

APPENDIX G.8.5

2023 Oil Pollution Emergency Plan – Milne Inlet



Baffinland Iron Mines Corporation

BIM-5200-PLA-0028 OIL POLLUTION EMERGENCY PLAN - MILNE PORT

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DOCUMENT REVISION RECORD

Issue Date MM/DD/YY	Rev #	Prepared By	Reviewed By	Approved By	Description of change and purpose of issue
07/29/14	0	JSPB	EM	EM	Use
07/20/15	1	DD	EM	EM	Use
07/10/16	2	AM	TB	TB	Use
06/27/17	3	DP	TB	TB	Use
05/15/18	4	DP	TB	TB	Use
09/10/18	5	DP	FG	FG	Updates for Late Season ULSD Receiving
05/10/19	6	DP	FG	FG	Update to Level 2 facility, revise spill scenarios, annual updates
05/07/20	7	CD	BM	BM	Annual review and updates, divide OPEP and OPPEP as separate plans
05/11/21	8	CD	MB	MB	Annual update, roles and responsibilities, duty cards
05/24/22	9	CD	MB	MB	Use, annual review and update
05/19/23	10	TS	FG	FG	Use, annual review and update

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DECLARATION - OIL HANDLING FACILITY NORTH OF 60 DEGREES NORTH LATITUDE

Pursuant to subsection 168(1) of the Canada Shipping Act 2001 (CSA 2001), I, Francois Gaudreau, 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



Date: May 25, 2023

Baffinland Iron Mines Corporation, Francois Gaudreau, General Manager

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BAFFINLAND IRON MINES PLAN
BIM-5200-PLA-0028 OIL POLLUTION EMERGENCY PLAN - MILNE PORT

TABLE 1 CONTACT INFORMATION OF BAFFINLAND PERSONNEL WITH AUTHORITY TO IMPLEMENT THE OPEP

Role	Primary	Primary Alternate	Secondary Alternate
Emergency Management Team Lead	Tayfun Eldem	Andrew Esak	Connor Devereaux
	Francois Gaudreau	Michael Sullivan	
	Martin Beausejour	Deon Pope	
	416-364-8820 x 5145	647-253-0598 x 4115	647-253-0596 x 6736
	647-253-0596 x 6072	647-253-0598 x 4115	
	647-253-0596 x 6088	647-253-0596 x 6009	
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	416-704-9053	289-834-0930	
	647-268-9578	905-483-0261	
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	francois.gaudreau@baffinland.com	michael.sullivan@baffinland.com	
	martin.beausejour@baffinland.com	deon.pope@baffinland.com	
Emergency Response Team Command	Kyle Hewey	Emergency Response Coordinator	Steven "Dan" Primeau
	Steve Janknegt		Greg French
	Chris MacDonald		Peter Hennebury
	Dean Metzler		
Primary Phone	647-253-0596 x 4047	416-364-8820 x 4145	647-253-0598 x 4411
	647-253-0596 x 4048		647-253-0596 x 6021
	647-253-0596 x 6145		647-253-0596 x 6091
	647-253-0596 x 6117		
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	chris.macdonald@baffinland.com		peter.hennebury@baffinland.com
	dean.metzler@baffinland.com		
Environmental Superintendent	Todd Swenson	Bradley Rasmussen	Matt Weaver
	Katie Babin	Marc Giorgini	Mathew Raymond
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		647-253-0596 x 4131	647-253-0596 x 6039
Alternate Phone	416-557-6649 905-483-0560	514-833-0351	709-944-0490
		519-641-9249	604-213-9492
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		marc.giorgini@baffinland.com	mathew.raymond@baffinland.com
Health & Safety Manager/ Superintendent		Sean Lee	
		Blaine Taylor	
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		647-253-0596 x 6052	
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		blaine.taylor@baffinland.com	

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		Peter Hennebury	
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		peter.hennebury@baffinland.com	

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PREAMBLE

This Oil Handling Facility, Oil Pollution Emergency Plan (OPEP) for the Milne Inlet Port shall be in effect at the commencement of Port operations in 2023.

Formal distribution of the Plan has been made to:

Transport Canada

Box 8550,
344 Edmonton Street (RMW),
Winnipeg, Manitoba, R3C 0P6
Sent via email

Additional copies and updates of this Plan may be obtained from:

Baffinland Iron Mines Corporation

2275 Upper Middle Road East, Suite 300
Oakville, Ontario L6H 0C3
Tel: (416) 364-8820
Fax: (416) 364-0193
Via email: contact@baffinland.com

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1. PURPOSE

The Milne Port Fuel Storage Facility, Oil Pollution Emergency Plan (OPEP) was developed to specifically assist in implementing measures to protect the marine environment and minimize impacts from potential spill events. The Plan outlines potential spill scenarios and provides specific procedures for responding to spills while minimizing potential health and safety hazards, environmental damage, and clean-up costs. The OPEP 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. APPLICATION

The Oil Pollution Emergency Plan (OPEP) applies to all departments and to all Baffinland employees and contractors involved in the bulk transfer of fuel from vessels to the Milne Inlet Oil Handling Facility Bulk Storage Facility.

2.1 LEGISLATIVE REQUIREMENT

The Canada Shipping Act, 2001, Part 8, applies to Oil Handling Facilities (OHFs) engaged in the loading or unloading of oil to or from prescribed vessels. The Environmental Response Standards support and provide context to the Environmental Response Regulations.

Relevant applicable regulations are:

- Environmental Response Regulations (SOR/2019-252)
- Environmental Response Standards (TP14909)
- Vessel Pollution and Dangerous Chemical Regulations (SOR 2012-69)
- Pollutant Discharge Reporting Regulations (SOR/95-351)
- Guidelines for Reporting Incidents Involving Dangerous Goods and Harmful Substances and/or Marine Pollutants (TP 9834 E)

Appendix H provides a table showing concordance of the Plan with the Emergency Response Regulations and the Environmental Response Standards.

2.2 RELATIONSHIP TO OTHER BAFFINLAND RESPONSE PLANS AND POLICIES

The OPEP is required to be used in conjunction with the current revisions of the Project's other emergency plans, including:

- Milne Fuel Storage Facility Oil Pollution Prevention Plan (OPPP; BIM-5200-PLA-0015);
- Emergency Response Plan (ERP; BIM-5000-PLA-0005);
- Spill Contingency Plan (SCP; BIM-5200-PLA-0012);
- Spill at Sea Response Plan (SSRP; BIM-5000-PLA-0006);

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- Diesel Environmental Emergency (E2) Plan - Milne Port (BIM-5200-PLA-0017); and
- Crisis Management Plan (CMP) Level II (Medium) and Level III (High) Emergency (BIM-5000-PLA-0004).

This Plan does not supersede existing emergency response plans, rather it was developed to provide additional details on the spill response at the Milne Port Fuel Storage Facility during the transfer of fuels from tankers at Milne Port.

The OPPP was developed to specifically prevent the discharge of oil during the bulk transfer ship to shore operations at the Milne Port Fuel Storage Facility.

The Baffinland ERP identifies potential environmental, health and safety emergencies that could arise during the construction and operation phases of the Project. The ERP establishes the framework for responding to these situations and applies to all aspects of the Project. All Baffinland employees and contractors are required to comply with the requirements of the ERP.

The Baffinland SCP identifies potential spills of hazardous materials on land, ice, and/or fresh water that could arise during the construction and operation phases of the Project. Credible spill scenarios of hazardous products and associated protocols for responding to each type of spill are provided in the SCP. The SCP complements Baffinland’s ERP.

The SSRP outlines Baffinland’s emergency response procedures for responding to fuel spills at sea along the Northern Shipping Route from vessels interfacing with Milne Port infrastructure. This includes both marine ore carriers and fuel tanker vessels.

The Milne Port Diesel E2 Plan provides specific guidance and emergency considerations for the management of diesel fuel at Milne Port in order to protect the health and safety of immediate workers, the environment and any members of the public. The E2 Plan addresses the required elements stipulated by Environment and Climate Change Canada (ECCC) under the Environmental Emergency Regulations (2019). The Plan includes worst-case and alternative scenario modelling for diesel releases, including the release from a diesel fuel tank within its secondary containment and the ignition of the vapour cloud causing an explosion or the ignition of pooled fuel resulting in a pool fire. The E2 Plan would be activated in conjunction with the ERP if a Level II or Level III emergency involving diesel fuel occurred at Milne Port.

Baffinland’s CMP provides an organizational and procedural framework for the management of Level III emergency, disaster incidents, or crisis events that affect Baffinland operations. The guidelines outlined in the CMP commence with a specially formed management structure and the activation of procedures to deal with the major emergency situation.

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Baffinland’s Sustainable Development Policy identifies Baffinland’s commitment internally and to the public to operate in a manner that is environmentally responsible, safe, fiscally responsible and respectful of the cultural values and legal rights of Inuit.

Refer to the Sustainable Development Policy – BAF-PH1-800-POL-002

Baffinland’s Health, Safety and Environment Policy is the company’s commitment to achieve a safe, healthy and environmentally responsible workplace.

Refer to the Health, Safety and Environment Policy – BIM-5000-POL-0001

All employees and contractors are expected to comply with the contents of THE above mentioned policies.

3. DEFINITIONS AND ABBREVIATIONS

3.1 ABBREVIATIONS

Statement	Definition
CCME	Canadian Council of Ministers of the Environment
CEMT	Corporate Emergency Management Team
CMP	Crisis Management Plan
CSA	Canada Shipping Act
ECCC	Environment and Climate Change Canada
EMTL	Emergency Management Team Lead
EMT	Emergency Management Team
ERP	Emergency Response Plan
ERT	Emergency Response Team
ERTC	Emergency Response Team Command
ICC	Incident Control Centre
JHA	Job Hazard Analysis
MSC	Mine Site Complex
OHF	Oil Handling Facility
OPEP	Oil Pollution Emergency Plan
OPPP	Oil Pollution Prevention Plan
PSC	Port Site Complex
PPE	Personal protective equipment
QIA	Qikiqtani Inuit Association
SCP	Spill Contingency Plan
SDS	Safety Data Sheets
SOPEPs	Shipboard Oil Pollution Emergency Plans
SSRP	Spill at Sea Response Plan
ULSD	Ultra Low Sulphur Diesel
VOIP	Voice Over Internet Protocol

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4. PLANNING STANDARDS

In the preparation of this Plan, the standards as outlined in the Environmental Response Standards (TP 14909) have been employed.

4.1 FACILITY CATEGORY

Based on the ship to shore anticipated pumping rate of up to 550 m³/hr, the Milne Port Fuel Storage Facility is classified as a Level 2 Facility. Spill scenarios have been developed and are outlined in Section 9 of this plan. The minimum size of an oil pollution incident for which a response is described in this OPEP is 5 m³.

4.2 GENERAL PLANNING GUIDELINES

Beyond the requirements of the CSA and the Environmental Response Standards, Baffinland recognizes the unique nature of the Project’s geographical location and the challenges inherent in preventing spills during ship to shore transfers.

All spill contingencies for Milne Inlet must take into consideration the diverse elements that might define, simplify or even reduce the possibility of taking action. The harsh climate, the remoteness, transportation difficulties (for personnel and goods), limited availability of manpower in case of large oil spills and the lack of infrastructure in case of a fire are all elements that can limit the response to take in this type of situation. Air transportation is the only transportation on a regular basis but weather conditions may not be favorable, rendering a quick response difficult.

In the preparation of this plan, existing documents relating to the site specifications (physical, natural and social conditions) were utilized. In the preparation of the plan and related OPPP, ERP, SCP, and SSRP, extensive consultations with local authorities were undertaken, with the goal of a cooperative response in the event of a significant incident.

To specifically address the CSA and Environmental Response Standards, spill scenarios have been developed, taking into consideration among various factors the following:

- a) The nature of the oil product in respect of which the scenario is developed;
- b) The types of ships that are unloaded at the facility;
- c) The tides and currents that prevail at the facility;
- d) The meteorological conditions that prevail at the facility;
- e) The surrounding areas of environmental sensitivities that would likely be affected by a discharge;
- f) The measures that will be implemented to minimize the effects of a discharge;

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- g) The time necessary to carry out a response to an oil pollution incident in accordance with the regulations.

Several priorities have also been identified among which include:

- a) The safety of the facility's personnel;
- b) The safety of the facility;
- c) The safety of the communities living adjacent to the facility (including hunting camps);
- d) The prevention of fire and explosion;
- e) The minimization of the effects of a discharge;
- f) The reporting of the oil pollution incident;
- g) The environmental impact of a discharge;
- h) The measures to be taken for clean-up following the oil pollution incident, including with respect to areas of environmental sensitivities and surrounding ecosystems.

4.2.1 Response Time Standards

The operations and response structure at Milne Port have been designed so that a rapid response to a spill incident can be carried out. All equipment and resources are strategically placed near the beach front, directly at the port operation site. Responders, workboats and other support equipment are on standby during all port operations. The deployment of equipment and resources required to contain and control the fuel, or where the fuel cannot be contained, to control the quantity of fuel involved in the incident, up to the minimum spill size of 5 m³ as determined in accordance with Article 13 (2) of the Environmental Response Regulations, shall be on site and deployed on scene within one (1) hour after the discovery of the oil pollution incident, unless deployment would be unsafe.

The equipment and resources required to recover and clean up the fuel involved in the incident, up to the minimum spill size of 5 m³ as determined in accordance with Article 13 (2) of the Environmental Response Regulations shall be deployed on scene as soon as practical and effective, within six (6) hours of the oil pollution incident.

4.2.2 On-Water Recovery

On water recovery of spilled product shall be initiated immediately upon containment of free-floating product. The skimming capacity available at Milne Inlet is capable of recovery of several times the required spill volume within the time standards after derating formula are applied.

4.2.3 Dedicated Facility Spill Response Equipment

The Milne Port Fuel Storage Facility has been equipped with appropriate spill response equipment which provides *resident capability* for the response to spills in accordance with the scenarios which have been developed under this OPEP. Containment and recovery equipment

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inventories exceed the facility category planning standards and are appropriate for the potential spill volumes as outlined in the scenarios contained in the OPEP. Full details relating to specifics of the equipment can be found in Appendix D.

5. MILNE INLET STORAGE FACILITY

5.1 GENERAL OVERVIEW AND SITE DESCRIPTION

The Milne Port Fuel Storage Facility is situated on the north-eastern coast of Baffin Island (71° 52' 57" North, 80° 53' 51" West), approximately 131 km south-west of Pond Inlet. A site overview plan is presented in Appendix A.

5.2 FUEL STORAGE FACILITIES AND INFRASTRUCTURE

The Milne Port Fuel Storage Facility consists of a steel tank farm, similar to those found elsewhere in the Arctic region. A detailed site plan of the Fuel Storage Facility is provided in Appendix B. The Milne Port Fuel Storage Facility has a total system diesel capacity of approximately 50,480 tonnes (62,000,000 litres [L]), and the total system Jet-A capacity of approximately 2,496,000 tonnes (3,000,000 L). The Milne Port Fuel Storage Facility consists of the following:

- Two (2) 5 ML steel tanks containing diesel;
- Three (3) 12 ML steel tanks containing diesel;
- One (1) 13 ML steel tank containing diesel;
- One (1) 3 ML steel tank containing diesel; and
- Four (4) 750,000 L steel tanks containing Jet-A fuel.

The Milne Port Fuel Storage Facility is equipped with lined secondary containment berms, engineered to comply with the CCME *Environmental Code of Practice for Aboveground Storage Tank Systems Containing Petroleum Products* (2015). The construction is in compliance with building codes and best practices for tank farm facilities. The low point of the containment area is fitted with a sump and pumping system for capture/disposal of storm water retained within the secondary containment. The same pumping system is used to recover large spills, should they occur. The secondary containment has a large enough capacity to contain the complete volume of the largest tank, as well as 10% of the volume of all the remaining tanks. The placement and current configuration of the tank farm is detailed in the drawings provided in Appendix B of this plan.

The Milne Port Fuel Storage Facility is connected to a shore receiving manifold by a 6 inch diameter steel pipeline. The pipeline is of welded construction and is supported on appropriate stands and blocking. The pipeline is fully pressure tested and inspected each year prior to commencement of ship to shore fuel transfer operations.

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Lighting provided at the shore receiving manifold and the Milne Port Fuel Storage Facility meets the regulatory requirements of the Vessel Pollution and Dangerous Chemical Regulations (SOR 2012-69).

The Milne Port Fuel Storage Facility is a “restricted area” as defined under the Marine Transportation Safety Regulation. The Facility is fenced and access is restricted to only personnel authorized by a Marine Facility Security Officer.

5.3 MILNE INLET SHORELINE AND MARINE CHARACTERISTICS

5.3.1 Shoreline Characteristics and Sensitive Zones

A 2007 coastal habitat survey was conducted to document coastal and nearshore habitats in the proposed development area of the Mary River Project. In that oil spills are a potential development issue, the survey extended several hundred kilometers from Milne Port (which was a proposed project at the time of the survey) so as to encompass habitats in the far field as well as the near field Milne Port.

Milne Inlet is a large fjord system off the western portion of Eclipse Sound. The most prominent coastal characteristic is the steep relief that creates dramatic backdrops for the comparatively small and inconspicuous shore zone. Steep rock cliffs plunge into the inlet at many locations. In other areas, talus slopes of approximately one hundred (100) metres in height overlay narrow coarse sediment beaches. Bedrock controls much of the coastal orientation and morphology along the Milne Inlet shores with accretional beach deposits sandwiched between rock headlands. Extensive coastal rebound following deglaciation has created extensive areas of raised beach deposits one hundred (100) meters or more above present sea level. The raised beaches are unvegetated and form prominent coast-parallel lineations throughout the inlet.

The shoreline characteristics in the immediate Milne Port area are composed of varying percentages of rocky cliffs, beach ridge complexes and alluvial fans with a small percentage (1%) of alluvial delta complexes present.

Rock cliffs without beaches occur throughout Milne Inlet. Slopes range from steep (>30°) to ramped. Cliff heights may be several hundred metres. Intertidal zone widths are less than five (5) meters. Biological description show narrow steep intertidal and nearshore tend to be bare of attached macrobiota.

Beach ridges are accretional features and typically contain well-sorted sediment (often pebble-cobble in Milne Inlet). Isostatic rebound results in these deposits being raised above sea level where they form elict beach ridge complexes. Intertidal zone widths are typically less than thirty (30) meters. They are widely distributed throughout Milne Inlet and range from localized to

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extensive. Biological description shows intertidal generally bare of attached macrobiota, due to sediment mobility. On boulder ridges or on bedrock outcrops, patchy algal assemblages are seen.

Alluvial fans are areas of till and glacial outwash. Backshore slopes are moderate and usually include a tundra vegetation cover. Associated intertidal areas are usually moderate to narrow coarse sediment beaches of boulder, cobble and pebble sand. Boulder ridging tends to be common. Biological description shows intertidal generally bare of attached macrobiota on mobile sediments. Some lower intertidal rockweed type algae is associated with boulder ridges.

Baffinland recognizes several sensitivities in the area and for planning purposes have divided the shoreline at the Facility and adjacent areas susceptible to impact from a spill into zones, which are described below.

There is no permanently settled community or human habitation within close proximity to Milne Port infrastructure, however there are several seasonal hunting camps located in the bay east of Milne Port.

Zone 1: Phillips Creek

Located just to the west of the boundary of Milne Port infrastructure is the outlet of Phillips Creek. This area is characterized as a small creek delta with a shallow entrance and mud flats at low tide. In the event of a spill, diversion booming will be considered to minimize the migration of a spill onto the flats and shallow depth area in this zone.

