

## **APPENDIX 8**

### **EMERGENCY SPILL RESPONSE TRAINING**



### Spill Training

Formal spill training commenced in April after the contingency plan was finalized. The first session was held on April 20 2003.

#### Session One:

Attendance: P Newham

A Aubry  
P Simms  
B Power  
E Roy  
J Laverne  
E Weidhaas

This was classroom training involving the inspection of containment berms, and the importance of carrying absorbent pads in all equipment.

#### Training Session Two :

This was classroom training involving the use of the zoom boom and the boats. This was conducted on June 8/03

Attendance:

P Simms  
J Bonia  
J Halle  
J Laverne  
J Singleton  
E Roy  
B Power

#### Training Session Three :

Training date July 24/03

This training was more in depth, as the fuel ship MV ARCTIC was arriving with 4.7 million liters of P50 diesel fuel. The training involved the placement of the boats. There was a ramp constructed to have easy access to remove the zoom boom. The zoom boom was put in place , and different scenarios were discussed.

The off loading of fuel procedure was discussed with the E.R.T. and recommendations, requested were addressed with written procedures. Absorbent sheets were made available and the use discussed with the team. PPE was discussed with all personnel involved.

A action plan was put in place and followed.

Attendance:

V Rice  
J Singleton  
S Lemieux  
J Halle  
R Parsons  
B Power  
J Jones

#### Training Session Four :

Training date was Oct 19/03 and Dec 15/03

This was classroom training and the areas discussed were all fuel storage areas, the fuel line used daily to accommodations and the tank farm. The location of the spill kits and the location of the absorbent pads. The seasonal diversities and adverse weather conditions were discussed and how to respond.

#### Attendance:

P Newham

Jim Bonia

R Peroli

V Rice

R Langlois

J Jones

R Parsons

B Power

#### Additional Dialogue On Prevention

The importance of spill prevention and emergency response is a frequently discussed topic during daily FLRA meetings. All equipment operators are required to carry absorbent pads in their equipment in case of hydraulic leaks.

The location of spill containers is well communicated on site. Audits are conducted weekly on the contents of the containers and ordered as required.

Fuel transfers are done daily and pipelines and tank monitored during transfer.

All tanks and equipment are monitored when being fuelled

Ed Weidhaas

  
Safety Coordinator

## **APPENDIX 9**

**WORKERS' COMPENSATION BOARD**

**APPROVAL OF**

**MINE PORTAL SEAL DESIGN**



## WORKERS' COMPENSATION BOARD

Northwest Territories and Nunavut

XC	SNC - Transmittal.
	Circled
Re	BSD JLL RTH

October 16, 2003

FAX (867) 253 8862

Mr J. Knapp  
Manager  
Teck Cominco Metals Ltd.  
Polaris Reclamation Project  
P.O. Box 188, Resolute Bay,  
NU X0A 0V0

Dear Mr. Knapp:

Re: Polaris Mine Closure - Portal Plug Design

Thank you for your letter dated October 1, 2003 and the attached design drawings No. 23307-0 and No. 23307-1 Re: Portal Plug Design.

I have reviewed the document and found it meet or exceed all the requirements pursuant to section 17.03 of the Mine Health and Safety Regulations. I hereby grant Teck Cominco Metals Ltd. the approval of the design as presented to seal off all portal openings at Polaris.

Yours truly

Sylvester Wong, P.Eng.  
Chief Inspector of Mines

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ADDS 0857

*We've got you covered*

**APPENDIX 10**

**ELECTRONIC VERSION OF**

**4<sup>th</sup> QUARTER 2003**

**RECLAMATION REPORT**

**(PDF VERSION)**