

7.0 CONTINGENCY PLANS

7.1 GENERAL

- .1 The following generic contingency plans present the prescribed course of action to be followed in the case of unanticipated events during clean up such as fuel or chemical spills, potentially dangerous wildlife encounters, and the discovery of heritage resources. The plans will enable persons in a particular contingency situation to maximize the effectiveness of the environmental protection response and meet all regulatory requirements for reporting to the appropriate authorities.
- .2 Submit to the Engineer for approval detailed spill contingency plans for the site. Identify response capabilities by detailing response times, and types and volumes of spills to which the Contractor can respond to. The following information is required as a minimum:
 - .1 a description of pre-emergency planning;
 - .2 personnel roles, lines of authority and communication;
 - .3 emergency alerting and response procedures;
 - .4 evacuation routes and procedures, safe distances and places of refuge;
 - .5 emergency phone numbers;
 - .6 directions/methods of getting to the nearest medical facility;
 - .7 emergency decontamination procedure;
 - .8 emergency medical treatment and first aid;
 - .9 emergency equipment and materials;
 - .10 emergency protective equipment;
 - .11 procedures for reporting incidents; and
 - .12 spill response and containment plans for all materials which could potentially be spilled.

7.2 FUEL AND HAZARDOUS MATERIAL SPILLS

- .1 The objective of the fuel-related contingency plan is to protect the environment by minimizing the impacts of spill events through clear and concise instructions to all personnel.
- .2 A variety of fuels, and liquid and dry chemicals will be in use at the CAM-M site during clean up. The greatest volumes will likely involve Arctic diesel fuel. Other substances such as acids, solvents, lubricants, hydraulic fluid, antifreeze, fuel additives and engine coolants also pose potential environmental and safety hazards. For simplicity, POL and minor chemical spills will be considered together. As chemicals are usually stored and transferred in barrels of 205 litres or smaller capacity, any spill quantity is likely to be small.

- .3 Based on the hazardous materials identified for disposal, Emergency Response Plans (ERPs) are not required during transport under the TDG regulations. If materials identified for disposal are listed on Schedule XII of the TDG regulations and are in volumes exceeding those specified in that schedule, register an ERP with the Director General of the Transport of Dangerous Goods Directorate. The ERP is to contain information such as the nature and risks of the particular dangerous good and contact names and numbers for emergency assistance.
- .4 If a spill or a dangerous occurrence is discovered during transport in excess of those volumes listed in Part 9, Table 1 of the TDG regulations, the person who has management or control of the goods at that time must immediately notify the Emergency Authority in the province where the occurrence took place. The appropriate authorities are listed in Part 9, Table 2 of the TDG regulations. The person must also notify his/her employer, the owner of the vehicle on which the goods were carried, and the owner of (consigner) the dangerous goods. The person's employer is then required to issue a written report to the Director General within 30 days of the occurrence in the form detailed by the TDG regulations.
- .5 The most common pollution incidents will probably involve spills of arctic diesel or aircraft fuel onto land or water resulting from:
- human error during transfer operations between holding tanks;
 - rupture of lines, tanks, valves, dykes or barrels from deterioration or damage;
 - seepage from fittings or valves;
 - accidental spills during POL transport via vehicle or aircraft; and
 - equipment failure.
- .6 A person in control of a substance at the time of a spill shall report the spill via the appropriate spill response line. Quantities of substances which represent "a spill" are listed in Schedule B of the NWT Spill Contingency and Reporting Regulation NWT Reg R-068-93. Advise the Engineer of all spills.
- .7 In the event of a spill, protection of human health and safety is paramount. Contamination of personnel involved in clean up is a real possibility as is contamination of the surrounding workplace and environment.
- .1 The individual discovering a spill shall:
- .1 Warn people in the immediate vicinity and evacuate the area if necessary.
 - .2 Identify the spilled material if possible, and take all safety precautions before approaching it.
 - .3 Attempt to immediately stop the leakage and contain the spill, if safe to do so.

