimes:

10 Akartay Blvd, Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00297
Hose Type:	FLOATER HOSE
Part Number:	
Order:	N/A
PO:	N/A
Unit:	MFG 2018 (800PSI BURST)
Location:	Quebec

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	131'
Temperature:	N/A
Status:	★★★★ This is Not a Good Hose but still better in service
Ratings:	
Colour:	green
HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Printed: 07-07-2023

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Fax: 513-549-8214

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Montreal:

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Quebec H9P 1J7,
Tel: 514-585-1253

Stoney Creek:

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Ontario L8E 2B1,
Tel: 905-662-0278

Maritimes:

10 Alexey Blvd, Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-455-5223

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	S/S MALE X FEMALE CAMLOCK
Hose ID:	PNV - 00319	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	398'
Part Number:	GMFH4X400-ORANGE-RT	Temperature:	N/A
Order:	N/A	Status:	☆☆☆☆ Check out a brand new test order number...
PO:	19052	Ratings:	
Unit:	May 2019 (800PSI BURST)	Colour:	green
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Printed: 07-07-2023

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Fax: 613-549-6214

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Tel: 519-336-8541

Montreal:

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Quebec H9P 1J7,
Tel: 514-685-1256

Stoney Creek:

333 Green road, Unit 1, Stoney Creek,
Ontario L8E 2B1,
Tel: 905-662-0276

Maritimes:

10 Akerley Blvd, Unit 29, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-455-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	S/S MALE X FEMALE CAMLOCK
Hose ID:	PNV - 00291	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GMFH4x400-ORANGE-RT	Temperature:	N/A
Order:	N/A	Status:	★★★★ This is not a brand new but well stored in stock.
PO:	12894	Ratings:	
Unit:	MFG 2018 (800PSI BURST)	Colour:	green
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Test last conducted by: Josh Martin

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Tel: 519-339-6541

Montreal:

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Quebec H9P 1J7
Tel: 514-883-1266

Stoney Creek:

333 Green Road, Unit 1, Stoney Creek,
Ontario L8E 2B1,
Tel: 905-662-0270

Maritimes:

10 Alderley Blvd. Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00283
Hose Type:	FLOATER HOSE
Part Number:	GMFH4x400-ORANGE-RT
Order:	N/A
PO:	12894
Unit:	MFG 2018 (800PSI BURST)
Location:	Quebec

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	127'
Temperature:	N/A
Status:	★★★★ This is not a brand name but a better service
Ratings:	
Colour:	green
HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Tel: 514-695-1255

Stoney Creek:

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Tel: 905-662-0276

Maritimes:

10 Akerley Blvd, Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	MxF Hydrasearch
Hose ID:	PNV - 00312	Diameter:	6"
Hose Type:	FLOATER HOSE	Length:	380'
Part Number:	GMFH6X4-OR-MXFHYD	Temperature:	N/A
Order:	N/A	Status:	★★★★★ This is a Grade 100 Hose and is Excellent to be in service
PO:	19053	Ratings:	
Unit:	MFG 2019 (800PSI BURST)	Colour:	orange
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Stoney Creek:

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Tel: 905-662-0276

Maritimes:

10 Axerley Blvd, Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	MxF Hydrasearch
Hose ID:	PNV - 00306	Diameter:	6"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GMFH6X4-OR-MXFHYD	Temperature:	N/A
Order:	N/A	Status:	★★★★★ This is a good item - it is in good condition
PO:	19053	Ratings:	
Unit:	MFG 2019 (600PSI BURST)	Colour:	orange
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Fax: 613-549-6214

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Tel: 514-685-1255

Stoney Creek:

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Ontario L8E 2B1
Tel: 905-662-0276

Maritimes:

10 Akerley Blvd, Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	MxF Hydrasearch
Hose ID:	PNV - 00307	Diameter:	6"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GMFH6X4-OR-MXPHYD	Temperature:	N/A
Order:	N/A	Status:	★★★★★ This is a brand new hose and is expected to be in service
PO:	19053	Ratings:	
Unit:	MFG 2019 (800PSI BURST)	Colour:	orange
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Fax: 513-549-8214

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Tel: 519-339-3541

Montreal:

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Tel: 514-685-1266

Stoney Creek:

333 Green road, unit1, Stoney Creek,
Ontario L8E 2B1,
Tel: 905-562-0278

Maritimes:

10 Akerley Blvd, Unit28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-455-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	MxF Hydrasearch
Hose ID:	PNV - 00308	Diameter:	6"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GMFH6X4-OR-MXFHYD	Temperature:	N/A
Order:	N/A	Status:	★★★★★ THIS EQUIPMENT MEETS OR EXCEEDS ALL EQUIPMENT STANDARDS
PO:	19053	Ratings:	
Unit:	MFG 2019 (800PSI BURST)	Colour:	orange
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Test last conducted by: Josh Martin

Printed: 07-07-2023

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Fax: 613-549-6214

Corunna:

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Tel: 519-326-8541

Montreal:

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Quebec H9P 1J7,
Tel: 514-685-1256

Stoney Creek:

335 Green road, Unit 1, Stoney Creek,
Ontario L8E 2B1,
Tel: 905-662-9276

Maritimes:

10 Axerley Blvd, Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	MxF Hydrasearch
Hose ID:	PNV - 00310	Diameter:	6"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GMFH6X4-OR-MXFHYD	Temperature:	N/A
Order:	N/A	Status:	★★★★★ This is a brand new hose and is 5' tested to 3000 psi.
PO:	19053	Ratings:	
Unit:	MFG 2019 (800PSI BURST)	Colour:	orange
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Please refer to all instruction manuals, technical drawings and documents before using the equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.

Test last conducted by: Josh Martin

Printed: 07-07-2023

HOSETRACKER

ONTARIO HOSE SPECIALTIES LTD.

www.ontariohose.com

Mississauga:

7245 Pacific Circle, Mississauga,
Ontario L5T 1V1,
Tel: 905-670-0113, Fax: 905-670-4958

Kingston:

539 Justus Drive, Kingston,
Ontario K7M 4H5,
Tel: 613-549-7316
Fax: 613-549-6214

Corunna:

450 Polymore Drive,
Corunna, Ontario N0N 1G0,
Tel: 519-336-8541

Montreal:

1900 Hymus Blvd, Dorval,
Quebec H9P 1J7,
Tel: 514-835-1266

Stoney Creek:

333 Green road, unit 1, Stoney Creek,
Ontario L8E 2B1,
Tel: 905-662-0276

Maritimes:

10 Akerley Blvd, Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	MxF Hydrasearch
Hose ID:	PNV - 00311	Diameter:	6"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GMFH6X4-OR-MX-FHYD	Temperature:	N/A
Order:	N/A	Status:	★★★★★ This is a brand new hose which is guaranteed to be in service.
PO:	19053	Ratings:	
Unit:	MFG (800PSI BURST) 2019	Colour:	orange
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
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Tel: 519-335-8541

Montreal:

1930 Hyman Blvd, Dorval,
Quebec H9P 1J7,
Tel: 514-685-1256

Stoney Creek:

333 Green road, Unit1, Stoney Creek,
Ontario L8E 2B1,
Tel: 905-662-6276

Maritimes:

10 Akerley Blvd, Unit28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	MxF Hydrasearch
Hose ID:	PNV - 00309	Diameter:	6"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GMFH6X4-OR-MXFHYD	Temperature:	N/A
Order:	N/A	Status:	★★★★★ This is a brand new product. Excellent to be in service
PO:	19053	Ratings:	
Unit:	MFG 2019 (800PSI BURST)	Colour:	orange
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

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Tel: 905-662-0276

Maritimes:

10 Akerley Blvd, Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	MxF Hydrasearch
Hose ID:	PNV - 00313	Diameter:	6"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GMFH6X4OR-MXFHYD	Temperature:	N/A
Order:	N/A	Status:	★★★★★ This is a brand new hose and is guaranteed to be in service.
PO:	19053	Ratings:	
Unit:	MFG 2019 (800PSI BURST)	Colour:	orange
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

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Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Tel: 905-662-0276

Maritimes:

10 Akerley Blvd, Unit28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	MxF Hydrasearch
Hose ID:	PNV - 00314	Diameter:	6"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GMFH6X4-OR-MXFHYD	Temperature:	N/A
Order:	N/A	Status:	★★★★★ This is a third party audit and is subject to change
PO:	19053	Ratings:	
Unit:	MFG (800PSI BURST) 2019	Colour:	orange
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
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Length Of Pressure Test: 5 Minutes

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Test last conducted by: Josh Martin

Printed: 07-07-2023



Post Oil Transfer Report

Facility

Name B2Gold Back River MLA	Location Bathurst Inlet NU
Operator B2Gold Corp.	Latitude & Longitude 66..6310 (N) -107.6681 (W)
	Nautical Chart # 7793

Transfer

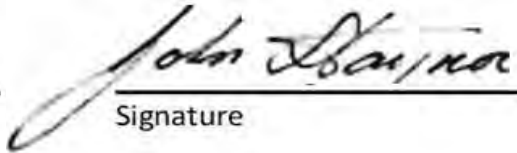
Date Started (yyyy-mm-dd) 2023 – 09 – 22	Maximum Transfer Rate 237 m ³ /h
Name of Vessel Captain Rossi A. Desgagnés (IMO 9804435)	Shipping Company Petronav
Number of trained OHF staff on site during transfer: 6	
Transfer Hose Diameter 1 x 4" - 2323 feet 1 x 6" 3580 feet	☐ m ☒ ft No. of Sections: 4" = 8 6" = 9
Product 1 Type: Ultra Low Sulphur Diesel Quantity: 4,564,077 litres	Product 2 Type: Quantity: litre
Product 3 Type: Quantity: litre	Product 4 Type: Quantity: litre
☒ Ship to Shore Checklist(s) Completed * ☒ Annual Hose Test Certificate Verified * ☒ Oil Pollution Emergency Plan On Site During Transfer ☒ Spill Response Equipment Checked and Available During Transfer	

*Copies of each to be included with submission of this report to TCMSS

OHF Representative

John Staynor

Name



Signature

2023 – 09 - 25

Date

Send completed report along with supporting documentation to:

tc.erpnr-lerpn.tc@tc.gc.ca

or

Marine Safety – Environmental Response
PO Box 8550, 344 Edmonton St
Winnipeg, MB, R3C 0P6

