

DE BEERS GROUP

**GAHCHO KUÉ 2025 WINTER ROAD  
CARRIER ORIENTATION**



# KEY WR 2025 KEY CHANGES & OBJECTIVES

- **Key Lesson Learned from WR 2024:**
  - Early start to 14 Month pre-planning, procurement and staging of freight in Yellowknife based on our Mine Plan resulted in risks mitigation of one of the shortest winter road on record. 100% of Fuel and 98% of freight arrived on site before the close of the winter road compared to 76% the year before,
  - Rigorous TWCR Rules of the Road enforcement of speeding & stopping on ice on the GK Spur Road ensured road integrity
  - Portage improvements made to including portage 18X,19, 25 .
- **90% PO's Issued August – October**
- **Freight Pre-Staging in Yellowknife January 30<sup>th</sup>.**
- **Fuel – Enterprise & Yellowknife**
- **Freight Seacans**
  - Seacans will be used for the rotation of freight to minimize vans which require longer turnaround times.
- **GK Focus – Safe & Efficient Turnaround of Trucks, Road Maintenance**
- **Carrier Focus:**
  - **Rules of the Road & GK Values**
    - Zero Tolerance for Speeding, Parking on Ice, Alcohol, Drugs, Bullying & Harassment
    - Driver Rest Compliance
  - **100% Equipment & Drivers Availability**
  - **On Time Delivery**
  - **Equipment Reliability**



## KEY WR 2025 KEY CHANGES & OBJECTIVES

- Key Performance indicators (KPIs) for measuring the success of the 2025 Winter Road:
  - **SAFETY**
    - Zero Safety/Accident Incidences
    - Zero Spills
    - Zero Speeding Incidences
    - 100% Compliance Safety and Government Regulations
  - **EFFICIENCY**
    - > 95% On-Time-Delivery
    - > 95% Logistics & Handling Efficiency
    - 100% Carrier Equipment Reliability
    - WR Planned Vs. Actual Deliveries

# GAHCHO KUÉ SPUR ROAD OVERVIEW



- The Spur road is built and operated by De Beers Canada Inc. and Mountain Province Diamonds, its JV partner, as part of the Gahcho Kué mine's annual winter road resupply program.
- Road access:
  - Access to the Spur Road is from the TCWR at approximately KM 295. It begins at MacKay Lake and ends at Kennady Lake near the Mine site.
  - Spur Road Facts:
 

• Distance:	120 km long (approx.)
• # of portages:	28 portages (14 km)
• Snowpack on portages:	>10cm
• Target portage width:	10 m
• Target lake width:	40 m
• Operating season:	February to March
- Road contractor: Nuna Deton' Cho Winter Road Services JV
  - Nuna operates the Margaret Lake camp and constructs and maintains the road.
- Security: Scarlet Security
  - Security personnel monitor the road to ensure the safety of all Road Users' and compliance to the rules.
- Signage is placed on MacKay Lake (TCWR) leading up to the junction with the GK Spur Road.

Northbound turnoff signage on TCWR

GAHCHO KUÉ MINE  
TURN RIGHT IN 1 KM



GAHCHO KUÉ MINE  
TURN RIGHT



GAHCHO KUÉ MINE  
WINTER ROAD

JOINT VENTURE  
PARTNERS





# GAHCHO KUÉ SPUR ROAD - RULES



<b>RADIO CHANNEL:</b>		<b>LADD 2</b>
<b>SPEED LIMITS:</b>		
LAKES	LOADED	25 KM/HR
	UNLOADED	45 KM/HR
PORTAGES		30 KM/HR
TRAVELLING ON & OFF PORTAGES		25 KM/HR

- Radio Communication
  - ‘LADD 2’ is the designated radio communication channel on the Gahcho Kué Spur Road
    - Travel Speeds
      - Drivers are required to follow the posted travel speeds while on the GK Spur Road.
        - Spacing
          - Trucks travelling in the same direction must be at least 500 meters apart.
            - Parking
              - Do not ‘STOP’ on lakes unless wildlife are on the road, or an Emergency situation occurs
                - Security
                  - Security can be reach on ‘LADD 2” while on the Spur Road.

