

MARINE LOGISTICS PLAN for Construction of the Amherst Island Wind Project



Prepared by: T. Fleguel, Windlectric

Revision 1 – May 2, 2017

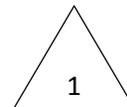


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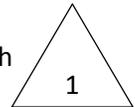
1 Introduction

The primary Project-related factor that has the potential to affect marine navigation in the North Channel between Amherst Island and the mainland is increased vessel traffic due to Project transport barges, associated tug boats and personnel vessels.

This Marine Logistics Plan (MLP) for the Amherst Island Wind Project (the "Project") has been written by Windlectric Inc. in cooperation with the Project's marine subcontractors. This MLP is provided to The Corporation of Loyalist Township (the "Municipality" or "Township") because stakeholders have requested assurances that the marine operations will be carried out in a professional and safe manner. The MLP provides assurance that the Project marine work will not affect the regular operation of the Amherst Island ferry or the enjoyment of the area's waters by pleasure boaters, and that environmental regulations are met and exceeded by careful planning and resource availability.

All marine contractors involved with the Project will be required to comply with this Marine Logistics Plan.

For Revision 1 of the Marine Logistics Plan, substantial additions or revisions are marked with



2 Project Vessels and Marine Equipment

2.1 Barges and Tugs for Movement of Equipment

Tugs, barges and ancillary equipment for the movement of Project materials, equipment and personnel are owned and operated by McKeil Work Boats GP Inc. McKeil is a proud marine transportation service provider based in Hamilton, Ontario. Operating since 1956, The McKeil Group of Companies (McKeil Marine Limited and Nadro Marine Services Limited) is the tug and barge company of choice for marine construction projects on the Great Lakes, the St. Lawrence River, Eastern Canada and the near Arctic.

McKeil operates in the federally regulated field of marine transportation. The Company operates at the highest level of marine safety, as evidenced by the Company's quality and safety record. McKeil has been operating under and is certified compliant to the International Maritime Organization's International Safety Management Code (IMO – ISM) by Lloyds Register Canada. McKeil employs all policies and procedures required to operate tugs, barges and ships safely. The system includes provisions for crew selection, training and certification; equipment certification, maintenance and operation; safety and environmental procedures; and emergency response. The system is also certified to the ISO 9001:2008 Quality Standard.

With over 60 years in operation, McKeil Work Boats GP Inc. has the expertise, personnel and equipment required to complete the marine transportation requirements of the Windlectric Amherst Island Wind Turbine Project safely and efficiency with no material impact on the residents of Loyalist Township and the pristine marine environment of Amherst Island's North Channel.

The following vessels (listed in no particular order) may be used at some point during construction of the Project. All vessels are insured and certified annually for safety by Transport Canada or their recognized delegation society, Lloyds Register North America.

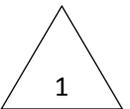
Name:	Salvor	Name:	Lambert Spirit
Type:	Tug	Type:	Barge
Length:	34.14 m	Length:	122.0 m
Beam:	9.6 m	Beam:	22.6 m
Gross Tonnage:	407 t	Gross Tonnage:	5 662 t
Class:	Transport Canada	Class:	Transport Canada
Primary Function:	Barge Propulsion	Primary Function:	Aggregate Barge

Name:	Jarrett M	Name:	Vigilant I
Type:	Tug	Type:	Tug
Length:	24.53 m	Length:	25.0 m
Beam:	6.13 m	Beam:	6.10 m
Gross Tonnage:	96 t	Gross Tonnage:	112 t
Class:	Transport Canada	Class:	Transport Canada
Primary Function:	Barge Propulsion	Primary Function:	Barge Propulsion

Name:	Seahound	Name:	SVM 86
Type:	Tug	Type:	Barge
Length:	19.81 m	Length:	51.2 m
Beam:	5.48 m	Beam:	12.19 m
Gross Tonnage:	58 t	Gross Tonnage:	487 t
Class:	Transport Canada	Class:	Transport Canada
Primary Function:	Escort & Tug Assist	Primary Function:	RO/RO Barge

Name:	Evans McKeil	Name:	HM 8
Type:	Tug	Type:	Barge
Length:	33.7 m	Length:	99.36 m
Beam:	7.8 m	Beam:	12.19 m
Gross Tonnage:	284 t	Gross Tonnage:	939 t
Class:	Transport Canada	Class:	Transport Canada
Primary Function:	Reserve Tug	Primary Function:	RO/RO Barge

Various smaller boats may be used for barge escort, safety and emergency preparedness. These boats will conform to marine regulations and will be operated by experienced, licensed personnel working for McKeil under their IMO-ISM.