ARCTIC WATERS OIL TRANSFER

TRANSFER PARTICULARS

VESSEL / STATION INFORMATION			Location:	
Supplier	Recipient	Start Date	BATHURST, SABINA	
Vessel / Station Name	ROSSI A. DESGARD	Start Time	13:48 2023-09-22	
Officer in Charge	JEFFREY SAUER	Finish Date		
Title	CO	Finish Time		
OPERATIONS				
Transfer Type: FLOATING WISE		Connection Type (eg 2/4 bands): HDPE x CAMLOCK		
Total Length of Hose (m): 2400 x 2223		Number of Hose Sections: 17 SECTION		
Diameter (m): 6" x 4"		Test Pressure (kPa): 120 PSI		
Purge Method:		Pig Used:		
Boom deployed before transfer:		If yes, type: IRAM		
Work Boat used: 1				
Hose Strain Relief System used:				
PRODUCT INFORMATION			WEATHER CONDITIONS	
Type	Quantity	Start Time	Finish time	Ice:
VL80A	4512 m³			Wind Force (knots): 10 Knot
	m³			Wind Direction: W
	m³			Sea State: LOW
	m³			Visibility: GOOD
	m³			Light Conditions:
COMMUNICATIONS				
Primary Method:	68	VHF UHF CHAN/FREQ		
Backup Method:	16	(PHONE, RADIO, ETC)		
Language Used:				

ARCTIC WATERS OIL TRANSFER

GENERAL CHECKLIST FOR ALL TRANSFERS

GENERAL PROCEDURE	CHECK YES	SUPPLIER		RECIPIENT		COMMENTS
		INITIAL	DATE	INITIAL	DATE	
1. Pre-transfer P.A. Announcement made?	☒	JS				
2. All personnel involved are informed & adequately trained? A designated person in charge on duty at all times during the transfer operation?	☒	JS	2023-09-22	JS	2023-09-23	
3. Language agreed to? <i>ENGLISH</i>	☒	JS		JS		
4. All communications including Backup System tested?	☒	JS		JS		
5. Is fire fighting equipment tested, available & are fire screens in place?	☒	JS		JS		
6. Are all regulations for transfer understood and observed and "NO SMOKING, NAKED LIGHTS or FLAMES" signs posted?	☒	JS		JS		
7. Are flashlights "intrinsically safe" and approved?	☒	JS		JS		
8. Are window type A.C. units switched off?	☒	JS		JS		
9. Are exterior doors and ports leading to main deck closed?	☒	JS		JS		
10. Is equipment, tools & material required for transfer available at hand?	☒	JS		JS		
11. Is containment equipment and absorbent material available?	☒	JS		JS		
12. Has Transfer Emergency Shutdown been tested?	☒	JS		JS		
13. Hoses to be used have been checked for:						
a) correct diameter & length to reach other station,	☒	JS		JS		
b) chafing, cracks or other deformation,	☒	JS		JS		
c) damaged fittings,	☒	JS		JS		
d) blanking of hoses,	☒	JS		JS		
e) continuity,	☒	JS		JS		
14. All repair work at either station stopped. (if dangerous for transfer)	☒	JS		JS		
15. Inert gas system is fully operational (if fitted).	☒	JS		JS		
16. Main transmitting aerials and radar scanners are used with due care.	☒	JS		JS		

ARCTIC WATERS OIL TRANSFER

GENERAL CHECKLIST FOR ALL TRANSFERS (Continued)

GENERAL PROCEDURE	CHECK	SUPPLIER		RECIPIENT		COMMENTS
	YES	INITIAL	DATE	INITIAL	DATE	
17. All craft alongside are authorised and following hazard warnings, etc.	☒	SM	70230422	SM	20230922	
18. Is hose test certificate or records available for inspection?	☒	SM		SM		
19. Have weather and ice reports been determined?	☒	SM		SM		
20. Are gas concentration accumulations in still air conditions monitored?	☒	SM		SM		
21. Are all scuppers plugs in place?	☒	SM		SM		
22. Are main decks free of standing water?	☒	SM		SM		
23. Were manifolds drained before removing blanks?	☒	SM		SM		
24. Are pressure gauges ready and in place?	☒	SM		SM		
25. All sea valves on cargo systems closed?	☒	SM		SM		
26. Are drip cans and trays in place, and empty?	☒	SM		SM		
27. Is lighting adequate for all transfer requirements?	☒	SM		SM		
28. Is mooring watch being monitored?	☒	SM		SM		
29. Are spill reporting procedures understood?	☒	SM		SM		
30. Are all tank vents free of blockage?	☒	SM		SM		
31. Have Pressure/Vacuum Relief (PVR) valves been checked?	☒	SM		SM		
32. Has a post-transfer PA announcement been made?	☒	SM		SM		
33. Are International signals being displayed? (if required)	☒	SM		SM		
34. Has a written procedure and the sequence of the transfer been agreed upon?	☒	SM		SM		
35. Is there a clear understanding of the watch and shift arrangement?	☒	SM		SM		
36. Will there be sufficient personnel available at all times to monitor the transfer operation, tend cargo hose and mooring lines and take appropriate action in an emergency?	☒	SM		SM		

ARCTIC WATERS OIL TRANSFER

CHECKLIST FOR SHIP TO SHORE TRANSFERS

SHIP to SHORE - PROCEEDURE	CHECK	SUPPLIER		RECIPIENT		COMMENTS
	YES	INITIAL	DATE	INITIAL	DATE	
1. Has the General Checklist for All Transfers complete?	☒	<i>[Signature]</i>	5/25/22	<i>[Signature]</i>	2/23/24	
2. Are all vehicles outside the agreed safe distance?	☒	<i>[Signature]</i>		<i>[Signature]</i>	2/4/24	
3. Are the emergency towing wires in place?	☒	<i>[Signature]</i>		<i>[Signature]</i>	2/4/24	
4. Is the vessel ready to move under its own power immediately?	☒	<i>[Signature]</i>		<i>[Signature]</i>	2/4/24	
5. Has a hose drainage plan been agreed upon?	☒	<i>[Signature]</i>		<i>[Signature]</i>	2/4/24	
6. Has the hose string been checked to working pressure?	☒	<i>[Signature]</i>		<i>[Signature]</i>	2/4/24	
7. Is a work boat deployed to check the hose frequently for leaks during transfer?	☒	<i>[Signature]</i>		<i>[Signature]</i>	2/4/24	
8. Are all transfer associated valves and tanks closed after transfer?	☒	<i>[Signature]</i>		<i>[Signature]</i>	2/4/24	
9. Have hoses been purged prior to their return to the vessel?	☒	<i>[Signature]</i>		<i>[Signature]</i>	2/4/24	
10. Are hoses and other transfer equipment properly stowed?	☒	<i>[Signature]</i>		<i>[Signature]</i>	2/4/24	

PRESSURE/LEAK TEST REPORT



PROJECT: Back River MLA – shore-side transfer conduit		JOB NO.: 1 of 2	DATE: YYYY/MM/DD 2023/09/13	
TEST PACKAGE NO.: N/A		SPECIFIED CODE:		
TEST BOUNDARIES: Pipeline from shore manifold to Tank #1 “Y” connection.				
SYSTEM DESIGN PRESSURE: 90 PSI	AMBIENT TEMPERATURE: 7°C	REQUIRED TEST PRESSURE: 360 PSI		
TEST MEDIUM: WATER		PRESSURE RELIEF VALVE SETTING: N/A		
TEST GAUGE SERIAL NUMBER: WH10969P- Meets ANSI-B40.1	GUAGE RANGE: 0-400 PSI		CALIBRATION DATE: New	
PRE-TEST ACCEPTANCE/APPROVAL				
PIPE/MECHANICAL:	SIGNATURE:		DATE:	
ELECTRICAL/INSTRUMENTATION:	SIGNATURE:		DATE:	
QA/QC:	SIGNATURE:		DATE:	
TEST DATA (v = visual & s = solution)				
READINGS	TIME	PRESSURE – PSI	TEMPERATURE	LEAK CHECK
1. Start of Pressure Tests	09:10	0	7°C	
2. Pressure at 360 PSI (Start)	11:00	360	7°C	11:10
3. Pressure at 360 PSI (End)	12:00	365	7°C	
4. Pressure held at >140 PSI (Start)	12:10	140	7°C	12:30
5. Pressure held at >140 PSI (End)	16:25	146	7°C	
6. End of Pressure Tests	16:25	0	7°C	
COMMENTS: Control and maintain Test Pressure at 360 PSI for 60 minutes. Ensure Test Pressure is not exceeded by more than 10%. Then control and maintain to 125% of operational pressure (112.5 PSI) until all joints and piping have been checked for leaks.				
TEST RESULT ACCEPTANCE				
ROLE	PRINT NAME	SIGNATURE	DATE (YYYY/MM/DD)	
CLIENT REPRESENTATIVE:	Andrew Gallant		2023/08/18	
OHF TRANSFER SUPERVISOR	John Staynor		2023/08/18	
POST TEST – SYSTEM RESTORATION				
CONFIRM COMPLETE	PRINT NAME AND INITIAL			DATE
	TRADE SUPERVISOR	PIPEFITTER	CLIENT REP	
DRAINED/FLUSHED: DRY IF REQUIRED	Andrew Gallant		X	2023/08/12
BLINDS REMOVED	Trent Bishop	X		2023/08/12
VENT & DRAIN HOLES PLUGGED/SEAL WELDED	Robin Sharuga	X		2023/08/12
EQUIPMENT/INSTRUMENTS REINSTALLED	Trent Bishop	X		2023/08/12
TEMPORARY RESTRAINTS REMOVED	Trent Bishop	X		2023/08/12

PRESSURE/LEAK TEST REPORT



PROJECT: **Back River MLA – shore-side transfer conduit** JOB NO: **2 of 2** DATE: YYYY/MM/DD
2023/09/13

TEST PACKAGE NO.: **N/A** SPECIFIED CODE:

TEST BOUNDARIES:
Pipeline from "T" connection with Tank #1 to Tank #2

SYSTEM DESIGN PRESSURE: **60 PSI** AMBIENT TEMPERATURE: **14°C** REQUIRED TEST PRESSURE: **360 PSI**

TEST MEDIUM: **WATER** PRESSURE RELIEF VALVE SETTING: **N/A**

TEST GAUGE SERIAL NUMBER: **WH10969P- Meets ANSI-B40.1** GAUGE RANGE: **0-400 PSI** CALIBRATION DATE: **New**

PRE-TEST ACCEPTANCE/APPROVAL

PIPE/MECHANICAL:	SIGNATURE:	DATE:
ELECTRICAL/INSTRUMENTATION:	SIGNATURE:	DATE:
QA/QC:	SIGNATURE:	DATE:

TEST DATA (v = visual & s = solution)

READINGS	TIME	PRESSURE – PSI	TEMPERATURE	LEAK CHECK
1. Start of Pressure Tests	10:45	0	14C	
2. Pressure at 360 PSI (Start)	11:01	241	14C	11:10, 11:40, 12:00
3. Pressure at 360 PSI (End)	12:05	257	14C	
4. End of Pressure Tests	12:14	0	14C	

COMMENTS: Control and maintain Test Pressure at 360 PSI for 60 minutes. Ensure Test Pressure is not exceeded by more than 10%. Then control and maintain to 125% of operational pressure (112.5 PSI) until all joints and piping have been checked for leaks.

