



Shoreside Access Policy

Goderich Port Management Corporation

February 2026

1. Site Introduction

The Port of Goderich is the only deepwater port on the east shore of Lake Huron. Servicing regional mining, manufacturing and agricultural industries, the Port is an important hub of commercial shipping in southwestern Ontario. Industry leaseholders (users) separately manage access and policy on their property. The purpose of this policy is to guide safe and secure access to GPMC managed areas of the port facility including access for servicing vessels, maintaining port facilities, and commercial access.

See Figure 1.1 below for site layout



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| <ul style="list-style-type: none"> 1-Goderich Port Mgmt Office 2-Compass Minerals 3-Parrich & Heimbecker 4-DaLee Dust Control 5-Universal Terminals 6-GPMC-Agri-Dome 7-Groupe Ocean 8-Canadian Coast Guard 9-Maitland Valley Marina | <ul style="list-style-type: none"> 1-Dock#1 2-Dock#2 3-Dock#3 4-Dock#4 4A-Dock#4A 5-Dock#5 6-Dock#6 7-Dock#7 | <ul style="list-style-type: none"> 8 - Dock#8 10-Snug Harbour 11-South Pier 12-North Breakwall 13-South Breakwall |
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Figure 1.1

2. Contact information

- Emergency Fire, Ambulance, Police: 911
- Harbourmaster - Noah Krantz: (226) 543-1438, harbourmaster@goderichport.ca
- Logixx Security Guardhouse: (519) 524-8351 ext. 0
- GPMC President - Frank Hurkmans: (289) 213-0203, president@goderichport.ca
- Port office: 245 North Harbour Road West, Goderich ON.

3. Security

Port security protocols are based on the approved Port Facility Security Plan and are compliant with the Marine Transportation Security Regulations. The individual areas and docks spaces at the Port of Goderich fall into three security categories:

- Controlled areas
- Unrestricted areas
- Restricted areas.

Access to port user property (i.e Compass Minerals, P&H, DaLee) is managed by the user. See figure 3.1 below for a map of restricted and unrestricted areas.

