AGNICO EAGLE
MELIADINE

Follow Up Report: #18-417
October 4th, 2018 Diesel fuel

Description of Incident:

On October 4th, while loading the fuel truck, excess volume of fuel was programmed to be loaded into the truck causing an overflow of Diesel. The fuel truck operator took a first dip and set the load to 8500L for the first sequence. The operator than carried out for the second sequence and reset a second load of 8500L without taking a second dip. The tanker started to overflow near the end of the second sequence.

The first estimation (400L) was a visual one during clean up to report as soon as possible the spill to the authority. During the investigation, the amount was corrected according to facts. A dip was performed prior to the first sequence showing 2800L remaining in the tanker. Two sequence of 8500L were set and 29L was left from the second sequence when the operator hit the emergency stop button. The fuel tank capacity is 18 927L which lead us towards a 844L spill

Spill Response & Cleanup:

As soon as the operator saw the overflow, he pressed the emergency stop button and called his supervisor. The supervisor immediately dispatched a grader and a loader for cleanup. Berms were established and absorbent pads deployed. The excess fuel was pumped to another truck. The grader and the loader began scrapping the surface material. Clean up efforts continued the next day, with an excavator excavating the contaminated material (10 to 12 inches deep). Approximately 20m3 of contaminated soil was taken to the landfarm A. Readings at the excavated site were taken following the completion of excavation with a MiniRAE Lite instrument. The values were below 25ppm and as such are deemed decontaminated.

Spill Cause and Corrective Measures

It was found during the investigation process that the spill was caused by human error. The operator didn't follow the procedure for which he was trained and didn't carry out a second dip before setting the load for the second sequence. Also, no spotter was use while fueling the tanker. For the corrective measures, the supervisor will meet with all employees to review procedure and discuss criticality of being sure to follow all step of fuel loading procedure. A warning system for fuel truck will be installed for high level alarm. A secondary containment will be built in this area in 2019.

Photo 1: Contain the spill with berm and absorbent pads

Photo 2: Scrapping of the surface material

Photo 3: Excavation of the contaminated material

Photo 4: Contaminated material brought to the landfarm

Photo 5: Spill area after cleanup