Zone 2: Milne Facility Beach Zone

The Milne Facility Beach Zone encompasses an area of shoreline approximately 1.6 kilometers (km) in length, extending from the Milne Port western boundary eastwards. The type of shoreline through this zone is primarily sand to pebble/cobble beach and varies through the intertidal zone. This shoreline would be considered as porous, and where possible, protective booming at recovery sites will be considered to limit intertidal zone contamination.

Water depths vary in the immediate area in front of the beach zone, however are considerably shallow close to shore. A 30 foot contour is noted at a distance of approximately 200 feet from shore where the depth of water increases very abruptly.

Zone 3: Milne Eastern Beach

At the eastern end of the Milne Beach, a second smaller bay like area extends eastwards over several hundred meters. This beach is also primarily sand to pebble/cobble beach and varies through the intertidal zone. This shoreline would be considered as porous, and where possible, protective booming at recovery sites will be considered to limit contamination. In addition, there

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is a hunters cabin present along this section of the beach and therefore presents an additional sensitivity. Going eastwards, the beach turns in a northerly direction and the topography becomes steeper, characterized by a higher fiord like coastline with limited or no beaches.

Zone 4: Adjacent Areas

Based on the mooring positions of vessels and the prevailing winds, Zones 1 through 3 present the highest probability of impact from spills. The remaining area and shoreline adjacent to Milne Port is largely characterized by higher relief fiord shorelines, primarily constituted of rock and are considered to be higher energy areas. Generally, response to spills impacting these shores will focus on monitoring as booming and mechanical recovery may be difficult or impossible. In addition, the net environment benefit for attempted restoration of these shores would be detrimental.

5.3.2 Bathymetric and Marine Data

Limited bathymetric and marine data is available for Milne Inlet where Milne Port is located. Harbour Chart 7212 covers most of the area; however, data within the shallow beach areas is limited.

TABLE 2 MARINE DATA, MILNE INLET

Tidal Corrections:	HW -1h07, LW -0h43 on Resolute (Z+4)
Range of Tide:	1.6 - 2.3 metres (m)
Harbour Chart No.	7212
Approach Chart No.(s):	7566
Approximate Mooring Position (Lat/Long):	71°53.4'N 080°54.5'W (East of Philips Creek)
Nature of the Bottom	Mud

The marine environment at Milne Inlet is characterized as a sheltered waters environment. Weather data collected at Milne Port indicates that prevailing winds generally provide sea conditions of onshore waves, varying in height from flat calm to less than one (1) meter in average winds of less than 30 km/hr.

5.3.3 Meteorological Data

There is currently no ECCC meteorological station at Milne Inlet, the closest being Pond Inlet. Extensive data exists for Pond Inlet. Between 2005 and 2006, weather stations were established at Projects sites, including Milne Port, and continue to collect data to inform Project operations.

The North Baffin region is located within the Northern Arctic Ecozone. Northern Baffin Island has a semi-arid climate with relatively little precipitation. The region experiences near 24-hour darkness with less than two hours of twilight from approximately November 12th to January

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29th. During winter months (December to April), the treeless topography and fine powdery snow produce blowing snow conditions resulting in restricted visibility. Steam fog may occur in areas of open water, but does not persist more than a few miles downwind. Ice fog is infrequent, due to the lack of moisture in the air, but may occur more frequently if settlements become larger and sufficient moisture is added to the air through fuel combustion.

Frost-free conditions are short and occur from late June to late August. There is continuous sunshine from approximately May 5th to August 7th. The months of July and August bring maritime influences and are usually the wettest (snow may still occur). Fog increases at this time due to arrival of moist air from southern Canada.

During September to November, temperature and the number of daylight hours start to decrease, and by mid-October the mean daily temperature is well below 0°C. The highest amount of snowfall typically occurs during this period. A condition called “Arctic white out” often occurs during this time, where diffuse white clouds blend into the white snow-covered landscape, reducing visibility and increasing the likeliness of disorientation. This condition can also occur in April and May. Marine operations at Milne Port will generally occur following ice-break up between July through October.

The meteorological factors most affecting spill recovery operations are wind and temperature. The major observations through data collected from Pond Inlet show August and September mean monthly temperatures of 6.6 and minus 1.2°C respectively.

Data accumulated indicates that winds from the northeast occur most frequently (nearly 13% of the time), followed by winds from the north-northeast (about 12% of the time). The wind data indicates that “light air” conditions (0.3 to 1.6 m/s) occur most frequently at 23% of the time, followed by “light breeze” conditions (1.6 to 3.4 m/s), which occur 21% of the time. The data indicates that strong breezes (10.8 to 13.9 m/s) occur 6% of the time. Near gale winds (13.9 to 17.2 m/s) occur 2% of the time.

Precipitation is generally not an adverse factor during the operating period although August and September are among the wettest months of the year in this region.

5.3.4 Ice Conditions

Ice conditions at Milne Inlet have been studied in detail and are well documented. A report on ice conditions and ship access to Milne Port was completed by Enfotec Technical Services (Enfotec; a former subsidiary of FedNav). The purpose of the report was to update the summary of ice conditions and ship access along the approaches to the Milne Inlet. The analysis was based on historical ice conditions from 1983 to 2016, derived from ice charts and satellite imagery. Other data sources were also used, including climatic data and technical or scientific publications covering sea ice and Arctic navigation.

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Year-round conditions along the route to Milne Inlet were assessed, including potential shipping hazards. The average open water season is from August 5th to October 15th, resulting in a shipping window of seventy-one (71) days. In the channels close to Milne Inlet (Pond Inlet, Milne Inlet, Navy Board Inlet and Eclipse Sound), a typical timeframe has been noted between the first signs of ice formation (October 14) and the consolidation into land fast ice over 30 cm thick (November 18).

By early June, ice begins to decay and clears away completely by early August. At that time, drifting ice with inclusions of old ice can be expected, especially close to the entrance to Pond Inlet and Navy Board Inlet.

The impacts of climate change on Arctic sea ice were also considered in the Enfotec study. The report is in line with the scientific community as it recognizes that there is indeed a trend of decreasing seasonal ice cover over the Arctic. Nonetheless, changes in sea ice also bring additional challenges related to ice movement.

The final study has determined that the average open water season is from August 5th to October 15th (71 days). Ship to shore fuel transfers will be planned to coincide with the open water season accordingly.

Should ice conditions deem it necessary, the tanker vessels may also be moored at the Milne Port's Ore Dock(s) and a direct transfer into an overland Arctic grade hose may be implemented. This procedure is described in Section 6 and further detailed in the Project's Fuel Tanker Offload to Shore Tanks Procedure provided in Appendix C of the OPPP.

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6. SITE ACTIVITIES

6.1 BULK OIL TRANSFER, SHIP TO SHORE

Multiple fuel transfers from ship to shore are anticipated during the open water season. It is anticipated that the total volume of the bulk fuel transfers shall be in the order of up to 100 ML and will take place during the months of July through October. The open water fuel transfers shall take place by means of either a single or double 4” diameter floating hose with an approximate length of approximately 1,000 m deployed between the vessel and the shore manifold. Alternatively, a single 6 inch hose, or combination of a 4 inch hose and a 6 inch hose may be used. From the manifold, fuel products will transfer through the pipeline to the Milne Port Fuel Storage Facility. A 6” diameter steel pipeline connects the manifold to the Milne Port Fuel Storage Facility, situated at approximately 465 meters from the shoreline.

Late season fuel deliveries and transfers are also possible into early October. While the preference is to perform these fuel transfers via a floating hose operation, it is possible, when significant ice is present that tankers may be moored at the Milne Port Ore Dock(s). The vessel shall be moored at the ore dock allowing for a direct transfer of product from ship to receiving manifold via a single or double over ground 4” diameter Arctic hose. During such transfers the tanker shall have exclusive use of the ore dock. The hose is selected expressly for the purpose of transfer of petroleum products in arctic conditions and shall be an approximate length of up to 850 m. The entire hose length shall be tested and certified to 1.5 times the maximum working pressure. Certificates are retained at the Milne Port Fuel Storage Facility in accordance with the regulatory requirements.

The overland trajectory and security of the hose is addressed in the Project’s Fuel Tanker Offload to Shore Tanks Procedure provided in Appendix C of the OPPP. These procedures have been updated to reflect the possibility of an overland fuel transfer between ship and the receiving manifold.

The tides are not a major risk factor in this part of Milne Inlet. Wind force and direction are the dictating environmental factors during fuel transfers and criteria for acceptable conditions for discharge are outlined in the Fuel Tanker Offload to Shore Tanks Procedure found in Appendix C of the OPPP.

The ship to shore transfer operations at Milne Inlet is similar to other cargo discharge operations in the North and involves filling the shore tanks with two types of fuel, Jet-A and Arctic Diesel (Ultra-Low Sulfur Diesel). It is expected that once cargo operations are underway, the ship will discharge at a rate of up to 550 m³/hour depending on the number of hoses used and also final obtainable pumping rate. This discharge rate is applicable to either the floating hose or overland discharge option.

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The tanks shall take varying times to fill, depending on which tank is filled and also the final pumping rates obtained. Accurate reconciliation of discharge & fill volumes through regular communication between ship & shore personnel is required to ensure the safe transfer of fuel and prevent any overfilling that could result in a spill.

6.2 PORT OPERATIONS

Other than the planned fuel transfers, no other port operations involving fuel transfer are anticipated at Milne Inlet.

Dry cargo sealift (including backhaul) and ore vessel loading and shipping operations occur during the open water season (July - October). Tug employment in support of shipping operations will be provided via two tugs. While these activities are scheduled to take place at various times, often occurring at the same time, they will be completed independent of the Milne Port Fuel Storage Facility and transfer operations and are therefore not considered in this Plan. For additional information pertaining to Milne Port Marine Facility operations, refer to the Milne Port Marine Facility Security Plan (BIM-5100-PLA-0004).

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7. GENERAL RESPONSE TO EMERGENCIES

In order to effectively manage emergency response, Baffinland has implemented a detailed emergency response structure that is applicable to all emergencies. This emergency response structure is fully outlined in the ERP and all spill response shall be in conformance with those procedures. Figure 1 outlines the marine spill response organizational chart.

Milne Inlet – Marine Spill Response Organizational Chart

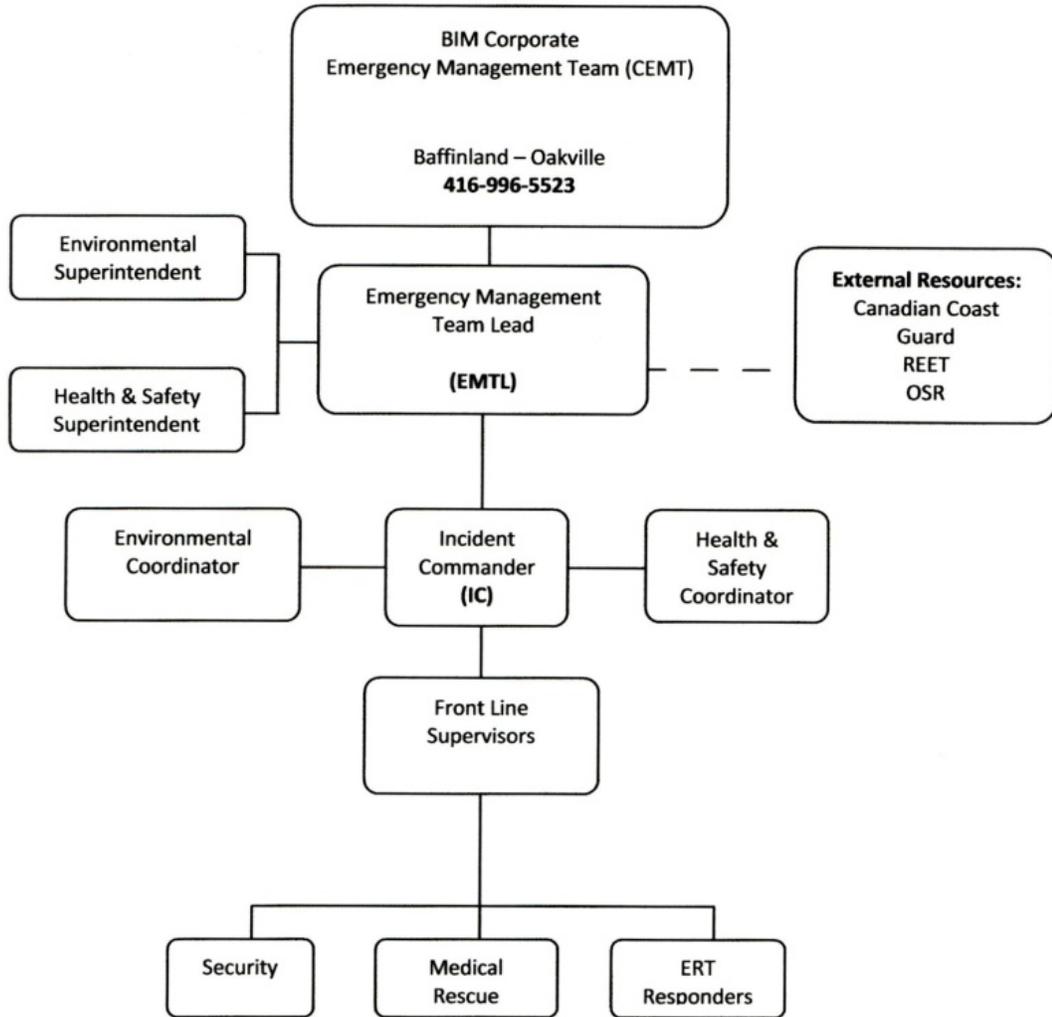


FIGURE 1 MILNE INLET – MARINE SPILL RESPONSE ORGANIZATIONAL CHART

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7.1 LEVEL OF EMERGENCY

To effectively manage emergency response, Baffinland has adopted a tiered classification system that includes three (3) levels of emergency. Each level of emergency, based on the significance of the event, requires varying degrees of response, effort and support. The impact on normal business operations will also differ as will the requirements for investigation and reporting. The process used to determine which emergency response(s) to activate in the case of an emergency is provided in Table 3 below.

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TABLE 3 LEVELS OF EMERGENCY RESPONSE CHART

Level	Personnel	Asset Damage Downtime	Environmental Impact	Company Reputation	Management Impact	NOTIFICATION AND ACTIVATION REQUIRED
Level III	Single or multiple fatalities	Uncontrolled hazard Major fire	Uncontrolled hazard Polar bear or wolf in camp or work area	Adverse media campaign Investigation from external authorities National or International impact on reputation	Requires significant senior management attention	The EMT and Crisis Management Team (CMT) are Activated. The situation is not under control
Level II	Serious or multiple injuries	Fire in a facility or uncontrolled fire involving equipment	Major reversible environmental impact No threat to land tenure Polar bear or wolf within 1.5 km of camp or work area	Local/regional media interest/coverage Local impact on reputation	Can be managed by targeted senior management attention	Activation of the Incident Command Centre (ICC) required by the EMTL
Level I	Medical treatment Injury that may require Medivac	Minor fire that is not growing in size or has been controlled Loss of generators (less than 4) or power	Extreme weather conditions force shutdown of activities Minor accidental spill or release Wildlife interaction with minor risk, aggressive fox, Polar bear within 8km of camp/worksite	Short term (1 media cycle) negative media articles or internet activity resulting in minor changes in key stakeholder perceptions	Can be managed by targeted management attention Impact of event can be absorbed into normal activities	The ERT and EMT at the site and may be required to respond EMT meets to review plans and procedures for events that could cause the emergency Level to increase Emergency response may be required with notification of line management

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7.2 INCIDENT CONTROL CENTRE

The ICC functions to provide a place for the coordination and direction of response efforts during an emergency. In the event of no senior operations managers being available at the Project site experiencing the emergency, the location of the senior operations manager will host the ICC.

The conference room at the main office in the MSC is the primary ICC for incidents occurring at the Mine Site. The conference room at the PSC is also used for ICC activities. Both ICCs may be activated during a crisis emergency, or in response to an emergency along the Tote Road where both ERT would respond. In this case, the Mine Site ICC will be the primary centre unless changed by the direction of the EMTL. Alternative ICCs are properly stocked and available should the primary location be unavailable due to the emergency. The secondary ICC is the maintenance garage boardroom. For incidents where the ICC must be established in the Corporate Office, Mary River Conference Room shall be designated for use.

7.2.1 ICC Equipment/ Supplies

The ICC has all the necessary tools for organizing response to an emergency - dispatching internal/external emergency services, directing strategic deployment of emergency resources and equipment, monitoring response efforts and establishing critical communications with the Baffinland Corporate Office.

The ICC contains:

- Duty Cards and Emergency Response Action Guides.
- The most current version of the ERP along with supporting response plans.
- Log book.
- Stationary.
- Mary River and Milne Inlet Layouts (Appendix A)
- Emergency Contact Information (ERP).
- 2-way radio communication (base station or handheld).
- Satellite phone system.
- VOIP phone system.
- Network connections.

7.3 DUTY CARDS

Duty Cards act as prompts and are used by personnel as an aid in the event of an emergency. Duty cards provide guidance for emergency response roles and responsibilities, and assist in decision making. Duty Cards are located in the ICC. First person that enters the ICC, during a significant event and retrieves all Duty Card clipboards out of the ICC cupboard and hands them out to appropriate personnel.

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7.4 NOTIFICATION AND COMMUNICATION

7.4.1 CODE 1 Notification

For an Emergency Response to occur, notification has to reach the ERT. Most often, the first person on-scene is the individual that provides this information.

An individual involved in, or witnessing, as first person on-scene, shall make every effort to quickly initiate the emergency “CODE 1” notification procedure as follows:

1. Employ the site radio Analog A1, Digital D1 or call site Security at extension 6911 (MSC) or 4911 (PSC) and announce:

“CODE 1, CODE 1, CODE 1”

Nature of the emergency (Fire/Rescue, Medical, Environmental)

Location of the emergency

Your name

Pause and repeat

During the “CODE 1” notification:

- Stay on radio/phone
2. The site security department will initiate their CODE 1 protocol, announcing CODE 1 on the main radio channels and activating the ERT and EMT.

Personnel involved, from the first person on-scene to the ERTC and EMTL rely on the ability to quickly relay accurate information.

Additionally, other individuals involved in emergency response will also carry hand-held radios as part of their regular work requirement.

During an emergency, radio communications must be kept to a minimum. If radio silence is requested on other channels, Security personnel, upon receiving instruction by the EMTL or ERTC will announce this.

The following information should never be communicated over open channels and should only be released by authorized personnel:

- Names of third parties who may have been involved in the incident.
- Identification of fatalities or injured personnel.
- Cause of the incident and liability.
- Statements that may infer negligence.

During an emergency, other site radio channels may be used to:

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- Locate ERT personnel.
- Obtain additional internal resources.
- Provide emergency notification.
- Evacuate employees from work areas.
- Maintain communications with aircraft/marine vessels.

During an emergency, telephone communications will be used to:

- Notify Internal personnel and resources.
- Notify External personnel and resources.

Refer to The External Contact List, as shown in Appendix A.

Communications links with the Corporate Emergency Management Team (CEMT) will also be required during some emergency situations. Constant communications links will be established by telephone where offsite assistance is required.

7.5 EQUIPMENT AND PERSONAL PROTECTION

To prevent spills and to provide adequate response in case of spill events, Baffinland maintains the appropriate type and quantity of response equipment and materials on site.

