Follow Up Report:
June 27, 2020, Jet-A / Waste Oil

The following information refers to a spill reported by Agnico Eagle Mines Ltd. June 27th 2020, and is being provided in accordance with:

- the Nunavut Water Board License 2BB-MEL1424 Water License, part H, item 4c
- the Government of Nunavut's, Environmental Protection Act subsection 5.1(a)

No official spill number was available on the ENR Spills online database at the time of submitting this report, although the spill was reported to the spill line.

Description of Incident:

On June 27, 2020 the Environment Department was notified of an early morning spill which occurred near the Exploration camp. While removing a pallet of fuel drums from a flatbed, the fork of a loader punctured a full drum of Jet-A fuel (205L), releasing it on the ground. This spill was contained quickly, but during the clean-up process, it was noticed that there was a sheen coming from a different location and migrating into the Jet-A spill. Upon further investigation, a drum with a pinhole leak, containing waste oil/diesel, was found to have been stored in a sea-can nearby. Over an unknown period of time the drum drained out (100L), and was likely covered by snow and ice over winter, becoming exposed and visible after the rainfall the previous night.

No water body was impacted by this spill. The closest water body (Meliadine Lake) is approximately 70 m away. The coordinates of the spill are 63° 1'41.33"N, 92°10'19.88"W (Figure 1).

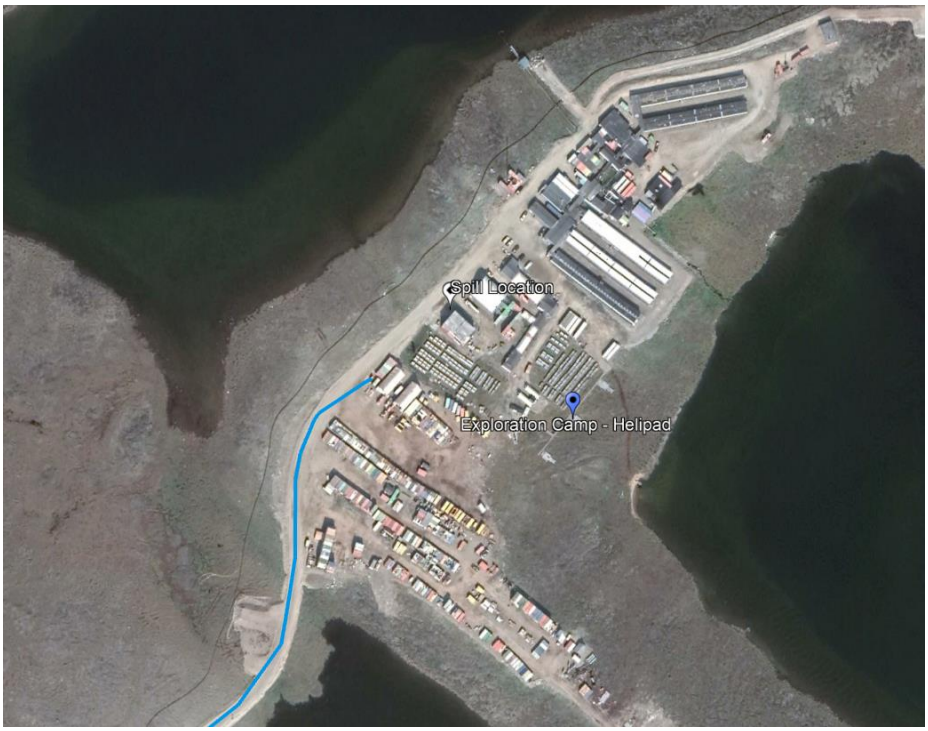

Figure 1: Location of spill.

Spill Response & Cleanup:

The spill occurred after a night of significant rainfall. The Jet-A fuel settled into a large puddle on the road, and spill pads and absorbent booms were used to contain the area (Figure 2). A sump was dug out using a back hoe so that a vacuum truck could be used to pump out the contaminated water from the puddle. This water was transported to the Landfarm A oil-water separator for treatment.

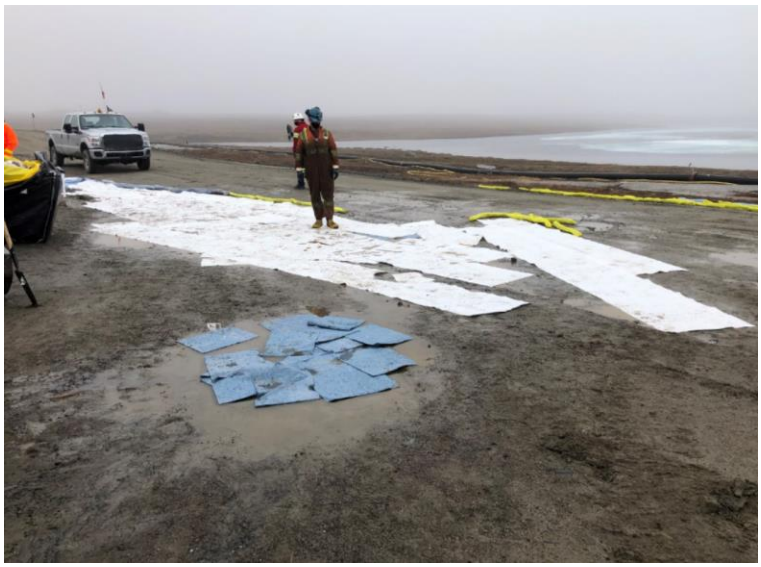

Figure 2: Initial Jet A spill initial containment.