TEST RESULT ACCEPTANCE

ROLE	PRINT NAME	SIGNATURE	DATE (YYYY/MM/DD)
CLIENT REPRESENTATIVE:	Andrew Gallant		2023/08/18
OHF TRANSFER SUPERVISOR	John Staynor		2023/08/18

POST TEST – SYSTEM RESTORATION

CONFIRM COMPLETE	PRINT NAME AND INITIAL			DATE
	TRADE SUPERVISOR	PIPEFITTER	CLIENT REP	
DRAINED/FLUSHED: DRY IF REQUIRED	Andrew Gallant		X	2023/08/12
BLINDS REMOVED	Trent Bishop	X		2023/08/12
VENT & DRAIN HOLES PLUGGED/SEAL WELDED	Robin Sharuga	X		2023/08/12
EQUIPMENT/INSTRUMENTS REINSTALLED	Trent Bishop	X		2023/08/12
TEMPORARY RESTRAINTS REMOVED	Trent Bishop	X		2023/08/12

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Tel: 905-662-0278

Maritimes:

10 Akerley Blvd, Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00282
Hose Type:	FLOATER HOSE
Part Number:	GMFH4x400-ORANGE-RT
Order:	N/A
PO:	12894
Unit:	MFG 2018 (800PSI BURST)
Location:	Quebec

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	398'
Temperature:	N/A
Status:	★★★★ This is not a brand name for all Sinter in service
Ratings:	
Colour:	green
HAWP:	200

Last Test Date(s)

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Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

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Static	07/Jul/2024
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Length Of Pressure Test: 5 Minutes

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Tel: 905-662-0275

Maritimes:

10 Akarlay Blvd, Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-455-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00288
Hose Type:	FLOATER HOSE
Part Number:	GMFH4x400-ORANGE-RT
Order:	N/A
PO:	12894
Unit:	MFG 2018 (800PSI BURST)
Location:	Quebec

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	399'
Temperature:	N/A
Status:	★★★★ Free in Use - 0 Return - New test 300 Bar in 44-46
Ratings:	
Colour:	green
HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Printed: 07-07-2023

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Ontario L8E 2B1,
Tel: 905-662-0276

Maritimes:

10 Akerley Blvd, Unit28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-455-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00292
Hose Type:	FLOATER HOSE
Part Number:	GMFH4x400-ORANGE-RT
Order:	N/A
PO:	12894
Unit:	MFG 2018 (800PSI BURST)
Location:	Quebec

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	399'
Temperature:	N/A
Status:	★★★★ This is not a Brand Name but a Rating by service.
Ratings:	
Colour:	green
HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Test last conducted by: Josh Martin

Printed: 07-07-2023

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ONTARIO HOSE SPECIALTIES LTD.

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Ontario K7M 4H5,
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Fax: 613-549-5214

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Tel: 514-685-1296

Stoney Creek:

333 Green road, unit 1, Stoney Creek,
Ontario L8E 2B1,
Tel: 905-662-0278

Maritimes:

10 Akarley Blvd, Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-455-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00298
Hose Type:	GOODYEAR
Part Number:	
Order:	N/A
PO:	
Unit:	MFG 2018 (800PSI BURST)
Location:	Quebec

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	193'
Temperature:	N/A
Status:	★★★★ Think it's just a brand new but we'll better in service
Ratings:	
Colour:	green
HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Test last conducted by: Josh Martin

Printed: 07-07-2023

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Fax: 613-549-6214

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Quebec H9P 1J7,
Tel: 514-885-1255

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Ontario L8E 2B1,
Tel: 905-662-0276

Maritimes:

10 Akartay Blvd, Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00297
Hose Type:	FLOATER HOSE
Part Number:	
Order:	N/A
PO:	N/A
Unit:	MFG 2018 (800PSI BURST)
Location:	Quebec

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	131'
Temperature:	N/A
Status:	★★★★ This is Not a Good Hose but still better in service
Ratings:	
Colour:	green
HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Test last conducted by: Josh Martin

Printed: 07-07-2023

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Tel: 513-549-7315
Fax: 513-549-8214

Corunna:

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Corunna, Ontario N0N 1G0
Tel: 519-338-8541

Montreal:

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Quebec H9P 1J7,
Tel: 514-585-1253

Stoney Creek:

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Ontario L8E 2B1,
Tel: 905-662-0278

Maritimes:

10 Alexey Blvd, Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-455-5223

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	S/S MALE X FEMALE CAMLOCK
Hose ID:	PNV - 00319	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	398'
Part Number:	GMFH4X400-ORANGE-RT	Temperature:	N/A
Order:	N/A	Status:	☆☆☆☆ Check out a brand new test order number...
PO:	19052	Ratings:	
Unit:	May 2019 (800PSI BURST)	Colour:	green
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Test last conducted by: Josh Martin

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Fax: 613-549-6214

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Quebec H9P 1J7,
Tel: 514-685-1256

Stoney Creek:

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Ontario L8E 2B1,
Tel: 905-662-0276

Maritimes:

10 Akerley Blvd, Unit 29, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-455-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	S/S MALE X FEMALE CAMLOCK
Hose ID:	PNV - 00291	Diameter:	4"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GMFH4x400-ORANGE-RT	Temperature:	N/A
Order:	N/A	Status:	★★★★ This is not a brand new but well stored in service.
PO:	12894	Ratings:	
Unit:	MFG 2018 (800PSI BURST)	Colour:	green
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Test last conducted by: Josh Martin

Printed: 07-07-2023

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Tel: 514-883-1266

Stoney Creek:

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Ontario L8E 2B1,
Tel: 905-662-0270

Maritimes:

10 Alderley Blvd. Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00283
Hose Type:	FLOATER HOSE
Part Number:	GMFH4x400-ORANGE-RT
Order:	N/A
PO:	12894
Unit:	MFG 2018 (800PSI BURST)
Location:	Quebec

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	127'
Temperature:	N/A
Status:	★★★★ This is not a brand name but a better service
Ratings:	
Colour:	green
HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Tel: 514-695-1255

Stoney Creek:

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Ontario L3E 2B1,
Tel: 905-662-0276

Maritimes:

10 Akerley Blvd, Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	MxF Hydrasearch
Hose ID:	PNV - 00312	Diameter:	6"
Hose Type:	FLOATER HOSE	Length:	380'
Part Number:	GMFH6X4-OR-MXFHYD	Temperature:	N/A
Order:	N/A	Status:	★★★★★ This is a Grade 100 Hose and is Expected to be in service
PO:	19053	Ratings:	
Unit:	MFG 2019 (800PSI BURST)	Colour:	orange
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Test last conducted by: Josh Martin

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Tel: 519-336-6541

Montreal:

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Quebec H9P 1J7,
Tel: 514-665-1266

Stoney Creek:

333 Green road, unit 1, Stoney Creek,
Ontario L8E 2B1
Tel: 905-662-0276

Maritimes:

10 Axerley Blvd, Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	MxF Hydrasearch
Hose ID:	PNV - 00306	Diameter:	6"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GMFH6X4-OR-MXFHYD	Temperature:	N/A
Order:	N/A	Status:	★★★★★ This is a good item - it is in good condition for its age.
PO:	19053	Ratings:	
Unit:	MFG 2019 (600PSI BURST)	Colour:	orange
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Test last conducted by: Josh Martin

Printed: 07-07-2023

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Tel: 519-328-8541

Montreal:

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Quebec H9P 1J7
Tel: 514-685-1255

Stoney Creek:

333 Green road, unit1, Stoney Creek,
Ontario L8E 2B1
Tel: 905-662-0276

Maritimes:

10 Akerley Blvd, Unit28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	MxF Hydrasearch
Hose ID:	PNV - 00307	Diameter:	6"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GMFH6X4-OR-MXPHYD	Temperature:	N/A
Order:	N/A	Status:	★★★★★ This is a brand new hose and is expected to be in service
PO:	19053	Ratings:	
Unit:	MFG 2019 (800PSI BURST)	Colour:	orange
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Fax: 513-549-8214

Corunna:

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Corunna, Ontario N0N 1G0
Tel: 519-339-3541

Montreal:

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Quebec H9P 1J7,
Tel: 514-685-1266

Stoney Creek:

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Ontario L8E 2B1,
Tel: 905-562-0278

Maritimes:

10 Akerley Blvd, Unit28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-455-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	MxF Hydrasearch
Hose ID:	PNV - 00308	Diameter:	6"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GMFH6X4-OR-MXFHYD	Temperature:	N/A
Order:	N/A	Status:	★★★★★ THIS EQUIPMENT MEETS OR EXCEEDS ALL EQUIPMENT STANDARDS
PO:	19053	Ratings:	
Unit:	MFG 2019 (800PSI BURST)	Colour:	orange
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Fax: 613-549-6214

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Tel: 519-326-8541

Montreal:

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Tel: 514-685-1256

Stoney Creek:

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Ontario L8E 2B1
Tel: 905-662-9276

Maritimes:

10 Axerley Blvd, Unit28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	MxF Hydrasearch
Hose ID:	PNV - 00310	Diameter:	6"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GMFH6X4-OR-MXFHYD	Temperature:	N/A
Order:	N/A	Status:	★★★★★ This is a brand new hose and is 100% tested to specification
PO:	19053	Ratings:	
Unit:	MFG 2019 (800PSI BURST)	Colour:	orange
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Tel: 514-835-1266