Spill kits are strategically placed primarily in areas of fuel handling to facilitate immediate first response in the event of a hydrocarbon release to land. A complete list of emergency response equipment and supplies available at the Project is found in Appendix D. A list of spill response equipment available onboard the tanker vessels is included in Appendix E.

In addition to the spill response equipment, a variety of mobile heavy equipment including excavators, front end loaders, bull-dozers, haul trucks, zodiac boats for in land water use, and marine support vessels are available to aid in spill response and recovery efforts.

7.6 INCIDENT INVESTIGATIONS

Baffinland Iron Mines (BIM) is committed to achieving SAFETY first ALWAYS in all work areas and the continued Health and Safety of its employees and contractors. The Baffinland “Incident Investigation and Reporting Procedure – BAF-PH1-810-PRO-0010” provides direction for the following:

- Immediate Actions
- Investigation Planning
- Data Collection
- Data Organization
- Data Analysis
- Corrective Actions

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- Reporting the Findings
- Lessons Learned

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 update as noted in Section 12 of the OPEP.

8. GENERAL SPILL PROCEDURES

The response to spills begins immediately when the spill has been detected. In all cases and immediately upon detection of a spill, all transfer operations will 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 plan clearly outlines the notification procedure and the roles and responsibilities of the management and spill response team. All emergency telephone numbers are clearly listed and the persons are contacted as needed and according to the priority of the incident. The contact list is included in Table 1.

The response team, following a spill, must ensure that personnel safety is their first priority. First and foremost, evaluate the risks as quickly as possible to guarantee that appropriate measures are taken to prevent or reduce the risk of injury to personnel, to avoid fire or explosion, to protect property and to minimize the damage to the environment. It is important to contain the oil slick or to start clean up as quickly as possible to stop the spill from contaminating a greater area.

As outlined in Section 5.2 of this plan, two products are received at the facility. Both products, Jet-A1 and ULSD are classified as non-persistent combustible hydrocarbons and will behave in a similar fashion if spilled.

The response to a spill of either of these products shall be carried out in the same fashion. Full details of the properties and hazards associated with these products are found on the SDS in Appendix F.

The products are of relative low viscosity, are clear to yellow in color and will float readily when spilled. It should be anticipated that any spillage will rapidly spread when spilled and a high rate of evaporation will occur. Wind and tidal current will be the most important factor in promoting the spread of the product on the water surface.

When responding to spills, all procedures and safety methods in handling these products must be observed. The following specific measures must be followed with distillate spilled on water or on land:

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- **Take personal protective safety measures. Personal protective equipment must be worn at all times during response operations;**
- **Close all electrical sources;**
- **Take all appropriate measures to ensure personnel safety and the safety of the facility; and**
- **Request help to control personnel access, vehicles and close the area.**

Never enter inside and/or within the radius of the contaminated area. Have a fire extinguisher close by. If a fire starts, extinguish the fire only if it is safe for you to do so and if you are trained to do so without exposing yourself to unnecessary risks.

Through the marine 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 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 the Front Line Supervisor, who will initiate the spill response operations;

In the absence of danger, and before the spill response team arrives at the scene, take any safe and reasonable measure to stop, contain and identify the nature of the spill.

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

Cease Transfer Operations - In all cases and 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.

Source Control - Reduce or stop the flow of product without endangering anyone. 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 at a level higher than the product level inside the tank.

Control of Free Product - Prevent or limit the spread of the spilled material. Accumulate/concentrate spilled product in an area to facilitate recovery. Barriers positioned down-gradient of the spill will 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.

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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.

Clean up the Spill – Recover and containerize as much free product as possible. Recover contaminated soil, and water. Pressure-wash contaminated bedrock surfaces, shorelines, ice and recover as much as possible oily water 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 or the environment. Reporting requirements are presented in Section 8.3 of this plan.

Specific spill response techniques, operations, equipment and materials are part of the comprehensive scenarios as outlined in Section 9 of this plan.

8.1 HEALTH AND SAFETY

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

Baffinland conducts all site activities in accordance with all applicable Federal and Territorial health and safety regulations. The following applicable health and safety regulations apply to the activities described in this OPEP:

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

Baffinland requires and provides WHMIS training for all employees and contractors at the Milne Port and Mary River sites. Mines Health & Safety Act & 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. Mines Health & safety Act & Regulations: Part V Regs. Supervision

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Comprehensive general training is provided to spill responders throughout the site in relation to inland spills. In addition, specific training with relation to safety during response to marine spills is provided to responders through Baffinland’s marine spill training program. Responders who are involved in marine operations have participated in the training as outlined in Section 11 of this Plan.

8.1.1 PPE Requirements

PPE will be worn by all response personnel, as per manufacturer instructions, and in accordance with the minimum PPE requirements outlined in Baffinland’s Personal Protective Equipment Standard. For all responders, personal protective equipment requirements shall be as follows:

Milne Port Site Support Services (non-water operations, no contact with spilled product):

- Hard hat;
- CSA approved work boots;
- Safety glasses;
- Leather work gloves; and
- High visibility jacket or vest.

Milne Port Site Support Services (non-water operations, possible contact with spilled product):

- Hard hat;
- CSA approved work boots;
- Safety glasses or goggles;
- High visibility jacket or vests (if not wearing rain wear);
- PVC rain suit; and
- Nitrile work gloves.

Workboat and shoreline responders (beach or on-water operations, possible contact with spilled product):

- Hard hat;
- CSA approved work boots;
- Safety glasses or goggles;
- PVC rain suit;
- Nitrile work gloves;
- Approved personal flotation device;
- Workboat operator in exposure suit;
- Workers working near the sides of the workboat wearing dry suits; and
- Stand by rescue team in dry suits with a response craft.

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8.2 COORDINATION WITH CANADIAN COAST GUARD AND OTHER GOVERNMENTAL AGENCIES

8.2.1 Canadian Coast Guard

The response to spills at the Milne Inlet site shall be managed in coordination with the Canadian Coast Guard who is the lead response agency north of 60°.

The *Central & Arctic Regional Response Plan (2008)* and the *Baffin Region, Nunavut Area Plan* outline the Canadian Coast Guard’s response capability for the Baffin region. This plan is a component of the *Canadian Coast Guard National Response Plan* which is the responsibility of the Director of Safety and Environmental Response Systems, Ottawa. It establishes the framework and the procedures by which Central & Arctic Region will prepare for, assess, respond to and document actions taken in response to pollution incidents in this Region. This capability and the information contained in the Coast Guard plans are considered a valuable resource in the planning and response to spills at the Milne Port Fuel Storage Facility.

8.2.2 ECCC – National Environmental Emergencies Centre

The Canadian Coast Guard (lead agency) with primary jurisdiction for the spill oversees and monitors response and recovery efforts by the responsible party and further, may request that ECCC provide scientific and technical advice to inform response actions that will reduce the environmental impact of the spill. 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 (E2) Regulations. ECCC 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 the event of a polluting incident that requires ECCC’s involvement, the National Environmental Emergencies Centre (NEEC) is ECCC’s focal point for the provision of scientific advice, such as weather forecast, contaminant dispersion and trajectory modeling, fate and behavior of hazardous substances, the establishment of clean-up priorities and techniques, as well as the protection of sensitive ecosystems and wildlife such as migratory birds and fish. ECCC’s Emergency officers have Hazardous Materials (HAZMAT) expertise which enables response in the event of spills involving hazardous materials.

8.2.3 Other Governmental Agencies

At all times, the response to spill incidents shall be coordinated with the various agencies as listed in Table 6.

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8.3 REPORTING REQUIREMENTS

The following reporting requirements are applicable in the case of all spills that occur at the Bulk Fuel Storage Facility. Procedures for each are outlined herewith:

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.

Reporting of actual or anticipated 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 Appendix G of this plan.

8.3.2 Reporting to Transport Canada

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:

Ryan Oleschak
 Regional Environmental Preparedness and Response Officer Transport Canada/Government of Canada
 344 Edmonton St.
 Winnipeg, Manitoba R3C 0P6 Ryan.Oleschak@tc.gc.ca
 Tel: (204) 983-7498/ Cel: (431) 338-6742

Philip Lévesque
 Manager, Regional Environmental Response Program Transport Canada/Government of Canada
 344 Edmonton St.
 Winnipeg, Manitoba R3C 0P6 philip.levesque@tc.gc.ca
 Tel: 204-984-5786 / Cel: 204-801-6951 / TTY: 1-888-675-6863

Capt. Shane Sadoway Manager, Marine Safety
 Marine Safety & Security, Prairie & Northern Region Gestionnaire du sécurité maritime, région des Prairies et du Nord Transport Canada / Transports Canada
 shane.sadoway@tc.gc.ca
 Telephone (587) 338-7141 / Facsimile (780) 495-8607

Reporting of actual or anticipated 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

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outlined in Appendix A-2 of the guideline, a copy of which is included in Appendix G of this plan.

8.3.3 Other Reporting Requirements

Other spill reporting requirements are detailed within the “BAF-PH1-830-P16-0036 – Spill Contingency Plan (SCP)” document. Spill reports are written by the department responsible for the spill and are provided to the Environment Department through Baffinland’s Incident Reporting System. Should the quantity of the specific spill, or receiving environment for the spill meet the various reporting requirements as outlined in the SCP the environment department shall follow the applicable reporting procedures for the individual agencies as outlined in that plan.

In the event of a spill involving the marine carrier delivering bulk fuel, Baffinland will also notify the subcontractor that a spill report must be made under its responsibility.

8.4 WILDLIFE PROTECTION MEASURES

When required in the event of a major uncontrolled release, the following deterrents shall be used to prevent wildlife from interacting with spilled product or a contaminated area(s) following a spill:

- Audio deterrents, i.e. bear bangers;
- Visual scare tactics, i.e. flagging, helicopters, vessels;
- Physical barriers, i.e. berms or fences; I;
- Wildlife monitors, i.e. personnel guarding area; and

To minimize environmental impact, these devices are most effective when initiated immediately.

The size of the spill and location in relation to sensitive wildlife areas must be assessed at the time of the event as to correctly apply the appropriate level of deterrence. Only workers trained in the safe and proper use of certain hazing equipment will be permitted to haze wildlife. PPE will be worn by all personnel using deterrent equipment, as per manufacturer instructions, and in accordance with the minimum PPE requirements outlined in Baffinland’s Personal Protective Equipment Standard. Other workers in the vicinity of such devices must also adhere to the hearing protection requirements described in the Personal Protective Equipment Standard or remain a safe distance away.

Hazing should be administered in such a way as to prevent wildlife from entering an area where they may become endangered. It is also important to ensure that hazing efforts do not cause already contaminated animals to scatter away before they are able to receive treatment. Techniques should be applied as soon as possible to prevent wildlife from interacting with spilled product or contaminated areas and becoming oiled or contaminated.

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All emergency response vessels shall be equipped with deterrent devices to ensure timely response in case of a spill occurrence off-shore. To prevent habituation, variation of hazing techniques will be used such as changing the location, appearance and types of hazing or using a combination of hazing techniques.

Efforts shall be made to collect alive or dead oiled wildlife. In the event of a spill occurring in or around a water body, shorelines and beaches shall be inspected for contaminated wildlife to be collected. Emergency response vessels shall be equipped with dip-nets, large plastic collecting bags for dead wildlife, and cardboard boxes or cloth bags for live oiled wildlife. To ensure that live oiled wildlife are dealt with humanely, capture and handling of wildlife shall only be done by trained individuals. Gloves shall be worn when handling contaminated wildlife (leather gloves for raptors and mammals, latex/rubber gloves for ducks and small shorebirds). Wildlife will be kept individually within cloth bags or ventilated cardboard boxes, which will be labelled with the date and time the animal was found, name of finder, and location and name of species, if known. Wildlife treatment facilities will then be contacted for advisement on treatment. All contaminated wildlife will be held in a warm quiet place until treatment. The Canadian Wildlife Services (CWS) will be consulted to determine the most humane treatment method (i.e. rehabilitation or euthanasia) to be implemented for live oiled wildlife.

For wildlife mortalities resultant from a spill, all carcasses are required to be bagged and labelled individually. The date and time the animal was found, name of finder, location and name of species, if known shall be documented. CWS is required to be consulted and approval shall be obtained prior to disposing of any dead migratory birds. Contact information for experts in bird hazing and bird exclusion, oiled bird rehabilitation, and permits needed to haze, salvage, hold and clean, or euthanize birds, are provided in Table 4. QIA’s Regulatory Manager will also be notified in conjunction with ECCC of any wildlife mortality reporting.

TABLE 4 EMERGENCY CONTACTS IN CASE OF SPILLS AFFECTING WILDLIFE

Name	Location	Phone Number	Purpose
Canadian Wildlife Services (CWS) Prairie and Northern Region	Eastgate Offices 9250 - 49 th Street Edmonton, Alberta T6B 1K5	1-780-951-8600	Providing information on migratory bird resource and species at risk (under CWS jurisdiction) in the area of a spills (this includes damage assessment and restoration planning after the event); Minimizing the damage to birds by deterring oiled birds from becoming oiled; and Ensuring the humane treatment of captured migratory birds and species at risk by determining appropriate response and treatment strategies (i.e. euthanasia or cleaning and

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			rehabilitation).
Cobequid Wildlife Rehabilitation Centre	Brookfield, NS	1-902-893-0253	Provide veterinary care and rehabilitation for wildlife.
Nunavut Emergency Management	P.O. Box 1000, Station 700 Iqaluit, NU X0A 0H0	1-800-693-1666	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	International	1-888-447-1743	Wildlife rehabilitation specialists, that manage various aspects of wildlife response.

8.5 DISPOSAL OF CONTAMINATED MATERIAL

Quatrex bags, overpack drums, or other appropriate containers as approved by the Environmental Department are used to contain and transport contaminated soil for treatment. Depending on the nature of the spilled contaminant (hydrocarbon based spills), the soil may be treated for remediation at Baffinland’s Landfarm and Contaminated Snow Containment Facility (Landfarm Facility) at Milne Port (refer to Section 8.5.1 below). Soil, contaminated from the spill of other hazardous chemicals will be treated as a hazardous waste and shipped off-site to a licensed facility for treatment and/or disposal. For additional information, refer to Baffinland’s Hazardous Materials and Hazardous Waste Management Plan (BAF-PH1-830-P16-0011).

Used sorbent material is burned in Project incinerators as per incinerator standard operating procedures and contaminated snow from sewage releases are disposed in Polishing and Waste Stabilizations Ponds for treatment during the summer months.

8.5.1 Milne Port Soil Landfarm and Contaminated Snow Containment Facility

The Milne Port Landfarm Facility consisting of two geomembrane lined containment cells. The larger (3,383 m³) west cell (landfarm) was constructed for the containment and bio treatment of hydrocarbon contaminated soils. Treated soils that meet the appropriate criteria will be used as landfill cover material or other purposes following approval from the appropriate regulators and stakeholders.

The smaller (929 m³) east cell was constructed for the containment of hydrocarbon contaminated snow collected during the winter months. Contaminated snow collected will be treated during the summer months using an on-site mobile Oily Water Treatment Facility (OWTF). During treatment, monitoring will be completed to ensure compliance with prescribed water quality guideline criteria outlined in Baffinland’s Type A Water Licence.

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9. SPILL SCENARIOS AND RESPONSE STRATEGIES

Baffinland plans for spills response at the Milne Port Fuel Facility using an analysis of possible spill scenarios. The potential incident analysis is based on real projected operations, and potential quantities spilled are based on pumping rates and estimated times to halt pumping operations.

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

- The type of ship that is employed for the bulk fuel delivery is a conventional double hulled, multi- compartment petroleum tanker, between 120 to 150 meters in length. The tanker is anchored at a safe distance from the Milne Inlet beach head and approximately 1000 meters of single or double 4 inch floating hose is deployed between ship and shore. Alternatively, a single 6 inch hose, or combination of a 4 inch hose and a 6 inch hose may be deployed.
- The most probable scenario for spillage from the floating hose would be very minor seepage from coupling gaskets. Burst hoses or couplings are highly unlikely due to the robust construction of the hose and also the stainless-steel swaged coupling design. All hoses are inspected and pressure tested annually. Hose certificates are required prior to any discharge taking place at the OHF.
- As outlined in Section 5.2 of this plan, two (2) products are received at the facility. Both products, Jet-A1 and ULSD are classified as non-persistent combustible hydrocarbons and will behave in a similar fashion if spilled. The response to a spill of either of these products shall be carried out in the same fashion. Full details of the properties and hazards associated with these products are found on the SDS in Appendix F.
- All products are of relative low viscosity, are clear to yellow in color and will float readily when spilled. It should be anticipated that any spillage will rapidly spread when spilled and a high rate of evaporation will occur. Wind and tidal current will be the most important factor in promoting the spread of the product on the water surface.
- Where environmental sensitivities are mentioned in the scenarios, these relate to the sensitivity zones as outlined in Appendix C of this plan.
- Local topography plays an important part in wind direction and force, but it is generally noted at Milne Port that the most common wind direction is from the east to north east. Average wind speeds at Milne Port for this period have been observed to be between 15 and 20 km/hr. Considering this prevailing wind, it is most often probable that any spillage will move towards the Zone 1 area of Phillips Creek.
- As is indicated previously in this plan, upon discovery of spillage of any sort, pumping operations are ceased. General response time limits to be observed for each action are as follows:

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- *Deployment of containment boom:* 0-1 hour following the spillage event; and
- *Deployment of skimming equipment:* 0-6 hours following the spillage event.

During ship to shore discharge of the product, the floating hose is inspected on a regular basis by boat. Stoppers and absorbents are available in case they are needed. The ship has a Shipboard Oil Pollution Emergency Plan (SOPEP), appropriate response gear on board and the crew is fully trained in its use.

There is a person on watch at the shore manifold at all times during discharge and in direct radio communication with the vessel. Furthermore, there is a pressure alarm installed on the pipeline during discharge to validate the system. Any leak or malfunction and resulting drop in line pressure would trigger the alarm. In addition, a visual gauge is installed at the manifold and regular pressure monitoring is carried out by the manifold watchman. The pipeline is inspected visually and regularly by walking alongside of it. Once a year the pipeline is tested as part of annual maintenance (pressure test).

Any potential spill within the tank farm zone would be retained within the bermed area. During the filling of the tanks (unloading of the vessel) continuous monitoring takes place. At all times there is a person on watch during discharge and in contact with the vessel.

In the presentation of the spill scenarios in this section, it is implied that the initial spill response actions outlined in Section 8 above have first and foremost been addressed. The scenarios are designed moreover for the purpose of identifying the appropriate specific actions and therefore the related resources required for a given incident.