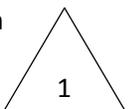


2.2 Contacts for Marine Operations – Equipment Barges and Tugs

Name	Contact Number	Notes
Nadro Hotline – 24 Hours	(519) 427-3356	Monitored 24 / 7
McKeil Hotline – 24 Hours	(905) 528-4780	Monitored 24 / 7 by call center.
Bill Nadrofsky	(519) 427-3357	Operations Superintendent
Matt Taylor	(905) 719-0682	QHSE Manager
Chris MacDougall	(905) 719-1188	Safety Specialist

2.3 Barges and Tugs for Marine Cable Laying

Maritech Engineering & Marine Project Services, a marine cable laying contractor with world-class experience, has been selected for the underwater cable laying portion of the Project. This specialized operation requires divers, special vessels, expertise and equipment, which will be brought from overseas or locally sourced, as appropriate.



All local subcontractors will be audited and assessed prior to engagement in terms of quality and safety records, as well as certifications (IMO – ISM) and equipment condition, in order to ensure that the operational phase of the Project will not impact the residents of Loyalist Township and the pristine

marine environment of Amherst Island’s North Channel. The following tables provide preliminary information on the required vessels to be locally sourced.

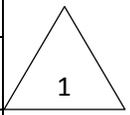
Name:	TBD	Name:	TBD
Type:	Cable Install Barge	Type:	Tug for Barge
Length:	65m	Length:	
Beam:	20m	Beam:	
Gross Tonnage:	400T (est.)	Gross Tonnage:	
Class:	Transport Canada	Class:	Transport Canada
Primary Function:	Cable barge	Primary Function:	Cable barge tug

Name:	TBD	Name:	TBD
Type:	Marine Survey Vessel	Type:	Dive Support Vessel
Length:		Length:	
Beam:		Beam:	
Gross Tonnage:		Gross Tonnage:	
Class:	Transport Canada	Class:	Transport Canada
Primary Function:	Marine Survey	Primary Function:	Dive Support

Other small support boats may be required during the cable-laying and dive operations. These boats will conform to marine regulations and will be operated by experienced, licensed personnel working for Maritech under their IMO-ISM.

2.4 Contacts for Marine Operations – Cable Laying

Name	Contact Number	Notes
Maritech Hotline – 24 Hours	+30 210 967 3174 +30 697 309 0377 +30 697 083 9084	Monitored 24 hours, 7 days per week. Local Hotline will be provided
Vyron Skaftouros	+30 694 8237 6292 +1 727 455 1458	Projects Director
Nikos Mantas	+30 694 309 0377	QHSE (Safety) Manager
George Kritikos	+30 697 222 0049 +1 813 454 2579	Project Manager
Thanasis Kostis	+30 693 797 9106	Operations Manager



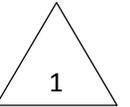
2.5 Project Docks

The Project will have its own dedicated Project Docks on the mainland (temporary, to be removed at end of Project) and on Amherst Island to ensure there will be minimal impact to the ferry and the existing MTO ferry docks.

These docks will be fully permitted by the responsible agencies and all safety-related items will be installed and maintained throughout the Project. The docks and mooring dolphins will be lighted as per Transport Canada guidelines and good practice.

2.6 Project Vessel Routes

There are three main routes that Project vessels will follow during the Work. These routes are shown on the attached drawing (see Attachment 1 – Marine Routes). Note that all of the Project vessel routes avoid the Intake Protection Zones (IPZ's) for nearby municipalities. The Project is well aware of the importance of water intakes and shore wells for the Stakeholders. In fact, some project staff reside and have shore wells on the north shore of the Channel. Every precaution will be taken to ensure water supplies are not affected by Project activities.

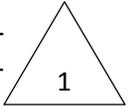


3 Marine Navigation

3.1 Navigation Regulations

All Project vessels will navigate the area and be compliant with the rules included in Transport Canada's Collision Regulations (C.R.C., c. 1416) as enabled by the Canada Shipping Act, 2001. All marine equipment, whether anchored, at a dock, or under way, will comply with these regulations.