Stoney Creek:

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Ontario L8E 2B1,
Tel: 905-662-0276

Maritimes:

10 Akerley Blvd, Unit 28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	MxF Hydrasearch
Hose ID:	PNV - 00311	Diameter:	6"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GMFH6X4-OR-MX-FHYD	Temperature:	N/A
Order:	N/A	Status:	★★★★★ This is a brand new hose and is guaranteed to be in service.
PO:	19053	Ratings:	
Unit:	MFG (800PSI BURST) 2019	Colour:	orange
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Test last conducted by: Josh Martin

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Tel: 519-335-8541

Montreal:

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Quebec H9P 1J7,
Tel: 514-685-1256

Stoney Creek:

333 Green road, Unit1, Stoney Creek,
Ontario L8E 2B1,
Tel: 905-662-6276

Maritimes:

10 Akerley Blvd, Unit28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	MxF Hydrasearch
Hose ID:	PNV - 00309	Diameter:	6"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GMFH6X4-OR-MXFHYD	Temperature:	N/A
Order:	N/A	Status:	★★★★★ This is a brand new product. Excellent to be in service
PO:	19053	Ratings:	
Unit:	MFG 2019 (800PSI BURST)	Colour:	orange
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Test last conducted by: Josh Martin

Printed: 07-07-2023

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Fax: 613-349-5214

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Tel: 519-336-8541

Montreal:

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Tel: 514-685-1266

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Maritimes:

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Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	MxF Hydrasearch
Hose ID:	PNV - 00313	Diameter:	6"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GMFH6X4OR-MXFHYD	Temperature:	N/A
Order:	N/A	Status:	★★★★★ This is a brand new hose and is guaranteed to be in service.
PO:	19053	Ratings:	
Unit:	MFG 2019 (800PSI BURST)	Colour:	orange
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

This report was created by HoseTracker.

Please refer to all instruction manuals, technical drawings and documents before using the equipment. All products have been tested and inspected in accordance with the appropriate ANSI standards.

Test last conducted by: Josh Martin

Printed: 07-07-2023

HOSETRACKER

ONTARIO HOSE SPECIALTIES LTD.

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Tel: 905-662-0276

Maritimes:

10 Akerley Blvd, Unit28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav	Fittings:	MxF Hydrasearch
Hose ID:	PNV - 00314	Diameter:	6"
Hose Type:	FLOATER HOSE	Length:	400'
Part Number:	GMFH6X4-OR-MXFHYD	Temperature:	N/A
Order:	N/A	Status:	★★★★★ This is a third test run and is excellent to be in service
PO:	19053	Ratings:	
Unit:	MFG (800PSI BURST) 2019	Colour:	orange
Location:	Quebec	HAWP:	200

Last Test Date(s)

Hydro-Pressure	07/Jul/2023
Static	07/Jul/2023
Visual	07/Jul/2023

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	07/Jul/2024
Static	07/Jul/2024
Visual	07/Jul/2024

Length Of Pressure Test: 5 Minutes

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Test last conducted by: Josh Martin

Printed: 07-07-2023

Post Oil Transfer Report

Facility

Name Sabina Back River Project MLA	Location Bathurst Inlet, NU
Operator Sabina Gold and Silver Corp.	Latitude & Longitude +66.6310, -107.6681
	Nautical Chart # 7793

Transfer

Date Started (yyyy-mm-dd) 2022-09-06	Maximum Transfer Rate 81.00 m³/h
Name of Vessel Rossi Desgagnes (IMO: 9804435)	Shipping Company Transport Desgagnes Inc.
Number of trained OHF staff on site during transfer: 3	
Transfer Hose Diameter: 4.00 in Length: 3,329  m ft No. of Sections: 18	
Product 1 Type: Diesel Quantity: 9,238.00 litre	Product 2 Type: Quantity: litre
Product 3 Type: Quantity: litre	Product 4 Type: Quantity: litre
☒ Ship to Shore Checklist(s) Completed * ☒ Annual Hose Test Certificate Verified * ☒ Oil Pollution Emergency Plan On Site During Transfer ☒ Spill Response Equipment Checked and Available During Transfer	

*Copies of each to be included with submission of this report to TCMSS

OHF Representative

John Staynor

Name

John Staynor

Signature

Digitally signed by John Staynor
DN: cn=John Staynor, o=TC, ou=Marine Safety & Security
1st, ou=November 17, 2020, email=john.staynor@tc.gc.ca
Reason: I agree to the terms defined by the placement of my
signature on this document
Location: North Vancouver, BC, Canada
Date: 2022.09.16 09:59:18 -0700

16-Sep-2022

Date

Send completed report along with supporting documentation to:

tc.erpnr-ierpn.tc@tc.gc.ca

or

Marine Safety – Environmental Response
PO Box 8550, 344 Edmonton St
Winnipeg, MB, R3C 0P6

ARCTIC WATERS OIL TRANSFER

TRANSFER PARTICULARS

VESSEL / STATION INFORMATION				Location:	
	Supplier	Recipient		Start Date	
Vessel / Station Name	Rossia. Deschamps	SABINA MLA		Start Time	
Officer in Charge	DAVID MARNER	JONN STAYHOR		Finish Date	
Title	C/O	PIO		Finish Time	
OPERATIONS					
Transfer Type: FLOATING HOSE		Connection Type (eg 2/4 bands): Camlocks			
Total Length of Hose (m):		Number of Hose Sections: 13 hose (3585 FT)			
Diameter (m): 2 x 4"		Test Pressure (kPa): 120 psi			
Purge Method: Nitrogen (Air)		Pig Used: (Yes) No			
Boom deployed before transfer: Yes / (No)		If yes, type:			
Work Boat used: (Yes) / No					
Hose Strain Relief System used: (Yes) / No					
PRODUCT INFORMATION				WEATHER CONDITIONS	
Type	Quantity	Start Time	Finish time	Ice: 0	
UCSD-A	9200 m ³			Wind Force (knots): 15 kts	
				Wind Direction: NW	
				Sea State: 1-	
				Visibility: 6 NM	
				Light Conditions: Day Light	
COMMUNICATIONS					
Primary Method: CH 69		(VHF/UHF CHAN/FREQ)			
Backup Method:		(PHONE, RADIO, ETC)			
Language Used: ENGLISH					

ARCTIC WATERS OIL TRANSFER

GENERAL CHECKLIST FOR ALL TRANSFERS

GENERAL PROCEDURE	CHECK	SUPPLIER		RECIPIENT		COMMENTS
	YES	INITIAL	DATE	INITIAL	DATE	
1. Pre-transfer P.A. Announcement made?	☒	<i>[initials]</i>				
2. All personnel involved are informed & adequately trained? A designated person in charge on duty at all times during the transfer operation?	☒	<i>[initials]</i>				
3. Language agreed to?	☒	<i>[initials]</i>	<i>[signature]</i>			ENGLISH
4. All communications including Backup System tested?	☒	<i>[initials]</i>	<i>[signature]</i>			
5. Is fire fighting equipment tested, available & are fire screens in place?	☒	<i>[initials]</i>	<i>[signature]</i>			
6. Are all regulations for transfer understood and observed and "NO SMOKING, NAKED LIGHTS or FLAMES" signs posted?	☒	<i>[initials]</i>	N/A			
7. Are flashlights "intrinsically safe" and approved?	☒	<i>[initials]</i>	<i>[signature]</i>			
8. Are window type A.C. units switched off?	☒	<i>[initials]</i>	N/A			
9. Are exterior doors and ports leading to main deck closed?	☒	<i>[initials]</i>	N/A			
10. Is equipment, tools & material required for transfer available at hand?	☒	<i>[initials]</i>	<i>[signature]</i>			
11. Is containment equipment and absorbent material available?	☒	<i>[initials]</i>	<i>[signature]</i>			
12. Has Transfer Emergency Shutdown been tested?	☒	<i>[initials]</i>	N/A			
13. Hoses to be used have been checked for:		<i>[initials]</i>	<i>[signature]</i>			
a) correct diameter & length to reach other station,	☒	<i>[initials]</i>	<i>[signature]</i>			
b) chafing, cracks or other deformation,	☒	<i>[initials]</i>	<i>[signature]</i>			
c) damaged fittings,	☒	<i>[initials]</i>	<i>[signature]</i>			
d) blanking of noses,	☒	<i>[initials]</i>	<i>[signature]</i>			
e) continuity,	☒	<i>[initials]</i>	<i>[signature]</i>			
14. All repair work at either station stopped, (if dangerous for transfer)	☒	<i>[initials]</i>	N/A			
15. Inert gas system is fully operational (if fitted).	☒	<i>[initials]</i>	N/A			
16. Main transmitting aerials and radar scanners are used with due care.	☒	<i>[initials]</i>				

ARCTIC WATERS OIL TRANSFER

GENERAL CHECKLIST FOR ALL TRANSFERS (Continued)

GENERAL PROCEEDURE	CHECK	SUPPLIER		RECIPIENT		COMMENTS
	YES	INITIAL	DATE	INITIAL	DATE	
17. All craft alongside are authorised and following hazard warnings, etc.	☒	<i>DA</i>		<i>2HS</i>	<i>Sept 6/22</i>	
18. Is hose test certificate or records available for inspection?	☒	<i>DA</i>		<i>2HS</i>		
19. Have weather and ice reports been determined?	☒	<i>DA</i>		<i>2HS</i>		
20. Are gas concentration accumulations in still air conditions monitored?	☒	<i>DA</i>		<i>2HS</i>		
21. Are all scuppers plugs in place?	☒	<i>DA</i>		<i>N/A</i>		
22. Are main decks free of standing water?	☒	<i>DA</i>		<i>N/A</i>		
23. Were manifolds drained before removing blanks?	☒	<i>DA</i>		<i>N/A</i>		
24. Are pressure gauges ready and in place?	☒	<i>DA</i>		<i>2HS</i>		
25. All sea valves on cargo systems closed?	☒	<i>DA</i>		<i>N/A</i>		
26. Are drip cans and trays in place, and empty?	☒	<i>DA</i>		<i>2HS</i>		
27. Is lighting adequate for all transfer requirements?	☒	<i>DA</i>		<i>2HS</i>		
28. Is mooring watch being monitored?	☒	<i>DA</i>		<i>2HS</i>		
29. Are spill reporting procedures understood?	☒	<i>DA</i>		<i>2HS</i>		
30. Are all tank vents free of blockage?	☒	<i>DA</i>		<i>2HS</i>		
31. Have Pressure/Vacuum Relief (PVR) valves been checked?	☒	<i>DA</i>		<i>2HS</i>		
32. Has a post-transfer PA announcement been made?	☒	<i>DA</i>		<i>N/A</i>		
33. Are International signals being displayed? (if required)	☒	<i>DA</i>		<i>N/A</i>		
34. Has a written procedure and the sequence of the transfer been agreed upon?	☒	<i>DA</i>		<i>2HS</i>		
35. Is there a clear understanding of the watch and shift arrangement?	☒	<i>DA</i>		<i>2HS</i>		
36. Will there be sufficient personnel available at all times to monitor the transfer operation, tend cargo hose and mooring lines and take appropriate action in an emergency?	☒	<i>DA</i>		<i>2HS</i>		