Detailed scenarios are as follows:

9.1 DURING SHIP TO SHORE TRANSFER – FLOATING HOSE OPERATIONS

Source of Discharge	Potential Loss*	Appropriate Actions	Resources Required
Coupling or hose break / malfunction at the ship's manifold	20 – 5000 litres	1: Deploy containment boom as required to control migration of spill. Consideration of protection booming of beach front, protective booming of hunter's camps to the east of manifold, and Phillips Creek west of the manifold depending on wind direction, tides and marine conditions present. Typical deployment lengths of 50 meters are anticipated for this task. (Multiple lengths should be used when required) 2: Deploy skimmer and recover spill 3: Final recovery of spill using absorbents if necessary 4: Monitor any free floating oil that is unable to be contained 5: Notifications of local authorities	Boat – Baffinland near shore workboat - 3 responders Boom – 100 meters and accessories, additional booms if necessary, to provide shoreline protection Shore crew to deploy from container – 3 responders

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Coupling leaking or hose rupture along length of hose between ship and shore manifold	20 – 5000 litres	<p>1: Deploy containment boom to control migration of spill. Consideration of protection booming of beach front, protective booming of hunter's camps to the east of manifold, and Phillips Creek west of the manifold depending on wind direction, tides and marine conditions present. Typical deployment lengths of 50 - 100 meters are anticipated for this task. (Multiple lengths should be used when required)</p> <p>2: Deploy skimmer and recover spill</p> <p>3: Final recovery of spill using sorbents if necessary</p> <p>4: Monitor any free-floating oil that is unable to be contained</p> <p>5: Notifications of local authorities</p>	<p>Boat – Baffinland near shore workboat - 3 responders</p> <p>Boom – 100 meters and accessories, additional booms if necessary, to provide shoreline protection</p> <p>Shore crew to deploy from container – 3 responders</p>
Leak at shore manifold connection	20 - 5000 litres	<p>1: Deploy containment boom to control migration of spill. Typical deployment lengths of 50-100 meters are anticipated for this task. (Multiple lengths should be used when required)</p> <p>2: Deploy skimmer and recover spill</p> <p>3: Final recovery of spill using sorbents if necessary</p> <p>4: Monitor any free-floating oil that is unable to be contained</p> <p>5: Notifications of local authorities</p>	<p>Same marine response, shore based response deploy berms and sorbents</p> <p>3 additional shore responders - Milne Port Site Services Department</p>

* Potential loss estimated based on pumping rate and anticipated response time to shut down pumping operations

9.2 PIPELINE OR ALONG SHORE-BASED HOSE – OVERLAND HOSE LENGTH (LATE SEASON DELIVERY)

Source of Discharge	Potential Loss*	Appropriate Actions	Resources Required
<p>Failure of flange or coupling</p> <p>Vehicle Accident involving pipeline or shore based or overland hose length</p>	20 – 5000 litres	<p>Land spill only:</p> <p>1: Immediately install portable berms under leaking or damaged line where possible.</p> <p>2: If portable berms are not feasible, contain and recover oil spill using dykes or trenches</p> <p>3: Prevent the oil from reaching natural drainage paths leading to the ocean.</p> <p>4: Collect free-product for temporary storage. Excavate contaminated soil, store and manage appropriately</p> <p>Open Water Marine response if necessary and if possible:</p> <p>1: Deploy containment boom to control migration of spill. Consideration of protection booming of beach front, protective booming of hunter's camps to the east of manifold, and Phillips Creek west of the manifold depending on wind direction, tides and marine conditions present. Typical deployment lengths of 50 meters are anticipated for this task. (Multiple lengths should be used when required)</p> <p>2: Deploy skimmer and recover spill</p>	<p>Same marine response, shore-based response deploy berms and sorbents</p> <p>3-6 additional shore responders - Milne Port Site Services Department</p> <p>Necessary tools for cutting slots or holes in ice where thicknesses permit</p> <p>Heavy equipment for removal and transport of ice and/or contaminated snow/debris</p>

		3: Final recovery of spill using sorbents if necessary 4: Monitor any free floating oil that is unable to be contained 5: Notifications of local authorities	
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* Potential loss estimated based on pumping rate and anticipated response time to shut down pumping operations

9.3 TANK FARM

The Milne Port Fuel Storage Facility is equipped with lined secondary containment berms, engineered to comply with the CCME *Environmental Code of Practice for Aboveground Storage Tank Systems Containing Petroleum Products* (2015). The construction is in compliance with building codes and best practices for tank farm facilities. The low point of the containment area is fitted with a sump and pumping system for capture/disposal of storm water retained within the secondary containment. The same pumping system is used to recover large spills, should they occur. The secondary containment has a large enough capacity to contain the complete volume of the largest tank, as well as 10% of the volume of all the remaining tanks. The placement and current configuration of the tank farm is detailed in the drawings provided in Appendix B of this plan.

Source of discharge	Potential loss*	Appropriate actions	Resources required
Leaking Tank or piping/valves	20-5000 litres	Isolate and patch accordingly, berm or portable berms	Patch kits/ portable berms Response by Milne Port Site Services Department and ERT. Recover free products with sorbents Berm designed with fuelrecovery to sump and engineered oil water separator

* Potential loss estimated based on pumping rate and anticipated response time to shut down pumping operations

9.4 RESPONSE STRATEGIES – LARGE SPILLS

For the purposes of this plan, spills up to and including 5 m³ are to be handled by Milne Port response operations. Milne Port personnel shall deploy the resident on-site equipment as outlined in the plan.

If the spill is larger than 5 m³ and depending on the specific circumstances, management shall determine if it is necessary to increase the response capability by requesting third party assistance. In such cases, Baffinland’s SSRP will be activated.

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BIM has entered into a contractual arrangement with Oil Spill Response Limited, of Southampton, UK. (OSR). OSR is retained by BIM to provide third party spill response, oil spill response equipment resources, technical advisory, and spill management services on demand. OSR maintains at its base in Southampton a world class stockpile of response gear, most of which is air-deployable to remote regions.

Where this support is deemed necessary, the EMTL shall immediately request this assistance while ensuring ongoing mitigation of spill impact to the extent possible while awaiting additional resources and assistance from OSR.

Activation is initiated with the OSR 24 hour duty manager by telephone as follows:

+44 (0)23 8033 1551

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10. RESPONSIBILITIES

The ERP provides the specific roles and responsibilities inherent to personnel involved in emergency response depending on the nature of the emergency and on the job classification or employee. Other associated emergency plans, such as the SCP, describe the roles and responsibilities specific to those plans. In addition to the roles and responsibilities described in these plans, the roles and responsibilities specific to this OPEP are described below.

Role	Responsibilities
Emergency Management Team Lead (EMTL)	<p>The EMTL will be the most senior operations manager present at the site where the emergency is declared. When both sites ERT resources are utilized, both command centres shall be established, with control given to the most senior operations manager (EMTL).</p> <p>During a Level I CODE 1, a trained management representative may assume the role of the EMTL.</p> <p>The following duties and responsibilities are performed by the EMTL in an emergency situation:</p> <p>Duties/Responsibilities during an Emergency</p> <ul style="list-style-type: none"> • Apply Duty Card 01. • The EMTL will ensure coordination of ERT support systems from the ICC. • Upon being notified of a CODE 1 or a Level II or III emergency by the ERTC or Security, the EMTL will initiate activities in the ICC and assess the situation based on current information from the ERTC. • Activate the ICC system and escalate according to severity of incident. • Coordinate all activities in the ICC. In the event the EMTL leaves the ICC, the EMTL will designate an individual to coordinate the ICC, notifying the ERTC. • Ensure that the appropriate area manager(s) has been notified. • Appoint a Muster Station Coordinator to conduct a roll call of all evacuated personnel. • Advise the ERTC of the number of missing personnel and the room number or area of their last known location. • Dispatch the medical personnel when requested by the ERTC. • Provide internal notification as applicable based on the level of emergency. • Advise ERTC on aspects of internal/external support as they are received. • Notify the Corporate Emergency Management Team (CEMT) representative for level II or III emergencies. • Provide regular updates to the CEMT throughout the response effort, up to and including external agencies (RCMP, Government Agencies, etc.) coming to site to perform investigations related to the incident. • Provide instruction to ensure that appropriate External Resources are notified. • Receive information from the ERTC and ensure appropriate resources are made available.

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	<ul style="list-style-type: none"> • Ensure at least one Log Keeper (Health and Safety Coordinator), preferably two, is or are present in the ICC at all times to maintain a log of all events, actions and outcomes. • Duties/Responsibilities Post Emergency • Notify site personnel and CEMT of the “Termination” of the CODE 1. • Ensure the coordination and establishment of an emergency debriefing session. • Review ICC incident log and post-response incident report. • Post-incident debrief with ERTC. • Provide necessary information to Corporate Affairs for a media statement release if required. • Coordinate a report on the events surrounding the incident. • Coordinate collection of all incident notes, reports, statements and log of events. • Ensure the responsible department completes an investigation into the event. • See EMT Leader Checklist. • See Duty Cards for each event.
Emergency Management Team member	<p>The Emergency Management Team member will assist the EMTL in managing the routine operation and activities in the Incident Command Center during an emergency. The EMT ensures that IT and administrative support is available to the EMTL, coordinates sustaining the EMTL and ensures that proper records are kept of EMTL’s actions and decisions.</p> <p>The following duties are performed by the EMT in an emergency situation:</p> <p>Duties/Responsibilities during an Emergency</p> <ul style="list-style-type: none"> • Apply Duty Card 02. • Upon notification of a Level II or III emergency, report to the ICC. • Work closely with the EMTL to determine appropriate response strategy for their respective work area. • Provide supplies and resources as requested by the EMTL. • Contact departmental resources via radio as required during the emergency response. • Confirm that effective evacuation of the work area occurred. • Confirm that the shift supervisor has contacted the ERTC. • If trained management representation is low at one site of an emergency, the other sites management team will activate the ICC for support. <p>Duties/Responsibilities Post Emergency</p> <ul style="list-style-type: none"> • Participate in an emergency debriefing session. • Review recommendations from the accident/incident investigation. • Ensures follow up on remedial action to prevent or mitigate possibility of reoccurrence of emergency.
Health, Safety and Security Superintendent	<p>The Health, Safety and Security Superintendent when assigned will manage the routine operation and activities in the Incident Command Center during an emergency.</p>

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	<p>The following duties are performed by the Health and Safety Superintendent in an emergency situation:</p> <p>Duties/Responsibilities during an Emergency</p> <ul style="list-style-type: none"> • Apply Duty Card 03. • Assume the EMTL role for a Code 1 as required • Report to the ICC for Level I emergencies and act as the EMTL. • Set up personal work station and set up a scribe to record EMT actions on checklist • For Level II and III emergencies report to the ICC. • At the order of the EMTL, notify the required external agencies. • Provide additional supplies and resources as requested by the EMTL. • Contact departmental resources via radio as required during the emergency response. • Document all actions and decisions. <p>Duties/Responsibilities Post Emergency</p> <ul style="list-style-type: none"> • Participate in post-emergency debriefing. • Assist in the accident/incident investigation process. • Complete Government agencies notification processes.
Environmental Superintendent	<p>The Environmental Superintendent coordinates site based response to evaluate, contain and remediate and/or recover a spill if one should occur. The Environmental Superintendent is also responsible for all required reporting to regulators and external government agencies. Advises the EMTL for all environmental emergencies in respect to regulations and environmental guidelines.</p> <p>The following duties are performed by the Environmental Superintendent in an emergency situation:</p> <p>Duties/Responsibilities during an Emergency</p> <ul style="list-style-type: none"> • Apply Duty Card 04. • For Level II and III emergencies report to the IC. • At the direction of the EMTL, notify the required external agencies. • Provide additional supplies and resources as requested by the EMTL. • Contact departmental resources via radio as required during the emergency response. • Document all actions and decisions. <p>Duties/Responsibilities Post Emergency</p> <ul style="list-style-type: none"> • Participate in post-emergency debriefing. • Assist in the accident/incident investigation process. • Complete Government and Stakeholder Agencies notification processes.
Emergency Response Team Command	<p>The Emergency Response Team Command is the site lead administrator for the ERT, responsible for ensuring the necessary Emergency Response equipment is available and on scene and that, ERT members have received an appropriate level of training. The ERTC directs the Emergency Response Team (ERT) at the scene, however the</p>

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	<p>Emergency Response Team Command reports to the EMTL at the ICC. In the absence of the Emergency Response Team Command, the Emergency Response Captain will be designated as the ERTC.</p> <p>The following duties are performed by the ERTC in an emergency situation:</p> <p>Duties/Responsibilities during an Emergency</p> <ul style="list-style-type: none"> • Apply Duty Card 05. • Respond to the scene of the incident and direct responding ERT members in regards to the equipment and personnel required to respond. • Take charge of the scene. • Evaluate the details of the emergency as presented by the first person on-scene and assess the immediate situation, confirm the level of emergency and notify the EMTL via radio. • Maintain contact with the EMTL and provide support in coordination of the response. • Request internal/external resources from the EMTL as required. • Obtain results of muster station head counts and direct the ERT accordingly to ensure full evacuation. <p>Duties/Responsibilities Post Emergency</p> <ul style="list-style-type: none"> • Account for all ERT members. • Recommend the CODE 1 “Termination” to the EMTL when the emergency has ended. • Inform external resources that the emergency has ended (if external resources were mobilized during the emergency). • Lead the emergency debriefing session. • Ensure that all ERT equipment is returned to original order and/or replaced to ensure future rapid response. • Ensure that all ERT equipment is response ready. • Develop a written log of events indicating instructions given, action taken and outcomes achieved. • Provide assistance with ongoing investigation. • Prepare a written report on response activities.
<p>Health and Safety Coordinator</p>	<p>In the event of an incident, the Health and Safety Coordinator shall liaise with the ERTC to direct Health and Safety efforts on scene during and emergency.</p> <p>The following duties are performed by the HS Coordinator in an emergency situation:</p> <p>Duties/Responsibilities during an Emergency</p> <ul style="list-style-type: none"> • Apply Duty Card 06. • Respond to the ICC and assist with duties as assigned by the EMTL. • At the direction of the EMTL, respond to the scene and make contact with the ERTC.

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	<ul style="list-style-type: none"> Establish perimeters around the area of the emergency and direct appropriate resource personnel responsible for traffic flow. Assist with identifying and assessment of potential hazards of the ERT response and notify the ERTC. Carry out field safety duties as assigned by the ERTC, including surveillance of activities such as general field activities, identification of health and safety equipment needs, etc. Ensure appropriate personal protective equipment for involved non-ERT personnel. Note pertinent information that may be relative to the investigation. <p>Duties/Responsibilities Post Emergency</p> <ul style="list-style-type: none"> Secure the area with red "DANGER" tape and sufficient tags. Post guards if necessary. Participate in post-emergency debriefing. Assist in the accident/incident investigation report.
Environmental Coordinator	<p>In the event of an environmental incident involving accidental release of a hazardous substance, the Environmental Coordinator shall liaise with the ERTC to direct Environmental Response efforts once the scene has been assessed by the ERTC and all medical and/or fire emergencies are under control.</p> <p>The following duties are performed by the Environmental Coordinator in an emergency situation:</p> <p>Duties/Responsibilities during an Emergency</p> <ul style="list-style-type: none"> Apply Duty Card 07. Proceed to the scene of the incident as directed by the EMTL or ERTC. Coordinate internal resources during spill clean-up. Request additional resources through the ERTC as necessary. Maintain a log of events, actions, and outcomes. <p>Duties/Responsibilities Post Emergency</p> <ul style="list-style-type: none"> Secure the area with red "DANGER" tape and sufficient tags. Post guards if necessary. Participate in post-emergency debriefing. Assist in the accident/incident investigation report.
Scribe	<p>Scribes are an EMT member who are to produce an accurate, chronological written record of events that support the overall incident command process.</p> <p>The following duties are performed by the Scribe in an emergency situation:</p> <p>Duties/Responsibilities during and post Emergency</p> <ul style="list-style-type: none"> Apply Duty Card 08. Upon notification, convene at the ICC and report to the designated EMTL. Open and maintain a log, for assigned EMT lead.

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	<ul style="list-style-type: none"> • Ensure that all important decisions and actions made during the event are recorded. • Assisting with radio issue troubleshooting as needed. • Create “Key Contact” lists. • Maintain other forms as required. • Submit records, and logs to ERTC to be archived. <p>Other Scribes may be needed depending on the level of the event.</p>
Medical personnel	<p>Medical personnel will consist of the Physician Assistant (PA) provided by the contracted medical services provider.</p> <p>The following duties are performed by the Medical Personnel in an emergency situation:</p> <p>Duties/Responsibilities during an Emergency</p> <ul style="list-style-type: none"> • Apply Duty Card 09. • Respond to CODE 1’s as directed by the ERTC. • Responsible for all decisions of medical-related situations on site. • Assess, administer and delegate emergency medical care. • Advise the EMTL of the number and condition of ill/injured personnel. • Advise the EMTL of off-site resources that may be required, contact their Medical Director for direction, and if agreed contact these off-site resources (e.g. Medi-vac, Iqaluit hospital, etc.). • Maintain a log of events, actions and outcomes. <p>Duties/Responsibilities Post Emergency</p> <ul style="list-style-type: none"> • Participate in an emergency debriefing session.
Security	<p>Security personnel or their designate are key in an Emergency Response in that they will receive an initial notification of an emergency and provide first communications to essential personnel.</p> <p>The following duties are performed by the Security Personnel in an emergency situation:</p> <p>Duties/Responsibilities during an Emergency</p> <ul style="list-style-type: none"> • Apply Duty Card 10. • Receive initial emergency call and document vital information used to plan response. • All logged information will be given to the ERTC. • Provide appropriate notification of the employees and emergency responding group (including management) through the use of the radio system and CODE 1 announcement. • If evacuation is necessary, notify all PSC, PSWH, MSC or Sallivik personnel of emergency evacuation. • Assist in controlling access to the emergency area. • Maintain open radio communication (via radio or telephone intercom system).

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	<ul style="list-style-type: none"> • Keep a written record of events throughout incident. • Assist in the coordination of support and internal services as directed by the EMTL and ERTC. • Document all actions, decisions and communications. <p>Duties/Responsibilities Post Emergency</p> <ul style="list-style-type: none"> • Relay notification of ‘CODE 1 TERMINATION’ order when directed by EMTL. • Provide a summary of all documentation to the ERTC and EMTL. • Maintain Security of the scene as directed by the ERTC or EMTL. • Direct all off-site inquiries regarding the emergency to the EMTL or designate. • Participate in a debriefing session for the emergency response.
Front-Line Supervisor	<p>The following duties are performed by the Front-Line Supervisor in an emergency situation:</p> <p>Duties/Responsibilities during an Emergency</p> <ul style="list-style-type: none"> • Apply Duty Card 11. • Pre-investigate alarms if in work structure without harm to self, activate “CODE 1”. • Ensure evacuation or stand down of their work area. • Assist to ensure accountability of evacuees at muster station. • Report to supervisor and identify self and location, acting as a direct resource to the EMT as requested. • Ensure restricted access allowing only authorized personnel. • Direct the isolation, de-energizing and lock-out of systems if required. <p>Duties/Responsibilities Post Emergency</p> <ul style="list-style-type: none"> • Confirm that work area is safe to return to after the “CODE 1 terminated” has been announced by security. • Ensure that area of incident is secure until all investigations are completed. • Participate in an emergency debriefing session. • Ensure witness statements are completed by any personnel involved in the incident. • Ensure that the incident investigation is completed.
Muster Station Coordinator	<p>During an evacuation of any area that is designated to evacuate, the EMTL will designate a person responsible to assume the role of Muster Station Coordinator.</p> <p>The following duties are performed by the Mustard Station Coordinator in an emergency situation:</p> <p>Duties/Responsibilities during an Emergency</p> <ul style="list-style-type: none"> • Apply Duty Card 12. • Provide direction (traffic control) for workers and visitors to find the muster station. • Direct supervisors in the muster station to document the names of employees reporting to them and located in the muster station.