After the water was removed, the back hoe began clearing the contaminated gravel into piles, and a loader was used to transport all of this material to Landfarm A (Figure 3).

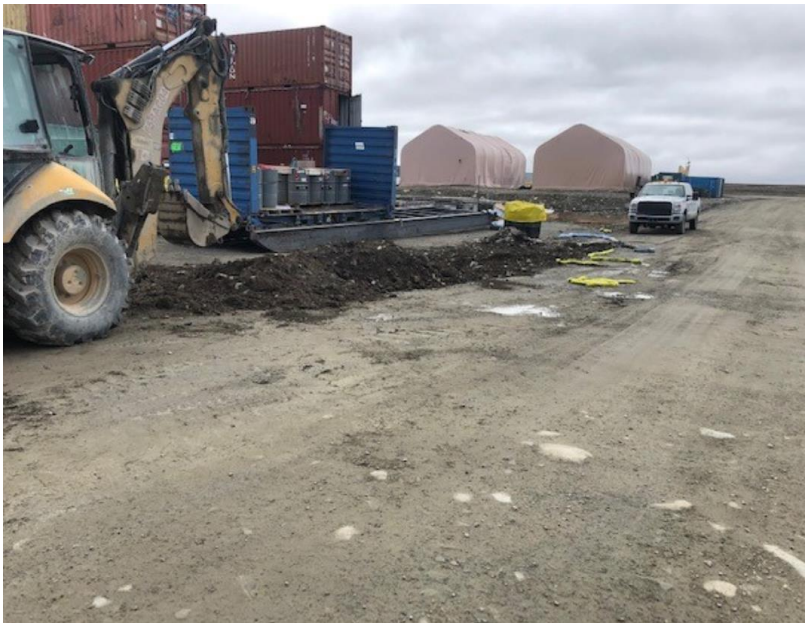

Figure 3: Contaminated gravel being removed from Jet A spill area.

The area affected by the contaminated sea can was also excavated, and the sea can was removed to access the material underneath. The damaged drum was pumped into a new drum, the entire sea can was emptied, and the contents were repacked properly in order to avoid future spills (Figure 4).

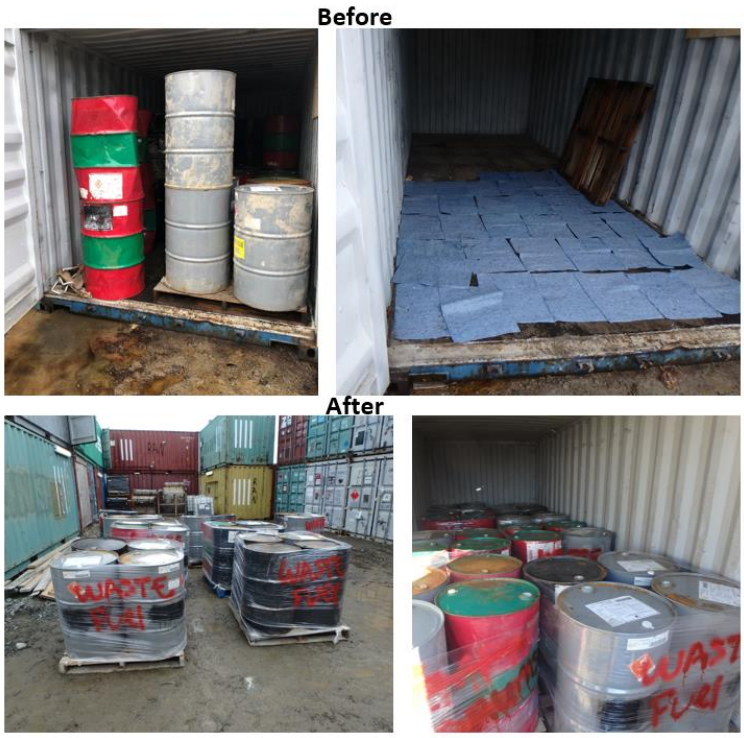

Figure 4: Condition of the seacan before, and after decontaminating and repacking the drums.

Corrective Measures

The sea can was emptied and the drums were inspected and repacked properly. Several cubic meters of contaminated gravel was removed from the surface of this pad. An investigation was completed with all departments involved and the Environment Department has provided them with a list of corrective and preventative measures. These include ensuring that personnel use a mandatory spotter when moving hazardous materials with forked equipment, completing a full inventory of the remaining sea cans in that area, repacking any improperly stored sea cans, and ensuring that hazardous waste containers are shipped south each year.

AGNICO EAGLE

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