



Submission Date: February 9, 2014

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**Re: Follow-up to Spill Reported on January 8, 2014**  
**Mary River Project - Water Licence No. 2AM-MRY1325**

**Summary:**

On January 7, 2014, at approximately 1230HRS, a fire occurred in a small building located at the Mary River Mine Site (Exploration Camp) used by our fixed wing charter company to store tools, parts, supplies, and equipment. Our Emergency Team. The initial spill report for this incident is attached.

The BIMC incident investigation report that was provided to the Mines Inspector is attached.

The Coordinates for the site of the fire were: N71° 19' 36"; W79° 22' 24"

Less than 150 litres of fuel stored in frost fighters were consumed by the fire. In addition a small quantity of aircraft de-icer fluid (approximately <100L) and isopropyl alcohol (<10L) was also consumed in the fire. Approximately 8,000 US gallons of water was used to help put out the fire. The extremely cold temperatures froze the water at or very close to the site of the fire.

The site of the fire is being cleaned up and any hazardous materials identified will be treated as such, stored appropriately, and shipped off site to an accredited hazardous waste receiving facility. Other non-hazardous materials from the fire site will be disposed of within the site landfill. During the spring freshet, melt water that flows from the area will be monitored and sampled for a list of parameters that will be developed in concert with the AANDC and QIA inspectors. The soil below the fire site will be sampled for select parameters as well.

Should you require further information or clarification on the above noted spill, please feel free to contact on Allan Knight or Trevor Myers at (647) 693-9447 or the undersigned at (902) 403-1337.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Millard', written over a horizontal line.

James Millard, M.Sc., P.Geo.  
Environmental Manager

Attach: NT-NU SPILL REPORT  
BIMC Investigation Report  
Map showing location of fire

cc. Michael Anderson, Allan Knight, Trevor Myers, Nicolas Kuzyk, Erik Madsen, Baffinland.  
Erik Allain, AANDC  
Manager of Licencing, NWB