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	<ul style="list-style-type: none"> • Documents the names of workers and visitors with no supervisor in the muster station. • Relay missing person's name, room number, or work area to EMTL. • Log time of events at muster station. <p>Duties/Responsibilities Post Emergency</p> <ul style="list-style-type: none"> • Notify evacuees once the "CODE 1 terminated" has been called by the EMTL and instruct employees to return to work or accommodations.
IT Support Technicians	<p>IT technicians are responsible to aiding the EMT in ensuring that communication lines do not fail during an emergency.</p> <p>The following duties are performed by the IT Support Technicians in an emergency situation:</p> <p>Duties/Responsibilities during an Emergency</p> <ul style="list-style-type: none"> • Apply Duty Card 13. • Limiting internet and phone access to the ICC in the event of a level II or III emergency. • Repairing or assisting with internet and phone issues during an emergency. • Assisting with radio issue troubleshooting as needed. <p>Duties/Responsibilities Post Emergency</p> <ul style="list-style-type: none"> • Once instructed by the EMTL, restore internet and phone lines. • If requested by the EMTL, participate in the debriefing session.
All Project Personnel	<p>Employees perform an integral part of emergency response because often times they are the first to witness an incident and provide initial reporting that an emergency has occurred. Any person involved in, or witnessing an incident should follow the emergency notification procedure and immediately initiate a required emergency response.</p> <p>The following duties are performed by all Project Personnel in an emergency situation:</p> <ul style="list-style-type: none"> • As first person on the scene and after notifying that an incident has occurred, attempt to provide as much information as possible to assist in the initial response (e.g. type of incident, number of people injured and location). • Assess and attempt to control the scene only without causing self-harm or harm to others. • Upon hearing a site fire alarm, proceed to the designated muster area and await instruction from security personnel. • Cooperate with instruction and assist only when requested. • Once the CODE 1 termination has been called, make yourself known to Safety and complete a witness statement for the investigation.

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11. PRE-REQUISITE COMPETENCY SKILLS

11.1 TRAINING – GENERAL

Baffinland ensures that personnel involved during a response receive training for their own safety, public safety, and that they have the required skills to minimize the impact of a spill on the environment.

The personnel directly linked to spill response operations will receive training to familiarize themselves with the relevant emergency plans. These personnel will also re-examine the manual of the relevant emergency plans on a yearly basis according to their duties and responsibilities. All training is recorded in the training register and the most recent year reports are retained in the OPEP binder. Previous years reports are archived and retained accordingly.

The personnel directly linked to spill response operations, contract employees and the other responders identified in the relevant emergency plans should take part in the yearly training program. It shall be ensured that training is carried out to ensure adequate numbers of responders at all levels are available on both work shifts.

All workboat operators and crews shall possess a Pleasure Craft Operator Competency Card.

11.1.1 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.

Baffinland’s onsite Emergency Response Team Lead shall possess spill management training to a level commensurate to the duties required of the position.

Responder training is to be of a combined theoretical presentation (classroom) and also of a hands-on nature (equipment deployment exercise).

The major components of this training program shall include:

Classroom Training:

- Introduction and overview of marine spill response;
- Review of Baffinland general spill response plan and integration of same to marine response;
- Review of Marine Oil Pollution Emergency Plan elements;
- Review of oil spill behavior and operational parameters/limitations for marine spill response operations;
- Spill assessment;

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- Basic safety for spill responders to marine oil spills, presentation of video – small craft safety practices;
- Basic oil boom deployment, presentation of video and booming techniques/guidelines; and
- Marine and shoreline recovery operations.

Hands on Training and Deployments:

- Hands on review with participants of Baffinland inventory of spill equipment;
- Hands on instruction - boom connections, tow bridles, rope handling, basic knots and attachment of deployment accessories;
- Simulated deployment of booms and related gear on water using appropriate vessels; and
- Debriefing and lessons learned.

11.1.2 Training – Spill Response in or on Ice

While the preference is to perform bulk fuel transfers via a floating hose operation, it is possible, when significant ice is present that tankers may be received at the port ore dock. Scenarios for spill response in or on ice are presented in section 9.2 of this plan. In order to ensure a safe and effective response, Baffinland shall provide additional specific training to those ERT members responding in these conditions. The training includes:

- Behavior of spilled oil on snow, ice, in broken ice and under ice;
- Response tactics on snow and ice (on land);
- Response tactics in and under ice;
- Ice boring and slotting for skimmer deployment/recovery operations;
- Special considerations for boom deployment and containment in broken ice; and
- Safety of responders when working in or on ice.

11.1.3 Short Notice Training

In the event of a large spill the personnel requirements may exceed those that have received the specific responder training as outlined in Section 11.1.1 above. Due to the remoteness of the site, volunteers are not anticipated. Personnel from the Milne Port Site Services Department shall be employed as additional responders.

Although all Site Services 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 outlined in Section 11.1.1 above. For shoreline responders, a specific JHA may be utilized to identify necessary task specific procedures, PPE and precautions. The Emergency Response Team Command shall determine which modules or JHA's are pertinent to each

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group of additional responders and shall be responsible for assuring adequate training for each group.

11.2 EXERCISES

Following the annual delivery of the spill training as outlined in Section 11.1.1 a comprehensive spill exercise shall be undertaken. The exercise is structured to test the readiness of management, and responders and to practice and validate the logistics of the deployment of spill gear. Some of the factors that shall be evaluated include but are not limited to:

- Activation of the emergency plan;
- Internal notifications;
- External notifications;
- Management table top response;
- Site safety;
- Communications;
- Equipment deployment to a specific scenario;
- Reporting and co-ordination with outside agencies;
- Exercise coordination with Canadian Coast Guard; and
- Exercise coordination with ship.

Baffinland shall submit a written description of any exercise above noted to the Minister at least 30 days before the day on which it conducts the exercise.

11.3 RESPONSE EQUIPMENT AUDITING

As part of the annual exercise program, a scenario-based deployment of spill gear is carried out. Prior to the exercise all gear is inspected, its condition is evaluated and any defects or missing equipment is replaced. The equipment audit is documented in the training register.

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12. OPEP UPDATES

The OPEP will be scrutinized at least once a year to take into consideration any amendments of the legislation, new characteristics of the site, the equipment on site, new policies of the company, environmental issues and also new staff and particulars of team members. Furthermore, following an exercise an incident or a potential incident the OPEP will be evaluated and modified accordingly. Investigation reports and the corrective actions resulting from any incidents or potential incidents shall be reviewed at each OPEP update.

Should there be any change in business practices, policies or operational procedures of the Milne Oil Handling Facility affecting the unloading of oil from a vessel, both the OPSP and OPEP shall immediately be reviewed and updated as required.

Even if there is no change to be brought to the OPEP it will be updated at least once a year. The corrected version of the plan will then be sent to the responsible person on site to ensure that the team at the site always has an updated version of the plan in case their intervention is needed.

12.1.1 Update Registry

The OPEP shall be updated, reprinted, and redistributed when changes are made as noted above. The Plan carries the latest version identified by date as indicated in the header of each page of the Plan. If amendments result in a reprinting, all old versions of the Plan shall be recalled and destroyed accordingly.

12.1.2 Plan Distribution

The BIM-5200-PLA-0028 Oil Pollution Emergency Plan - Milne Port is accessible on the Baffinland document Portal. Current hard copies of the plan shall be housed at the following locations:

- Incident Command Centre (ICC)
- Fuel receiving manifold shed
- Superintendent's office

In addition to distribution within Baffinland Iron Mines, all modified versions of the Plan will be submitted to Transport Canada accordingly.

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12.1.3 Contact Lists

12.1.3.1 INTERNAL CONTACTS

Table 5 Internal Contacts

Position	Name	Phone# T: +1 647 253 0596
President/Chief Executive Officer	Brian Penney	416-364-8820 Ext 5038
Group Executive Vice President, Operations and Growth	Tayfun Eldem	416-364-8820 Ext 5145 C: 514-601-3647
Chief Financial Officer	Fernando Ragone	416-364-8820 Ext 5086 C:416-904-0439
Chief Procurement Officer	Mark Scherer	416-364-8820 Ext 5098 C:416-553-0062
Vice President, Sales and Logistics	Robin Nundoo	416-364-8820 Ext 5257 C: 44-776-855-6133
Executive Vice President, General Counsel	Mark O'Brien	416-364-8820 Ext 5114 C:416-278-3284
Vice President Corporate Sustainability	Megan Lord Hoyle	416-364-8820 Ext 5050 C:416-346-4533
General Manager	Martin Beausejour Francois Gaudreau	Ext 6088 C:647-268-9578 Ext 6072 C:416-704-9053
Operations Manager	Simon Fleury	Ext 6099 C:289-937-9699
Mine Superintendent	Les Cook Robert Turner	Ext 6709 6173
Site Services Manager	Joe Armstrong	Ext 6924 C:416-209-6444
Transportation and Logistics Superintendent	Norm Hilliard Sean Hudson	Ext 6892/6002 Ext 6864
Accommodations & Essential Services Superintendent	Drew Blais Dave Burt	Ext 4954 Ext 6157
Manager Site Coordination, Supply & Logistics	Deon Pope	Ext 6009 C:905-483-0261
Port & Logistics Superintendent	Michael Sullivan Andrew Esak	Ext 4115 C:289-834-0930 Ext 4115 C:647-456-1131
Manager, Planning and Mobile Maintenance	Sangjin Yun	Ext 6914 C:647-278-4842

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Manager, Planning, Reliability and Continuous Improvement	Pierre LaBerge	Ext 6670 C:647-278-4842
Ore Handling and Road Maintenance Superintendent	Josh Lefebvre Ryan Edwards	Ext 6591 C: 705-358-5403 Ext 4956 C:289-795-8974
Superintendent, Stacking and Shiploading	Bob Smith Tim Parks	Ext 4159/4081 C: 437-775-6217 Ext 4816 C: 289-795-8148
Senior Director Human Resources	Jason Brown	Ext 5119 C: 289-218-5650
Manager of Human Resources & Labour Relations	Susan McMillan	Ext 6215 C: 647 448 8400
Senior Director of Health, Safety, Environment, Security and Training	Tim Ray Sewell	Ext 5054 C:647-828-3432
Manager of Environment	Connor Devereaux	Ext 6736 C:647-456-9067
Health, Safety and Security Superintendent	Sean Lee Blaine Taylor	Ext 6082 Ext 6052
Environmental Superintendent	Todd Swenson Katie Babin	Ext 6716 C: 416-557-6649 Ext 6727 C: 905-483-0560
Environmental Coordinators – Milne Port	Bradley Rasmussen Marc Giorgini	Ext. 4455/4131 Ext. 4958
Health and Safety Coordinator – Milne Port	Steven “Dan” Primeau	Ext 4411
Health and Safety Coordinator – Mary River	Greg French Peter Hennebury	Ext 6021 Ext 6091
Emergency Response Team Trainer	Steve Janknegt Kyle Hewey Chris MacDonald Dean Metzler	Ext 4048 Ext 4047 Ext 6145 Ext 6117
Primary Incident Command Centre – Mine Site		Ext 6078 Conference Phone Ext 6074 Desk Phone
Primary Incident Command Centre – Port Site		Ext 4902 Conference Phone Ext 4905 Desk Phone
Secondary Incident Command Centre – Sailiivik Camp H102		Ext 6078 Conference Phone Ext 6074 Desk Phone
Secondary Incident Command Centre – Port Site		Ext 4904 Conference Phone Ext 4906 Conference Phone
Mary River Fire Hall		Ext 6882
Milne Port Fire Hall		Ext 4098

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BAFFINLAND IRON MINES PLAN
BIM-5200-PLA-0028 OIL POLLUTION EMERGENCY PLAN - MILNE PORT

Physician Assistant - Mine		Ext 6008
Physician Assistant - Milne		Ext 4107

* To reach an extension dial 647-253-0598 followed by the extension, unless otherwise noted by a phone number

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TABLE 6 EXTERNAL CONTACTS

Y – Required	N – Not Required							M – More information required to determine reporting **refer to notes	
	Serious Injury	Fatality	Fire	SAR	Dangerous Occurrence	Spill – Reportable	Spill or Anticipated Spill - Ocean	Telephone/Fax Numbers	
Workplace Safety and Compensation Commission (WSCC)									
24 – hour phone line Mines Inspector Chief Mines Inspector	Y	Y	Y	N	Y	N	N	(800) 661-0792 (24hr) (867) 920-3805 (867) 669-4430	
Royal Canadian Mounted Police									
Iqaluit – Headquarters Iqaluit Arctic Bay Clyde River Hall Beach Pond Inlet Igloolik	N	Y	Y	Y	N	M ₁	M	(867) 975-4409 (867) 975-1111 (867) 439-1111 (867) 924-1111 (867) 928-1111 (867) 899-1111 (867) 934-1111	
Spill Reporting									
Qikiqtani Inuit Association (QIA)	Y	Y	Y	Y	M	Y	Y	(867) 979-1643	
NT-NU 24-hour Spill Report Line	N	N	N	N	N	Y	Y	(867) 920-8130	
CIRNAC-Field Operations								(867) 975-4284	
DFO-Iqaluit	N	N	N	N	N	Y	Y	(613) 925-2865 Ext. 131	
Environment Canada - Iqaluit								(867) 975-4644	
GN- DOE								(867) 975-5907	
Nunavut Emergency Services						M ₁	M	1-800-693-1666	
Canadian Coast Guard (Arctic region)							Y ₃	1-800-265-0237 (24-hr)	
Medical Services									
Medical Director – Advanced Medical Solutions (Dr. Rahul Khosla)	Y	Y	N	N	N	N	N	(867) 445-7225	
VP Medical Operations – Kara Livy	M	M						(867) 446-2000	
Qikiqtani General Hospital – Iqaluit Emergency Room	Y ²							(867) 975-8600 ext. 1539	
Pond Inlet Health Clinic								(867) 899-7500 (867) 899-7538 (fax)	
Iqaluit								(867) 975-4800 (867) 975-4830 (fax)	
Igloolik								(867) 934-2100 (867) 934-2149 (fax)	
Hall Beach								(867) 928-8827 (867) 928-8847 (fax)	
Arctic Bay								(867) 439-8816 (867) 439-8315 (fax)	
Clyde River								(867) 924-6377 (867) 924-6244 (fax)	

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Transport Canada							
Toll Free and Emergency							(888) 226-8832 (24hr)
National 24-hour Number							(613) 996-6666 (24hr)
Duty officer Canadian							(613) 954-5101 (fax)
Transportation Emergency Centre							(613) 996-9439 (fax)
Search and Rescue							
Nunavut Emergency Services							1 800 693-1666 (24hr)
							(867) 975-5403
RCMP							(867) 979-1111
Joint Rescue Coordination Centre (CFB Trenton)							1 800 267-7270 (24hr)
							(613) 965-3870
							(613) 965-7190 (fax)

1. In the event of a spill or an anticipated spill of hazardous materials (exceeding the quantities listed in Part 8.1 (1) of the TDGR) during transport, the shipping company will immediately report the incident to the RCMP and the Nunavut Emergency Services. The immediate report must include as much of the information listed in Part 8.2, TDGR, as is known at the time of the report. A follow-up report must be made, in writing, to the Director General within 30 days after the occurrence of the accidental release, the "dangerous goods accident" or the "dangerous goods incident". The follow-up report must include the information listed in Part 8.3, TDGR.
2. In the event of an injury requiring Baffinland provided evacuation to Government of Nunavut (GN) Health Services or GN provided Medevac (air ambulance medical evacuation) the on-site medical professional shall contact the Emergency Department at the Qikitqani General Hospital in Iqaluit. The protocols provided in the ERP shall be used in communicating with the GN.
3. Reporting of actual or anticipated 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 Appendix G of this plan.

13. RELATED DOCUMENTS

BIM-5000-POL-0001 - Health, Safety and Environment Policy

BAF-PH1-800-POL-0002 - Sustainable Development and Human Rights Policy

BIM-5100-STA-0004 - Personal Protective Equipment Standard

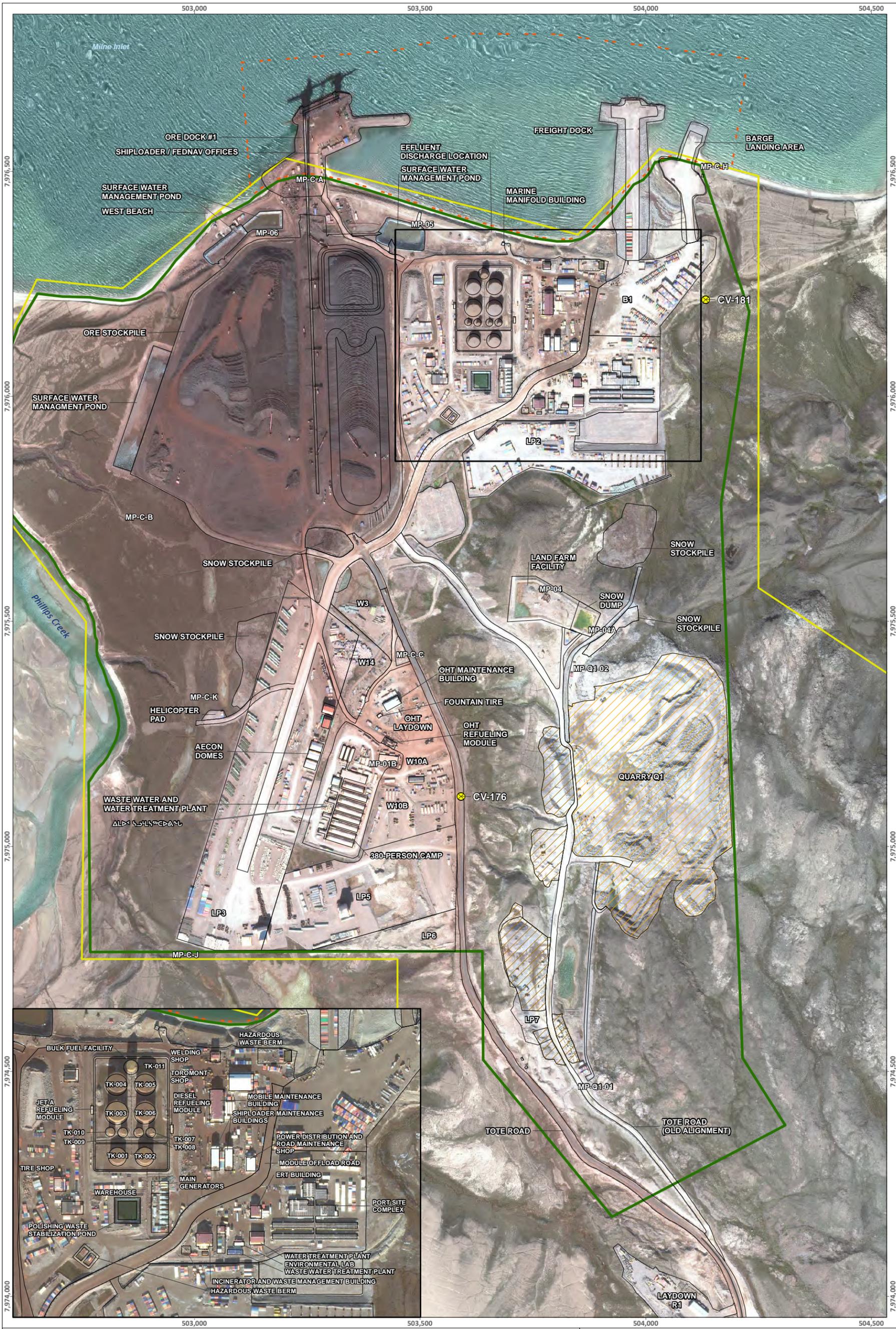
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- BIM-5200-PLA-0012 – Spill Contingency Plan
- BIM-5000-PLA-0006 - Spill at Sea Response Plan
- BIM-5200-PLA-0017 - Diesel Environmental Emergency (E2) Plan
- BIM-5200-PLA-0015 - Milne Fuel Storage Facility Oil Pollution Prevention Plan (OPPP)
- BIM-5000-PLA-0004 - Crisis Management Plan
- BIM-5000-PLA-0005 - Emergency Response Plan
- BIM5100-SOP-0021 - Incident Investigation and Reporting Procedure
- CCME, 2015, *Environmental Code of Practice for Aboveground and Underground Storage Tank Systems Containing Petroleum and Allied Petroleum Products*.
- ECCC, 2019, *Environmental Emergency (E2) Regulations*, SOR/2019- 51.
- Government of Canada, 2019, *Environmental Response Regulations* (SOR/2019-252), Canadian Shipping Act (CSA 2001).
- Government of Canada, 2019, *Environmental Response Standards* (TP14909), Canadian Shipping Act (CSA 2001).
- Government of Canada, 2009, *Guidelines for Reporting Incidents Involving Dangerous Goods, Harmful Substances and/or Marine Pollutants* (TP 9834 E).
- Government of Canada, 1995, *Pollutant Discharge Reporting Regulations* (SOR/95-351), Canadian Shipping Act (CSA 2001).
- Government of Canada, 2012, *Vessel Pollution and Dangerous Chemicals Regulations* (SOR/2012-69), Canadian Shipping Act (CSA 2001).
- Government of Nunavut, 1993, *Spill Contingency Planning and Reporting Regulations*, Environmental Protection Act, R-068-93.
- Nunavut Water Board (NWB), 2015. *Licence No. 2AM-MRY1325 – Amendment No. 1*.