ARCTIC WATERS OIL TRANSFER

CHECKLIST FOR SHIP TO SHORE TRANSFERS

SHIP to SHORE - PROCEEDURE	CHECK	SUPPLIER		RECIPIENT		COMMENTS
	YES	INITIAL	DATE	INITIAL	DATE	
1. Has the General Checklist for All Transfers complete?		<i>SH</i>		<i>SH</i>		
2. Are all vehicles outside the agreed safe distance?		<i>SH</i>		<i>NA</i>		
3. Are the emergency towing wires in place?		<i>NA</i>		<i>NA</i>		
4. Is the vessel ready to move under its own power immediately?		<i>SH</i>		<i>NA</i>		
5. Has a hose drainage plan been agreed upon?		<i>SH</i>		<i>SH</i>		
6. Has the hose string been checked to working pressure?		<i>SH</i>		<i>SH</i>		
7. Is a work boat deployed to check the hose frequently for leaks during transfer?		<i>SH</i>		<i>NA</i>		
8. Are all transfer associated valves and tanks closed after transfer?		<i>SH</i>		<i>SH</i>		
9. Have hoses been purged prior to their return to the vessel?		<i>SH</i>		<i>NA</i>		
10. Are hoses and other transfer equipment properly stowed?		<i>SH</i>		<i>NA</i>		



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Maritimes:

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Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00109
Hose Type:	FLOATER HOSE
Part Number:	
Order:	N/A
PO:	
Unit:	MFG 2011
Location:	Mia

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	336 '
Temperature:	N/A
Status:	★★★★ This is Not a Brand New but still Better in service.
Ratings:	
Colour:	blue
HAWP:	200

Last Test Date(s)

Hydro-Pressure	30/May/2022
Static	30/May/2022
Visual	30/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	30/May/2023
Static	30/May/2023
Visual	30/May/2023

Length Of Pressure Test: 5 Minutes

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Test last conducted by: Jordan Chiarella

Printed: 10-08-2022



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Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00110
Hose Type:	FLOATER HOSE
Part Number:	
Order:	N/A
PO:	
Unit:	MFG 2011
Location:	Maria

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	352 '
Temperature:	N/A
Status:	★★★★ This is Not a Brand New but still Better in service.
Ratings:	
Colour:	blue
HAWP:	200

Last Test Date(s)

Hydro-Pressure	26/May/2022
Static	26/May/2022
Visual	26/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	26/May/2023
Static	26/May/2023
Visual	26/May/2023

Length Of Pressure Test: 5 Minutes

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Maritimes:

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Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00111
Hose Type:	FLOATER HOSE
Part Number:	
Order:	N/A
PO:	
Unit:	MFG 2011
Location:	Maria

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	386 '
Temperature:	N/A
Status:	★★★★ This is Not a Brand New but still Better in service.
Ratings:	
Colour:	blue
HAWP:	200

Last Test Date(s)

Hydro-Pressure	26/May/2022
Static	26/May/2022
Visual	26/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	26/May/2023
Static	26/May/2023
Visual	26/May/2023

Length Of Pressure Test: 5 Minutes

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Tel: 514-685-1266

Maritimes:

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Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00115
Hose Type:	FLOATER HOSE
Part Number:	
Order:	N/A
PO:	
Unit:	MFG 2011
Location:	Mia

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	306 '
Temperature:	N/A
Status:	★★★★ This is Not a Brand New but still Better in service.
Ratings:	
Colour:	blue
HAWP:	200

Last Test Date(s)

Hydro-Pressure	26/May/2022
Static	26/May/2022
Visual	26/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	26/May/2023
Static	26/May/2023
Visual	26/May/2023

Length Of Pressure Test: 5 Minutes

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Tel: 905-662-0276

Maritimes:

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Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00165
Hose Type:	FLOATER HOSE
Part Number:	
Order:	N/A
PO:	
Unit:	MFG 2013
Location:	Maria

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	389 '
Temperature:	N/A
Status:	★★★★ This is Not a Brand New but still Better in service.
Ratings:	
Colour:	blue
HAWP:	200

Last Test Date(s)

Hydro-Pressure	30/May/2022
Static	30/May/2022
Visual	30/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	30/May/2023
Static	30/May/2023
Visual	30/May/2023

Length Of Pressure Test: 5 Minutes

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Maritimes:

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Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00177
Hose Type:	FLOATER HOSE
Part Number:	
Order:	N/A
PO:	
Unit:	MFG 2014
Location:	Mia

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	380 '
Temperature:	N/A
Status:	★★★★ This is Not a Brand New but still Better in service.
Ratings:	
Colour:	blue
HAWP:	200

Last Test Date(s)

Hydro-Pressure	30/May/2022
Static	30/May/2022
Visual	30/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	30/May/2023
Static	30/May/2023
Visual	30/May/2023

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Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00213
Hose Type:	FLOATER HOSE
Part Number:	
Order:	N/A
PO:	12414
Unit:	MFG 2015
Location:	Mia

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	321 '
Temperature:	N/A
Status:	★★★★ This is Not a Brand New but still Better in service.
Ratings:	
Colour:	blue
HAWP:	200

Last Test Date(s)

Hydro-Pressure	30/May/2022
Static	30/May/2022
Visual	30/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	30/May/2023
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Corunna, Ontario N0N 1G0
Tel: 519-336-8541

Stoney Creek:

333 Green road, unit1, Stoney Creek,
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Tel: 905-662-0276

Kingston:

639 Justus Drive, Kingston,
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Tel: 613-549-7316
Fax: 613-549-6214

Montreal:

1900 Hymus Blvd, Dorval,
Quebec H9P 1J7,
Tel: 514-685-1266

Maritimes:

10 Akerley Blvd, Unit28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00215
Hose Type:	FLOATER HOSE
Part Number:	
Order:	N/A
PO:	12414
Unit:	MFG 2015
Location:	Mia

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	391 '
Temperature:	N/A
Status:	★★★★ This is Not a Brand New but still Better in service.
Ratings:	
Colour:	blue
HAWP:	200

Last Test Date(s)

Hydro-Pressure	30/May/2022
Static	30/May/2022
Visual	30/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	30/May/2023
Static	30/May/2023
Visual	30/May/2023

Length Of Pressure Test: 5 Minutes

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Test last conducted by: Jordan Chiarella

Printed: 10-08-2022



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Mississauga:

7245 Pacific Circle, Mississauga,
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Tel: 905-670-0113, Fax: 905-670-4958

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Maritimes:

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Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00216
Hose Type:	FLOATER HOSE
Part Number:	
Order:	N/A
PO:	12414
Unit:	MFG 2015
Location:	Quebec

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	369 '
Temperature:	N/A
Status:	★★★★ This is Not a Brand New but still Better in service.
Ratings:	
Colour:	blue
HAWP:	200

Last Test Date(s)

Hydro-Pressure	26/May/2022
Static	26/May/2022
Visual	26/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	26/May/2023
Static	26/May/2023
Visual	26/May/2023

Length Of Pressure Test: 5 Minutes

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Maritimes:

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Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00220
Hose Type:	FLOATER HOSE
Part Number:	
Order:	N/A
PO:	12405
Unit:	MFG 2015
Location:	Mia

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	268 '
Temperature:	N/A
Status:	★★★★ This is Not a Brand New but still Better in service.
Ratings:	
Colour:	blue
HAWP:	200

Last Test Date(s)

Hydro-Pressure	26/May/2022
Static	26/May/2022
Visual	26/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	26/May/2023
Static	26/May/2023
Visual	26/May/2023

Length Of Pressure Test: 5 Minutes

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Maritimes:

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Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00224
Hose Type:	FLOATER HOSE
Part Number:	
Order:	N/A
PO:	
Unit:	MFG 2011
Location:	Quebec

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	176 '
Temperature:	N/A
Status:	★★★★ This is Not a Brand New but still Better in service.
Ratings:	
Colour:	blue
HAWP:	200

Last Test Date(s)

Hydro-Pressure	30/May/2022
Static	30/May/2022
Visual	30/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	30/May/2023
Static	30/May/2023
Visual	30/May/2023

Length Of Pressure Test: 5 Minutes

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Test last conducted by: Jordan Chiarella

Printed: 15-08-2022



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Tel: 514-685-1266

Maritimes:

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Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00226
Hose Type:	FLOATER HOSE
Part Number:	
Order:	N/A
PO:	
Unit:	MFG 2016
Location:	Maria

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	114 '
Temperature:	N/A
Status:	★★★★ This is Not a Brand New but still Better in service.
Ratings:	
Colour:	green
HAWP:	200

Last Test Date(s)

Hydro-Pressure	30/May/2022
Static	30/May/2022
Visual	30/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	30/May/2023
Static	30/May/2023
Visual	30/May/2023

Length Of Pressure Test: 5 Minutes

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Tel: 514-685-1266

Maritimes:

10 Akerley Blvd, Unit28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00228
Hose Type:	FLOATER HOSE
Part Number:	
Order:	N/A
PO:	12560
Unit:	MFG 2016
Location:	Maria

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	382 '
Temperature:	N/A
Status:	★★★★ This is Not a Brand New but still Better in service.
Ratings:	
Colour:	green
HAWP:	200

Last Test Date(s)