# GAHCHO KUÉ SPUR ROAD – ARRIVAL AT THE MINE SITE

- The Driver will Establish contact with ‘GK Dispatch’ at ‘Portage 25’ for incoming loads.
- The Lead Driver is requested to have the following information on hand:
  - Type and short description of their load(s)
  - Location and estimated time of arrival
  - Winter Road Truck # and any other trucks in their convoy
- Drivers are to contact Dispatch when arriving at the Mine Site to coordinate an escort from “the beach” by a Winter Road Marshall.
- The Marshall will escort the drivers to Dispatch or another unloading location at site.
- Drivers will notify ‘Dispatch’ when they are ready to leave Site and ensure ‘Dispatch’ acknowledges the correct ‘Truck # and time of departure’
- Departing drivers will be escorted to the “beach” by a Winter Road Marshall. Drivers are to call out their WR# once on the ice confirming they have left site.





# GAHCHO KUÉ SPUR ROAD – WILDLIFE RIGHT-OF-WAY



## Wildlife have the ‘Right-of-Way’

- ‘STOP’ if it is safe to do so.
- If stopped at night due to wildlife presence on the road turn-off bright head lights and leave low beams or running lights on.
  - Avoid using the horn.
  - Remain inside the vehicle.
- Wait for wildlife to pass before continuing route at a reduced speed of 10 km/h.
- Use a radio to report the presence and location of wildlife, and the parked vehicle to other Drivers and to ‘Dispatch Office’.
- Complete the ‘Wildlife Sightings Log’ form upon arrival at Gahcho Kué or Yellowknife ‘Dispatch Office’.



# GAHCHO KUÉ MINE SITE – HEALTH & SAFETY



- Drivers **MUST** always wear PPE when outside their truck while on Site.

## Approved PPE includes:

- CSA approved ‘Hard Hat’ and liner
  - CSA approved ‘Steel Toes Work Boots’ warm and insulated
  - CSA approved ‘Safety Glasses’
  - ‘High Visibility’ apparel
  - Gloves overlapping coats, - 40 °C or better
  - ‘Anti-Slip Ice-Cleats’ for footing.
- ‘Fall Prevention/Protection’ must be utilized at heights of 2 meters (6.5 feet) or higher:
- Let the ‘Off-Loading Crew’ assist with the tie-downs and rigging in instances where a worker would be working over 2 m; they will return it to you.





# GAHCHO KUÉ MINE SITE – FREIGHT CARGO OFF-LOADING



- The Marshall will meet Drivers at the GK Site entrance or Dispatch Yard location as confirmed by the Dispatcher.
- Drivers are not to proceed beyond the Dispatch yard without a Marshall to escort them to their offloading location.
- The Marshall will direct Drivers to their specific off-loading point.
- Drivers will (with assistance from the 'Off-Loading Crew' if required), prepare the load to be handled and remove straps and tie-downs.
- Drivers are required to follow directions from the 'Marshall' or the De Beers Supply Chain Team when it pertains to location for off-load, Safety & Environmental requirements or Emergency Response (ER).
- 'Dispatch' will arrange for any back-haul material with the Driver.
- Drivers are responsible for securing any back-haul loads with assistance from the 'Off-Loading Crew' if required.
- Wheel chocks must be used at all times if a truck is parked with the Driver out of the vehicle or when drivers are resting in their vehicles.



# GAHCHO KUÉ MINE SITE – FUEL OFF-LOADING

- The Marshall will meet drivers at the Gahcho Kué Site entrance or designated fuel offloading point as confirmed by the Dispatcher.
- Drivers are to remain in their vehicles until escorted to the designated fuel offloading area by the Marshall.
- Drivers must adhere strictly to all safety protocols, including wearing the required Personal Protective Equipment (PPE) such as fire-resistant clothing, gloves, safety glasses, and hard hats.
- Before offloading begins, drivers must ground the vehicle to prevent static discharge and follow all site-specific fuel handling procedures.
- Drivers and Off-Loading Crew must conduct a visual inspection of the fuel tanker for any potential leaks or mechanical issues before offloading.
- The Off-Loading Crew will assist with connecting hoses and oversee the transfer process, ensuring compliance with environmental and safety regulations.
- All fuel connections must be securely fitted before the offloading process begins.
- In case of emergencies, drivers must be aware of and follow established emergency shutdown procedures.
- Dispatch will coordinate any return haul materials, ensuring drivers are provided clear instructions and any required documentation.
- Wheel chocks must be used whenever the vehicle is parked, whether for offloading, staging, or rest periods.
- Drivers are responsible for ensuring their vehicles are properly secured and ready for departure upon completion of fuel delivery.