- .4 Report to the Engineer the spill location, type of material, volume and extent, status of spill (direction of movement), and prevailing meteorological conditions.
 - .5 In the event of a shoreline spill, provide information about beach location, contaminated area, beach characteristics, presence of wildlife and archaeological sites which might be threatened.
- .2 Both the Contractor and the Engineer have specific responsibilities in responding to a spill event. These are described as follows:
- .1 Contractor's Responsibilities:
 - .1 Ensure response crew members are appropriately trained.
 - .2 Practice spill prevention by performing regular maintenance on all POL systems, and by using proper methods for the handling of POL products.
 - .3 Provide personnel, materials, and equipment necessary for adequate response to POL and hazardous materials spills.
 - .4 Establish communications and verbally report all spills to the Engineer as soon as practical.
 - .5 Isolate and eliminate all ignition sources.
 - .6 Ensure safety and security at the spill site.
 - .7 Stop or reduce discharge, if safe to do so.
 - .8 Make every effort to contain the spill by dyking with earth or other barriers on land and containment booms on water.
 - .9 Assess potential for fuel/chemical recovery.
 - .10 Deploy on-site crews to mobilize pumps, empty 205 L drums, hand tools and absorbents to the spill site.
 - .11 Request assistance, if required, from DND (through the Engineer) and the Canadian Coast Guard.
 - .12 Hire additional assistance, if required, from northern residents, local communities, and commercial spill response firms.
 - .13 Follow all guidelines and regulations for disposal of spilled materials, associated debris, contaminated soil and water as established by appropriate government agencies.
 - .14 Assess potential terrain and wildlife disturbance, erosion and archaeological site disturbance in any areas to be affected by clean up operations and contact relevant authorities.
 - .15 Document all events/actions.
 - .16 Report the spill to the Spill Report Line and follow up with a written spill report. This report shall summarize the initial report information; confirmation of spill volume; actions taken; future remediation/monitoring requirements; and a sketch map and/or photographs of the spill area.

- .3 Be familiar with bear deterrent procedures and ensure that at least one designated staff member is competent with the camp firearms. Be familiar with the GNWT "Safety in Bear Country" manual and make available a reference copy at the site office.
- .4 Collisions with large mammals such as caribou, bears and muskoxen may occur. Operators of vehicles and equipment shall make every effort to avoid such encounters. Congregations of animals near food or garbage are a potential problem which can be overcome by proper disposal of food wastes. Concentrations of scavenging animals such as wolves, foxes and bears increase the risk of diseases, particularly rabies, and danger to personnel. The following precautions and actions are to be taken at each site:
 - .1 The killing of wildlife for any reasons at variance with the Wildlife Act and regulations is an offence. Coordinate procedures for handling wildlife problems and incidents with the regional GNWT wildlife office.
 - .2 Advise personnel to maintain watch for bears and immediately report any sighting to the Engineer. Immediately notify all personnel of the sighting. If the threat of attack is considered significant, assign a full time bear monitor to the site.
 - .3 Use vehicles, noisemakers and, if necessary, a firearm to frighten the bear away from the site.
 - .4 Shoot the bear only if the bear returns repeatedly, refuses to leave or directly threatens human safety. Killing is considered a last resort and, if at all possible, contact the appropriate wildlife officer and alert them to the problem. If a bear is to be shot, assign the task only to a person familiar with and competent with the camp firearm. Wounded or otherwise aggravated bears can be extremely dangerous.
 - .5 Report the death of a bear to the Engineer and the appropriate GNWT wildlife officer who will issue instructions as to disposal of the carcass and the formal reporting procedures to be followed.
 - .6 Due to the possibility of rabies, shoot any animal which bites a human and retain the carcass intact pending instructions from the appropriate wildlife officer. If possible, notify the wildlife officer before any drastic action is taken. Seek medical advice for treatment of animal-inflicted wounds from the appropriate medical facility.

7.4 HERITAGE RESOURCES

- .1 Avoid all archaeological sites at the CAM-M site during clean up activities.

Unrecorded archaeological sites containing such remains as habitation structures, hunting blinds, food caches and graves, and objects such as tools, utensils and butchered animal bone may be inadvertently discovered and disturbed during clean up activities. All site personnel are prohibited from knowingly disturbing any archaeological or other heritage site or collecting any artifacts. Removing artifacts is a criminal offence.

In the event of finding heritage resources:

- .1 Cease site work immediately in the area; do NOT remove any artifacts or other associated objects from the site unless their integrity is threatened in any way.
- .2 Mark the site's visible boundaries and avoid the area during clean up activities.
- .3 Report the discovery of the site immediately to the Engineer and the Prince of Wales Northern Heritage Centre and Inuit Heritage Trust by phone or fax and comply with any site protection instructions issued. Do not engage in any archaeological excavation activities.
- .4 Prepare reports of any discovery for the respective regulatory authority and DND/PMO indicating:
 - the identity of the person making the discovery;
 - the nature of the material;
 - the nature of the activity resulting in its discovery;
 - the location of the find including a description of the site location, topography, landmarks, etc.
 - a description of the archaeological site including size, features or details visible, supplemented by sketches or photographs;
 - protection measures instituted;
 - the present location of any heritage material removed for safekeeping; and
 - extenuating circumstances.

5 KEY CONTACT LIST

24 Hour Spill Report Line

- .1 In the event of a spill, contact the 24 Hour Spill Report Line and provide with all the relevant details.
 - Telephone: (867) 920-8130 Fax: (867) 873-6924
- .2 Environment Canada, as lead agency shall then be contacted by officials to ensure the appropriate response. The lines are staffed 24 hours a day and can also be used to coordinate a response in the event of a non-spill emergency outside of normal working hours.