Hydro-Pressure	30/May/2022
Static	30/May/2022
Visual	30/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	30/May/2023
Static	30/May/2023
Visual	30/May/2023

Length Of Pressure Test: 5 Minutes

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Printed: 10-08-2022



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Tel: 514-685-1266

Maritimes:

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Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00229
Hose Type:	FLOATER HOSE
Part Number:	
Order:	N/A
PO:	12560
Unit:	MFG 2016
Location:	Maria

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	388 '
Temperature:	N/A
Status:	★★★★ This is Not a Brand New but still Better in service.
Ratings:	
Colour:	green
HAWP:	200

Last Test Date(s)

Hydro-Pressure	30/May/2022
Static	30/May/2022
Visual	30/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	30/May/2023
Static	30/May/2023
Visual	30/May/2023

Length Of Pressure Test: 5 Minutes

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Fax: 613-549-6214

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Quebec H9P 1J7,
Tel: 514-685-1266

Maritimes:

10 Akerley Blvd, Unit28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00230
Hose Type:	FLOATER HOSE
Part Number:	
Order:	N/A
PO:	12560
Unit:	MFG 2016
Location:	Maria

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	168 '
Temperature:	N/A
Status:	★★★★ This is Not a Brand New but still Better in service.
Ratings:	
Colour:	green
HAWP:	200

Last Test Date(s)

Hydro-Pressure	26/May/2022
Static	26/May/2022
Visual	26/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	26/May/2023
Static	26/May/2023
Visual	26/May/2023

Length Of Pressure Test: 5 Minutes

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Printed: 10-08-2022



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Tel: 514-685-1266

Maritimes:

10 Akerley Blvd, Unit28, Dartmouth,
Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00235
Hose Type:	FLOATER HOSE
Part Number:	Continental Floater Hose
Order:	N/A
PO:	12560
Unit:	MFG 2016
Location:	Sarah

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	392 '
Temperature:	N/A
Status:	★★★★ This is Not a Brand New but still Better in service.
Ratings:	
Colour:	green
HAWP:	200

Last Test Date(s)

Hydro-Pressure	30/May/2022
Static	30/May/2022
Visual	30/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	30/May/2023
Static	30/May/2023
Visual	30/May/2023

Length Of Pressure Test: 5 Minutes

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Maritimes:

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Nova Scotia B3B 1J4,
Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00258
Hose Type:	GOODYEAR
Part Number:	
Order:	N/A
PO:	
Unit:	MFG 2014
Location:	Quebec

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	207 '
Temperature:	N/A
Status:	★★★★ This is Not a Brand New but still Better in service.
Ratings:	
Colour:	blue
HAWP:	200

Last Test Date(s)

Hydro-Pressure	30/May/2022
Static	30/May/2022
Visual	30/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	30/May/2023
Static	30/May/2023
Visual	30/May/2023

Length Of Pressure Test: 5 Minutes

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HOSETRACKER

ONTARIO HOSE SPECIALTIES LTD

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Tel: 902-465-5220

TEST CERTIFICATE

Company:	Petro-nav
Hose ID:	PNV - 00299
Hose Type:	FLOATER HOSE
Part Number:	
Order:	N/A
PO:	
Unit:	MFG 2015
Location:	Maria

Fittings:	S/S MALE X FEMALE CAMLOCK
Diameter:	4"
Length:	153 '
Temperature:	N/A
Status:	★★★★ This is Not a Brand New but still Better in service.
Ratings:	
Colour:	blue
HAWP:	200

Last Test Date(s)

Hydro-Pressure	30/May/2022
Static	30/May/2022
Visual	30/May/2022

Test PSI 300

Scheduled retest Date(s)

Hydro-Pressure	30/May/2023
Static	30/May/2023
Visual	30/May/2023

Length Of Pressure Test: 5 Minutes

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Test last conducted by: Jordan Chiarella

Printed: 15-08-2022



PRESSURE / LEAK TEST REPORT

PROJECT: Sabina MLA Fuel unloading line				JOB NO: 8501-3368		DATE:	
TEST PKG NO. 001				SPECIFIED CODE: B 33.4			
VESSEL / SYSTEM / INST. NAME: Fuel unloading line				VESSEL / LINE / INST. NO.			
TEST BOUNDARIES:							
SYSTEM DESIGN PRESSURE		145	PSI	Ambient	TEMP. °F	REQ. TEST PRESSURE	217.5 PSI
							Ambient Temp F
TYPE OF TEST		HYDROSTATIC ☒ YES ☐ NO		PNEUMATIC ☐ YES ☒ NO		SERVICE ☐ YES ☒ NO	
TEST MEDIUM		Water		PRESSURE RELIEF VALVE SETTING NA			
TEST GAUGE SERIAL NO. GC-60175-1 GC-60175-2				GAUGE RANGE 0-300 PSI		CALIBRATION DATE: 08-03-2022	
PRE-TEST ACCEPTANCE/APPROVAL							
REPRESENTATIVE:		SIGNATURE				DATE	
PIPE/MECHANICAL							
ELECTRICAL/INSTRUMENTATION							
QA/QC							
TEST DATA (v=visual & s=solution)							
READINGS	TIME	PRESSURE-psi		TEMP. °F		LEAK CHECK	
1@TEST START		0 PSI		Ambient			
2	6:58 AM	72 PSI		Ambient			
3	7:01 AM	145 PSI		Ambient			
4	7:14 AM	217.5 PSI		Ambient			
5 @TEST END	144 PSI 8:17 AM	0 PSI - 832 PSI AM		Ambient			
COMMENTS: Control and maintain Test Pressure of 217.5 PSI for 60 minutes. Ensure Test Pressure is not exceeded by more than 10%. Then control and maintain to Design Pressure of 125 PSI until all joints and piping have been checked for leaks.							
TEST RESULT ACCEPTANCE							
REPRESENTATIVE		SIGNATURE				DATE	
QA/QC						22 Aug - 22	
CLIENT REPRESENTATIVE						22 AUG - 22	
AUTHORIZED INSPECTOR/OTHER							
POST-TEST SYSTEM RESTORATION (INITIAL/DATE)							
CONFIRMED COMPLETE	TRADE SUPERVISOR		Pipefitter		CLIENT REP		
DRAINED/FLUSHED: DRY IF REQUIRED	Allen Ward						
BLINDS REMOVED	Allen Ward						
VENT & DRAIN HOLES PLUGGED/SEAL WELDED	Allen Ward						
EQUIPMENT/INSTRUMENTS REINSTALLED	NA						
TEMPORARY RESTRAINTS REMOVED	NA						



Document de Conformité *Document of Compliance*

Délivré en vertu des dispositions de la Convention Internationale de 1974 pour la sauvegarde de la vie humaine en mer, telle que modifiée sous l'autorité du Gouvernement du Canada par Lloyd's Register Canada Limited

Issued under the provisions of the International Convention for the Safety of Life at Sea 1974, as amended, under the authority of the Government of Canada by Lloyd's Register Canada Limited.

Nom de la compagnie
Name of the Company

TRANSPORT DESGAGNES INC

Adresse de la compagnie
Address of the Company

21, rue du Marché-Champlain,
QUEBEC, QC
Canada

Numéro OMI d'identification de
compagnie
Company identification number

0339979

IL EST CERTIFIÉ que le système de gestion de la sécurité de la compagnie a fait l'objet d'un audit et qu'il satisfait aux prescriptions du Code international de gestion pour la sécurité de l'exploitation des navires et la prévention de la pollution (Code ISM), pour le(s) type(s) de navires énumérés ci-dessous

This is to certify that the Safety Management System of the Company has been audited and that it complies with the requirements of the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code) for the type(s) of ships listed below (delete as appropriate)

Navire à passager *Passenger Ship*

~~Engin à grande vitesse à passagers *Passenger High-Speed Craft*~~

~~Engin à grande vitesse à cargaisons *Cargo High-Speed Craft*~~

~~Vraquier *Bulk Carrier*~~

~~Pétrolier *Oil Tanker*~~

~~Transporteur de produits chimiques *Chemical Tanker*~~

~~Transporteur de gaz *Gas Carrier*~~

~~Unité mobile de forage au large *Mobile Offshore Drilling Unit*~~

~~Autre navire de charge *Other Cargo Ship*~~

Le présent document de conformité est valable jusqu'au
This Document of Compliance is valid until

12 June 2027

, sous réserve d'une vérification périodique.
subject to periodical verification.

Date d'achèvement de la visite sur la base de laquelle le présent certificat est délivré
Completion date of the verification on which this certificate is based

08 June 2022

Délivré à
Issued at

Montreal

le
on

08 June 2022

Igor Potey

Inspecteur du / Surveyor to Lloyd's Register Canada Limited

Membre du group Lloyd's Register
a member of the Lloyd's Register group.

¹ voir le paragraphe 1.1.2 du Code ISM
See paragraph 1.1.2 of the ISM Code

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Transport Desgagnes

LETTRE D'AVIS NOTICE OF READINESS

N° DE VOYAGE
VOYAGE NO

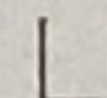
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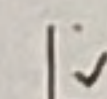
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AU PORT DE
AT THE PORT OF

Sabina, Bathurst Inlet

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DELON LA CHARTE-PARTIE OU LE CONTRAT D'AFFRÈTEMENT
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REMISE LE
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Monday