# GAHCHO KUÉ MINE SITE – SPILL CLEAN-UP / REMEDIATION



## SPILL CLEAN-UP / REMEDIATION

Spills must be completely cleaned-up as soon as possible after they occur:

- If your vehicle is involved in a spill, you are responsible for initiating a clean-up immediately. If you require assistance with the clean-up, please let 'Dispatch' know when you call to report the spill, and they will coordinate assistance.
- Spill response equipment, including an emergency response trailer and spill absorbents, are located at both the Gahcho Kué Site and at the Margaret Lake construction contractor's Camp.
- Winter Road Security will have spill response equipment in their vehicles.
- Contaminated snow and ice must be disposed at the Gahcho Kué Site or with your Company's Dispatch.

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### SPILL RESPONSE IN 6 STEPS:

- 1 **ASSESS** the area for hazards 
- 2 **STOP** the source of the spill and **CONTAIN** the spread, if safe to do so 
- 3 Employ measures to **RESTRICT ACCESS** to spill area 
- 4 **NOTIFY** the Environment Dept. 
- 5 **CLEAN UP** spilled material and any contamination in the surrounding area using available equipment 
- 6 **DISPOSE** of spill clean-up materials (rags, PPE, sand, etc.) in labelled containers 





# GAHCHO KUÉ SPUR ROAD – EMERGENCY RESPONSE

## Collaboration for Reliable Support

- **Partnership with Nuna:** In collaboration with our winter road building and maintenance partner, Nuna, Gahcho Kué Mine is dedicated to ensuring that emergencies on the Winter Road are addressed promptly and effectively.
- **Coordinated Emergency Response:** A well-coordinated approach ensures safety for all road users, with both Nuna and Gahcho Kué teams prepared to provide immediate support in critical situations.

## Types of Emergency Support Available

### **Truck Breakdowns:**

- Quick deployment of **support teams and equipment** to assist with minor repairs or safe towing as required. Carriers are responsible for all mechanical repairs of the vehicles.
- **LADD 2** channel established to provide drivers with updates and instructions.

### **Driver Assistance:**

- **24/7 availability** of trained personnel to assist drivers facing, weather-related challenges, or health concerns. Drivers are encouraged to contact the Nuna or GK Dispatch on LADD 2 immediately in case of any issues.

### **Off-Road Incidents:**

- **Secure the site** and ensure safety of personnel and equipment.
- Provide **recovery and towing services** to safely bring the truck back onto the road.
- Conduct a **safety assessment** before resuming transport.

### **Emergency Contact Protocol:**

- **Radio and Satellite Communication** channels will be monitored continuously for emergency calls.

### **Commitment to Safety and Quick Recovery**

- **Ensuring Safety:** By acting quickly in emergencies, we protect both people and assets while minimizing disruptions to Winter Road operations.
- **Building Trust:** Our proactive and collaborative emergency response approach reflects our commitment to the safety of every individual on the Winter Road.

# GAHCHO KUÉ VALUES AND EXPECTATIONS



## Zero Tolerance Policy

- The Gahcho Kué Winter Road operation maintains a strict **Zero Tolerance** policy regarding the **use and possession of Drugs and Alcohol**.
- This policy applies to **all drivers, contractors, and on-site personnel**.

## Additional Conduct Expectations

- We are committed to fostering a **safe and respectful work environment**. This includes:
  - Zero tolerance for **Bullying and Harassment**
  - Upholding **professionalism and respect** toward all team members
- Any violation of these standards will result in **immediate action** and potential removal from the winter road operations.

## Why This Matters:

- **Safety and Integrity:** Ensuring a safe and respectful environment is essential for operational success and community trust.
- **Lessons from Past Incidents:** Last year, an incident involving a driver and cleaning staff highlighted the importance of these standards.
- Let's work together to make the 2025 Winter Road season safe, professional, and respectful for all.