**DEW LINE CLEAN UP PROJECT
CAMBRIDGE BAY, NWT**

SITE USE RESTRICTIONS

1.0 PURPOSE

- 1.1 The purpose of these restrictions is to ensure that while DEW Line Clean Up (DLCU) activities are underway at CAM-M (the Cambridge Bay Long Range Radar Site), there will be no interference with ongoing operations of the North Warning System (NWS).

2.0 GENERAL CONDITIONS

- 2.1 The NWS sites, while the property of Department of National Defence (DND) and the responsibility of North Warning System Office (NWSO), is in the custody of the NWS Operation and Maintenance (O&M) Contractor, presently FRONTEC Logistics Corp. It is O&M Contractor personnel who operate and maintain the site. Their rules and regulations concerning conduct, posted on site, must be obeyed. Failure to comply with these procedures, regulations and rules will result in expulsion from the site.
- 2.2 The Cambridge Bay site serves as an NWS Long Range Radar (LRR) and Logistics Support Site (LSS) and will be occupied for the duration of the project.
- 2.3 The DLCU Contractor will respect all NWS installations in the vicinity of the work and confirm the condition of existing facilities with Site Engineer.
- 2.4 The DLCU Contractor shall make good any damage resulting from Contractor's use of any access roads or working areas on the site. The DLCU Contractor shall plan his work so that all site accesses are kept open during construction.
- 2.5 The DLCU Contractor must use the site in strict accordance with this document, the North Warning System Environmental Protection Order (NWO 12.01), North Warning System POL Spill Contingency Plan, the contract specifications, and the NWS LSS Manager's briefing.
- 2.6 The DLCU Contractor must not unreasonably encumber the site with materials or equipment, and must store products and equipment in a manner which will not interfere with operations of the NWS station or unrestricted access to the airstrip or sealift beach.

- 2.7 The DLCU Contractor will provide all temporary facilities including the design, supply, construction, maintenance, operation and removal of the facilities and services required to support the clean up of the site. The DLCU Contractor may choose to upgrade and use those buildings scheduled for demolition as part of his construction camp.
- 2.8 Temporary facilities shall be provided as specified at the work site, and any other location where temporary facilities are essential to the work. Temporary facilities shall satisfy Federal, Provincial, Territorial and local authorities having jurisdiction, comply with the requirements the NWS POL Spill Contingency Plan prepared by Frontec Logistics and North Warning System Order NWO 12.01 'Environmental Protection'.

3.0 COMMUNICATIONS

- 3.1 The point of contact for the NWS and the NWS O&M Contractor at CAM-M is the CAM-M LSS Manager who is responsible for all NWS and NWS O&M contractor activities on site. It is imperative that CAM-M LSS Manager be aware of all activities occurring at the site.
- 3.2 The point of contact for the NWSO (North Warning System Office, Ottawa) is the NWS OPI (North Warning System, Office of Primary Interest) for the DLCU Project. Contact between the DLCU Project and the NWS OPI shall be maintained through the Site Engineer.
- 3.3 Land in and about the Cambridge Bay airport is owned by the Government of the Northwest Territories. The NWS maintains facilities in this area including the hangar, ATB, aircraft refueller and associated aircraft POL tanks, and POL tanks and facilities located at and adjacent to the sealift beach.
- 3.4 The point of contact for activities related to the Cambridge Bay Airport is the Airport Manager. The DLCU Contractor shall schedule his work with due regard to potential conflicts that may arise due to those operations, and shall ensure compliance with all requirements set out by the Airport Manager.
- 3.5 Radio, telephone and fax communications are the responsibility of the DLCU project and the DLCU project contractor. Limited telephone communications are available through the CAM-M site facilities on a non-interference basis with site operations and other activities ongoing at the site.

Installation of dedicated telephone lines into NWS facilities at CAM-M from the town of Cambridge Bay must be approved by and coordinated with the NWS and the CAM-M LSS Manager.

PROCEDURES FOR THIRD PARTY SUPPORT

Third Party Support (TPS) includes all transport, meals, accommodations, equipment, facilities (laboratory and office space) available to federal government representatives as well as response to requests (such as response to a request to connect the DLCU Contractor's power cables to site power) and required inspections of the site and equipment required by these Site Use Restrictions.

TPS may be provided on the condition that it does not interfere with normal site operations, and after a complete and accurate TPS request has been submitted and approved. All costs associated with the provision of TPS are the responsibility of the DLCU project.

All requests for TPS must be forwarded to the NWS OPI (North Warning System Office of Primary Interest) for the DLCU Project using the form attached as Annex A. The OPI is currently designated as DAEPM(R&CS 2-3-5), J.D. Boissonneault (Telephone 613-992-9743, FAX (613) 996-4366).