Canada

## 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 LINE USE ONLY

A	REPORT DATE: MONTH – DAY – YEAR <b>JAN-08-2014</b>		REPORT TIME <b>14:00 HRS</b>		<input type="checkbox"/> ORIGINAL SPILL REPORT, OR <input type="checkbox"/> UPDATE # _____ TO THE ORIGINAL SPILL REPORT	REPORT NUMBER _____
	OCCURRENCE DATE: MONTH – DAY – YEAR <b>JAN-07-2014</b>		OCCURRENCE TIME <b>14:00 HRS</b>			
C	LAND USE PERMIT NUMBER (IF APPLICABLE) <b>IOL - Commercial Lease No.: Q13C301</b>			WATER LICENCE NUMBER (IF APPLICABLE) <b>2AM-MRY1325 Type "A"</b>		
	GEOGRAPHIC PLACE NAME OR DISTANCE AND DIRECTION FROM NAMED LOCATION <b>Mary River Mine Site, Baffin Island, Nunavut</b>				REGION <input type="checkbox"/> NWT <input checked="" type="checkbox"/> NUNAVUT <input type="checkbox"/> ADJACENT JURISDICTION OR OCEAN	
E	LATITUDE DEGREES                      MINUTES                      SECONDS			LONGITUDE DEGREES                      MINUTES                      SECONDS		
F	RESPONSIBLE PARTY OR VESSEL NAME <b>Baffinland Iron Mines Corp.</b>		RESPONSIBLE PARTY ADDRESS OR OFFICE LOCATION <b>2275 Middle Road East, Suite 300, Oakville, ON L6H 0C3</b>			
G	ANY CONTRACTOR INVOLVED <b>N/A</b>		CONTRACTOR ADDRESS OR OFFICE LOCATION <b>N/A</b>			
H	PRODUCT SPILLED <b>Diesel</b>		QUANTITY IN LITRES, KILOGRAMS OR CUBIC METRES <b>&lt;150 litres Approx.</b>		U.N. NUMBER	
	SECOND PRODUCT SPILLED (IF APPLICABLE) <b>N/A</b>		QUANTITY IN LITRES, KILOGRAMS OR CUBIC METRES <b>N/A</b>		U.N. NUMBER <b>N/A</b>	
I	SPILL SOURCE <b>Fuel stored in frost fighters</b>		SPILL CAUSE <b>Fire</b>		AREA OF CONTAMINATION IN SQUARE METRES <b>All fuel likely incinerated in fire</b>	
J	FACTORS AFFECTING SPILL OR RECOVERY <b>Debris and ice from fire</b>		DESCRIBE ANY ASSISTANCE REQUIRED <b>N/A</b>		HAZARDS TO PERSONS, PROPERTY OR ENVIRONMENT <b>N/A</b>	
K	ADDITIONAL INFORMATION, COMMENTS, ACTIONS PROPOSED OR TAKEN TO CONTAIN, RECOVER OR DISPOSE OF SPILLED PRODUCT AND CONTAMINATED MATERIALS					
	<p><b>A fire occurred at 12:30 pm yesterday originating in a small building located at the Mary River Mine Site (Exploration Camp) used by our fixed wing charter company to store tools, parts, supplies, and equipment. Our Emergency Response Team reacted quickly and efficiently to control the fire and limit damage. There was less than 150 L of P-50 diesel contained in two frost fighters that were stored in the building. All indications are that the fuel stored in the frost fighters was completely consumed in the fire and that there was no release to the receiving environment. The investigation will include an inspection of the underlying and adjacent surface areas to ensure that there is no residual fuel and that all fuel was consumed in the fire. In addition, records will be checked to log any other hazardous materials that might have been lost during the fire and a supplementary spill report will be submitted in the event additional materials are identified as having been lost.</b></p>					
L	REPORTED TO SPILL LINE BY <b>Jim Millard</b>	POSITION <b>Environment Manager</b>	EMPLOYER <b>Baffinland</b>	LOCATION CALLING FROM <b>Mary River</b>	TELEPHONE <b>647-693-9447</b>	
M	ANY ALTERNATE CONTACT <b>Trevor Myers</b>	POSITION <b>Env. Superintendent</b>	EMPLOYER <b>Baffinland</b>	ALTERNATE CONTACT <b>Mary River</b>	ALTERNATE TELEPHONE <b>647-693-9458</b>	
REPORT LINE USE ONLY						
N	RECEIVED AT SPILL LINE BY	POSITION STATION OPERATOR	EMPLOYER	LOCATION CALLED YELLOWKNIFE, NT	REPORT LINE NUMBER (867) 920-8130	
LEAD AGENCY <input type="checkbox"/> EC <input type="checkbox"/> CCG <input type="checkbox"/> GNWT <input type="checkbox"/> GN <input type="checkbox"/> ILA <input type="checkbox"/> INAC <input type="checkbox"/> NEB <input type="checkbox"/> TC			SIGNIFICANCE <input type="checkbox"/> MINOR <input type="checkbox"/> MAJOR <input type="checkbox"/> UNKNOWN		FILE STATUS <input type="checkbox"/> OPEN <input type="checkbox"/> CLOSED	
AGENCY		CONTACT NAME	CONTACT TIME	REMARKS		
LEAD AGENCY						
FIRST SUPPORT AGENCY						
SECOND SUPPORT AGENCY						
THIRD SUPPORT AGENCY						

## INVESTIGATION REPORT

### BASIC DETAILS:

Incident Date/Time:	January 7, 2014 12:38	Supervisor:	
Reported Date/Time:	January 7, 2014 12:38	Reported By:	Corey Glover
Incident Location:	Mary River Site, Near Airstrip, involving Summit Air Shack		
Temperature:	-33	Wind Direction/Speed:	32 Knots – 060° ENE
General Weather Conditions: Very windy with blowing snow			

### INCIDENT DESCRIPTION:

Smoke noticed coming from the Summit Air shack; Code 1 protocol was initiated. Scarlet Security notified site of Code 1 and called out ERT. ERT responded to site (see timeline) fought primary fire at the Summit Air shack; removed unsecured items from Security Office which had been affected by heat and flames from the Summit Air shack. Shortly thereafter the Security Office was removed from the scene towed by a 988 loader and secured adjacent to the northern-most tip of the airstrip; fire had claimed the building and it was left to burn out as ERT continued to fight the primary, higher risk location.

During the response the emergency management team had called a general mustering of camp residents to the Kitchen (main muster area) which included the recently offloaded Nolinor arrival.

As the response continued the Management team decided to evacuate the Weather Haven location to seek refuge at the Mine Site Complex

By approximately 1340 the Summit Air shack blaze was extinguished; the Security office was burnt out by 14:15

Two structures lost – all contents of Summit Air shack; Security Office loss – as per provided list by Dean Taylor

Initial causation indicates fire ignition source may not have been the oil furnace as originally thought. Ray Shipman (oil burner mechanic) upon interview believes the safety components of the current furnace prevent this.