During emergency situations (e.g. a 911 call) all Project marine traffic will yield to the public ferry or other emergency response vessel(s) and will assist authorities if requested. See Section 6.1 for further information on Environmental Planning and Precautions.



3.2 Navigation in Restricted or Low Visibility Conditions

Article 23 of TP 1018 "Recommended Code of Nautical Procedures and Practices" (one of the several codes under which Project Tug Masters and Officers are certified) deals with the movement of vessels under low visibility conditions as follows:

"When restricted visibility is encountered or expected, the first responsibility of the officer of the watch is to comply with the relevant rules of the applicable regulations for preventing collisions at sea, with particular regard to the sounding of fog signals, proceeding at a safe speed and having the engines ready for immediate maneuvers. In addition, he should:

- (a) inform the master;*
- (b) post a proper look-out and helmsman and, in congested waters, revert to hand steering immediately;*
- (c) exhibit navigation lights;*
- (d) operate and use the radar.*

It is important that the officer of the watch should know the handling characteristics of his ship, including its stopping distance, and should appreciate that other ships may have different handling characteristics."

In addition, for the Project, at least two qualified persons (minimum one licensed navigation officer) shall be made available as lookouts under these conditions to assist the Tug Master with navigation. Location of lookouts on vessels is at the discretion of the Tug Master.

3.3 Navigation Authority for Project Vessels

The certified, professional Tug Masters will always have sole authority to delay departure from berth (or return to berth as appropriate) if conditions are deemed unsuitable for safe passage of vessels. Under no circumstances will the shipping schedule for the Project take precedence over the authority of Tug Masters with respect to any marine operations.

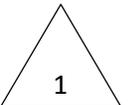
4 Amherst Island Public Ferry – Frontenac II

4.1 Project’s Use of Ferry

The Project will not use the public ferry for construction purposes except for transport of personnel, equipment and materials required for the construction of the Project’s island dock and the related road. The Island Dock and road are substantially complete as of April 2017.

Further instances of use of the MTO ferry for construction work, if caused by Project personnel, will be reviewed with the responsible contractor and disciplinary steps taken. The Project is committed to not use the public ferry for future construction traffic.

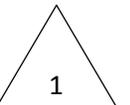
Over the course of the remaining Work, the Project requests occasional use of the public ferry for other commitments on the Island or mainland. Ferry use will be limited to non-construction activities such as project management, consultants, surveying, planning, engineering and compliance monitoring personnel. These trips will be limited to personal vehicles and pick-up trucks and may average 10 to 12 round trips per day. Timing of these trips will be towards Stella in the mornings and towards Millhaven in the afternoons, which is typically against the flow of island residents and is intended to have minimal impact on ferry operations.



4.2 Ferry Crossings

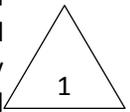
The contractor’s barge operator shall be required to manage the Project’s water-based activities in such a way to ensure that operations of the public ferry are not delayed. The risks involved with operating the Project’s marine vessels in the North Channel are very low due to the training, experience and certification of all Tug Masters and crews on the Project’s vessels. Windlectric is contracting with professional marine suppliers with exemplary safety records and years of experience in crowded waterways for all marine logistic operations.

The Project estimates peak delivery requirements at up to six main barge round trips per day, six days per week, between the Project’s mainland dock and the Project’s island dock. A smaller barge, ferrying personnel and equipment, may also access the docks, alternating with the main barge. This trip count is subject to weather concerns—as stated in Section 3.3, the Tug masters will have sole discretion to delay, postpone or cancel barge trips based solely on their judgement of conditions. It is worth noting that the barge/tug combinations to be used for the Project have exceptional maneuverability to avoid other vessels and obstacles. Simply put, collision risks will be minimal or the Project vessels won’t leave the Dock.



Marine cable-laying vessels will cross the ferry path several times in order to explore and confirm the cable routing prior to actually laying the cable. Cable laying is expected to take less than 12 hours total and work in the path of the ferry will be planned and communicated to have the least possible impact on ferry operations. Cable-laying operations will not take place while the channel is constricted by ice to allow the best possible maneuverability of all vessels.

