



Community Liaison Committee Meeting Minutes May 8th, 2023

Location: Donkin Mine Conference Room	Date/Time: May 8, 2023 4:50pm - 5:42pm
<u>Attendees:</u> CCL - Charlene Reid, James Wells, James Edwards, Syl Phalen, Claude Peach, Eric Budden, Minister Brian Comer KCML - Cameron MacLennan, Geoff MacLellan, Anthony Webb	<u>Non-Attendees:</u> CLC - James Wells
Recording member	Geoff MacLellan
Minutes compilation	Geoff MacLellan
Duration of meeting	52 mins
Date or next meeting	Monday, June 12 th 4:45pm (same location)

Introduction

The committee was introduced to Anthony Webb, Senior Vice President of Operations for KCML. Anthony wanted to take the opportunity to meet the members and provide details on the issue that took place on Sunday, April 30th, 2023.

Questions on fire

JE opened the conversation by asking what happened on April 30th, which created a significant amount of black smoke rising from underground. AW provided a comprehensive summary of the location, cause, extent, government oversight and process moving forward. The committee engaged in Q&A and a group discussion.

AW explained that the fire was in an area roughly 10 by 40 feet in size and was caused by a smoldering area of the conveyor belt. There were no raging flames and very little damage to the infrastructure in the impacted area. Our monitoring system picked up CO2 signals at roughly 530pm. The belt was idle for 17 hours. It is unusual for this to occur with an idle conveyor system. We don't actually know what specifically caused the belt to begin smoldering but assume it was friction related. Very strange that it would take that long to begin smoldering.

The underground team, once mobilized, identified the location, and extinguished the melting area within 20 minutes. The big thing is that the belt required is fire resistant - it didn't burn. Not to say it wasn't a fire, but it was more of a smolder than flames. Due to the

tremendous amount of fresh air passing through the corridor, it's same to assume that there would have been some flames. The amount of damage was quite minimal. No scorched framing or damaged metal, even the paint was intact. Hard to see where the actual fire took place after the fact. The fire suppression system reacted immediately and played a significant role in keeping things contained to one location.

The monitoring systems told us the exact location of the event. Five workers put the fire out in short order from the fresh air side without the need to wear breathing apparatus.

We were certain that the location was in the belt tunnel. Followed training and procedures to the letter.

GM referenced a media report that the team were pressured to go underground, and the belt was running when the event occurred. Both points are categorically false.

JE asked about the extent of damage to equipment. AW explained that the only damage was to the belt - about 40ft long. It's a unique type of belt that is very difficult to repair. It must be brought to the surface, mobilize equipment and specialized tradespeople to repair it properly.

JE also asked if we were back to producing which AW answered that we were not. It would be towards the end of the week.

JE wanted to know if the inspectors and regulatory people are satisfied. AW and CM explained the communication process, approved plans, investigation, and final approval. From our understanding, the government officials have not encountered any elements of the incident and repair they deem to be problematic.

JE asked if we are satisfied with the response and safeguards. AW suggested that these types of events are never a good thing, but the systems in place were effective in ensuring the best possible outcomes. Every challenge is different and it's important to learn everything we can.

EB asked if it was near a spill point or in the main run of the belt? AW said it was in the take up.

CP wanted to know if the belt issue was caused by bearings overheating. AW said bearings were fine, rollers were good. One bottom roller in the general area seemed to be the most likely cause. It is impossible to know for sure as no one was there. But it is important to come to some conclusion and obviously something caused it. We don't know. Friction at the belt is the most likely scenario.

JE asked if the belt system is monitored. AW confirmed that this area would have been inspected several times. It is someone's job, an examiner, to specifically inspect these belts in addition to workforce members working in this area all the time.

EB asked if there was a fire suppression system. AW said there is, and it worked as it should have.

CM stated that one thing we must address is traffic congestion within the road corridor leading to the mine. Key personnel were slowed down attempting to get to site due to parked cars and onlookers. AW added that it is natural for people to come and watch things as they happen. But impacting access is problematic.

AW confirmed that local fire departments were not asked to vacate the premises as suggested by some in the local area. When the mine officials and department leaders realized the procedure to extinguish the fire, it was clear that fire fighters would not be able to travel underground and there was no need to tie up resources.

AW recognized the professionalism of the mine team who calmly applied their training and put the fire out within 20 minutes.

Trucking

The Minister opened by addressing some confusion around the plan for Long Beach Road - the road will be fixed in the short term. Over the next few weeks, Public Works officials will be conducting analysis on the strength, thickness, and width of the pavement. From that information, a long-term plan will be developed. Minister Comer also referenced looking at the entire transportation plan along the coal route and staff are currently working on the plan for the Glace Bay bypass road - infrastructure, streetlights, etc. GM added that the deputy minister recognizes the need to rebuild the LBR-Morien highway intersection.

CP asked the table if there is anything in the works for a second bypass road from the mine to Dearn's corner. The consensus is that there is no plan in being advanced at this time. The members engaged in a discussion around the rising costs of asphalt, labour, fuel, etc.

Noise

JE notified the group of correspondence he received from a local resident outlining the impact that fan noise and includes dates when the effects are the most significant. Minister Comer was also a recipient of the letter and shared it with the provincial department of Environment and Climate Change for consideration and action if deemed necessary. CM confirmed that no changes were made to the fans during any of the dates listed in the letter and will provide ECC with any information they request.

Specific truck issue

SP brought an issue to the committee related to the single axle wheels looking very unstable. SP said it looks quite scary and does not look as though it is operating properly. GM committed to engaging Seaboard in the matter and bringing the response back to CLC.

CP asked about the third-party trucks and if they are still running. GM said that this was short term, and they are no longer making deliveries. CP complimented Seaboard for not speeding while the outside trucks do not adhere to speed limits and safety in the same way that Seaboard truckers do.

General status of operations and markets

The committee discussed mine related inputs including workforce numbers and potential increases, workforce demographics and Donkin mine culture, global coal market conditions,

and the trajectory of renewable energy supply, etc. AW shared his history and experience in mining with the members.

Next meeting - June 12th, 2023