It is suspected that a near-by plug-in powering the fox cart (battery charger) (see Jim Vissers shack diagram) and heat trace for the oil supply may be the ignition source. Nearby flammables and combustibles supported the fire until the frost-fighters' diesel supply ignited which accelerated the blaze engulfing the interior of the shack.

### IMMEDIATE ACTIONS TO SECURE SCENE, PROTECT PEOPLE OR ENVIRONMENT AND EQUIPMENT:

Code 1 initiated by Corey Glover, ERT mobilized, Code 1 site wide announced by Security, Populace mustered and evacuated to Mine Site Complex for safety  
Site controlled by ERT to responders only

### INCIDENT INVOLVING INJURY OR ILLNESS:

Injured or ill person:	None	Employee Type:	
Employer:		Was the injured person on modified work duties?	
Injury location:	Nature of injury:	Mechanism:	
Detailed Description of injury: None			

### INCIDENT INVOLVING ENVIRONMENT DAMAGE:

Type Of Loss:	Initiating Event:
Habitat Description: Soils	
Detailed Description: Water use for firefighting, possible release and consumption of flammables such as diesel fuel, glycol and isopropyl alcohol	
Species:	Number:
Protected:	Yes <input type="checkbox"/> No <input type="checkbox"/>

### INCIDENT INVOLVING PLANT, EQUIPMENT OR VEHICLE DAMAGE:

Equipment Description: Summit Air shack and contents Security Office (loss list provided by Security supervisor to Tony Woodfine)
Estimate cost of damage:



**CAUSE ANALYSIS – At Least One Cause Must Be Identified (✓). Two or Three Causes are Typical:**

<b>Equipment Failure Issue</b> <input type="checkbox"/> 1.1 Defective Parts/Tools/Equipment <input type="checkbox"/> 1.2 Design Issue <input checked="" type="checkbox"/> 1.3 Preventative Maintenance Issue <input type="checkbox"/> 1.4 Repeat Failure <input type="checkbox"/> 1.5 Tolerable Failure	<b>Procedural Issue</b> <input type="checkbox"/> 3.1 No Procedure <input type="checkbox"/> 3.2 Error in Procedure <input type="checkbox"/> 3.3 Procedure too Complex <input type="checkbox"/> 3.4 Procedure not followed	<b>Communications Issue</b> <input type="checkbox"/> 5.1 Shift Change Impact <input type="checkbox"/> 5.2 Failure to agree on how task to be performed <input type="checkbox"/> 5.3 Failure to Understand Communication <input type="checkbox"/> 5.4 Inadequate Communication <input type="checkbox"/> 5.5 Cross-Department Communication Issue	<b>Engineering Issue</b> <input type="checkbox"/> 7.1 Workplace/Roadway layout / design / conditions <input type="checkbox"/> 7.2 Congested Work Area/Restricted Action <input type="checkbox"/> 7.3 Inadequate display, signage, labels, alarms, warnings <input type="checkbox"/> 7.4 Inadequate guards or barriers <input type="checkbox"/> 7.5 Noise/Vibration/Light <input type="checkbox"/> 7.6 Poor body mechanics, body placement, positioning, Repetitive Motion
<b>Natural Elements Issue</b> <input type="checkbox"/> 2.1 Temperature extremes <input type="checkbox"/> 2.2 Weather conditions <input type="checkbox"/> 2.3 Ground Movement/Earthquake	<b>Training Issue</b> <input type="checkbox"/> 4.1 No Training <input type="checkbox"/> 4.2 Training not followed, unintentional <input type="checkbox"/> 4.3 Trained but inexperienced <input type="checkbox"/> 4.4 Training not followed, intentional	<b>Work Direction Issue</b> <input type="checkbox"/> 6.1 No Direction Provided <input type="checkbox"/> 6.2 Inadequate Direction Provided <input type="checkbox"/> 6.3 Failure to Follow Work Direction <input type="checkbox"/> 6.4 Distraction <input type="checkbox"/> 6.5 Fatigue <input type="checkbox"/> 6.6 Impairment	<b>Quality Control Issue</b> <input type="checkbox"/> 8.1 No Quality Controls <input type="checkbox"/> 8.2 Inadequate Quality Controls <input type="checkbox"/> 8.3 Poor Compliance or applications of Quality Controls  <input type="checkbox"/> 9.1 Other (with explain below)