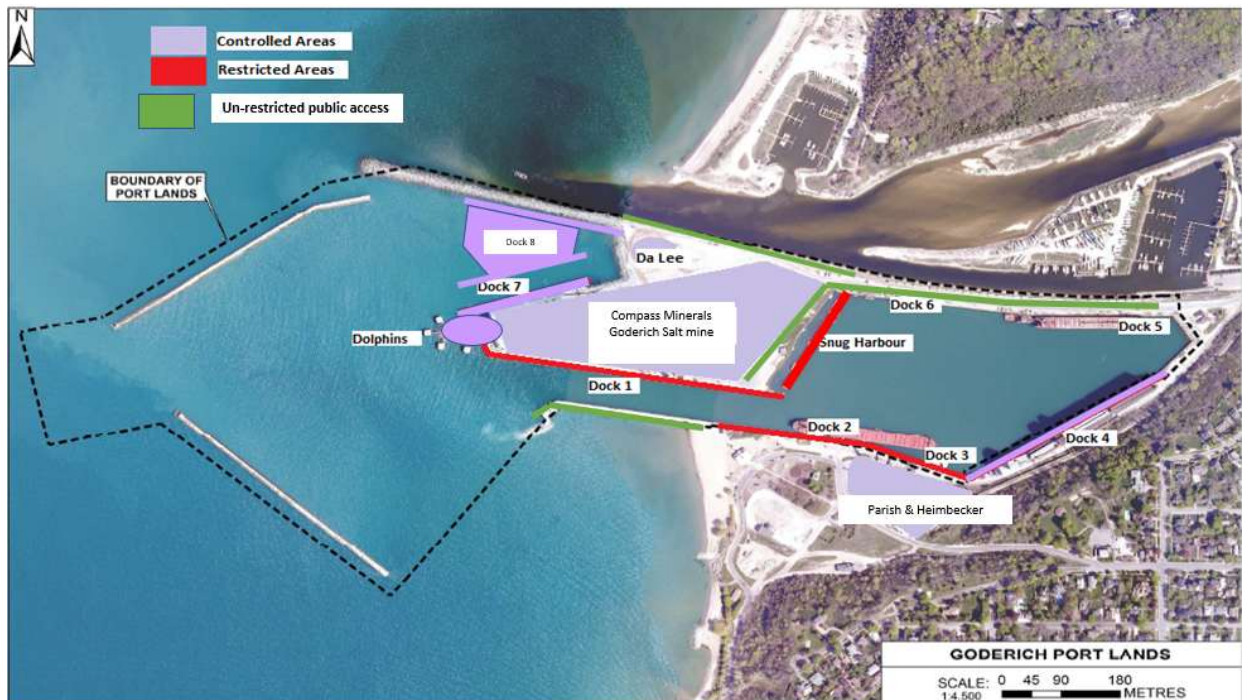


Figure 3.1

- a) Controlled areas are sections of the port that do not allow public access. These areas include user property as well as dock 7 and 8, and the agridome. Access to these areas is monitored by Security Personnel. Persons, vehicles, and equipment entering or leaving controlled areas are subject to search. Persons in controlled areas must carry official government issued ID.
- b) Unrestricted areas of the port are accessible to all persons. Activities must be compliant with port regulations, town bylaws, posted signage, and applicable legislation. Vehicles are not permitted on dock spaces without permission from the harbourmaster. Docks 1 and 2 are unrestricted areas that become restricted areas during vessel interfaces.
- c) Access to all restricted areas are controlled by Logixx Security with the exception of dock 2 and 3 which is controlled by Fortify Security during vessel interfaces. Only persons with valid reasons to access restricted areas will be granted access.

Access to restricted areas is only granted to the following persons:

- Persons holding a restricted area access card issued by the GPMC through Logixx security
- Persons who appear on vessel pre-arrival notices as visitors, service providers, or crew
- Persons with express permission from the Harbourmaster or Port Facility Security Officer
- Emergency responders or members of a regulatory body.

Persons with access to restricted areas must comply with directions from Port Security Personnel and the Harbourmaster. Accessing restricted areas grants permission for searches of persons, equipment, and vehicles by port security personnel.

- d) The Port of Goderich typically operates at MARSEC level 1. If the MARSEC level of either the port or a vessel entering the port is not 1, follow instructions from security personnel in accordance with the heightened security protocols.

4. Insurance

The Goderich Port Management Corporation (GPMC) requires contractors and companies doing business at the port to be insured at their own expense. The requirements herein do not supersede other agreements made between suppliers, port users, contractors, or other

entities operating on port property and the GPMC. As applicable, the insurance requirements are as follows:

- a) Workers' Compensation as required under any workers' compensation or similar law.
- b) Employer's Liability with a limit of at least \$3,000,000 per incident
- c) Commercial General Liability, including coverage for Contractual Liability, Contractor's Liability, Environmental and Pollution Liability, fire and other perils including broad form property damage, with a limit of at least \$5,000,000 combined single limit per occurrence for bodily injury and property damage liability.
- d) Automobile Liability insurance for ownership, maintenance and use of any owned, non-owned, hired, and borrowed automobiles, with a limit of at least \$3,000,000 combined single limit per accident for bodily injury and property damage liability.
- e) Any other insurance, as requested by the GPMC on reasonable grounds
- f) An Umbrella/Excess Liability policy may be used to meet the above requirements

Entities doing work on a recurring or contract basis for the GPMC must provide proof of the above requirements to the GPMC once per calendar year. Entities operating cranes, or delivering liquid fuels, lubricants, or carrying dangerous goods must also provide proof of the above requirements to the GPMC on an annual basis.

