

From: [Rausch,Jennie \[Yell\]](#)
To: [Sean Joseph](#)
Cc: [Phyllis Beaulieu](#)
Subject: RE: Spill Contingency Plan (SCP): 3BC-ASM----
Date: Thursday, May 06, 2010 11:49:12 AM

Hi Sean,

a. 18 drums (at 205L per drum = 3690L) at KWI RAPID (Gladman Point), 6 drums (1230L) at VI RAPID (near Ferguson Lake), 8 drums (1640L) at Jenny Lind Island and 4 drums (820L) at Graham Gore Point which is 7380L so my technician must have done the math wrong. It is very unlikely we'll be doing the caching on Victoria Island (limited availability of drummed fuel in Cambridge Bay), but the potential is still there.

b. there will be no diesel, this is a typo (a remnant from the plan template use to make this one)

c. Polar Shelf is caching the fuel for us at Gladman Point, Graham Gore Point and Jenny Lind Island and they are providing the helicopters that we will be using. However, the drums belong to me as the project manager and person responsible (address below).

d. the Insta-Berms are capable of containing all the contents of the drums. The capacity of the berms is 5309L and no one cache has drum contents great than that volume.

Any other questions, please let me know.

Thanks! Jennie

Jennie Rausch

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From: Sean Joseph [mailto:sjoseph@nunavutwaterboard.org]
Sent: Thursday, May 06, 2010 11:14 AM
To: Rausch,Jennie [Yel]
Cc: Phyllis Beaulieu
Subject: Spill Contingency Plan (SCP): 3BC-ASM----

Hi Jennie:

Could you please clarify the following issues with respect to the Spill Contingency Plan submitted to NWB on March 15, 2010:

- a. Page 2 of the plan stated that 6560 litres of Jet-A fuel will be stored between the two site; however, the specified amount was not accounted for;

- b. The Detailed Project Description stated that no diesel will be stored on site; nevertheless, page two of the Spill Contingency Plan has diesel listed as one of the substances stored on site;
- c. Name and contact person responsible for all fuels and hazardous substances stored on site; information provided in the questionnaire submitted seems to suggest that the Polar Continental Shelf Project might be partially responsible; and
- d. Confirmation on whether or not the Insta-berms will be capable of containing the combined volume of fuel stored in the event of a catastrophic spill.

If you have any questions, please do contact me by email or phone.

Regards,

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