

Eva Paul  
Water Resource Officer  
Aboriginal Affairs and Northern Development Canada  
Building 918, PO Box 100  
Iqaluit, NU. X0A 0H0

Dear Eva:  
RE: Follow up for spill #12-158 reported May 1, 2012

This report is being submitted in accordance with the terms and conditions in Part H, Section 8(c) of Shear Diamonds Water Board (NWB) License 2AM-JER1119 pursuant to the Nunavut Waters and Nunavut Surface Rights Tribunal Act and as required by Environment Canada's Storage Tank Systems For Petroleum Products and Allied Petroleum Products Regulations section 41 pursuant to paragraph 212(1)(a) of the Canadian Environmental Protection Act, 1999.

### **Summary**

On May 1st, 2012, at 1:15 pm, approximately 100L of diesel was spilled while filling up the fuel truck at the airstrip. The fuel truck was being filled from storage tank EC-00016028. The fuel truck is filled from the top and during fueling the worker who was on top of the truck holding the fuel line slipped and almost fell. Coincidentally, the fuel line was removed from the truck for a short time and diesel sprayed all over the worker, the truck and the ground. The spill was reported to the Site manager and personnel were able to remove the diesel contaminated snow and ice with a loader and dump it into the containment berm. The worker was brought in to clean up and the truck was wiped down with absorbent pads. Figure 1 shows the fuel truck at the place of the incident after the clean up was finished.

**Figure 1**



The spill coordinates are N 66deg 0min 1.1628sec W 111deg 28min 1.589sec, approximately 500m east of Carat Lake. The area of the spill was approximately 4 square meters.

### **Immediate Action**

The spill was contained following the Diesel Spill Response Procedure outlined in Appendix A of Shear's Contingency Management Plan. As soon as the spill happened the pump was stopped and clean up began. The area after clean up can be seen in Figure 2.

**Figure 2**



### **Follow-up Action**

This spill brought to light two issues faced while conducting this activity. The first issue is safety. Currently, there is nowhere for workers to tie off (using fall arrest safety gear) on while filling the fuel truck from the top. Shear is investigating how to install a hand-rail on top of the truck, allowing safer maneuverability while also providing somewhere to attach fall protection. This would greatly reduce the chance for workers to sustain an injury while performing this task.

The second issue was that the worker has little control over the flow of fuel in the line during fueling. Shear is ordering an automatic shut off valve for that particular fuel line that is used for fuel transfers into the fuel truck. The automatic shut off valve will stop the flow of fuel immediately if the line is released.

An investigation into the cause of this particular spill has determined that it was due to improper fuel handling practices and an unsafe work environment. Fuel handling procedures are being reviewed with all applicable staff and everyone is taking part in a refresher on spill reporting and clean up procedures.

If you require additional information or clarification regarding this spill please contact me at any time.

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