2022-09-06

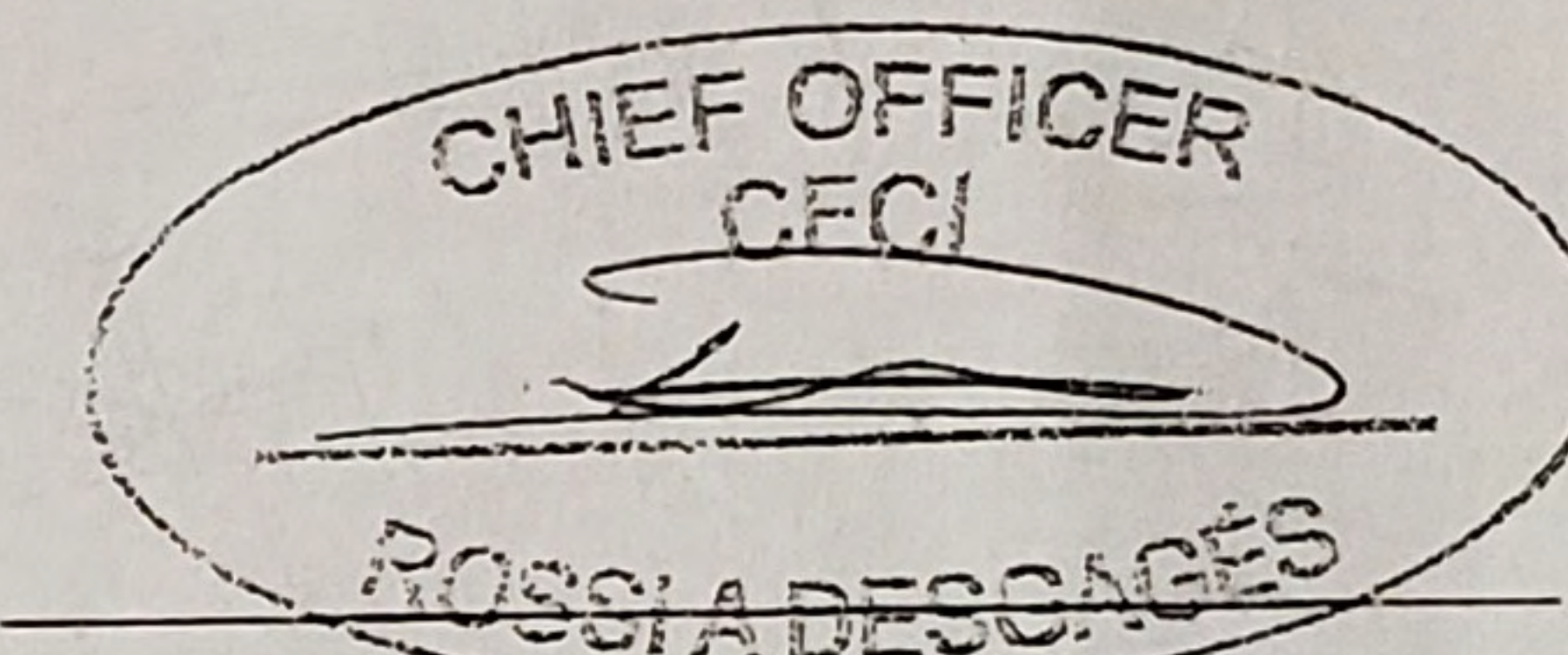
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(JOUR DE LA SEMAINE,
(DAY OF THE WEEK)

(DATE)
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(HEURE LOCAL)
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SHIP TIME



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(MASTER / 1st OFFICER SIGNATURE)

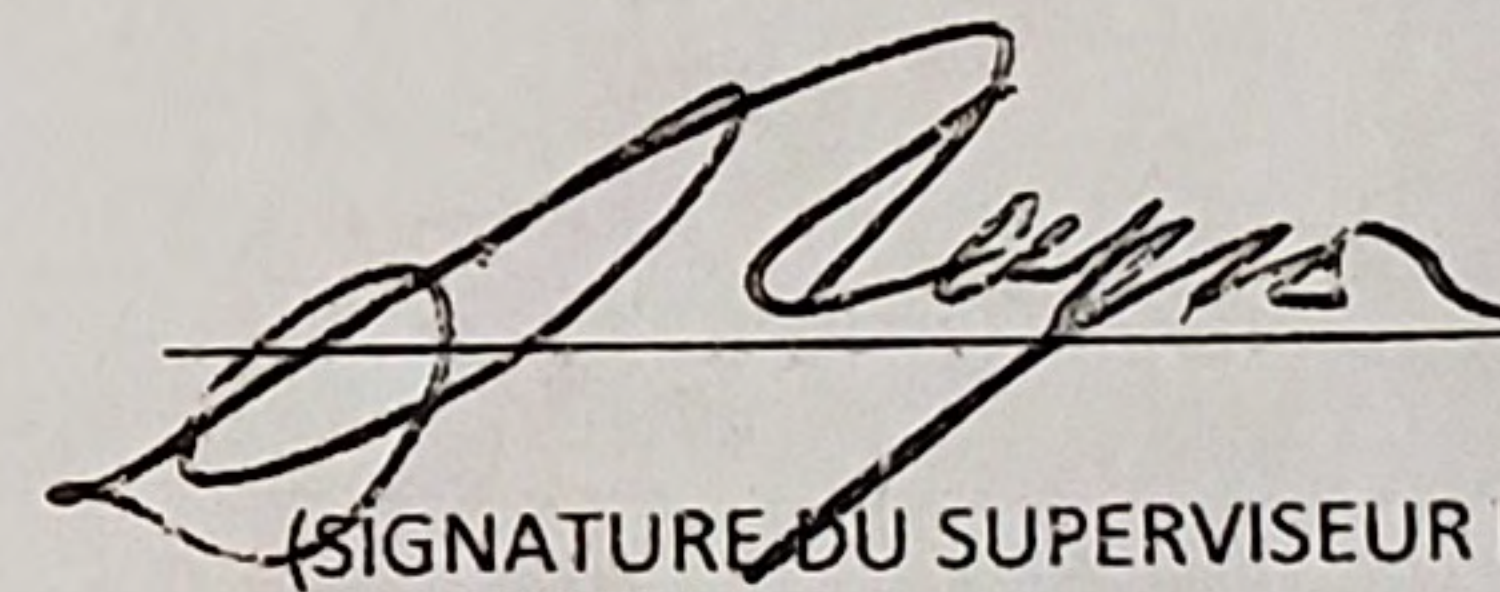
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PORT / PORT

Sabina

TERMINAL / TERMINAL

Sabina

SECTION / SECTION

Bathurst Inlet

REMARQUES / REMARKS

BACK RIVER PROJECT

MARINE LAYDOWN AREA OIL HANDLING FACILITY: OIL POLLUTION
PREVENTION PLAN AND OIL POLLUTION EMERGENCY PLAN (OPPP/OPEP)

ANNEX 12: ICS FORMS

INCIDENT BRIEFING

ICS 201

INCIDENT OBJECTIVES			
OBJECTIVES (What)	STRATEGIES (How)	RESPONSIBLE (Who)	STATUS
Primary Objectives	Click here to enter text.	Incident Commander	
	Click here to enter text.	Incident Commander	
	Click here to enter text.	Incident Commander	
	Click here to enter text.	Incident Commander	
	Click here to enter text.		
Secondary Objectives	Click here to enter text.		
	Click here to enter text.		
	Click here to enter text.		
	Click here to enter text.		
	Click here to enter text.		

PRELIMINARY PUBLIC STATEMENT (Verbal)

1. INCIDENT NAME: _____
2. DATE PREPARED: _____ TIME PREPARED: _____ : _____ h

"THIS IS THE INFORMATION THAT I CAN GIVE YOU SO FAR:

At _____ am / pm (time) on _____ (day), _____ (date) a _____
(fire, spill, gas release, explosion, etc.) occurred at _____ (location name) which is
_____ kilometres _____ (compass direction) of _____ (nearest town, city or landmark).

At this time we have no reports of any injuries.

At this time _____ (number of employees) are
being treated for injuries.

Our local response procedures were activated immediately and determined that a response was necessary. The Emergency Response Team on site is assembling to respond to and manage response. Our first priorities are the protection of life and minimization of environmental impact. We are in communication with regulators and cooperating with government agencies who are involved.

The name of the media relations contact on this team is _____ (full name) and can be reached at _____ (area code and telephone number). We will endeavour to keep the public informed through the issuance of regular public releases.

The cause of the emergency is not yet known and no estimate of damage is available. We will be initiating a full accident investigation as soon as the response activities allow.

Add any information that as been approved for release: _____

4. APPROVED BY: _____ INCIDENT COMMANDER

External Liaison Notification Checklist

EMERGENCY SERVICES	NUMBER	CONTACT NAME	TIME
FEDERAL GOVERNMENT			
TERITORIAL GOVERNMENT			
STAKEHOLDERS, UTILITIES & 3 rd Parties			
CONTRACTORS			

PAGE ____ OF ____

SAFETY MESSAGE

■ MDS ATTACHED

INCIDENT NAME: _____

OPERATIONAL PERIOD COVERED BY SAFETY MESSAGE:

Start Time: _____ : _____ hr & Date _____ End Time: _____ : _____ hr & Date _____

FIRST AID STATION(S)

LOCATION	Contact Information

GROUND AMBULANCE

LOCATION	Contact Information

AIR AMBULANCE

LOCATION	Contact Information

HOSPITALS

LOCATION	Contact Information

SPECIAL CHEMICAL/TOXIC HAZARDS

Chemical	Activity	Personal Protective Equipment

SPECIFIC PHYSICAL HAZARDS

Hazard	Activity	Personal Protective Equipment

Safety Message (ICS 208a)

1. INCIDENT NAME		2. OPERATIONAL From:Date _____ Time _____ PERIOD: To: Date _____ Time _____	
3. SAFETY MESSAGE/EXPANDED SAFETY MESSAGE, SAFETY PLAN, SITE SAFETY PLAN:			
4. SITE SAFETY PLAN REQUIRED? Yes ☐ No ☐ Approved Site Safety Plan (Located at):			
5. PREPARED BY (Name and Position)		Date Prepared:	Time Prepared:

Safety Plan

Table of Contents

- **Introduction**
- **Executive Overview**
- **Safety Organization Structure**
- **Activities**
 - **Complete a Site Characterization and Analysis.**
 - **Review Accident Reports**
 - **Identify Unsafe Conditions / Practices Reports**
 - **Create a Personal Protective Equipment Policy.**
 - **Develop a Decontamination Protocol and Plan.**
 - **Develop Location-Specific Safety Plans (as required).**
 - **Identify Long Term Hazards (Chemical and Physical).**
 - **Establish and Outline Ongoing Hazards Communication Program.**
 - **Attach Company Safety and Health Policies, Practices and Procedures.**
 - **Identify Training Standards?**
 - **Drug and Alcohol Policy Enforcement**

INCIDENT BRIEFING

ICS 201

SITUATION SUMMARY

Situation
Summary and
Safety Briefing:

Next Update:

Initial information as of _____:

Security (SEC)

The Security Officer assesses the types of problems likely to be encountered, establishes a Security Plan and works with Logistics and Operations to ensure the security efforts are sufficient and coordinated with the overall response. The Security Officer works through regular lines of authority, but has the authority to stop or prevent unsafe acts of trespass, etc. in an emergency.