5. Emergency Response

Emergency response at the port of Goderich is primarily carried out by local fire, ambulance, and law enforcement agencies. In the event of an emergency on port property, notify emergency responders immediately by calling 911, and notify the Harbourmaster at the earliest possible time by calling (226) 543-1438. Routing for first responders will be available at the closest access point as directed by the harbourmaster and port security personnel.

See figure 6.1 below for a map of the locations of port safety equipment.

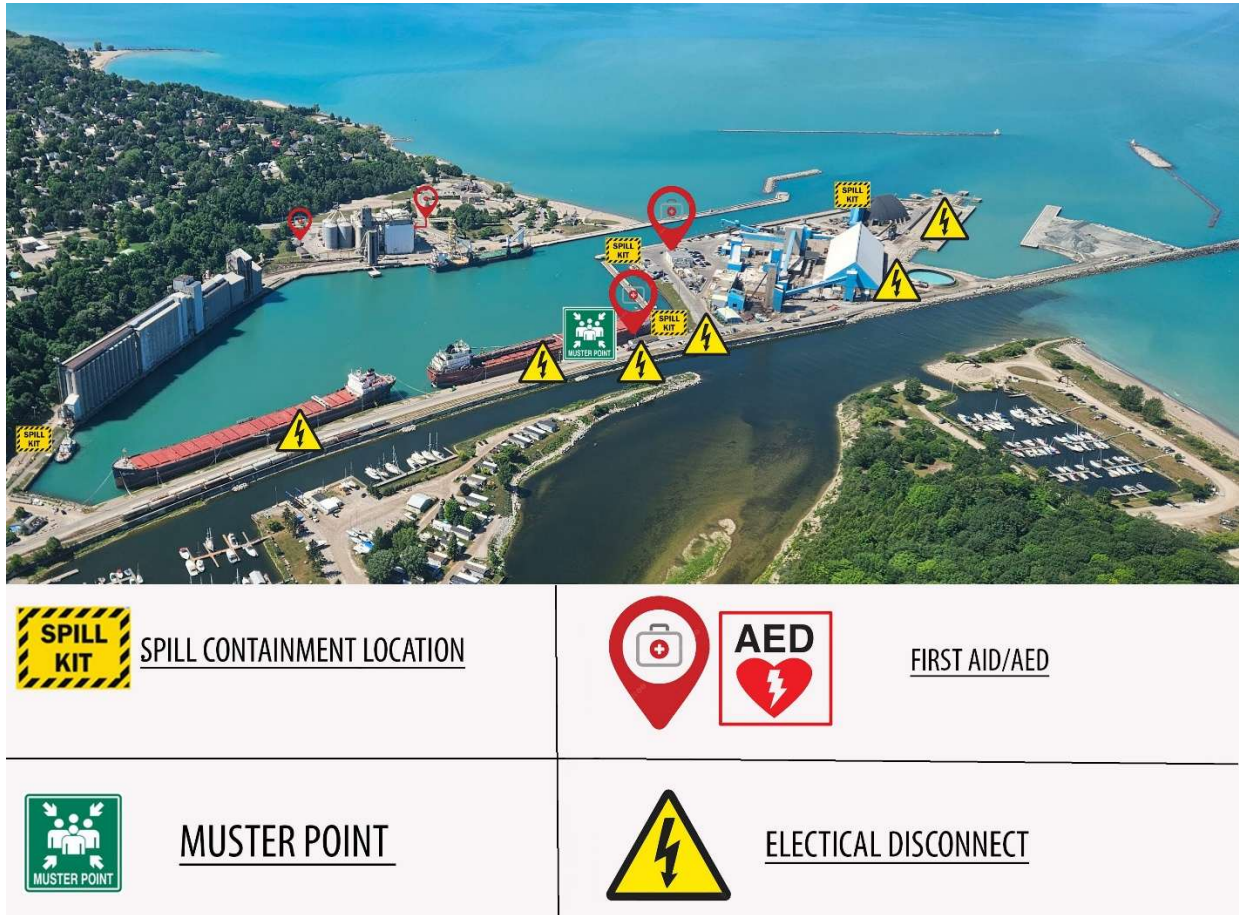


Figure 6.1

6. Conduct and Personal Protective Equipment

Personnel outside of vehicles must wear personal protective equipment when in restricted or controlled security areas of the port. This equipment must include work boots, hard hat, and high visibility garments. In addition, a PFD must be worn by personnel in any area of the port within 2 meters of dock edges or any other area of water.