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APPENDIX A MILNE PORT SITE LAYOUT

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SAVED: C:\Users\katie.mcgill\Documents\2023\BML_Fig 1 MilnePort.mxd; 20-Apr-23
 Image(Sampling)C:\Users\katie.mcgill\Documents\2023\BML_Fig 1 MilnePort.mxd; 20-Apr-23

LEGEND	
	Foreshore Lease Boundary
	Project Development Area
	Commercial Lease Boundary
	Borrow Area
	Quarry Area
	Infrastructure
	Culvert Location

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MARY RIVER PROJECT
Milne Port Site Layout

Projection: NAD 1983 UTM ZONE 17N.
 Base Map: © 2023 Digital Globe, Inc.
 Imagery and Infrastructure are representative as of July 2022.

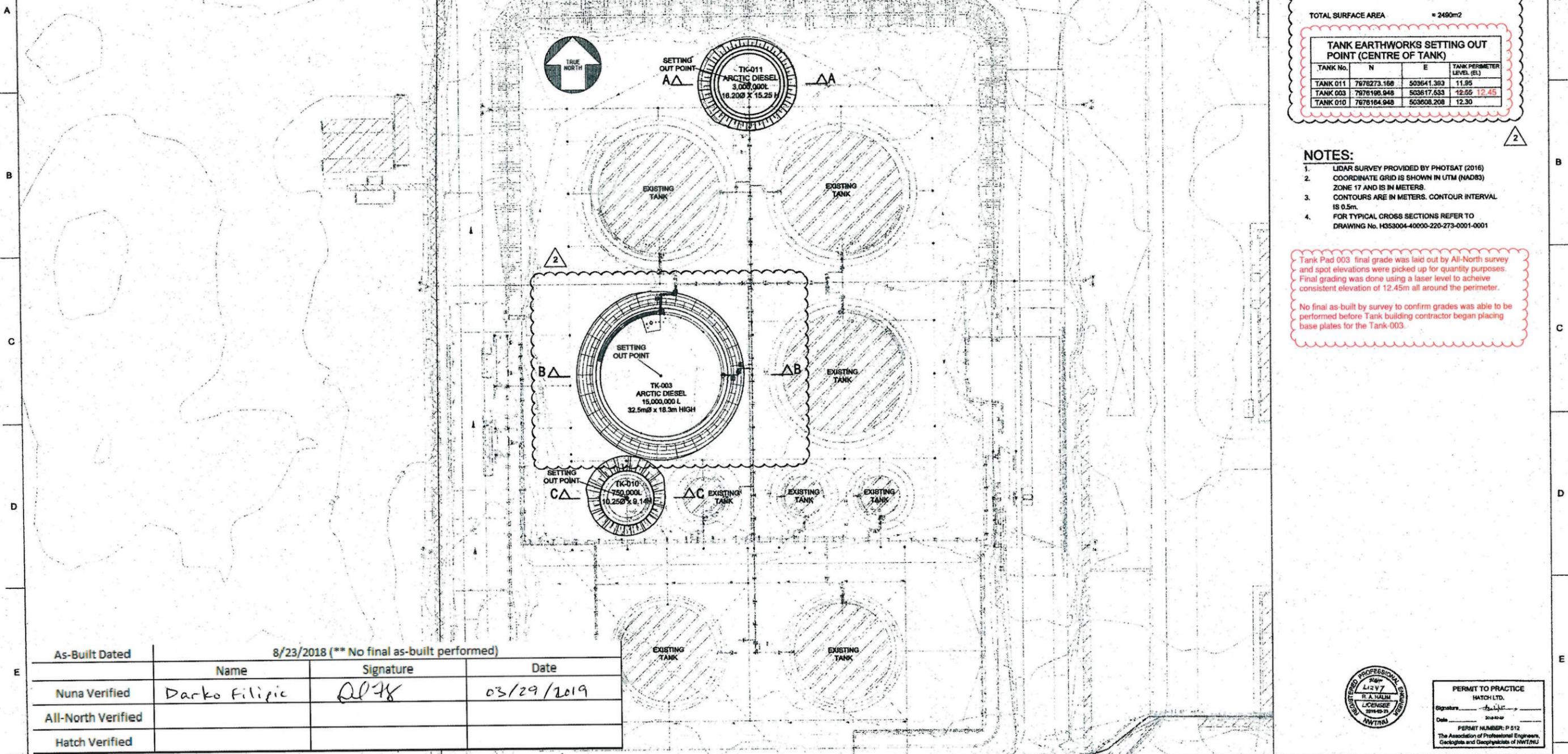
0 25 50 100 150 200 Meters
 Scale 1:8,000

ᓄᓕᓄᓄ ᐃᓕᓕᓕᓕᓕᓕᓕᓕ
FIGURE 1

APPENDIX B MILNE PORT FUEL STORAGE FACILITY LAYOUT

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H353004-40000-220-260-0003-0001
DWG. No.



MATERIAL VOLUMES:

CRUSHER FINES MATERIAL (-2mm) = 180m³
 FILL MATERIAL (TYPE 5) = 3822m³
 TOTAL FILL MATERIAL REQUIRED = 3982m³

TOTAL SURFACE AREA = 2490m²

TANK EARTHWORKS SETTING OUT POINT (CENTRE OF TANK)

TANK No.	N	E	TANK PERIMETER LEVEL (EL)
TANK 011	7978273.168	503641.393	11.95
TANK 003	7978198.948	503617.533	12.55 12.45
TANK 010	7978184.948	503608.208	12.30

NOTES:

- LIDAR SURVEY PROVIDED BY PHOTSAT (2016)
- COORDINATE GRID IS SHOWN IN UTM (NAD83) ZONE 17 AND IS IN METERS.
- CONTOURS ARE IN METERS. CONTOUR INTERVAL IS 0.5m.
- FOR TYPICAL CROSS SECTIONS REFER TO DRAWING No. H353004-40000-220-273-0001-0001

Tank Pad 003 final grade was laid out by All-North survey and spot elevations were picked up for quantity purposes. Final grading was done using a laser level to achieve consistent elevation of 12.45m all around the perimeter.

No final as-built by survey to confirm grades was able to be performed before Tank building contractor began placing base plates for the Tank-003.

As-Built Dated 8/23/2018 (** No final as-built performed)

As-Built Dated	Name	Signature	Date
Nuna Verified	Darko Filipic	<i>[Signature]</i>	03/29/2019
All-North Verified			
Hatch Verified			



PERMIT TO PRACTICE
 HATCH LTD.
 Signature: *[Signature]*
 Date: 2018-02-22
 PERMIT NUMBER: P 512
 The Association of Professional Engineers, Geologists and Geophysicists of NWT/NL

THIS DRAWING WAS PREPARED BY HATCH LTD. (HATCH) FOR THE EXCLUSIVE USE OF BAFFINLAND IRON MINES LP (BAILLON) AND ITS USE IS SUBJECT TO THE TERMS AND CONDITIONS OF THE CONTRACT BETWEEN HATCH AND THE CLIENT. INCLUDING ANY LIMITATIONS OR QUALITY CONTROL THEREON. THIS DRAWING AND ITS CONTENTS REMAIN THE INTELLECTUAL PROPERTY OF HATCH SUBJECT TO CLIENT'S INTELLECTUAL PROPERTY, PERPETUAL AND NON-EXCLUSIVE LICENSE TO USE AND REPRODUCE THE DRAWING FOR PURPOSES CONNECTED WITH THE PROJECT, INCLUDING THE CONSTRUCTION, COMPLETION, MAINTENANCE, EXTENSION, REINSTATEMENT AND REPAIR OF THE PROJECT. THIS DRAWING AND THE INFORMATION CONTAINED HEREIN SHALL BE TREATED AS CONFIDENTIAL FOR ALL OTHER PURPOSES AND SHALL NOT BE MODIFIED WITHOUT THE WRITTEN CONSENT OF HATCH.

FOR CONSTRUCTION

HATCH

Baffinland

BAFFINLAND IRON MINES LP
 MARY RIVER EXPANSION PROJECT

MILNE PORT
 FUEL TANKS 003, 010 & 011 SETTING OUT
 EARTHWORKS

NAME	SIGNATURE	ENG REG NUMBER	REVISION DATE	ORIGINAL DATE	REG. PROFESSIONAL

No.	DESCRIPTION	BY	CHK'D	DATE
2	15M DIESEL TANK ADDED	IHB	RG	13/02/2018
1	APPROVED FOR CONSTRUCTION	KT	MB	21/08/2017
0	APPROVED FOR CONSTRUCTION	FH	MB	30/06/2017

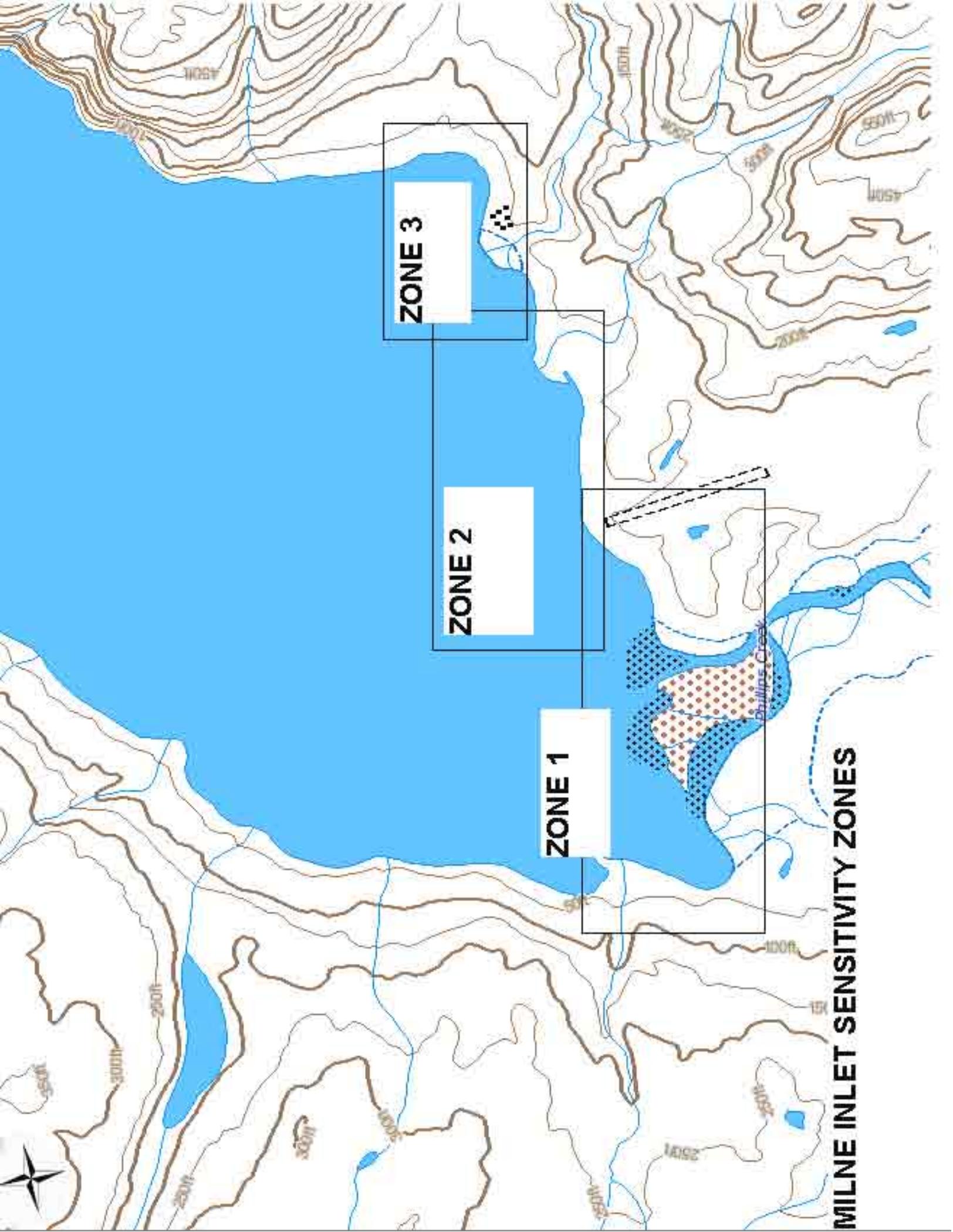
ROLE	NAME	SIGNATURE	DATE
DRAFTSPERSON	K TEFFU	<i>[Signature]</i>	NR
DESIGNER	F HUGO	<i>[Signature]</i>	NR
CHECKER	F HUGO	<i>[Signature]</i>	2018-02-22
DESIGN COORD.	R GOOSEN	<i>[Signature]</i>	2018-02-22
RESP. ENG.	R HALIM	<i>[Signature]</i>	2018-02-23
LEAD DISC. ENG.	A GROBBELAAR	<i>[Signature]</i>	2018-02-22
AREA MANAGER	V LAVRIC	<i>[Signature]</i>	2018-02-22
PROJ. MANAGER	D STANGER	<i>[Signature]</i>	2018-02-22
CLIENT		<i>[Signature]</i>	

SCALE: 1:500
 DWG. No. H353004-40000-220-260-0003-0001
 SHEET SIZE: D

REV 2

APPENDIX C SHORELINE CHARACTERIZATION AND SENSITIVE ZONES

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ZONE 3

ZONE 2

ZONE 1

MILNE INLET SENSITIVITY ZONES

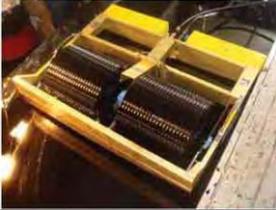
APPENDIX D RESIDENT SPILL RESPONSE EQUIPMENT

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APPENDIX D – RESIDENT SPILL RESPONSE EQUIPMENT

These resources are stored in a response ready state and can be mobilised in 1 hour. The ERTC is responsible for mobilizing these resources.

Table D-1 : Resident Spill Response Equipment at Milne Port			
Resource	Quantity	Details/Image	
Helicopter	2	Single engine	
Dornier Aeroplane	1	Fixed wing aircraft	
OPEP and Spills at Sea Response Equipment Containers	7	Per OPEP SRAS Inventory attached	
Containment Boom – Bulk Containerized		Per OPEP SRAS Inventory attached	
Spill Response Trailer EMG-033	1	Per Inventory Attached	 

Research/Spill Response Vessel	1	36 foot Henley Response vessel	
Spill Kits	Various - As per Map - Milne Port Spill Kit Locations	<p>Typical;</p> <ul style="list-style-type: none"> 💧 100 Sorbent pads 💧 6 small pillows 💧 2 large pillows 💧 5 – 8’ socks 💧 5 – 10’ socks 💧 2 – 4’ socks 💧 Sorbent granular bag - 25lb 💧 Plug patties 💧 Goggles 💧 Gloves 💧 Tyvek suits 	
Arctic mini berm	12	1m x 1m x 0.15m	
Insta Berm	2	3m x 3m x 0.4m	
Sorbent sheets	300		
Workboat	1	<ul style="list-style-type: none"> 💧 Aluminium Hull 💧 Outboard 💧 Towing post 	
Drum Skimmer and diesel power pack	1	7.5 tonnes per hour	



Oil Pollution Emergency Plan

MMilne Inlet Resident Spill Response Equipment

Canadyne Model 1230/1 combi skimmer Brush/drum for multiple viscosities	2	20 tonnes per hour	
Floating Storage bladders	2	10 tonnes capacity each	
Vacuum Truck	1	13,500 L capacity	
Steel Drums	20	200 Litre Capacity	
Rakes	12	For beach cleaning	
Perforated Shovels	12		
Pitch Fork	12		
Personal Flotation Devices	12		
Sand Stock pile	10 ton	for berming or making sand bags	
Wildlife Protection Kit	Various in Containers and Workboats	Includes; <ul style="list-style-type: none"> • Pyrotechnics (shell crackers, screamers, propane cannons for shore based spills. • Visual scare tactics (helicopters, emergency response vessels) • Broadcast Sounds • Netting 	
Spill Response Vessels (2 charter tug boats and two line boats at Milne Port)	<ul style="list-style-type: none"> • Ability to cover a range of 100nm • Enclosed wheel house • Onboard accommodation • Onboard crane • Large deck space for working areas and equipment storage • Ability to maintain a low speed of 1 to 2 kts 	Based at Milne Port	



Rescue EMG-006

Equipment checklist Date: _____ Time: _____ Inspector: _____
 N/A - Not Applicable

Compartment	Items	Yes	Condition	Full	Tested	Comments	
Cab	1	Binoculars					
	1	Thermal Imaging Camera				Turn On Ensure Battery Is Fully charged	
	2	Rolls of duck tape					
	1	Binder of Site Maps					
	1	First Aid kit					
	4	Care Flare					
	1	Caution Tape/ Danger Tape					
	1	ERG Book					
1 Left Compartment	7	SCBA's					
	18	Carbonfiber Cylinders					
	1	RIT Pack					
	13	SCBA Face masks (straps extended)					
	10	Pelican flashlights					
	2	Wheel Chock					
2 Left Compartment	2	Shovel (Spade, Shovel)					
	2	Pike Poles					
	2	Rakes					
	1	Saws all (reciprocating saw)					
	1	Saws all blades (kits)					
	1	Confined space fan & tubing					
	3	Drill bit set					
	2	Dewalt batteries and chargers					
	1	Corded Drill					
	1	Cordless Sawzall					
	1	Cordless Grinder					
	1	Cordless Impact					
	1	Cordless Drill					
	1	Socket set					
	1	Tool box					
	1	Bolt cutters					
	1	HardHat with face shield					
		MISC Battery					
	1	Pipe Wrench					
	1	sledge hammer					
	1	Halligan bar					
	2	Fire Axe					
	4	Winter Gloves					
	1	Portable fan					Start and run for 5 min
	1	Power Pack Hydraulic Tools					Start and run for 5 min
	1	Air star Light					
	2PG	Balaclava					
1	Come Along						
2	Rolls duct tape						
1	Hole Saw (kit)						
3 Left Compartment	3	Air Bag conrol Module					
	1	Air Hammer					
	1	Spreader					
	1	Ram					
	1	Cutter					
	1	Combi-Tool					
	2	Air Bags Hoses					
	1	Chainsaw					Start and run for 5 min
	1	Chop saw					Start and run for 5 min
1	1/2 Impact gun Air						

