



345 Carlingview Drive  
Toronto, Ontario M9W 6N9  
Tel.: 416.734.3300  
Fax: 416.231.1626  
Toll Free: 1.877.682.8772  
[www.tssa.org](http://www.tssa.org)

April 14, 2025

MATTHEW CAMPBELL  
ALAMOS GOLD INC.  
15 GOUDREAU RD,  
DUBREUILVILLE ON P0S 1B0  
CANADA  
[matt.campbell@alamosgold.com](mailto:matt.campbell@alamosgold.com)

**Work Order Type:** FS Variance - LF  
**Work Order No.:** 14576859  
**Facility Type:** Bulk Plant  
**Located at:** 15 GOUDREAU RD, DUBREUILVILLE, ON, P0S 1B0

**Re: Variance from Clause 5.6.1.10 of the LFHC 2017 Code, O. Reg. 217/01**

Dear MATTHEW CAMPBELL,

This is in response to your variance application involving a bulk plant at the above noted location.

Your variance request was to allow operating the bulk plant without an oil/water separator until December 31, 2025.

Please be advised that your variance application has been approved because:

Several features and risk mitigation measures exist to ensure that the refuelling of the mobile tankers can be performed safely without an oil-water separator. These features are outlined below:

1. During fuelling the operator remains within approximately 2 meters of the fuel connection and emergency stop device. This allows for an immediate operator response in the event of a concern. Even in the unlikely event of a component failure, operator response will be very rapid to avoid a significant spill.
2. The refuelling connection is a double dry-break connection so that upon disconnect, the contents from the truck and the fuelling couplings are contained. It is a standard operating requirement that the operator places a containment pan under the fuel connection during the connection, fuelling process, and disconnection of the truck. Any minor drips or spills during the connection process will be captured.
3. Fuel tanker overfill prevention will be ensured using a Scully Intellitrol system which is interlocked to ensure that the vehicle cannot be inadvertently overfilled. This equipment is the same as and meets the safety standards of fuel transfer equipment at major distribution terminals.
4. The fuel facility is equipped with numerous global emergency stop devices (situated at all fueling locations) to immediately stop the flow of ALL fuel in the event of a leak or spill. During the tanker refueling process, the operator procedure requires that the driver remain in attendance at the fuel connection point which is within approximately 2 meters of an emergency stop device. This proximity will help ensure that the equipment can be shut down to prevent any significant spill during the tanker refuelling process.

5. The fuel facility is equipped with a large readily accessible spill containment kit in the event of a leak or spill. This kit includes spill booms, spill mats, absorbent materials, collection drums, and spill/drip trays. These materials are stored on site.

6. The bulk fuel tanker will be positioned inside a spill containment "lane" when it is being loaded. A fuel-resistant liner will be buried below the truck loading area and covered with a granular cap. The ends of the lane will be closed off with spill containment socks/booms to provide containment.

**This variance will not take effect until 15 days from the date of posting the decision on the environmental registry. This decision of the Director is subject to a right of appeal, under the Environmental Bill of Rights, if such an appeal is filed within 15 days from date of posting. In the event an appeal is filed, this decision of the director may be subsequently stayed, disallowed or significantly altered. Notice of an appeal will be placed on the Environmental Bill of Rights registry.**

This variance is allowed under the authority of subsection 36.(3)(c) of the *Technical Standards and Safety Act, 2000*, (the "Act") and subject to such conditions as may be specified herein, being that:

- The installation/system/appliance dealt with in this variance must be inspected by TSSA. Please fill out the FS Customer Inspection Request Form found on our [website](http://www.tssa.org) and submit to [fuelsinspection@tssa.org](mailto:fuelsinspection@tssa.org) to schedule your inspection;
- Non-conformity with the conditions specified shall thereby cause the allowed variance to become null and void;
- The applicant accepts full responsibility for any and all damages resulting from the use of the thing to which the variance applies. The applicant further accepts full responsibility for any impacts to the health and safety of any person in consequence of the allowance of the variance or of non-conformity with the conditions specified. The Technical Standards and Safety Authority accepts no responsibility for any such damages or impacts;
- In the event of any claims against the Technical Standards and Safety Authority arising from allowance of the variance or non-conformity with the conditions specified, the applicant agrees to indemnify the Technical Standards and Safety Authority and agrees to hold it harmless from such claims and attendant costs;
- The variance process is subject to public access under the TSSA Access and Privacy Code (available upon request). The fact that a variance has been granted and information about any public conditions, such as a requirement to post a sign, may be released on request. Subject to law and the TSSA Access and Privacy Code, proprietary information will not be subject to release;
- The applicant shall pay the fee associated with the review of the variance; and
- A copy of the variance letter shall always be kept readily available and permanently legible in the vicinity of the appliance/equipment.

This variance only relates to the Act and regulations made thereunder and does not exempt you from compliance with other applicable regulatory requirements. The TSSA reserves the right to audit the installation to ensure compliance with the terms of the variance.

Should you have any questions or require further assistance, please contact Marek Kulik at +1 416-734-3465 or by email at [mkulik@tssa.org](mailto:mkulik@tssa.org). When contacting TSSA regarding this file, please refer to the Work Order number provided above.

Yours truly,



Gary Highfield, P. Eng.  
Engineering Manager, Fuels  
Delegated Authority under section 36(3) (c) of TSS Act

c. Francine Fournier, Wagg's Petroleum, [ffournier@waggspetroleum.on.ca](mailto:ffournier@waggspetroleum.on.ca)

**A legible copy of this letter shall be kept readily available near the appliance/equipment.  
This Variance is not valid unless all Variance Conditions in this letter have been met.**