All persons must follow directions from GPMC representatives and port security personnel in all areas of port property carry themselves in a safe way that does not interfere with the use, access, or safety of others. Incidents, release of any pollutants, injuries, emergencies, and damage to port property must be reported to the harbourmaster at the soonest possible time.

7. Dock #1

Dock #1 is the primary salt loading dock servicing Compass Minerals. Access to the dock is restricted while a vessel is interfacing. All deliveries to vessels must be reported to the Harbourmaster and Logixx security on the vessel's pre-arrival notice including the name of the driver. Access to the dock by vehicle is generally not permitted, except in certain cases where Security personnel open the east gate to allow vessel deliveries. When no vessel is interfacing, the dock is unrestricted but vehicle access is still only permitted by security personnel.

8. Dock #2

Dock #2 is the primary grain loading and unloading dock servicing Parrish & Heimbecker and serves as a project cargo and passenger ship berth. Access to the dock is restricted while a vessel is interfacing. All deliveries to vessels must be reported to the Harbourmaster and P&H security on the vessel's pre-arrival notice including the name of the driver. Access to the dock by vehicle is generally not permitted, except in certain cases where Security personnel open a vehicle gate closest to the required location. When no vessel is interfacing, the dock is unrestricted but vehicle access is only granted with permission from the harbourmaster.

9. Dock #3, 4

Dock 3 and 4 are controlled directly by Parrish and Heimbecker. Access to these areas is at the sole discretion of P&H.

10. Dock #4A, 5, 6

These docks are unrestricted at all times. Parking must comply with posted signage and be limited to the interfacing vessel's business. Notice to the Harbourmaster must be given before the use of cranes and deliveries of liquid fuels and lubricants. Extra care must be given to the overhead wires along North Harbour road. The storage, or use of equipment on the docks must be cleared by the Harbourmaster. In all cases, activity along this area must not interfere with the movement of traffic along North Harbour road.

11. Dock #7 and 8

Docks #7 and 8 are considered restricted when a vessel is interfacing, at all other times these areas have controlled access. Access to these areas is only available through the North Guard House. All deliveries to these areas must be reported to the Harbourmaster and Logixx Security, including the name of the driver. Pedestrian access is permitted along the routes laid out in figure 10.1. Pedestrian access from dock #7 to dock #1 is possible on request.

