Follow Up Report: #21-234
June 4, 2021 – 250 L Diesel Fuel Spill

The following information refers to an incident reported by Agnico Eagle Mines Ltd. on June 5, 2021, 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)

Description of Incident:

On the morning of June 4th, workers noticed the smell of fuel in the exploration camp core shack. A fuel line from an exterior above-ground heating fuel tank had cracked, releasing an estimated 250 L of fuel. Most the fuel migrated under the building, while some of it flowed away from the building onto the gravel driveway area.

The supply copper line to a furnace located approximately 10 m away cracked, likely due to the cold conditions and the presence of water in the line.

The coordinates of the spills are: 63° 1' 42" N, 92° 10' 15" W. No water bodies were impacted by this spill.

Figure 1: Location of the 250 L Diesel Spill

Figure 2: The exterior fuel tank and damaged fuel line which led to the spill.

Figure 3: Initial extent of the contaminated areas inside the decantation room, and into the parking area.

Spill Response & Cleanup:

An estimated 20L of fuel began to migrate away from the building and into the parking area. Absorbent pads were used to collect the contaminated standing liquid and were disposed of into Quatrex hazmat bags. A trench was dug to mitigate further migration of the spill.

Figure 4: Trench dug to restrict potential flow further down slope.

The decantation room inside the building contains a down slope sump, which began to fill with diesel. A submersible pump was used to periodically pump the diesel and contaminated water into a tote. The entire decantation room was dismantled and cleared of material so that the subfloor could be inspected more thoroughly.

Figure 5: Decantation room cleared of all materials, and the down slope sump actively being pumped of standing diesel.

Floorboards were removed, revealing a significant amount of ice and diesel contaminated floor joists. A heater was used in order to speed up the melting process so that floor joints could be removed. The ice was left to melt and the contaminated water was pumped into totes which will be shipped south as hazmat.

Figure 6: Removal of floorboards, joists, and final recovery of contaminated liquid.

Corrective Measures

The remaining fuel in the tank was pumped out and the tank was disconnected from the building. An identical tank on an adjacent building was inspected to ensure the fuel line was in a safe condition. The contaminated wood was removed and disposed of as hazmat, and the water was treated through the oil/water separator.

AGNICO EAGLE

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