	2	Grizzly Struts				
	2	Air bags Large / Small				
	1	Auto Ex tool kit				
	3	Hydraulic Hoses				Blue , Orange, green
4 Left Compartment	6	1.5" inch hose				
	6	2.5" Inch Hose				
	6	Mustang Survival Suits				
	7	Orange PFD Vest				In Red Fire Bag
	1	Red Fire Bag with Pairs of Boots				
	1	Mustang Medevac Suit				
	5	EXO Fit Harness with SRL				In Red Fire Bag
	1	Portable Scene Lighting				
	1	Mazar Rescue Board				
	6	Sheets 2'x2' Plywood				
	24	6x6 Blocks				
	16	4x4 Blocks				
	17	2x4 Blocks				
	9	6x6 Wedges				
4	4x4 Wedges					
4	Step Chocks					
	2	Dead Blow Hammers				In Yellow Crate
5 Left Compartment	1	Rollgliss R550 Kit				
	2	Water/Ice rescue Rope 200'				
	8	Black Mustang Survivor Vest				
	5	Beam Clamps				
	1	Mainline 200ft Rope Bag (Red)				
	1	Belay Line 200ft Rope Bag (Blue)				
	1	Yates Spec Pac & RescueTriangle-Orange Bag				
	1	Gear Cache Bag 1				
	1	Gear Cahce Bag 2				
	1	Aztek Elite Pulley System				In Gear Cache
	6	High Angle Harness				
	7	Helmets & Gloves				
	2	400' Rope Bags				
	5	Gear bag assorted HA gear				
	5	Knee Pads				
	1	ResQmax Kit				
	4	Personal High Angle kits (Harness,Helmet Etc)				
1	Bag of webbing slings					
8	Pylon					
1	Life ring				2 small, 1 large	
	1	Telescopic reach pole				
1 Right Compartment	10	Safety Vests				
	7	Assorted coveralls				
	6	Assorted rain gear sets				
	1	Vacuum Splint				
	5	Blankets				
	1	KED (Kendrick Extrication device)				
	1	Back board buckles				
	2	Trauma Kit				Check expiry date
	2	box of assorted snack bars				Check expiry date
	1	Jug of Water with cups				Check expiry date
	1	Bank of Radios (X6)				
	1	IC board				
	1	Box Safety Glasses (Dark/Clear)				
	3	Rolls of caution tape				
	3	Rolls of Danger tape				
	2	Rigid splint kits				
	1	Box of SCBA cleaning wipes				
	1	Basket Horizontal Lifting Bridal				
	1	SKED				
	8	Folding stretchers				
	2	Stokes baskets with backboard & head bocks				Both w spider straps, 1 with vertical lifting bridal
1	Kohler Pump				O/S	
1	1" Hose lines					

2 Right Compartment	5	Large Pylons					
	1	Pneumatic Pump					
	2	4" Hard Suction					
	1	Air line					
3 Right Compartment	1	6" Hose					
	1	15000 liter Onion bladder					
	2	6" hose coupler					
4 Right Compartment	2	15000 VSG Bladder					
	2	Grey Sorbent					
	6	White Sorbent					
	7	Quatrex bags (white)					
	1	Stair Chair					
	3	Bladder repair kits					
	3	Bladder fitting kit					
5 Right Compartment	2	Arctic soft extension cords					
	1	spill response generator					Start and run for 5 min
	2	Medical disaster kits					Check Expiry Data (Burn Kits, Sterile water)
	7	Tarps					
	1	Insulated Tarps					
	2	Canvas Tarp					
	2	Lithium fire extinguisher					
	5	Box Socks					
	2	Spill Boom					
	2	Red spill kits					
	2	2 x 2 Duck pond					
	2	4 x 4 Duck pond					
	5	5 gallon pails					
2	Magnesium fire extinguisher						

Inventory of Typical Spill Kits

Amount	Description
1	30 Gallon Drum with Lid
50	Sorbent Pads
4	Sorbent Socks
2	Sorbent Booms
1	Shaker of Safety Sorb
1	Neoprene Drain Cover
1	Disposable Bag
2 Pair	Safety Goggles
2 Pair	Nitrile Gloves

* Best efforts are made to ensure spill kits remain fully stocked at their designated locations.

Spill Response Unit EMG-033





EMG-033

Equipment checklist Date: _____ Time: _____ Inspector: _____
 N/A - Not Applicable

Compartment	Items	Yes	Condition	Full	Empty	Tested	Comments
Nose	1						Scene Light
	5						Traffic cones
	2						Spade Shovel
	3						Square Shovel
	1						Stone rake
	7						White Quatrex bags
	8						Pails w/lids
	Left Shelf 1 (top)	3					
Left shelf 2	2						Bags of Grey absorbent
	6						Bags or White sorbent pads
	1						1 dumpster liner
	2						Rolls of chicken wire
Left Shelf 3	9						Boxes of 3"x4' Sorbent sock
Left Shelf 4 (floor)	1						Pail of Plug n' Dike
	1						Pail of Gap Seal
	1						Auger Head
	25						Sand Bags
Right Shelf 1 (top)	4						4' Duck ponds
Right Shelf 2	1						Hole saw Kit
	1						Milwaukee Transfer pump
	1						Milwaukee Cordless Drill
	2						Milwaukee chargers with batteries
	1						Face Shield w/Hard hat
Right Shelf 3	2						SZ 13 Hip waders
	1						SZ10 Hip waders
	1						SZ8 Hip waders
Right Shelf 4 (floor)	1						3" Trash pump
	1						Bladder fitting kit
	2						3/4" Garden Hoses
Right Shelf 5 (top mini)	6						Goggles
	1						Roll of Danger Tape
	1						Roll of Caution Tape
	1						100' Tape measure
	4						Flash lights
	1						Fill rite pump (accessories)
	3						Boxes of Nitrile gloves 2 MD 1 XL
Right Shelf 6	1						Bag of Cotton Gloves
	2						Bundles of Rubber Gloves
	1						Bag of Cable Ties
Right Shelf 7	10						Tyvek Coverals L
Right Shelf 8	15						Tyvek Coverals XXL
Wall	2						50' Extension Cord
	1						10# Fire Extinguisher
	1						Eye wash station
Rear	1						Empty Tote
	1						Overpack Drum
	1						3" Layflat Hose
	1						3" Suction hose

APPENDIX E SPILL RESPONSE EQUIPMENT ONBOARD SHIP

BIM-5200-PLA-0028 Oil Pollution Emergency Plan - Milne Port	Issue Date: 2023-05-19	Page 65 of 68
Site Wide	Next Review date: 2024-03-02	Revision: 10
Document Owner: Environmental Superintendent	Document Approver: General Manager	
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POLLUTION CONTROL EQUIPMENT PETRO-NAV ARCTIC TANKERS 2023

				Quantity	Location
Pollution	Boom	Oil containment boom	Each	1200 feet	Reel
Pollution	Skimmer	Pedco Mini Oil Skimmer	Each	1	Pollution Container
Pollution	Recovery Pump	Honda model WT 20X	Each	1	
Pollution	Suction hose	2 inch tank wagon X 25 feet	Each	1	
Pollution	Discharge hose	2 inch lay flat X 25 feet	Each	1	
Pollution	Sorbent	Sorbent Booms – 5” – 40 feet per bale	Each	20	
Pollution	Sorbent	Sorbent Pads – 200 sheets	Each	20	
Pollution	Sorbent	15 Kg bags	Each	5	
Pollution	Primary Storage	Tote tank 1 m ³	Each	1	

APPENDIX F SDSS

BIM-5200-PLA-0028 Oil Pollution Emergency Plan - Milne Port	Issue Date: 2023-05-19	Page 66 of 68
Site Wide	Next Review date: 2024-03-02	Revision: 10
Document Owner: Environmental Superintendent	Document Approver: General Manager	
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WHMIS	Product name	TDG Road/Rail
 	Jet Fuel	

Section 1. Identification

Chemical name : Kerosine (petroleum)

Other means of identification : Not available.

Code : 8521

CAS number : 8008-20-6

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

Supplier's details : ÉNERGIE VALERO INC
1801 Avenue McGill College
13^e étage
Montréal, Québec
H3A 2N4

Emergency telephone number with hours of operation. : **Canutec (24 heures)**
613-996-6666

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
SKIN CORROSION/IRRITATION - Category 2
SERIOUS EYE DAMAGE/ EYE IRRITATION - Category 2A
ASPIRATION HAZARD - Category 1

GHS label elements

Hazard pictograms



Signal word : Danger

Hazard statements : Flammable liquid and vapor.
Causes serious eye irritation.
Causes skin irritation.
May be fatal if swallowed and enters airways.

Precautionary statements

Prevention : Wear protective gloves. Wear eye or face protection. Keep away from heat, hot surfaces, sparks, open flames and other ignition sources. No smoking. Use explosion-proof electrical, ventilating, lighting and all material-handling equipment. Use only non-sparking tools. Take precautionary measures against static discharge. Keep container tightly closed. Wash hands thoroughly after handling.

Section 2. Hazards identification

- Response** : 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 or shower. IF ON SKIN: Wash with plenty of soap and water. Take off contaminated clothing. If skin irritation occurs: Get medical attention. IF IN EYES: Rinse cautiously with water for several minutes. Remove contact lenses, if present and easy to do. Continue rinsing. If eye irritation persists: Get medical attention.
- Storage** : Store locked up. Store in a well-ventilated place. Keep cool.
- Disposal** : Dispose of contents and container in accordance with all local, regional, national and international regulations.
- Hazards not otherwise classified** : None known.

Section 3. Composition/information on ingredients

Substance/mixture	Substance		
Ingredient name		%	CAS number
Kerosine (petroleum)		100	8008-20-6

Any concentration shown as a range is to protect confidentiality or is due to batch variation.

Contient environ 25% d'aromatiques (pas de benzène); peut contenir des traces de H₂S

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

Section 4. First aid measures

Description of necessary first aid measures

- Eye contact** : Immediately flush eyes with plenty of water, occasionally lifting the upper and lower eyelids. Check for and remove any contact lenses. Continue to rinse for at least 10 minutes. Get medical attention.
- Inhalation** : Remove victim to fresh air and keep at rest in a position comfortable for breathing. If not breathing, if breathing is irregular or if respiratory arrest occurs, provide artificial respiration or oxygen by trained personnel. It may be dangerous to the person providing aid to give mouth-to-mouth resuscitation. Get medical attention if adverse health effects persist or are severe. If unconscious, place in recovery position and get medical attention immediately. Maintain an open airway. Loosen tight clothing such as a collar, tie, belt or waistband.
- Skin contact** : Flush contaminated skin with plenty of water. Remove contaminated clothing and shoes. Continue to rinse for at least 10 minutes. Get medical attention. Wash clothing before reuse. Clean shoes thoroughly before reuse.
- Ingestion** : Get medical attention immediately. Call a poison center or physician. Wash out mouth with water. Remove dentures if any. Remove victim to fresh air and keep at rest in a position comfortable for breathing. If material has been swallowed and the exposed person is conscious, give small quantities of water to drink. Stop if the exposed person feels sick as vomiting may be dangerous. Aspiration hazard if swallowed. Can enter lungs and cause damage. Do not induce vomiting. If vomiting occurs, the head should be kept low so that vomit does not enter the lungs. Never give anything by mouth to an unconscious person. If unconscious, place in recovery position and get medical attention immediately. Maintain an open airway. Loosen tight clothing such as a collar, tie, belt or waistband.

Most important symptoms/effects, acute and delayed

Potential acute health effects

- Eye contact** : Causes serious eye irritation.

Section 4. First aid measures

- Inhalation** : No known significant effects or critical hazards.
- Skin contact** : Causes skin irritation.
- Ingestion** : May be fatal if swallowed and enters airways. Irritating to mouth, throat and stomach.

Over-exposure signs/symptoms

- Eye contact** : Adverse symptoms may include the following:
pain or irritation
watering
redness
- Inhalation** : No specific data.
- Skin contact** : Adverse symptoms may include the following:
irritation
redness
- Ingestion** : Adverse symptoms may include the following:
nausea or vomiting

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

- Notes to physician** : Treat symptomatically. Contact poison treatment specialist immediately if large quantities have been ingested or inhaled.
- Specific treatments** : No specific treatment.
- Protection of first-aiders** : No action shall be taken involving any personal risk or without suitable training. It may be dangerous to the person providing aid to give mouth-to-mouth resuscitation.

See toxicological information (Section 11)

Section 5. Fire-fighting measures

Extinguishing media

- Suitable extinguishing media** : Use dry chemical, CO₂, water spray (fog) or foam.
- Unsuitable extinguishing media** : Do not use water jet.

Specific hazards arising from the chemical

- : Flammable liquid and vapor. In a fire or if heated, a pressure increase will occur and the container may burst, with the risk of a subsequent explosion. The vapor/gas is heavier than air and will spread along the ground. Vapors may accumulate in low or confined areas or travel a considerable distance to a source of ignition and flash back. Runoff to sewer may create fire or explosion hazard. Fire water contaminated with this material must be contained and prevented from being discharged to any waterway, sewer or drain.

Hazardous thermal decomposition products

- : Decomposition products may include the following materials:
carbon dioxide
carbon monoxide

Special protective actions for fire-fighters

- : Promptly isolate the scene by removing all persons from the vicinity of the incident if there is a fire. No action shall be taken involving any personal risk or without suitable training. 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 appropriate protective equipment and self-contained breathing apparatus (SCBA) with a full face-piece operated in positive pressure mode.

Section 6. Accidental release measures

Personal precautions, protective equipment and emergency procedures

- For non-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. Shut off all ignition sources. No flares, smoking or flames in hazard area. Avoid breathing vapor or mist. Provide adequate ventilation. Wear appropriate respirator when ventilation is inadequate. Put on appropriate personal protective equipment.
- For emergency responders** : If specialised clothing is required to deal with the spillage, take note of any information in Section 8 on suitable and unsuitable materials. 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.

Methods and materials for containment and cleaning up

- Small spill** : Stop leak if without risk. Move containers from spill area. Use spark-proof tools and explosion-proof equipment. Dilute with water and mop up if water-soluble. Alternatively, or if water-insoluble, absorb with an inert dry material and place in an appropriate waste disposal container. Dispose of via a licensed waste disposal contractor.
- Large spill** : Stop leak if without risk. Move containers from spill area. Use spark-proof tools and explosion-proof equipment. Approach release from upwind. Prevent entry into sewers, water courses, basements or confined areas. Wash spillages into an effluent treatment plant or proceed as follows. 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 (see Section 13). Dispose of via a licensed waste disposal contractor. Contaminated absorbent material may pose the same hazard as the spilled product. Note: see Section 1 for emergency contact information and Section 13 for waste disposal.

Section 7. Handling and storage

Precautions for safe handling

- Protective measures** : Put on appropriate personal protective equipment (see Section 8). Do not swallow. Avoid contact with eyes, skin and clothing. Avoid breathing vapor or mist. Avoid release to the environment. Use only with adequate ventilation. Wear appropriate respirator when ventilation is inadequate. Do not enter storage areas and confined spaces unless adequately ventilated. 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.
- Advice on general occupational hygiene** : Eating, drinking and smoking should be prohibited in areas where this material is handled, stored and processed. Workers should wash hands and face before eating, drinking and smoking. 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. 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.

Section 8. Exposure controls/personal protection

Control parameters

United States

Occupational exposure limits

Ingredient name	Exposure limits
Kerosine (petroleum)	NIOSH REL (United States, 10/2013). TWA: 100 mg/m ³ 10 hours. ACGIH TLV (United States, 6/2013). Absorbed through skin. TWA: 200 mg/m ³ , (as total hydrocarbon vapor) 8 hours.

Canada

Occupational exposure limits		TWA (8 hours)			STEL (15 mins)			Ceiling			
Ingredient	List name	ppm	mg/m ³	Other	ppm	mg/m ³	Other	ppm	mg/m ³	Other	Notations
Kerosine (petroleum), as total hydrocarbon vapor	US ACGIH 6/2013	-	200	-	-	-	-	-	-	-	[1]
Kerosine (petroleum), as total hydrocarbon vapour	AB 4/2009	-	200	-	-	-	-	-	-	-	[1]
Kerosine (petroleum)	BC 7/2013	-	200	-	-	-	-	-	-	-	[1]
	ON 1/2013	-	200	-	-	-	-	-	-	-	[1]

[1] Absorbed through skin.

Appropriate engineering controls

- : Use only with adequate ventilation. Use process enclosures, local exhaust ventilation or other engineering controls to keep worker exposure to airborne contaminants below any recommended or statutory limits. The engineering controls also need to keep gas, vapor or dust concentrations below any lower explosive limits. Use explosion-proof ventilation equipment.

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

- : Safety eyewear complying with an approved standard should be used when a risk assessment indicates this is necessary to avoid exposure to liquid splashes, mists, gases or dusts. If contact is possible, the following protection should be worn, unless the assessment indicates a higher degree of protection: chemical splash goggles.

Skin protection

Hand protection

- : Chemical-resistant, impervious gloves complying with an approved standard should be worn at all times when handling chemical products if a risk assessment indicates this is necessary. Considering the parameters specified by the glove manufacturer, check during use that the gloves are still retaining their protective properties. It should be noted that the time to breakthrough for any glove material may be different for different glove manufacturers. In the case of mixtures, consisting of several substances, the protection time of the gloves cannot be accurately estimated.

Body protection

- : 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. When there is a risk of ignition from static electricity, wear anti-static protective clothing. For the greatest protection from static discharges, clothing should include anti-static overalls, boots and gloves.

Section 8. Exposure controls/personal protection

- 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 a properly fitted, air-purifying or air-fed respirator complying with an approved standard if a risk assessment indicates this is necessary. Respirator selection must be based on known or anticipated exposure levels, the hazards of the product and the safe working limits of the selected respirator.

Section 9. Physical and chemical properties

Appearance

- Physical state** : Liquid. [Viscous liquid.]
- Color** : Colorless to light yellow. Clear.
- Odor** : Characteristic.
- Odor threshold** : Not available.
- pH** : Not available.
- Melting point** : -49 °C (-56,2 °F)
- Boiling point** : 90 to 300 °C (194 to 572 °F)
- Flash point** : Closed cup: >38 °C (>100,4 °F)
- Evaporation rate** : 0,212138 (butyl acetate = 1)
- Flammability (solid, gas)** : Not available.
- Lower and upper explosive (flammable) limits** : Lower: 0,7%
Upper: 5%
- Vapor pressure** : 0,27 kPa (2 mm Hg) [room temperature]
- Vapor density** : 4,5 [Air = 1]
- Relative density** : 0,8
- Solubility** : Not available.
- Partition coefficient: n-octanol/water** : Not available.
- Auto-ignition temperature** : >220 °C (>428 °F)
- Decomposition temperature** : Not available.
- Viscosity** : Not available.
- Aerosol product**
- Heat of combustion** : -43,12 kJ/g

Section 10. Stability and reactivity

- Reactivity** : No specific test data related to reactivity available for this product or its ingredients.
- Chemical stability** : The product is stable.
- Possibility of hazardous reactions** : Under normal conditions of storage and use, hazardous reactions will not occur.
- Conditions to avoid** : Avoid all possible sources of ignition (spark or flame). Do not pressurize, cut, weld, braze, solder, drill, grind or expose containers to heat or sources of ignition. Do not allow vapor to accumulate in low or confined areas.
- Incompatible materials** : Reactive or incompatible with the following materials:
oxidizing materials
- 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	Result	Species	Dose	Exposure
Kerosine (petroleum)	LD50 Oral	Rat	15 g/kg	-

Irritation/Corrosion

Product/ingredient name	Result	Species	Score	Exposure	Observation
Kerosine (petroleum)	Skin - Moderate irritant	Rabbit	-	0.5 Milliliters 24 hours 100 Percent 500 milligrams	-
	Skin - Moderate irritant	Rabbit	-		-
	Skin - Severe irritant	Rabbit	-		-

Sensitization

Not available.