All TPS requests arising from the DLCU Contractor will be provided through the Site Engineer.

Requests for TPS will be reviewed by NWSO and forwarded to the NWS O&M Contractor for action.

The DLCU Project must submit a yearly forecast of TPS requirements not later than 120 days prior to the anticipated start of the construction season, and must provide a monthly update of these requirements when changes are required.

The yearly forecast shall include:

- a) number, type and intended use of equipment and vehicles:
- b) the anticipated time and duration of the requirement:
- c) the number of persons anticipated: and
- d) the nature of TPS required (meals, accommodation etc.).

12.0 ELECTRICAL POWER

- 12.1 Normal electrical power (120/208 Volt, 3 phase, 60 Hz) is available to the DLCU Contractor for construction office trailers (lighting and heating) and small tools etc.
- 12.2 Power at CAM-M will be hooked up to the source by the NWS O&M Contractor.
- 12.3 The DLCU Contractor is to install, maintain and remove temporary lines to the satisfaction of the Site Engineer.
- 12.4 Availability of power is subject to operational requirements and may be discontinued any time without acceptance of any liability for damage or delay caused by its removal. In the event of power shortage or failure, priority will be given to operational requirements.

13.0 WATER

- 13.1 Water supply is available from the water lake shown on the drawings. Contractor will haul its own water supply. The quality of drinking shall conform with the requirement set out in Environmental Protection Plan. Water for barrel washing and other clean-up activities will be hauled by the Contractor.

14.0 PROJECT GARBAGE AND SEWAGE

- 14.1 The DLCU Contractor is responsible for the collection and disposal of all garbage and the off site disposal of sewage generated from temporary facilities brought to the site for the duration of the project.

15.0 USE OF ALCOHOL AND DRUGS ON NWS SITES

- 15.1 All NWS sites are dry sites. Alcohol and/or illegal drugs are not permitted.

16.0 HAZARDOUS AREAS

- 16.1 Due to the nature of electronic equipment, radiation and high voltage hazards, exist in certain areas of the NWS structures. Care should be taken to observe posted regulations concerning these hazards.
- 16.2 There are no human health hazards caused by working in the vicinity of NWS radar sites due to the type and power of electronic emissions from the radars.

17.0 HUNTING/FIREARMS AND FISHING

- 17.1 Hunting is not permitted at any of the sites. Personal firearms are not permitted on site. Fishing is permitted with a valid licence and in strict accordance with existing regulations.

18.0 PHYSICAL

- 18.1 NWS sites are at remote locations. Personnel who are in need of medical facilities or suffering from a condition that requires a frequent dosage of medication to maintain proper mental and/or physical health should not work at NWS sites.

19.0 SITE SECURITY

- 19.1 The DLCU Contractor shall be responsible for the safety and security of his personnel, material, equipment and work, whether the equipment is made available to the DLCU Contractor from NWS site as part of on-site support or belongs to the DLCU Contractor.

PARTY SUPPORT REQUEST

(not clearly or type)

 ISSUING AGENCY: _____
 OFFICE (NWSO OPI): _____

 ORIGINATOR: _____
 TELEPHONE: _____

 PURPOSE: _____
 REQUEST NO.: _____

LSS and/or SITES TO BE VISITED:

ARRIVAL DATE:

DEPARTURE DATE

PERSONNEL INFORMATION:

SURNAME & FIRST NAME	EMPL NO.	GENDER M/F	SEC. LEVEL	COMPANY & POSITION HELD

FLIGHT TRAVEL:

Flight Number

Arrival Time

Community

ARRANGEMENTS:
 Activities for this activity require the use of Government
 aircraft O&M aircraft from the LSS to/from a LRR or SRR ?

If known, estimate the number of flying hours required by aircraft type.

_____ Rotary Wing

_____ Fixed Wing

4 authorizing signature. _____

Provide a description of the O&M flying support requirement in the body of your request.

MATERIAL HANDLING FOR SHIPMENT TO THE LSS

Total Weight: _____

Cubic Feet: _____

Total Weight: _____

Cubic Feet: _____

Total Weight: _____

Cubic Feet: _____

Total Weight: _____

Cubic Feet: _____

ADDITIONAL REQUIREMENTS:

Do you require ground transportation airport to site? Y / N

Do you require access to:

Do you require rations and quarters on site? Y / N

Operations Zone: Y / N

Will you be visiting LSS-Goose Bay? Y / N

Security Zone: Y / N

(If yes, please see LSS-Goose Bay Ramp Pass Application)

COMSEC Area: Y / N

(See Annex C)

SITE SUPPORT:

Do you require the use of site personnel? Y / N

Do you require heavy equipment? Y / N

If yes, please specify requirements below:

PLEASE PROVIDE ANY OTHER PERTAIN INFORMATION WHICH MAY BE REQUIRED: