

Follow Up Report: #20-316

September 5th 2020, 100 L Hydrocarbon Spill



The following information refers to a spill reported by Agnico Eagle Mines Ltd. September 5th 2020, and is being provided in accordance with:

- the Nunavut Water Board License 2AM-MEL1631 Water License, part H, item 8c
- the Government of Nunavut's, Environmental Protection Act subsection 5.1(a)

Description of Incident:

On September 5th, at approximately 11:00 pm, an estimated 100 L of mixed hydrocarbons spilled from an overturned Hyster RS46-36. The spill consisted of approximately 80 L of hydraulic oil, 15 L of transmission fluid and 5 L of diesel, which released from the vehicle due to damage sustained in the accident. The spill was confined to a drainage channel, which is part of the sites' managed water system. No contaminants migrated off-site. The closest water body (G2) is approximately 160 m away. The coordinates of the spill are 63° 2'46.00"N, 92°14'17.00"W (Figure 1).



Figure 1: Location of spill 100 L hydrocarbon spill from Hyster RS46-36.

Spill Response & Cleanup:

The Environment Department and Emergency Response Team acted quickly to prevent the spill migrating downstream. A series of soil berms were rapidly constructed using an excavator, which blocked the steady flow of water in the channel, upstream and downstream of the source. The berms successfully prevented the spill migrating away from the overturned vehicle. Spill pads were deployed to absorb the hydrocarbons from the surface of the pooled water. The water was then removed and treated in the snow cell, using an oil/water separator. Soil within the channel with potential exposure to hydrocarbons was excavated and transported to the landfarm. Approximately 36 m³ of soil and gravel were removed. A Mini-RAE VOC detector was used during the excavation to verify contaminated material was removed.



Figure 2: Upstream berm being placed while mechanic drains hydraulic, fuel and transmission systems.



Figure 3: Downstream berm installed to contain spill at the source.



Figure 4: Mini RAE VOC detector used to ensure all affected soil was removed.



Figure 5: Road widened, and drainage channel restored.

Corrective Measures





The Energy and Infrastructure department widened the road and added a pull-out to allow vehicles to pass safely. The operator has been assigned to other duties until re-training is completed. Additional emergency spill response equipment is to be purchased to improve response time and capability, and replace items used during the spill response.



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