**CAUSE EXPLANATION: For Each Cause Identified in Cause Analysis, Provide a Brief Explanation of Why the Issue or Error Occurred**

Code	Explanation
1.3	Possible wiring or outlet overload and ignition of combustibles

**CORRECTIVE ACTIONS:**

No.	Description	Issued To	Due Date

**INVESTIGATION TEAM AND FACTORS LIMITING THE INVESTIGATION (IF ANY):**

Investigation team members:

Tige Collins, Richard Church, Tony Woodfine, Jeff Bush, Corey Glover, Ray Shipman, Robert Rieben, Matthew Starks, John (Steve) Gogo, Stephen Thorlacius

Investigator Statement of Limiting Factors (if any):



## PICTURES:

Insert photographs relevant to the incident. Include a caption in the text box below the frame.



Fig. 1 12:46 – 8 minutes after Code 1 alert



Fig. 2 13:01 – 23 minutes after Code 1 Alert



Fig. 3 Oil furnace – January 8



Fig. 4 East corner of Summit Air shack

## INVESTIGATOR AND REVIEWER SIGNATURES:

Supervisor:

(print name)

Superintendent or Manager:

Jeff Bush  
(print name)

Reviewed By:

Sarah Canning  
OHC Co-Chair (print name)

Reviewed By:

Tige Collins  
Health and Safety Coordinator (print name)

Reviewed By:

Richard Church  
Name

Reviewed By:

Tony Woodfine

Signature

Signature

Signature

Signature

Signature

Date:

