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By Licensing Administrator at 11:16 am, May 06, 2011

Appendix E1

Document: 2010 Spill Reports





OIL, GASOLINE, CHEMICALS AND OTHER HAZARDOUS MATERIALS

NT-NU 24-HOUR SPILL REPORT LINE

TEL: (867) 920-8130 FAX: (867) 873-6924 EMAIL: spills@gov.nt.ca

Α	REPORT DATE: MONTH – DAY	ORT DATE: MONTH – DAY – YEAR **URRENCE DATE: MONTH – DAY – YEAR		REP	ORT TIM	ΙΕ	□ C OR			REPORT NUMBER	
В	OCCURRENCE DATE: MONTH	I – DAY – YEAF	3	occ	URREN	CE TIME	_	PDATE # THE ORIGINAL SPILL F	REPORT	-	
С	LAND USE PERMIT NUMBER ((IF APPLICABL	E)	ı	WA	TER LICENCE NUMBER	R (IF A	APPLICABLE)			
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G	ANY CONTRACTOR INVOLVED				ESS OR	OFFICE LOCATION					
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Н	SECOND PRODUCT SPILLED	,			NTITY IN LITRES, KILOGRAMS OR CUBIC METRES				S U.N. NUMBER		
Ι	SPILL SOURCE							AREA OF CONTAMIN	ATION IN	SQUARE METRES	
J	FACTORS AFFECTING SPILL OR RECOVERY DESCR			' ASSI	STANCE	REQUIRED		HAZARDS TO PERSO	NS, PRO	PERTY OR EQUIPMENT	
K											
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M	ANY ALTERNATE CONTACT	POSITIO	DN	EMP	LOYER			ERNATE CONTACT	A	LTERNATE TELEPHONE	
			REPORT LIN	E US	E ONLY			-			
N I	RECEIVED AT SPILL LINE BY	POSITIO	ON	EMP	LOYER		LOC	CATION CALLED	F	REPORT LINE NUMBER	
N		STATIO	N OPERATOR				YEL	LOWKNIFE, NT	(367) 920-8130	
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	COND SUPPORT AGENCY										
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THIR	RD SUPPORT AGENCY										





Spill report

Environmental Department: Agnico Eagle Mines Ltd

Meadowbank, Nunavut, X0X 0A0

867.793.4610

DATE: February 15, 2010

SUBJECT: January 16th Fuel Tanker Accident

By: AEM Environmental department

Background/ Event

Due to blizzard and poor road conditions, a 40,000L tanker truck slipped off the road and rolled onto it's side between the emulsion plant and the Meadowbank mine site (km 103). A code-one was called on the radio and immediately two AEM surface operation employees rushed to the scene and assisted the Arctic Fuel Inc driver. The trailer of the tanker had rolled off the road and onto its' side at the base of a hill. Due to the pressure of the roll-over, the top refueling hatches were released and fuel was spilling out. The AEM first responders quickly sealed the hatches. The emergency response team and environmental staff were mobilized. The integrity of the tanker remained intact with a small continuous leak near a release valve. This was determined to be the only active hydrocarbon spill source.

AEM environmental staff contained the area near the release valve with emergency containment berms (see photos) and recovered most of the fuel with absorbent pads or buckets which were transferred to a large cube ~100 gallon storage containers. At this time, the scene was controlled and the ERT leaders coordinated the involvement of the operations staff to bring an excavator and crushed gravel to the scene to construct a secondary containment berm. There was an attempt to pump fuel from the rear release valve, but this was not successful. Instead, two 4 inch holes were cut on the side of the tanker (given that the truck was on it's side, this was the *top* of the tanker) and pumps were setup with the help of the construction group. During this time, a secondary containment berm was constructed as a contingency (see photos) incase the integrity of the tank did not remain intact. Suction pumps were used to remove the fuel inside the rolled-over tanker and placed in another tanker truck that was parked on the road nearest to the accident site. The fuel pumping and transfer process took nearly 8 hours to complete. Most of the fuel from the truck was transferred to another tanker truck. A total of 38,850 L was recovered.



Environmental Response and Clean-up

Due to the quick response of the first responders, ERT and environmental staff, it is conservatively estimated that approximately three quarters (~800L) of the 1127 L were spilled into the nearby snow from the released top hatches (see photos). Much of the remaining fuel was collected by environmental staff, and the only persistent leak was contained with the use of HDPE yellow emergency spill berms. Most of the release valve spillage was collected in buckets inside the yellow emergency berm and placed in an ~100 gallon cube containers. The remainder was collected in spill rags and placed in yellow hazmat HDPE bags. Much of the snow around the release valve was also cleaned up by hand and placed in HDPE bags. The spill was called into the GN spill reporting hotline at about 9am by AEM. A complete report was submitted shortly thereafter at 11:00am. Although the spill report volume was 1127L, it was unlikely that this was the actual spill volume, as most of this quantity was collected with buckets or absorbed with spill rags.

The following day (January 17th), the tanker was lifted with cranes and set upright on the road (see photos). It was evident that the tanker was not punctured or penetrated from the impact of the roll-over and thus confirmed that the identified source of contamination was limited to the release valve (and initially, from the hatches). The snow inside of the secondary containment berm was excavated and placed in containment cells at the Meadowbank mine site (see photos). Surface soil inside the secondary containment berm was also excavated and sends to the quarry 22.

Once this was done, diesel odor was still perceptible. After some try to remove the rest of the contamination with the mechanical shovel, we realize, it was impossible to dig deeper to make a good recovery, because the ground is frozen. It was decided to blast the bottom of the excavation to take out the remaining contaminated soil. The blast took place on February the 13th and went six feet under the previous excavation. The blasted soil was excavated and sends to the quarry 22. No more contamination and diesel odor was detected. Composite samples were taken in the bottom of the excavation as well as on the side and will be analyzed.

Preventives measures

To avoid another accident at this emplacement, AEM enlarged the road at the top off the hill (photo No19). Truck driver will have more space and it will allow them to take more speed going into the hill.



Photos: Taken on January 16th and 17th.



Photo No 1: 40,027L fuel truck flipped on its side; fuel transfer pumps in foreground; note poor visibility



Photo No 2: Top hatches that were immediately secured





Photo No 3: Secondary berm constructed with the large excavators



Photo No 4: ERT organizing pumps to transfer to another tanker; berm in foreground constructed of local muck and lined with ¾ inch gravel on the inside





Photo No 5: Yellow insta-berm, absorbent pads and buckets used to contain and recover leaking release valve. No other apparent spills.



Photo No 6: ERT setting up pumps; note the difficult weather conditions

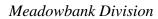






Photo No 7: January 17th tanker recovery



Photo No 8: Secondary containment berm and HDPE hazardous spill bags

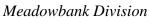






Photo No 9: Top hatches



Photo No 10: Drilled hole on the side of the tanker

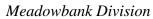






Photo No 11: Dents at front of tanker



Photo No 12: Dents at rear of the tanker; no punctures

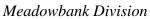






Photo No 13: Drilled hole used to pump and recover fuel.

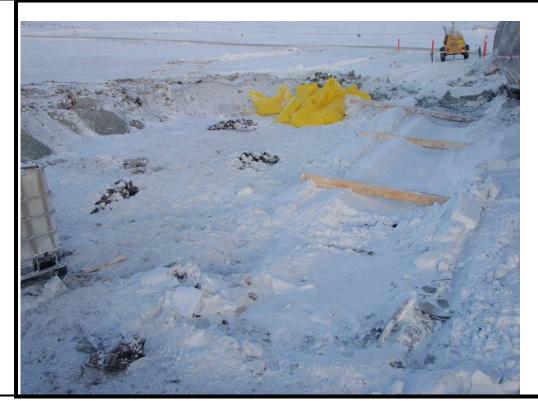


Photo No 14: Site after the removal of the tanker





Photo No 15: Snow and soil excavation in the evening of January 17th



Photo No 16: Snow and soil clean-up





Photo No 17: Snow and soil clean-up



Photo No 18: Material removed from the site of the accident.





Photo No 19: Spill site right after the blast, February 13th 2010



Photo No 20: Excavation after blast and clean up February 13th, 2010





Photo No 19: Road enlargement February 13, 2010





OIL, GASOLINE, CHEMICALS AND OTHER HAZARDOUS MATERIALS

NT-NU 24-HOUR SPILL REPORT LINE

TEL: (867) 920-8130 FAX: (867) 873-6924 EMAIL: spills@gov.nt.ca

Α	REPORT DATE: MONTH – DAY – YEAR 01-26-2010			REPORT TIME 16H30			☐ ORIGINAL SPILL REPORT,		REPORT NUMBER	
D	OCCURRENCE DATE: MONTH - I	DAY - YEAR	<u> </u>		NCE TIME		UPDATE #	I DEDONT		
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G										
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				} .						
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ı	Shovel RH40 Hose				or acompen		10m2	TECNIC DITOR	CONTACT CONTRACTOR	
J	FACTORS AFFECTING SPILL OR RECOVERY None N/A			ASSIS IANG	e HEQUINED		HAZARDS TO PERSONS, PROPERTY OR EQUIPMENT None			
	ADDITIONAL INFORMATION, COM	MENTS, ACTIONS PROPO	SED OR TAKEN T	O CONTAIN,	, RECOVER OR	R DISPOSE C	F SPILLED PRODUCT	AND CONTAI	MINATED MATERIALS	
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L	Sylvain Doire	POSITION Enviro Coordi	inator	AEM			location calling fi Meadowbank	II.	867)793-4610	
М	ANY ALTERNATE CONTACT Stephane Robert	POSITION Enviro Superi	ntendant	EMPLOYER AEM	3		ALTERNATE CONTACT Meadowbank		TERNATE TELEPHONE 819)763-0229	
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h 1	RECEIVED AT SPILL LINE BY	POSITION		EMPLOYER		Į.	OCATION CALLED	R	PORT LINE NUMBER	
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Canada NT-NU SPILL REPORT

OIL, GASOLINE, CHEMICALS AND OTHER HAZARDOUS MATERIALS

NT-NU 24-HOUR SPILL REPORT LINE

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Α	REPORT DATE: MONTH - DAY - YEAR 02-16-2010		REPORT T	TIME	ORIGINAL SPILL REPO	OFIT,	REPORT NUMBER
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G	ANY CONTRACTOR INVOLVED	CONTRACTOR	ADDRESS (OH OFFICE LOCATION		**-***	***************************************
1	PRODUCT SPILLED Hydraulic oil	240 liters		OGRAMS OR CUBIC MET	RES U.N. NUMBER UN 1203		
Н	SECOND PRODUCT SPILLED (IF API	PLICABLE) QUANTITY IN LI	ITRES, KILC	OGRAMS OR CUBIC MET	RES U.N. NUMBER		
1	SPILL SOURCE Blast drill	SPILL CAUSE Hose bus	sted		AREA OF CONTAME 8 m2	in Moltani	SQUARE METRES
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	Hydraulic hose broke and bring at the appr	e and created a spill of he opriate storage place.	ydrauli EMPLOYE	ic oil. All the co	ontaminated soil	om I	een collected
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Canadä NT-NU SPILL REPORT

OIL, GASOLINE, CHEMICALS AND OTHER HAZARDOUS MATERIALS

NT-NU 24-HOUR SPILL REPORT LINE

TEL: (867) 920-8130 FAX: (867) 873-6924

EMAIL: spills@gov.nt.ca

-	REPORT DATE: MONTH - DAY -		1000	· ·		REPORT LINE USE ON	
Α	04-24-2010			ORT TIME	I .	NAL SPILL REPORT,	REPORT NUMBER
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G	ANY CONTRACTOR INVOLVED			ESS OR OFFICE LOCATIO	N		
Н	PRODUCT SPILLED Oil (Engine)		QUANTITY IN LITRES, 210 Litres	, KILOGRAMS OR CUBIC N	1	NUMBER 0 Litres	
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L M	Sylvain Doire	Enviro Coordina	ator AEN	M OYER	Meado ALTERNATE	owbank (8	
L	Sylvain Doire ANY ALTERNATE CONTACT Stephane Robert	Enviro Coordina POSITION Enviro Superinte	endant AEN REPORT LINE USE G	M OYER M ONLY	Meado ALTERNATE	owbank (8	367)793-4610 FERNATE TELEPHONE
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OIL, GASOLINE, CHEMICALS AND OTHER HAZARDOUS MATERIALS

NT-NU 24-HOUR SPILL REPORT LINE

TEL: (867) 920-8130 FAX: (867) 873-6924 EMAIL: spills@gov.nt.ca

Α	2010-04-29		REPORT TO			XOR	IGINAL SPILL RE	PORT,	REPORT NUMBER		
-	OCCURRENCE DATE: MONTH	I – DAY – YEAR		OCCURRE	GERTE		OR	DATE #		TIEF OIT NOMBER	
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G	ANY CONTRACTOR INVOLVE	CONTRACTOR A	DDRESS C	R OFFICE L	OCATION						
	PRODUCT SPILLED Oil (Engine)	The State of the s	QUANTITY IN LITRES, KILOGRAMS OR CUBIC METRES 210 Litres					S U.N. NUMBER			
Н	SECOND PRODUCT SPILLED	QUANTITY IN LITRES, KILOGRAMS OR CUBIC METRES					J.N. NUMBER				
1	SPILL SOURCE Loader	SPILL CAUSE Engine fa	ilure				REA OF CONTA	MINATION IN	SQUARE METRES		
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OIL, GASOLINE, CHEMICALS AND OTHER HAZARDOUS MATERIALS

NT-NU 24-HOUR SPILL REPORT LINE

TEL: (867) 920-8130 FAX: (867) 873-6924 EMAIL: spills@gov.nt.ca

Α	00-10-2010			EPORT TIME	X OF	ORIGINAL SPILL REPORT,	REPORT NUMBER
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OIL, GASOLINE, CHEMICALS AND OTHER HAZARDOUS MATERIALS

NT-NU 24-HOUR SPILL REPORT LINE

TEL: (867) 920-8130 FAX: (867) 873-6924 EMAIL: spills@gov.nt.ca

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OIL, GASOLINE, CHEMICALS AND OTHER HAZARDOUS MATERIALS

NT-NU 24-HOUR SPILL REPORT LINE

TEL: (867) 920-8130 FAX: (867) 873-6924 EMAIL: spills@gov.nt.ca

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OIL, GASOLINE, CHEMICALS AND OTHER HAZARDOUS MATERIALS

NT-NU 24-HOUR SPILL REPORT LINE

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Spill report

DATE: October 28, 2010

SUBJECT: October 6th Fuel Tanker Accident

By: AEM Environmental department

Background/ Event

Wednesday, October 16 at 4:45 AM, due to slippery condition on the road, a tanker truck hauling fuel from Baker Lake to Meadowbank mine site rolled over off the road (Photo No 1) just after bridge #3 and just before Quarry 3 at KM 22 (N 64 30 019, W 096 07 451, IOL land parcel BL 18). The tanker truck was hauling 40,000L of diesel fuel to site. The vehicle is owned by AEM however the drivers are under contract with Arctic Fuels in Baker Lake. The tank was damaged on a rock and the fuel was leaking on the ground.

Spill occurred approximately 80 meters north of unnamed river on a hillside with a downward slope of 10-15% towards the river.



AEM emergency response team and the environmental staff arrived immediately on-site (7:00 am) to contain the spill. AEM caught the diesel building a berm and with two ponds lined with tarps (photo No 2). One pond to recover the fuel directly where is escaping from the tank and another at 35 meters down



slope from the leak before it can reach the water in the river. Booms were installed in the river, five meters from the shore by prevention (photo No 4). We installed two pumps, one in each pond. The liquid pumped from both ponds was transfer directly in another tanker truck of 40,000 L (photo No 3). With this method, we estimate that 37,000 L of fuel was recovered. Therefore approximately 3,000 L were spill in the environment. We begun to excavate the contaminated soil during the afternoon and 210 tons of material was removed and store in the quarry #6. We observed then we have around 30 to 60 centimetres of overburden and the contamination run directly under the soil to infiltrate the fractured bedrock. A fault caught the majority of the product. The second pond was made to stop the progression of the fuel in that fault. In total 48,000 litres of fuel and water has been pumped during that first day of intervention (photo No 6). The tanker was moved from the accident site around 18:00.

Thursday, October 7, The first pond (used to recover the fuel escaping from the tanker) was empty but we had contaminated water in the second (natural water drainage). We pumped approx 500 litres from the second pond to the white reservoir. To reduce the risk to have the diesel in the river, we made the emphasis to excavate the contaminated soil during that day (photo No 6). The work was difficult because the excavation was directly in the fractured bedrock. We didn't have enough room in the quarry #6 and we needed to use the quarry #5 to store the contaminated soil. This quarry is dry and nearer from the spill site. That will help to make the excavation faster and automatically reduce the risk to provide the contamination in the river. We removed 810 tons of material during that day. The soil was disposed on blue tarps to avoid contaminating the ground of the bottom of the quarry. We left the site at 8h30 PM and the situation was under control, no contamination in the water.

Friday, October 8, AEM environmental department arrived on the spill site a 7h00 AM. We immediately noticed sheen on the surface on the water between the boom and the shore. We realized then the booms saturated by fuel let's a small sheen going in the river and we observed a little bit of sheen under the bridge, caught in the rock and the material in the shallow water. We immediately installed three maritime barriers. The first one at five meters from the shore and two others on each side of the bridge (east and west) (photo No 7). We placed more booms and absorbent pads inside the barriers and under the bridge by prevention to catch any potential contamination going in the water. The excavation started at 7h00 AM recovered 810 tons of contaminated rocks. In the afternoon, we used a canoe to inspect the river trying to find out if the contamination going further. No contamination was found. We applied a boom in a channel located approximately at 200 meters from the bridge for a prevention measure. Two trenches of 5 meters wide has been dig at 7.5 meters to the shore to catch the contamination before it can reach the water. The water from the river entered inside them, reversing the water gradient, a supplementary security to avoid contamination in the river. Fuel (limited amount of free phase product) was immediately observed on the surface of the water inside the trenches. Those trenches will be keeping like observation wells. We did not observed any dead fish in the stream. Also no birds were affected by the spill.

Saturday October 9, on the spill site at 7H00 the ice covered the water surface. We broke the ice close to the shore and under the bridge and we observed a small sheen inside our maritime barriers.



We changed the booms and absorbents who trap the contamination the day before. The excavation continued, 885 tons of contaminated rock was removed.

Sunday October 10, we still needed to break the ice to see if we have contamination in the water. Small sheen was found under the bridge inside our maritime barriers. We changed all the booms and absorbents. The excavation continued, 1200 tons of contaminated rock was removed.

Monday October 11, The excavation area is defined following the contamination external limit (Photo No 8). We cannot go deeper (deepest place is 21 feet). We still have sheen in the water in the bottom of the excavation, 895 tons of rock was excavated.

Tuesday October 12, because the weather, the road was close and nobody can go on the spill site.

Wednesday October 13, sheen was observed in the river along north shore and under bridge and changed all the boom and absorbents inside the maritime barrier. We had the visit of INAC (Henry Kablalik lands inspector), GN (Russel Toolooktook) and KIA (Stephen Hartman, Jeff Tulugak and Simeon Miggunkwak). One test pits was excavated along river edge and directly down gradient of spill site near the abutment of the bridge. No odours in the soils however free phase product accumulated on the surface of the water. More excavation will have to be done between the abutment of the bridge and the first ditch.

Thursday October 14, we began to remove the material in the area near the abutment of the Bridge 1 (Photo No 9). The material not contaminated was put back into the Northeast wall of the large excavation. A ditch was done between the abutment of the bridge and the first ditch. We began to excavate and reach the water, odours of fuel are noted. A small sheen is noted under the bridge, recuperated with booms.

Friday October 15, we continued the excavation of the contaminated soil (75 tons was removed) (Photo No 10). Odours of fuel are still noted. A small sheen was observed under the bridge, recuperated with booms. Visit of the KIA (Simeon Miggunkwak).

Saturday October 16, we finish the excavation to the bedrock and pump 5250 litres of contaminated water at the surface of the water. We continued to backfill the Northeast wall of the large excavation with rock from the quarry 3. No sheen was noted on the river. Small odours of fuel near the excavation.

Sunday October 17, 16,850 liters of water has been pumped in the pond inside the large excavation and 1000 litres of water in the trench near the abutment of the bridge. We block the channel between the North pond and the South pond to avoid the movement between the two ponds. No sheen was noted on the river. No odours of fuel near the excavation.



October 18 and 19. Because the excavation is done and a lot of water has been pumped out of trenches and ponds, AEM stopped the worked to analyse the situation, trying to find the appropriate solution to conclude and how to manage the contamination still in the area of the spill.

Wednesday October 20, Visit of the KIA (Simeon Miggunkwak and Stephen Hartman). A decision was made to pump and treat the water presents in the trenches and ponds.

Thursday October 21 to Monday 25, AEM work to build a water treatment. An oil separator installed inside a heated seacan will recovered the contamination (photo No 11). To avoid having an effluent, the water needs to be conserving inside the excavation done. The water will be pump in recirculation, passing trough the oil separator and returning inside the ponds.

We completed the excavation work on October 23 and 24. We remove the pad we did for the fuel pumping and transfer and the accident area (where the tractor was). 225 tons was recovered.

On Monday we observed that the treatment of the water is slow but efficient. We apply absorbents pads inside the oil separator and in the ponds inside the excavation to accelerate the recovery (photo No12 and No 13).

KIA asked to dig another test pit on the east side of the bridge. This pit will conclude on the limit of contamination. Also, KIA and AEM established 4 sampling station on the river. This sampling was completed October 22.

Some facts:

After the decantation in the tanker truck used to recover the contamination during the first intervention, we are able to evaluate then a total of 37,000 liters of diesel was recovered.

During the first week, around 25 peoples were involved in the clean-up (AEM: 6 Emergency Response members, 1 road supervisor, 2 road workers, 4 environment members BLCS: 2 shovel operators, 5 labors, 6 trucks drivers). During the second week, around 11 peoples were involved in the clean-up (AEM: 1 road supervisor, 1 shovel operator, 4 environment members BLCS: 1 shovel operators, 2 labors, 2 trucks drivers). For the third week, two persons from the environmental department, two labors from BLCS, 1 shovel operator and 2 trucks drivers were involved.

We pumped 34,100 litres of fuel and contaminated water. The water and fuel pumped from the different ponds and ditches were sending in 1,050 litres totes to Meadowbank to be treated.

The fuel with a little bit of water was send to BLCS to be recovered and will be reuse by BLCS.

The quantity of soil removed and send to quarry 5 and 6 is estimated at 5050 t.

Conclusion and recommendations:



Sheen of fuel is still observed in the water presents in the ponds and trench. We dug the ground until the possible limit. After an analysed of the situation with KIA, we concluded that the only solution was to pump and treat the water in close circuit. The plan now is to continue the water treatment and observing the efficiency until the weather will permits. When the treatment will stop an evaluation with the KIA will be done on the next steps.





Photo No 1: Accident of a tanker truck of 40,000L of fuel. The truck rolled over on the road's side.



Photo No 2: General view of the first intervention. We can see the two ponds.





Photo No 3: View of the first pond where the fuel leaching from the tanker was pumped directly in another 40,000 L tanker truck.





Photo No 4: Booms installed in the river to prevent the river contamination.



Photo No 5: General view at the end of the first day of the intervention. The area of the spill was secured.





Photo No 6: Excavation during October 7.



Photo No 7: Maritime barriers were installed under the bridge.





Photo No 8: Reach the bottom of the excavation.



Photo No 9: Beginning of the excavation between the bridge abutment and the first ditch.





Photo No 10: Excavation between the abutment of the bridge and the first ditch.





Photo No 11: Inside the heated seacan where the oil separator is installed.



Photo No 12: Absorbents pads placed in the oil separator to help the contamination recovery.





Photo No 13: Spill area on October 25. Water is treating in recirculation.





Canadä NT-NU SPILL REPORT

OIL, GASOLINE, CHEMICALS AND OTHER HAZARDOUS MATERIALS

NT-NU 24-HOUR SPILL REPORT LINE

									RE	PORT LINE USE ONLY
Α	REPORT DATE: MONTH 2010-10-11	H-DAY-YEAR		REPO 13:2	ORTTIME 0	⊠ ORI	GINAL SPILL REPO	RT, OR	REPO	ORT NUMBER
В	OCCURRENCE DATE: 1 2010-10-11	MONTH - DAY - YEAR	?	OCCI	URRENCE TIME	UPE TO THE	OATE# EORIGINAL SPILL F	REPORT		
С	LAND USE PERMIT NU	MBER (IF APPLICABL	Ξ)	•	WATER LICENCE N 2AM-MEA0815		(IF APPLICABLE)		•	
D	GEOGRAPHIC PLACE N		AND DIRECTION FROM	M THE NAMED	LOCATION		REGION ☐ NWT ☑ NUNA	AVUT 🗌 AE	DJACEN	NT JURISDICTION OR
Е	LATITUDE DEGREES MIN	NUTES SECC	NDS		LONGITUDE DEGREES	MINUTE	ES SECC	NDS		
F	RESPONSIBLE PARTY AGNICO-EAGLE I			RESPONSIBLI Baker Lake	E PARTY ADDRESS (OR OFFIC	CE LOCATION			
G	ANY CONTRACTOR IN	<u> </u>			R ADDRESS OR OFF	ICE LOC	ATION			
Н	PRODUCT SPILLED Propylene Glycol	ropylene Glycol			LITRES, KILOGRAMS	BIC METRES U.N. NUMBE				
•	SECOND PRODUCT SE	COND PRODUCT SPILLED (IF APPLICABLE)			1,800 L QUANTITY IN LITRES, KILOGRAMS OR CUBIC IN				BER	
Ι	SPILL SOURCE Glycol heating sys						AREA OF C	CONTAMINA	ATION II	N SQUARE METRES
J	FACTORS AFFECTING None	ACTORS AFFECTING SPILL OR RECOVERY one			IY ASSISTANCE REC	UIRED	HAZARDS	TO PERSO	NS, PR	OPERTY OR ENVIRONMENT
	ADDITIONAL INFORMA	TION COMMENTS A	CTIONS PROPOSED C	OR TAKEN TO	CONTAIN RECOVER	OR DISE	POSE OF SPILLED I	PRODUCT	AND C	ONTAMINATED MATERIALS
K	At approximately ground undernear								ing 5.	Glycol leak on the
L	REPORTED TO SPILL L Stéphane Robert	LINE BY	POSITION Enviro Superinte	1	MPLOYER EM		OCATION CALLING /leadowbank	FROM		TELEPHONE 819-763-0229
М	ANY ALTERNATE CON Sylvain Doire	TACT	POSITION Enviro Coordina		MPLOYER EM		LTERNATE CONTA (leadowbank	ACT LOCAT	ION	ALTERNATE TELEPHONE 793-4610 x6728
REPOR	RT LINE USE ONLY									
N	RECEIVED AT SPILL LII	NE BY	POSITION Station operator		MPLOYER		OCATION CALLED			REPORT LINE NUMBER (867) 920-8130
LEAD A	GENCY EC CCG	GNWT GN C	ILA INAC NEE	B □ TC S	IGNIFICANCE MII	NOR 🗆	MAJOR 🗌 UNKNO	OWN F	FILE ST	ATUS OPEN CLOSED
AGENC	;Y	CONTACT NAME		С	ONTACT TIME	F	REMARKS	•		
LEAD A	GENCY									
FIRST S	SUPPORT AGENCY									
SECON	OND SUPPORT AGENCY									
THIRD	SUPPORT AGENCY									





Northwest Territories Nunavut Canada NT-NU SPILL REPORT OIL, GASOLINE. CHEMICALS AND OTHER HAZARDOLIS MATERIALS

NT-NU 24-HOUR SPILL REPORT LINE

			UIL, GASULINE	, CHEMIC	AL5	AND UTHER HA	ZAKDU	JUS IVI	ALEKIALS			LIVIAIL. Spills@gov.iit.oa
							1				RE	PORT LINE USE ONLY
Α	REPORT DATE: MONT 2010-10-29	H-DAY-YEAR			REPO 14:30	RTTIME D	⊠ ORI	IGINAL :	SPILL REPO	RT, OR	REPO	ORT NUMBER
В	OCCURRENCE DATE: 2010-10-29	MONTH — DAY — YEAF	₹		DCCL 14:1(IRRENCE TIME		DATE# E ORIGI	NAL SPILL R	REPORT		
О	LAND USE PERMIT NU KVRW06F04	IMBER (IF APPLICABL	E)			WATER LICENCE N 2AM-MEA0815		R (IF APF	PLICABLE)			
D	GEOGRAPHIC PLACE Meadowbank Roa		AND DIRECTION FRO	OM THE NA	MED	LOCATION		REGIO		\VUT □ A	DJACEN	IT JURISDICTION OR
E	LATITUDE DEGREES 65 MINUTE	ES 03 SECONDS 16.	9			LONGITUDE DEGREES 96 MIN	NUTES 0	8 SE	CONDS 43.	8		
F	RESPONSIBLE PARTY AGNICO-EAGLE					PARTY ADDRESS (OR OFFI	CE LOC	ATION			
G	ANY CONTRACTOR IN		CONTRACTOR ADDRESS OR OFFICE LOCATION									
Н	PRODUCT SPILLED Diesel fuel; SECOND PRODUCT SPILLED (IF APPLICABLE)			QUANTITY IN LITRES, KILOGRAMS OR CUB 200 L					CUBIC METRES U.N. NI 1202			
• •	SECOND PRODUCT SPILLED (IF APPLICABLE)			QUANTITY IN LITRES, KILOGRAMS OR C				BIC MET	RES	U.N. NUN	1BER	
I	SPILL SOURCE Fuel truck			SPILL CAL		ent off road			AREA OF C	ONTAMIN	ATION II	N SQUARE METRES
J	FACTORS AFFECTING None	SPILL OR RECOVER'	Y	DESCRIB	E AN	Y ASSISTANCE REC	UIRED	ED HAZARDS TO PERSONS, PROPERTY OR E Tanker			OPERTY OR ENVIRONMENT	
	ADDITIONAL INFORMA	ATION, COMMENTS, A	CTIONS PROPOSED	OR TAKEN	ITO	CONTAIN, RECOVER	OR DIS	POSE C	F SPILLED I	PRODUCT	AND CO	ONTAMINATED MATERIALS
K	km 101. The truck	d's fuel tank (unde mmediately. AEM	er driver's cab) g I contained this a	jets pund area with	cture pea	and spill in the at moss absorb	mock ent and	. Envi d abso	ronmenta orbents pa	al staff v ads. All	here t	ut tipping on is side, at he first on site and el in the main tank
L	REPORTED TO SPILL I Stéphane Robert		POSITION Enviro Superint	tedant		MPLOYER EM			ON CALLING Owbank	FROM		TELEPHONE 819-763-0229
М	ANY ALTERNATE CON Sylvain Doire	ITACT	POSITION Enviro Coordin	ator		IPLOYER EM			ATE CONTA	ACT LOCA	TION	ALTERNATE TELEPHONE 793-4610 x6728
REPOR	T LINE USE ONLY											
N	RECEIVED AT SPILL LI	INE BY	POSITION Station operato	or	EN	MPLOYER			ON CALLED /knife, NT	•		REPORT LINE NUMBER (867) 920-8130
LEAD A	GENCY EC CCG	GNWT GN C	ILA INAC NE	В □ ТС	SIG	GNIFICANCE MI	NOR 🗆	MAJOF	R UNKNO	NWN	FILE ST	ATUS ☐ OPEN ☐ CLOSED
AGENC	Y Y	CONTACT NAME			CC	ONTACT TIME	F	REMAR	KS	J.		
LEAD A	GENCY											
FIRST S	SUPPORT AGENCY											
SECON	ID SUPPORT AGENCY											
THIRD	SUPPORT AGENCY											





Canadä NT-NU SPILL REPORT

OIL, GASOLINE, CHEMICALS AND OTHER HAZARDOUS MATERIALS

NT-NU 24-HOUR SPILL REPORT LINE

									RE	PORT LINE USE ONLY
Α	REPORT DATE: MONTH 2010-12-22		REP 09 :2	PORT TIME 20	⊠ ORI	☑ ORIGINAL SPILL REPORT, OR		REPO	ORT NUMBER	
В	OCCURRENCE DATE: MONTH – DAY – YEAR 2010-12-22		08:0	CURRENCE TIME	UPC TO THE	DATE# E ORIGINAL SPILL	REPORT		-	
С	LAND USE PERMIT NUMBER (IF APPLICABLE) KVPL08D280			WATER LICENCE NUME 2AM-MEA0815			3ER (IF APPLICABLE)			
D	GEOGRAPHIC PLACE NAME OR DISTANCE AND DIRECTION FROM Meadowbank Mine			OM THE NAMED LOCATION			REGION ☐ NWT ☑ NUNAVUT ☐ ADJACENT JURISDICTION OR			
Е	LATITUDE DEGREES 65 MINUTES 01 SECONDS 33				LONGITUDE DEGREES 96 MINUTES 04 SECONDS 01					
F	RESPONSIBLE PARTY OR VESSEL NAME AGNICO-EAGLE MINES LIMITED			RESPONSIBLE PARTY ADDRESS OR OFFICE LOCATION Baker Lake X0X 0A0						
G	ANY CONTRACTOR INVOLVED None			CONTRACTOR ADDRESS OR OFFICE LOCATION None						
Н	PRODUCT SPILLED Hydraulic oil			QUANTITY IN LITRES, KILOGRAMS OR CO			U.N. NU UN 12			
	SECOND PRODUCT SPILLED (IF APPLICABLE)		E)	QUANTITY IN LITRES, KILOGRAMS OR			BIC METRES U.N. NUMBER			
I	SPILL SOURCE Shovel RH40		SPILL CAUSE Hose brok		=		AREA OF 0	AREA OF CONTAMINATION IN S		N SQUARE METRES
J	FACTORS AFFECTING SPILL OR RECOVERY None			DESCRIBE ANY ASSISTANCE REQUIRED			HAZARDS TO PERSONS, PROPERTY OR ENVIRONME			OPERTY OR ENVIRONMENT
К	ADDITIONAL INFORMATION, COMMENTS, ACTIONS PROPOSED OR TAKEN TO CONTAIN, RECOVER OR DISPOSE OF SPILLED PRODUCT AND CONTAMINATED MATERIALS Hydraulic hoses busted on the shovel RH40 in the South Portage Pit and created a spill. The contaminated soil will be recuperated and bring to the quarry 22.									
L	REPORTED TO SPILL LINE BY Stéphane Robert		POSITION Enviro Superintedant		EMPLOYER AEM		OCATION CALLING	3 FROM		TELEPHONE 819-763-0229
M	ANY ALTERNATE CONTACT Sylvain Doire				EMPLOYER AEM		ALTERNATE CONTACT LOCATION Meadowbank			ALTERNATE TELEPHONE 793-4610 x6728
REPOR	RT LINE USE ONLY									
N	RECEIVED AT SPILL LINE BY		POSITION Station operator		EMPLOYER		LOCATION CALLED Yellowknife, N			REPORT LINE NUMBER (867) 920-8130
LEAD AGENCY] ILA 🗌 INAC 🗌 NEB 🗎 TC		SIGNIFICANCE MINOR MAJO		MAJOR UNKN] UNKNOWN FILE ST		TATUS OPEN CLOSED	
AGENCY CONTACT NAME		CONTACT NAME			CONTACT TIME	F	REMARKS			
LEAD AGENCY										
FIRST SUPPORT AGENCY										
SECOND SUPPORT AGENCY										
THIRD SUPPORT AGENCY										