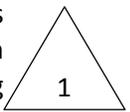
At the discretion of Loyalist Township, the operators of the Amherst Island ferry, a meeting between the Project's Tug Masters and LT's Ferry Captains may be arranged to facilitate face-to-face discussion of marine traffic concerns. A separate document, the Operations and Communications Protocol, will be available to marine personnel to deal specifically with the underwater cable crossing of the ferry bubbler line. The bubbler line¹ will be cut and repaired so that the underwater cable can be installed under it; this work will require a dive team to occupy the ferry right-of-way for a short period of time and this activity will be planned with the cooperation of the ferry operators. For these reasons, the ferry may need to make minor diversions from its ideal path however this should have no net effect on ferry schedule.



4.3 Ferry Operations and Rights-of-Way

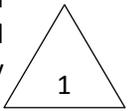
The MTO's ferry will have the right of way throughout work on the project, with the short-duration exceptions noted above. Ferry schedules will be provided to the Project's marine operators and every effort will be made to minimize interference with the ferry. Continual radio monitoring for ferry security departure calls and the schedule will provide Tug Masters with the operational details required.

The Project recognizes that the MTO plans to reconstruct both the Millhaven and Stella public docks over the next two years. The Project is committed to use only the Project docks for construction traffic and therefore no coordination issues are foreseen. Windlectric remains committed to working with all stakeholders in the Project area to help ensure a safe and cooperative environment.



4.4 Ferry Communications

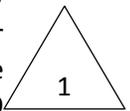
Marine radio communication and coordination between the Tug Masters and the ferry captains will ensure that there is no impact to the ferry schedule. The Operations and Communications Protocol will be developed and available to both marine groups so that the necessary work within the ferry right-of-way is planned and communicated, minimizing risks to navigation.



There will be regular communications via VHF radio between the MTO ferry and all of the project vessels in accordance with prudent shipping industry practices and applicable law. Radios are to be monitored continuously as per the requirement of TP 1018 Recommended Code of Nautical Practices and Procedures.

4.5 Ice Conditions and the Ferry

Tug Masters will take into consideration ice conditions with regards to the operation of the MTO ferry prior to departing a berth. In the event that both the ferry and Project vessels are constrained to their channels in the ice, it may be necessary for Project vessels to adjust speed to ensure adequate distance to the passing ferry. Every precaution will be taken to not impede the operation of the MTO Ferry. Precautions may include, but are not limited to, radio communications regarding ice conditions with vessels operating in the vicinity prior to departure. Tug Masters will take into consideration the



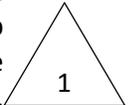
¹ The MTO's bubbler line is currently non-functional and therefore the cutting and repair of the bubbler pipe will have no effect on the operation of the ferry.

recommendations of CCG Publication “Ice Navigation in Canadian Waters”. Copies will be provided on board project vessels.

McKeil’s Tug Masters have significant experience with breaking and clearing ice in the Great Lakes. Two project tugs, the Seahound and Jarret M, are proven to handle over 12” thick ice and have been previously contracted to open iced-over shipping channels. Should a request be made by the MTO ferry captain or other authorities, the tugs can be disconnected from barges to assist with clearing ice even if the ice event is not Project related.

In the event that the Project’s activities result in blocking the Ferry’s path with non-navigable ice, clearing the ice from the path of the Ferry will immediately become the Tug Master’s priority.

As with the MTO ferry, it may be necessary based on weather and temperature conditions for the Project tugs to make a run or runs back and forth between the Project docks during the night to keep the channel clear from solid ice. Should this activity be required, the timing of runs will not coincide with similar runs by the ferry so that interference between vessels is eliminated. As previously stated, Project vessels will ensure that clearing ice from the Project’s path does not add to ice loading in the ferry channel.



5 Navigating in the North Channel

5.1 Pleasure Craft Management

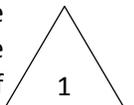
An escort vessel/guide boat will be committed to the project that will work with the barge-tug combination(s) when the potential for interference with pleasure boat traffic exists. During transit of a barge-tug combination, the escort vessel will be present in the North Channel to help provide monitoring for pleasure craft vessels in the vicinity of the operation, or any other potential hazards, in order to advise any vessels in the vicinity of the intended operation.

Prior to the departure of a barge-tug combination from either of the Project's docks a visual and radar observation shall be made by the Tug Master. If pleasure craft are present, either moored/anchored or underway with trajectories that may cross the intended path of the combination, the escort vessel will be dispatched to interact with the pleasure craft. Pleasure craft will be contacted via radio or voice and advised of the intended operation.