Activation Phase

Prior to the 1st team meeting:

- ☐ Identify the scope of the Security Officer's response (do you need help)?
- ☐ Identify the Security Activities that will be needed to respond effectively,
- ☐ Identify any immediate security Issues and deal with them (i.e., EOC access)
- ☐ Work with the (Deputy Incident) Commander to identify any security issues,
- ☐ Work with Logistics to procure additional security personnel and resources.
- ☐ Meet with your support (if any) and find out what has happened.

At the 1st team meeting:

- ☐ Be prepared to provide a 30 second over view of your Security concerns.
- ☐ Identify any Security activities

After the 1st team meeting:

- ☐ Start to develop the Security Plan (attached).

KEEP GOOD NOTES

Security Plan

Table of Contents

- Executive Summary
- Security Issues
- Security Communications Plan
- Security Locations
- Map of Security Locations
- Standing Orders – By Location
- Standing Orders – By threat
- Existing Security Protocols and Procedures
- External Security Communications and Protocols
- Contacts

MAP/SKETCH

INCIDENT BRIEFING

ICS 201

CURRENT CONDITIONS				
Conditions as of:	Month / Day / Year HH:MM			
Last Overflight:	Month / Day / Year HH:MM	Next Overflight:	TBD	
Last Trajectories: (update map/sketch)	Month / Day / Year HH:MM			
Response Area				Is it safe to respond?
Weather:				Is it safe to respond?
Marine: (If applicable)	Current - Flooding or Ebbing: Flooding			
	Height of Tide:	Time of next high water		
		Time of next low water		
Release Details:	Is source controlled?			
	Risk of further spill?			
Product(s) Info: (If applicable)	PRODUCT	Recoverable	Potential QTY	Est. QTY Released

INCIDENT BRIEFING

ICS 201

INCIDENT NAME			INCIDENT #	
LOCATION			LOCATION Common Description	
OPERATIONAL PERIOD	Start:	Month / Day / Year HH:MM	PREPARED BY	
	End:		Version	
INITIAL INCIDENT DETAILS				
Initial Incident Details:				

INCIDENT BRIEFING

ICS 201

INCIDENT OBJECTIVES:			
OBJECTIVES (What)	STRATEGIES (How)	RESPONSIBLE (ICS Role)	STATUS
1. Ensure effective overall response	Regulatory Notifications	External Liaison	
	Internal Notifications	Incident Commander	
2. Ensure safety of life	Activate Safety Officer (develop an initial safety plan)	Safety Officer	
3. Manage a coordinated response	Activate the ICP and staff	Incident Commander	
4. Protect environmentally sensitive area			
5. Mitigation:			
6. Mitigation:			
7. Mitigation:			
8. Track resources	Track resources on Resource Summary Form (ICS 201)	LOG Section Chief	

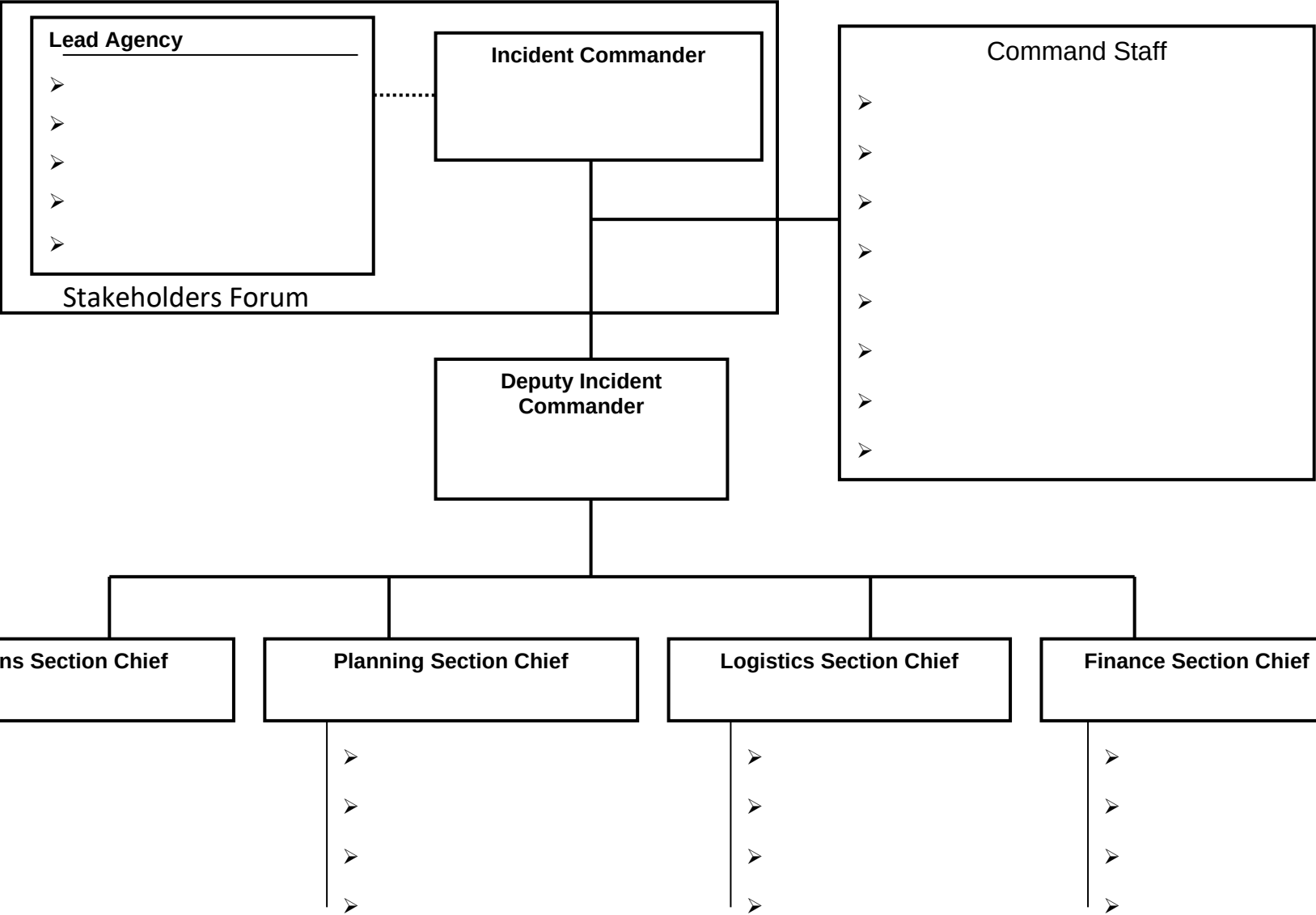
DAILY MEETING SCHEDULE (ICS 230)

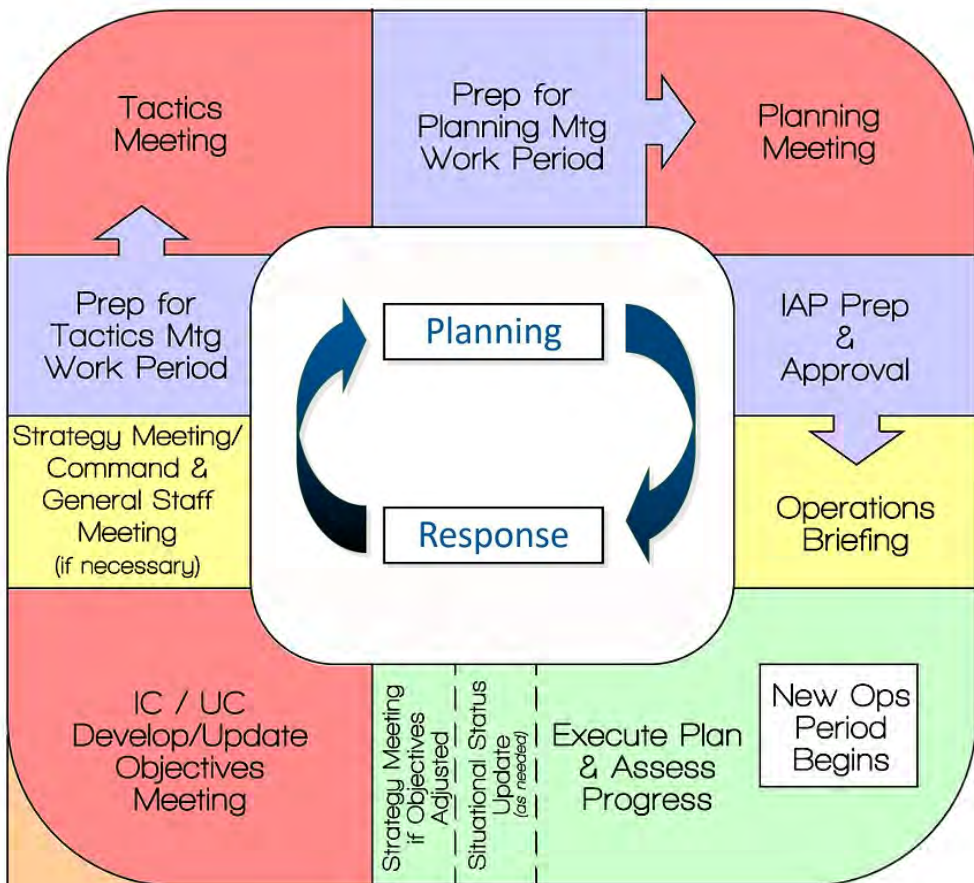
1. Incident Name		2. Operational Period (Date/Time)		
		From:		To:
3. Meeting Schedule				
Date/ Time	Meeting Name	Purpose	Attendees	Location
4. Prepared by: (Situation Unit Leader)		Date/Time		
ICS 230				

INCIDENT BRIEFING

ICS 201

[illegible]





Initial UC Meeting
Incident Brief ICS-201
Agency Administrator Briefing (if appropriate)
Initial Response & Assessment
Notification
Incident/Event

Initial Response
Reactive Phase

INCIDENT BRIEFING

ICS 201

[illegible]

1. Incident Name:	2. Date/Time Prepared: Date: Time:	3. Operational Period: Date From: Date To: Time From: Time To:
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[illegible]

ICS 205	IAP Page	Date/Time: Date
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