Date: Jan. 09/14

Date: January 9th/14

Date: January 8 2014

Date: Jan. 9/2014

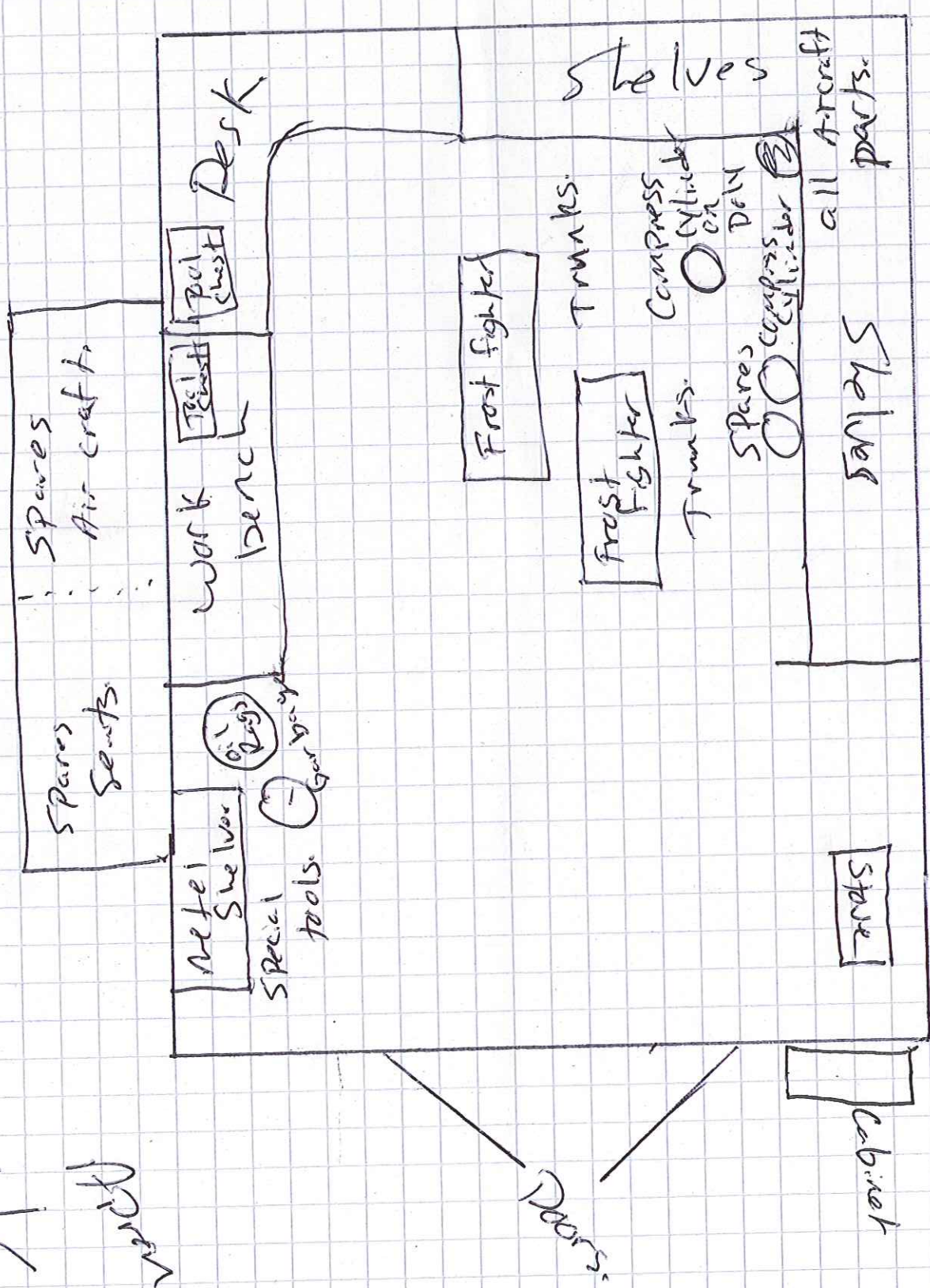
Date: Jan 9 / 2014



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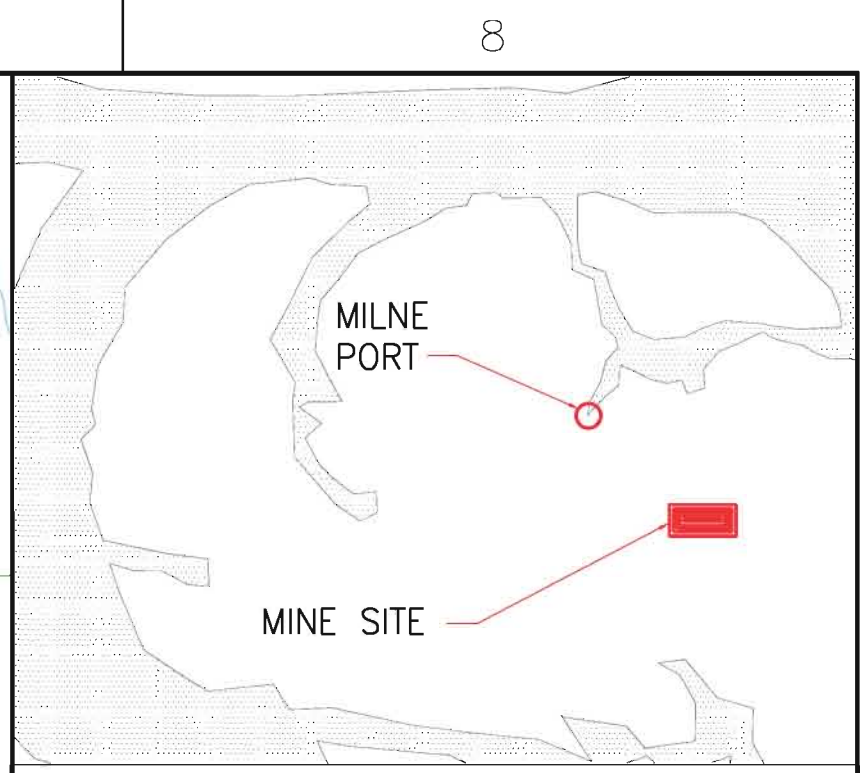
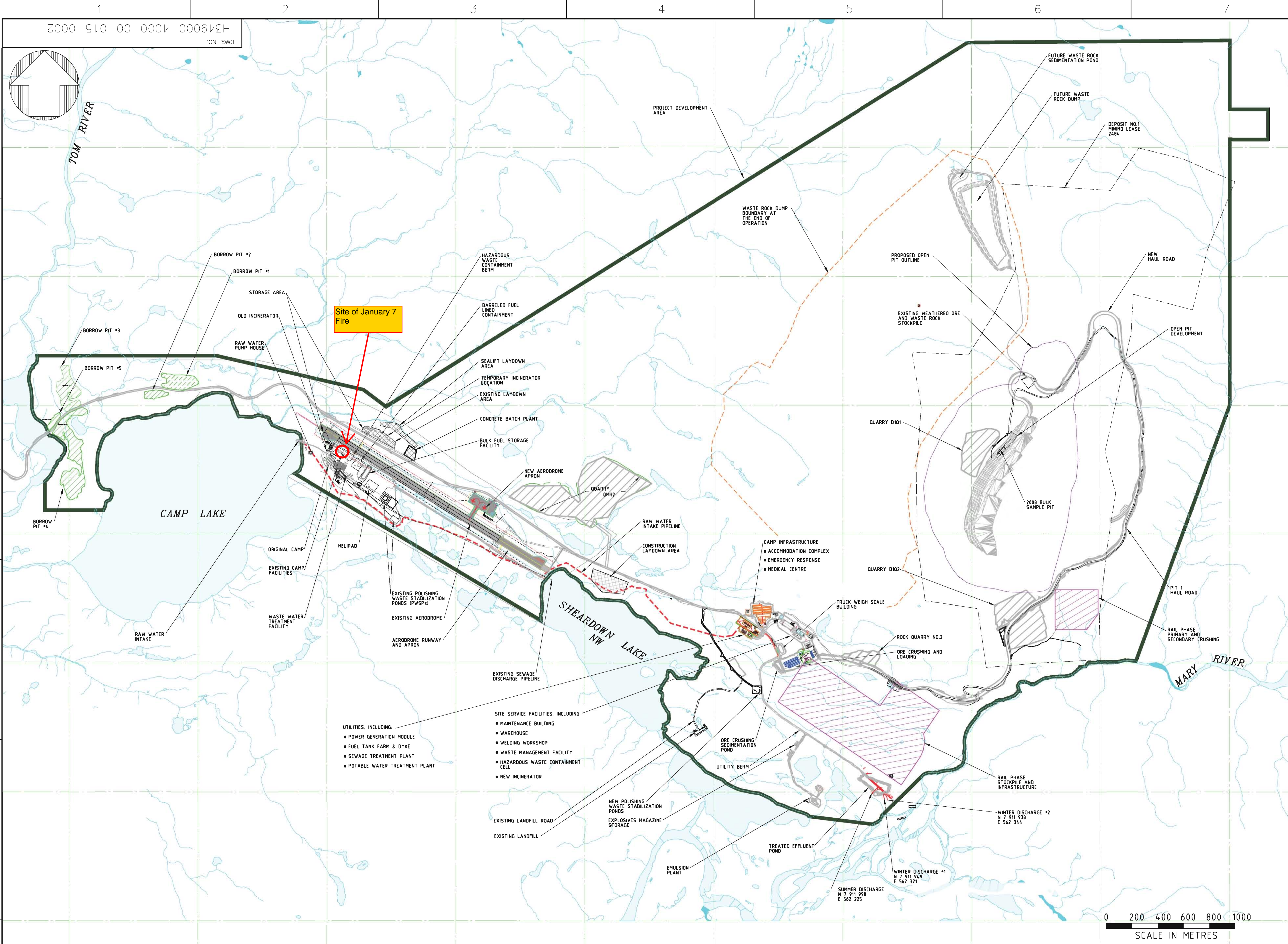
Atco Trailer

North  
↑



Set  
Tank  
Beam





- NOTES:**
1. TOPOGRAPHY PROVIDED BY TERRAPOINT CANADA INC.
  2. COORDINATE GRID IS SHOWN IN UTM (NAD83) ZONE 17 AND IS IN METRES.
  3. CONTOURS ARE IN METRES. CONTOUR INTERVAL IS 1.5 METRES.
  4. AS-CONSTRUCTED INFORMATION PROVIDED BY GENIVAR IN 2008.

**LEGEND:**

	WATER		EXISTING BORROW AREA (IOL COMMERCIAL LEASE)		RIVER/STREAM/DRAINAGE		RAW WATER INTAKE PIPELINE
	QUARRY		EXISTING ROCK QUARRY (IOL COMMERCIAL LEASE)		PROJECT DEVELOPMENT AREA		
	LAYDOWN AREA (CONSTRUCTION PHASE)		ROAD		BAFFINLAND'S COMMERCIAL LEASE ON INUIT OWNED LAND		

**MARY RIVER PROJECT**

MINE SITE

SITE LAYOUT

SCALE 1:15000 OR AS NOTED	DWG. NO. H349000-4000-00-015-0002	REV. B
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