Mutagenicity

Not available.

Carcinogenicity

Not available.

Classification

Product/ingredient name	OSHA	IARC	NTP
Kerosine (petroleum)	-	3	-

Reproductive toxicity

Not available.

Teratogenicity

Not available.

Specific target organ toxicity (single exposure)

Not available.

Specific target organ toxicity (repeated exposure)

Not available.

Aspiration hazard

Name	Result
Kerosine (petroleum)	ASPIRATION HAZARD - Category 1

Information on the likely routes of exposure : Not available.

Potential acute health effects

- Eye contact** : Causes serious eye irritation.
- Inhalation** : No known significant effects or critical hazards.
- Skin contact** : Causes skin irritation.
- Ingestion** : May be fatal if swallowed and enters airways. Irritating to mouth, throat and stomach.

Symptoms related to the physical, chemical and toxicological characteristics

- Eye contact** : Adverse symptoms may include the following:
pain or irritation
watering
redness
- Inhalation** : No specific data.

Section 11. Toxicological information

- Skin contact** : Adverse symptoms may include the following:
irritation
redness
- 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 : Not available.

Potential delayed effects : Not available.

Long term exposure

Potential immediate effects : Not available.

Potential delayed effects : Not available.

Potential chronic health effects

Not available.

- General** : No known significant effects or critical hazards.
- Carcinogenicity** : No known significant effects or critical hazards.
- 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.
- Fertility effects** : No known significant effects or critical hazards.

Numerical measures of toxicity

Acute toxicity estimates

Not available.

Section 12. Ecological information

Toxicity

Not available.

Persistence and degradability

Not available.

Bioaccumulative potential

Not available.

Mobility in soil

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

Other adverse effects : No known significant effects or critical hazards.

Section 13. Disposal considerations

Disposal methods

: The generation of waste should be avoided or minimized wherever possible. 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. Dispose of surplus and non-recyclable products via a licensed waste disposal contractor. Waste should not be disposed of untreated to the sewer unless fully compliant with the requirements of all authorities with jurisdiction. 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				
UN number	UN1863	UN1863				
UN proper shipping name	Fuel, Aviation, Turbine Engine (Kerosine (petroleum))	Fuel, Aviation, Turbine Engine (Kerosine (petroleum))				
Transport hazard class(es)	3  	3 				
Packing group	III	III				
Environmental hazards	Yes.	No.				
Additional information	This product may be re-classified as "Combustible Liquid," unless transported by vessel or aircraft. Non-bulk packages (less than or equal to 119 gal) of combustible liquids, that are marine pollutants, are not regulated as hazardous materials, unless transported by vessel.	-				

Section 14. Transport information

	The marine pollutant mark is not required when transported on inland waterways in sizes of ≤5 L or ≤5 kg or by road, rail, or inland air in non-bulk sizes.					
--	---	--	--	--	--	--

Special precautions for user : **Transport within user's premises:** always transport in closed containers that are upright and secure. Ensure that persons transporting the product know what to do in the event of an accident or spillage.

Transport in bulk according to Annex II of MARPOL 73/78 and the IBC Code : Not applicable.

Section 15. Regulatory information

U.S. Federal regulations : **TSCA 8(a) CDR Exempt/Partial exemption:** This material is listed or exempted.
United States inventory (TSCA 8b): This material is listed or exempted.

Clean Air Act Section 112 (b) Hazardous Air Pollutants (HAPs) : Not listed

Clean Air Act Section 602 Class I Substances : Not listed

Clean Air Act Section 602 Class II Substances : Not listed

DEA List I Chemicals (Precursor Chemicals) : Not listed

DEA List II Chemicals (Essential Chemicals) : Not listed

SARA 302/304

Composition/information on ingredients

No products were found.

SARA 304 RQ : Not applicable.

SARA 311/312

Classification : Fire hazard
 Immediate (acute) health hazard

Composition/information on ingredients

Name	%	Fire hazard	Sudden release of pressure	Reactive	Immediate (acute) health hazard	Delayed (chronic) health hazard
Kerosine (petroleum)	100	Yes.	No.	No.	Yes.	No.

State regulations

Massachusetts : This material is listed.

Section 15. Regulatory information

- New York** : This material is not listed.
New Jersey : This material is listed.
Pennsylvania : This material is listed.

Canada

- WHMIS (Canada)** : Class B-3: Combustible liquid with a flash point between 37.8°C (100°F) and 93.3°C (200°F).
 Class D-2B: Material causing other toxic effects (Toxic).

Canadian lists

- Canadian NPRI** : This material is not listed.
CEPA Toxic substances : This material is not listed.
Canada inventory : This material is listed or exempted.

This product has been classified in accordance with the hazard criteria of the Controlled Products Regulations and the MSDS contains all the information required by the Controlled Products Regulations.

International regulations

Chemical Weapon Convention List Schedules I, II & III Chemicals

Not listed.

Montreal Protocol (Annexes A, B, C, E)

Not listed.

Stockholm Convention on Persistent Organic Pollutants

Not listed.

Rotterdam Convention on Prior Inform Consent (PIC)

Not listed.

UNECE Aarhus Protocol on POPs and Heavy Metals

Not listed.

International lists

- Canada** : This material is listed or exempted.
Europe : This material is listed or exempted.

Section 16. Other information

Hazardous Material Information System (U.S.A.)

Health *	2
Flammability	2
Physical hazards	0

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



History

- Date of printing** : 2014-09-17.
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Version : 2.01

Section 16. Other information

Key to abbreviations

- : ATE = Acute Toxicity Estimate
- BCF = Bioconcentration Factor
- 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 73/78 = International Convention for the Prevention of Pollution From Ships, 1973 as modified by the Protocol of 1978. ("Marpol" = marine pollution)
- UN = United Nations

✔ Indicates information that has changed from previously issued version.

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APPENDIX G TRANSPORT CANADA – TP 9834E REPORTING GUIDELINES

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TP 9834E
(07/2009)

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

2ND EDITION
JULY 2009



<p>Responsible Authority</p> <p>The Director Operations and Environmental Programs is responsible for this document, including any change, correction, or update.</p>	<p>Approval</p> <hr/> <p>Director Operations and Environmental Programs Marine Safety</p>
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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).

**APPENDIX H EMERGENCY RESPONSE REGULATIONS/ENVIRONMENTAL
RESPONSE STANDARDS - CONCORDANCE TABLE**

BIM-5200-PLA-0028 Oil Pollution Emergency Plan - Milne Port	Issue Date: 2023-05-19	Page 68 of 68
Site Wide	Next Review date: 2024-03-02	Revision: 10
Document Owner: Environmental Superintendent	Document Approver: General Manager	
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CANADA SHIPPING ACT
Environmental Response Regulations
SOR/2019-252 – Concordance Table
Oil Pollution Emergency Plan (OPEP)

Article	Requirement	Conform (Y/N)	Section
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:		
(a)	the procedures to be followed in order to respond to an oil pollution incident;	Y	Section 7, - 7.4, 8, - 8.1, - 8.2, - 8.3, - 8.4
(b)	<p>in respect of each type of oil product that is loaded or unloaded to or from a vessel, an oil pollution scenario that</p> <p>(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</p> <p>(A) 1 m3, in the case of a class 1 facility, (B) 5 m3, in the case of a class 2 facility, (C) 15 m3, in the case of a class 3 facility, and (D) 50 m3, in the case of a class 4 facility,</p>	Y	Section 9
	(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,	Y	Section 8
	(iii) identifies the assumptions on which that scenario is based,	Y	Section 8
	<p>(iv) identifies the factors that were taken into account when developing those assumptions, including:</p> <p>(A) the nature of the oil product, (B) the types of vessels to or from which the oil product is loaded or unloaded, (C) the tides and currents that exist at the facility, (D) the meteorological conditions that exist at the facility, (E) the surrounding areas of environmental sensitivities that would likely be affected by a discharge, (F) the measures to be taken to minimize the effects of a discharge, and (G) the time necessary to carry out a response to an oil pollution incident in accordance with these Regulations;</p>	Y	Section 8 Section 4.2, - 4.2.1, 4.2.2, - 4.2.3, - 5.3

(c)	<p>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:</p> <p>(i) the safety of the facility's personnel, (ii) the safety of the facility, (iii) the safety of the communities living adjacent to the facility, (iv) the prevention of fire and explosion, (v) the minimization of the effects of a discharge, (vi) the reporting of the oil pollution incident, (vii) the environmental impact of a discharge, and (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;</p>	Y	<p>Table 1</p> <p>H.S.E. Policy link Section 2.2</p> <p>Section 5.3</p> <p>Section 8.1 Section 8.3 Section 8.4</p> <p>Section 9</p>
	(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;	Y	Appendix D,E
	(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;	Y	Section 8 Section 9
	(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;	Y	Table 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;	Y	Section 11.1 OPEP Binder
	(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;	Y	Section 11 OPEP Binder
	(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;	Y	Section 11 Section 11.2, 11.3
	(j) the measures to be taken by the operator, in accordance with applicable federal and provincial 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;	Y	Section 8.1

	(k) the procedures to be followed for the review and updating of the plan in order to meet the requirements of section 12;	Y	Section 12
	(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	Y	Section 7, - 8
	(m) 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.	Y	Section 7.6 Section 12
(2)	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.	Y	Section 8.2.1
(3)	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.	Y	Section 11.2
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.	Y	Section 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: (a) any change in the law or in environmental factors that could affect the loading or unloading of oil to or from a vessel; (b) any change in personnel involved in the loading or unloading of oil to or from a vessel; (c) the identification of a gap in either of the plans after an oil pollution incident or exercise; and (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.	Y	Section 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.	Y	Section 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.	Y	Section 12.1.1
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CANADA SHIPPING ACT
Environmental Response Regulations
SOR/2019-252 – Concordance Table
Procedures, Equipment and Resources
Oil Pollution Emergency Plan (OPEP)

Article	Requirement	Conform (Y/N)	Section
13 (1)	The procedures referred to in paragraph 168(1)(e) of the Act must include the following:		
	(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;	Y	Section 8
	(b) the reporting of the discharge in accordance with section 133 of the Vessel Pollution and Dangerous Chemicals Regulations;	Y	Section 8.3
	(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;	Y	Section 8.2
	(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;	Y	H.S.E. Policy link Section 2.2 Section 5.3 Section 8.1 Section 8.3 Section 8.4 Section 9
	(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 Canadian Coast Guard during the entire response to the discharge;	Y	Table 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);	Y	Section 4 Section 8 Section 9
	(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	Y	Section 4 Section 8 Section 9
	(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.	Y	Section 7.6

(2)	Equipment and Resources		
	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) to (D); and	Y	Section 4 Appendix D, E
	(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.	Y	Section 4 Appendix D, E

CANADA SHIPPING ACT Environmental Response Standards TP14909 – Concordance Table Oil Pollution Emergency Plan (OPEP)			
Article	Requirement	Conform (Y/N)	Section
2.7.1.1	Each OPEP will be unique, taking into account the resources, equipment, procedures and geographic features used in the event of a discharge of oil during loading or unloading of a vessel at the OHF.	Y	Sections 5, 6, 8, 9
2.7.1.2	The operator of an OHF or a person who proposes to operate an OHF, provided the OHF is of a class established by the Regulations, must take into account the specifics of the facility and its surroundings when developing the plan.	Y	Sections 5, 6, 8, 9
2.7.2	The OPEP must include the information set out in the Regulations. The policies and procedures that are important in the OPEP are those that the operator of the OHF will follow in the event of an oil pollution incident. Some examples of such policies and procedures would be:		

	<ul style="list-style-type: none"> • a description of the activities (procedures) that will be carried out in the event of an oil pollution incident. • the procedures for reporting a discharge or anticipated discharge of oil, including the federal emergency number that will be used in the event of a spill (i.e. Marine Communications and Traffic Services (MCTS)). • the procedures, equipment and resources that the operator of the OHF must plan for and have available for immediate use and will implement in the event of a discharge of oil during the loading or unloading of a prescribed vessel. The details are found within the Regulations including time standards that the facility must achieve in the event of a spill. These time standards are critical to ensure an immediate response is undertaken by the operator of the OHF. • to shut down immediately and not restart loading or unloading operations in a manner that would interfere with the immediate, effective and sustained response to the oil pollution incident. • to not restart loading and unloading operations until it is safe to do so. • the procedures which the operator of the OHF plans to follow in response to an oil pollution incident. 		<p>Section 8, 9</p> <p>Section 8.3</p> <p>Section 8,9</p> <p>Appendix E, D</p> <p>Section 4</p> <p>Section 8</p> <p>Section 8</p> <p>Sections 8,9</p>
2.7.3	<p>Scenario development and Factors</p> <p>As part of the OPEP, oil pollution scenarios must be developed that describe the incident and the proposed response to possible discharge.</p>	Y	Section 9

2.7.3.1	<p>As per the Regulations, the assumptions used in each scenario that is developed must take into account, at a minimum, the following factors.</p> <ul style="list-style-type: none"> • the nature of the oil product; • the types of vessels that are loaded or unloaded at the OHF; • the tides and currents that exist at the OHF; • the meteorological conditions that exist at the OHF; • the surrounding environmentally sensitive areas that would likely be affected by a discharge, including but not limited to: fish and wildlife habitat areas, flood plain areas, intakes of drinking water systems and recreational water use areas. • the measures to be taken to minimize the effects of a discharge; and • the time necessary to carry out a response to an oil pollution incident in accordance with these Regulations. 		Sections 4, - 9
2.7.4	<p>As per the Regulations, the OPEP must contain information regarding the activities that will be carried out in the event of an oil pollution incident, taking into account the priorities listed below, the order and the time within which those activities will be carried out and the names or positions of the persons responsible for carrying them out.</p>		
2.7.4.1	<p>The following are the priorities that must be considered:</p> <ul style="list-style-type: none"> • the safety of the facility's personnel; • the safety of the facility; • the safety of the communities living adjacent to the facility; • the prevention of fire and explosion; • the minimization of the effects of a discharge; • the reporting of the oil pollution incident; • the environmental impact of a discharge; and • the measures to be taken for clean-up following the oil pollution incident, including with respect to environmentally sensitive areas and surrounding ecosystems. 		<p>Table 1</p> <p>H.S.E. Policy link Section 2.2</p> <p>Section 5.3</p> <p>Section 8.1 Section 8.3 Section 8.4</p> <p>Section 9</p>

2.7.5	The exercise program is an integral part of the OPEP. The primary goals of the exercise program are to evaluate, in a controlled environment, the effectiveness of all aspects of the procedures, equipment and resources identified in the OPEP, the capabilities of OHF response staff, and the interaction between the OHF, vessels, other government agencies and response organizations. Exercises are divided in four categories: internal notification, external notification, deployment and table-top (management).	Y	Section 11.2
2.7.5.1	When designing an exercise, specific evaluation criteria should be developed. The evaluation criteria should be based on the actions expected to be carried out as described in the procedures in the OPEP. A copy of the oil pollution incident exercise program must be sent to Transport Canada at least 30 days in advance of the exercise 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.	Y	11.2
2.7.5.2.	To test the interaction between various parties, exercises should be coordinated with Transport Canada Marine Safety and Security, and other players or interested parties such as vessels that could be used when responding to an oil pollution incident and vessels engaged in oil transfer operations, response organization(s), the Canadian Coast Guard, Environment and Climate Change Canada, First Nations and local communities.	Y	Section 11.2
2.7.5.3	As per the Regulations, if a gap is identified as a result of an exercise, it will trigger a review of the OPPP and OPEP by the OHF operator. If updates to one or both of the plans is deemed necessary, the updates must be completed within 90 days after the day on which the event occurred.	Y	Section 12
2.7.5.5.	For those OHFs of a class established by the Regulations that have a shortened shipping season, for example, OHFs located north of 60 degrees north latitude, the suggested frequency noted in the above table, may not be feasible. As an alternative, a deployment and notification exercise should be conducted once each season, prior to receiving the first shipment of oil.	Y	Section 11.2
2.7.5.6	The operator of an oil handling facility must keep a record of the dates and results of each mandatory exercises to capture the lessons learned from each exercise and to ensure the results are taking into consideration in subsequent exercises.	Y	Section 12 OPEP Binder

2.7.6.1	Training Criteria		
a)	<p>FAMILIARIZATION WITH THE OPEP</p> <p>GOAL: Each OHF staff member is familiar with the contents of the OPPP and the OPEP and is proficient in the functions that may be assigned to them.</p>	Y	Section 11.1
b)	<p>TRAINING OF THE NOTIFICATION SYSTEM</p> <p>GOAL: Members of the OHF response team are trained in the procedures on how to activate the internal/external notification system.</p>	Y	Section 11.1
c)	<p>TRAINING FOR RESPONSE MANAGERS - ROLES AND RESPONSIBILITIES DURING AN INCIDENT</p> <p>GOAL: The OHF response team managers are familiar with their roles and responsibilities during an incident and their interaction with representatives of government and non-government agencies involved in an effective spill response.</p>	Y	Section 11.1
d)	<p>THEORETICAL AND HANDS-ON TRAINING FOR DEPLOYMENT OF POLLUTION COUNTERMEASURE EQUIPMENT.</p> <p>GOAL: Provide the response team with the ability to effectively use the equipment to contain, control, recover and clean up after the discovery of the discharge, within the time standards found in subsection 13(2)(b) of the Regulations. It is important this type of training covers the handling of all response equipment described in the OPEP e.g., containment equipment (booms, absorbent material, anchors, etc), recovery equipment (vacuum trucks, oil skimmers, etc) and establishing temporary storage for recovered oil and oily waste, as required. If the OPEP includes other strategies, the OHF response team should know how to handle the appropriate equipment and the procedures.</p>	Y	Section 11.1
e)	<p>TRAINING IN THE SAFETY COMPONENT OF THE OPEP</p> <p>GOAL: Each member of the OHF response team is familiar with the safety standards and relevant health and safety legislation. This legislation includes such things as federal, provincial and territorial occupational health and safety laws, such as the Transportation of Dangerous Goods Act, Workplace Hazardous Materials Information System (WHMIS) requirements, etc.</p>	Y	Section 11.1

2.6.6.2	<p>The following types of courses are recommended to prepare OHF personnel for oil pollution incidents:</p> <ul style="list-style-type: none"> (a) Familiarization with the OPEP; (b) Training of the notification system; (c) Training for response managers - roles and responsibilities during an incident; (d) Theoretical and hands-on training for deployment of pollution countermeasure equipment; (e) Training in the safety component of the OPEP; (f) Transfer operations; (g) Basic vessel information; (h) Vessel arrival /departure procedures; (i) Small vessel operator training appropriate to the vessel operating requirements; and (j) Familiarization with response management systems (i.e. Incident Command System). 	Y	Section 11.1
3.1.3	<p>Declaration</p> <p>There are two declarations found in schedule 3 of this standard; one for vessels located south 60 degrees north latitude and one for vessels located north of 60 degrees north latitude</p>	Y	Page 3 OPEP