A 'Notice to Mariners' will be broadcast regularly by the federal DFO over VHF radio, advising pleasure boaters and others in the area of the timing and movement of commercial marine traffic. The Master may make a 'Security Call' to other vessels in the vicinity as per the VHF Radiotelephone Practices and Procedures, as enabled by the Canada Shipping Act, 2001. This method of navigating through busy waterways is proven to mitigate the risks from large vessels operating in proximity to small private vessels.

In the event of numerous other vessels in the vicinity of the barge-tug combination, the Tug Master may post lookouts as appropriate to ensure safe passage of all craft.

Concern has been expressed regarding the use of Kerr Bay as a mooring location for pleasure boaters. Project vessel traffic will not be in the entrance to Kerr Bay at all times and there is adequate maneuvering space for pleasure boaters and project vessels, all of which have the right to use the waters as a highway. The Notice to Mariners broadcasts will help in planning overnight mooring. The Project will employ an escort/guide boat as an additional means of communicating the movement of large vessels in and around the smaller craft. The Tug Masters are experienced with navigating large vessels among smaller pleasure craft in crowded harbours and waterways and will provide adequate steerage space for all, as per the Navigation Protection Act. Therefore we expect limited interference between these private moorings and Project marine traffic.



5.2 Commercial Diving for Cable Laying

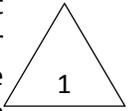
It will be necessary during the installation of the underwater cable to have divers and dive tender vessels working along the route of the cable, between the two Project docks. All diving activities will be conducted to the Association of Diving Contractors International (ADCI) standards and the project's own safety procedures.

Since the diving activities will have a short-term effect on the ferry routing, as well as Project marine traffic, an Operations and Communications Protocol will be developed, shared and discussed with

ferry captains and tug masters prior to in-water work. During dive operations the locations of divers will be marked on the surface. Appropriate diving signals will be clearly displayed according to IMO COLREG to ensure adequate clearance is provided around the work area.

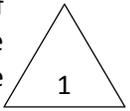
5.3 Aggregate Transfer Operations

In order to deliver aggregate (gravel) to the island in the most efficient manner possible, the project may use an Aggregate Transfer Vessel (ATV) or conveyors attached to the Island Dock to transfer aggregate from a bulk-carrying barge to the shore near the island dock for temporary stockpiling. The bulk barge will approach and leave the island dock area from the west on a 24 hour cycle, therefore no effect on ferry operations are expected, although VHF communications will be maintained as required by applicable law and good marine practice.



5.4 Construction Traffic on Barges

Construction traffic to and from the island will use barge-tug combinations in a roll-on/roll-off configuration. Barges certified for passengers by Transport Canada will be used to transport the workers to and from the Island. Occasional use of smaller boats to ferry personnel to and from the island may be considered.



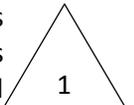
6 Environmental

6.1 Planning and Precautions

Project marine contractors have developed Safe Work Procedures for use on board vessels. Safe Work Procedures include operating instructions and checklists for all machinery and equipment on board, including fueling procedures for main engines and ancillary equipment on board. Marine personnel are trained to identify, evaluate, control and communicate all hazards within the scope of marine work.

6.2 Vessel Refueling Procedures

Fueling of all Project vessels will follow established Safe Operating Procedures that have been developed for each individual asset. For vessels that leave the Project area as part of their work regime, fueling will take place while berthed at piers or quays with a developed refueling capacity. For vessels remaining in the Project area, all refueling will take place adjacent to the Project's mainland dock. Refueling will take place with best industry practices in place; the project recognizes that the Mainland Dock is located in a designated parkland area and only fuel trucks approved and insured for marine refueling will be used. See Section 6.5 for additional precautionary equipment that will be available at the refueling site.

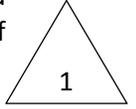


Following is a sample procedure for Fuel Transfer to Barge:

- a. Communication between the Chief Engineer and Barge Master to clarify the amount of fuel required and regular communication during transfer to make sure all is going well.
- b. Both Port and Starboard bunker stations to be checked to make sure the one not being used is shut and locked.
- c. Absorbent pads, cleaning rags, boom and fire extinguishers must be placed near the bunker station.
- d. One person to remain on stand-by at the bunker station to monitor and close the valves in case of urgency.
- e. Once all of the above is in place, Chief Engineer is to start the pump and the Barge Master is to confirm the fuel is being transferred to the proper tank on the barge.
- f. Barge tank(s) shall not be filled more than 80% of the maximum tank capacity.
- g. Near completion, the Barge Master is to leave the room for purging the lines and should advise the Chief Engineer as such – usually at about 5% of capacity left in the required amount.
- h. Once fuel transfer/purging is completed, the Chief Engineer is to drain the lines prior to removing the hose connection from the bunker station – this is to ensure nothing is left in the hose. NOTE: Pump emergency stop at the bunker station is for emergencies and should only be used in the case of an emergency. Chief Engineer should be the only one to stop the pump.
- i. Once Operation is completed, all cleaning items to be placed back at their original locations.
- j. Bunker transfer operation not to be carried during transiting or moving and shall be carried out once secured alongside.
- k. In case of any questions, please contact the Chief Engineer

6.3 Construction Refueling

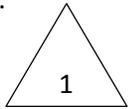
Project equipment on the Island will require refueling during the Work. Bulk fuel will be transported in approved fuel trucks on barges with current Load Line certificates. Regulations limit the number of passengers allowed on vessels with bulk fuel onboard, therefore dedicated trips may be necessary.



6.4 Hazardous Materials

Hazardous materials for the Project are limited to typical products as seen on most construction sites. The list below is for hazardous materials associated with the Siemens direct drive onshore turbine:

- Hydraulic fluid – Shell Tellus S4 VX
- Coolant Fluid – Non-freeze solution Siemens 50% glycol
- Sealant – Sika flex
- Oil – Optigear synthetic
- Grease – Castrol grease 400GR
- Paint – Hempel, Zinc x corrosion inhibitor
- Lubrication – Loctite 242, 21, 415, 454, and 504, Loctite nickel grade ant-seize
- Cement powder - Lafarge



There will be other fuels and lubricants, as used for the construction equipment, transported in for-purpose trucks/containers. There may be compressed gases in cylinders, transported upright in approved cages for welding and cutting. There is the possibility that explosives may be needed for excavation in rock. If required, explosives will be transported in small quantities with igniters physically separated from the blasting agent, as per Transport Canada regulations.

6.5 Environmental Emergency Preparedness and Response

Each project tug will have a ship-board pollution emergency equipment kit in good condition and regularly inspected for completeness. Included with the kit is a checklist of tasks to be completed immediately upon discovery of an incident. If the incident is a containable spill with limited volume, the kit will be used to contain and clean up any pollutants. For a larger spill, other Project resources can be called in to assist in containment and clean-up.

As extra precaution against environmental incidents, a portable sea container will be located adjacent to the Project's Mainland Dock (where marine refueling is to take place) with containment and clean-up supplies for use in the event of a marine pollution emergency.

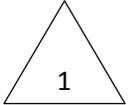
The sea container will include, at a minimum:

- Over 1000' of absorbent floating boom
- Numerous bales of absorbent pads
- Several bales and bags of granular oil absorbent material

By Transport Canada regulation, all marine incidents must be called in to the Canadian Coast Guard (CGC) with a description of the incident and its severity. The CGC has an extensive list of agencies that are routinely notified, as appropriate.

For this Amherst Island Wind Project, reporting for Marine Incidents will follow the order below:

1. Call Canadian Coast Guard:
 - a. Marine Pollution Incident: 1-800-265-0237 – Ontario and Arctic Coastal, 24 hours
 - b. Search and Rescue Incident: 1-613-965-3870 – Ontario and Arctic Coastal
2. Call Loyalist Township Emergency Response:
 - a. 911 – Ask for Loyalist Township Emergency Services, or
 - b. Kingston Fire Dispatch: 1-613-548-4001 Press 0 and advise dispatcher of issue
3. Other Emergencies:
 - a. Transport Canada (Kingston): 1-613-545-8676
 - b. All Other Emergencies: 911



McKeil Group has a standing contract with Eastern Canada Response Corporation (ECRC). ECRC is certified by Transport Canada – Marine Safety, as a Response Organization under the Canada Shipping Act (CSA). As a certified Response Organization, ECRC provides emergency response to ships and oil-handling facilities that require an arrangement under Canadian Law.

For this Project, the second call will be to Loyalist Township Emergency Services so that the municipality can determine the risks to local infrastructure and take appropriate action. The Municipalities' concerns for safe drinking water, including the guidelines for operating around IPZ's, is acknowledged and the Project will cooperate with all authorities in the event of an emergency, whether caused by Project activities or others.

End Document

.....Attachment 1