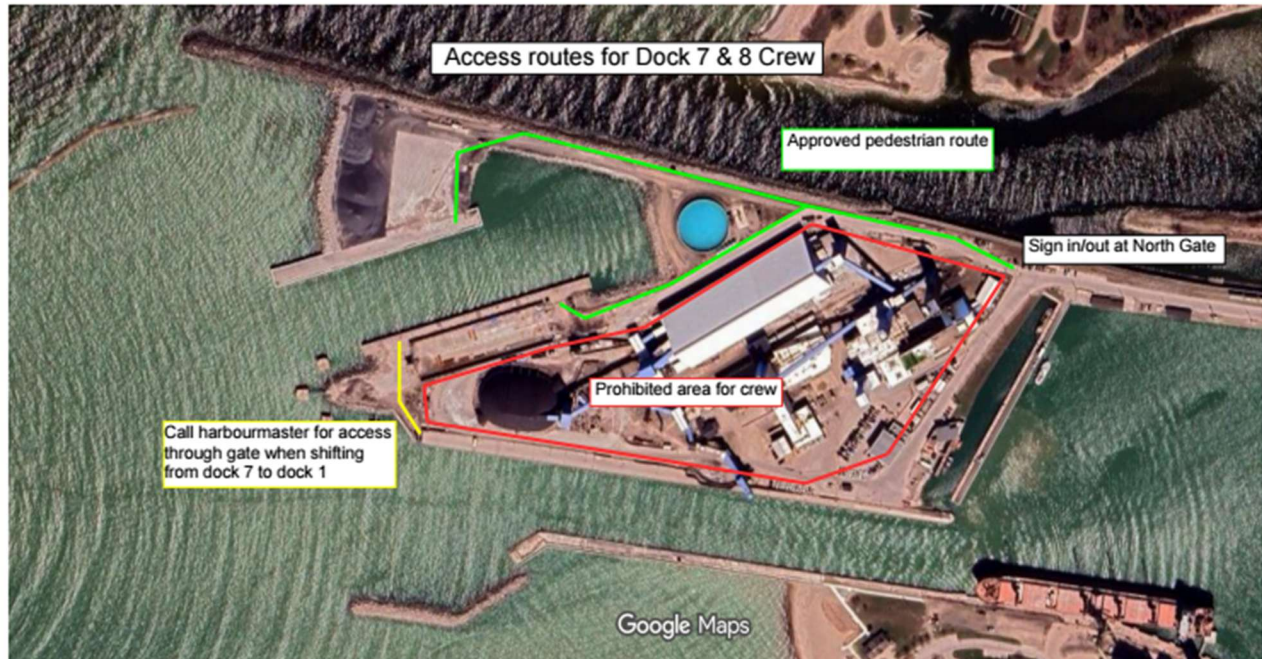


Figure 10.1

12. Agridome

The Agridome is managed directly by the GPMC. The area is controlled by Logixx security. Access to the Agridome is only available through the North Guard House.

13. Snug Harbour

Snug Harbour is dedicated to small vessel operations, servicing tug, fishing, tourism, and research vessels. Access to the coast guard station and its infrastructure is granted at the sole discretion of the Canadian Coast Guard. Vehicles are only permitted on the snug harbour wall with permission of the Harbourmaster. Care must be taken with the overhead wires along North Harbour Road.

Fuel trucks are not permitted on the snug harbour wall under any circumstance. Fishery related equipment may only be kept along the areas of snug harbour adjacent to moored fishing vessels. A vehicle thoroughfare must be kept free along snug harbour wall at all times. The access gate at the north end of snug harbour wall is to be kept closed at all times unless in use.

14. Fuel, Lubricant and Hazardous Materials Vehicles

Notice to the Harbourmaster must always be given before the delivery of fuels, lubricants, or hazardous materials, either directly or through the vessel pre-arrival notice. At docks #1 and 2, fuel trucks must remain on the shoreside of fences restricting access to the vessel. At all other docks, these vehicles must remain at distance greater than 4 meters from the dock edge.

All fuel, lubricant and hazardous material vehicles must have a spill response plan, carry appropriate spill response equipment, and follow all applicable laws and regulations. An agreement between the delivery company and the GPMC with regards to access must be signed and proof of insurance (See section 4) must be provided to the GPMC before access is granted.

15. Cranes, Boom Trucks, Heavy Equipment

Notice to the Harbourmaster must always be given before the use of Cranes, Boom Trucks, and Heavy equipment. Notice of boom truck use may be given on vessel pre-arrival notification. All mobile cranes must provide notice to the harbourmaster including load details. Additional caution is needed to avoid overhead wires along snug harbour, and docks #5 and 6.

Designated areas are marked with signage of approved areas for crane operations for docks #1 and 2. The area East of the Agridome is also a designated area suitable for cranes. Under no circumstance will a crane or the outrigger of a crane be positioned within 3 meters of the edge of a dock.

Cranes must be operated by a qualified individual. A signed access agreement must be made with the GPMC, including proof of insurance (see section 4) before crane operations may commence.