

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 #12-201 reported May 24, 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 22nd, 2012, at 7:30 pm, approximately 100L of diesel was spilled while transferring fuel from a First Air Herc to storage tank EC-00016028. The herc delivered fuel in large bladders that were pumped directly into the storage tank using a gas powered pump. After the fuel transfer was complete the gas powered pump was turned off. At that time a first air employee disconnected the fuel line from the pump in order to bleed the line of any remaining diesel. The fuel line was running from the pump to the storage tank and the valves on the line were not closed so when the line was disconnected from the pump the line sprayed diesel directly from the storage tank. The spill was reported to the Site manager and personnel were able to remove the diesel that had puddle up on the ground using absorbent pads (Figure 1). The contaminated dirt that remained was dug up with a bobcat and placed into drums that were brought to the HWTa (Figure 2).

Figure 1



Figure 2



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 3 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 valves in the fuel line were closed and cleanup began.

Follow-up Action

There are a couple of causes for this incident. The first reason is lack of appropriate secondary containment at this refueling area. There was a spill pallet beneath the pump during the fuel transfer but it was much too small to contain a spill of this size. In the future we plan to do all of our refueling and fuel transfers within secondary containment that will be of adequate size to contain such spills. Had there been adequate secondary containment in this area to begin with the spill would not have contaminated such a large area.

The second cause of this incident is improper fueling practices. This incident has led us to develop a new standard operating procedure for those types of bulk fuel transfers, where fuel is pumped directly out of a large plane, so that a similar incident will not occur. The fueling SOP will be reviewed with all personnel and fuel delivery people prior to starting the refueling.

In addition to the above we are no longer receiving bulk fuel deliveries in the same manner. We are now receiving fuel in drums and we are transferring the fuel out of the drums within the hazardous waste transfer area until we can get more secondary containment installed at other areas of the site.

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

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