SPILL CONTINGENCY PLAN
RESOLUTE BAY AIRPORT EXISTING SEWAGE LAGOON

Water License # 3BM-YRB 2126

REVISED IN OCTOBER 2025

RESOLUTE AIRPORT SEWAGE LAGOON BAFFIN REGION
AIRPORT DIVISION OF TRANSPORTATION AND INFRASTRUCTURE NUNAVUT
GOVERNMENT OF NUNAVUT

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Spill Contingency Plan

1.0 Purpose and Scope

The purpose of this plan is to outline response actions for potential spills of any size, including a worst-case scenario for the Resolute Airport Sewage Lagoon. The plan identifies key response personnel and their roles and responsibilities in the event of a spill, as well as the equipment and other resources available to clean up a spill. It details spill response procedures that will minimize potential health and safety hazards, environmental damage and clean-up efforts. The plan has been prepared to ensure quick access to all the information required in responding to a spill.

2.0 Distribution List

This plan and most recent revisions will be distributed to:

Darrin Nichol	Director, Airport Operations, TIN
Aurangzeb Alamgir	Manager of Facilities Engineering, Airport Division, TIN
Richard Dwyer	Manager of Licensing, Nunavut Water Board
Joseph Monteith	Water Resources Officer , Nunavut CIRNAC field operations

3.0 Community Environmental Policy

The Resolute Airport has no formal Environmental policy for this sewage Lagoon; however, the Airport Division of TIN is committed to operating in an environmentally sensitive manner and complying with requirements of the Nunavut Water Board.

4.0 Project Description

Resolute Bay Airport is located on the South coast of Cornwallis Island, a part of the Queen Elizabeth Islands, at approximately Latitude $74^0$43N, Longitude $94^0$58'W. Resolute Bay has been historical divided into two administrative parts: The airport and its support structures and agencies, and Approximately five km away, the Hamlet where people live and work. Somewhere in between are various buildings and facilities, the most notable being the huge South Camp Fuel Tank farm. At present the Airport site and surrounding buildings and facilities are under the aegis of the Airport Division of TIN. The Ground consists of gravel caused by frost shatter and sand/gravel raised beaches. The active layer of permafrost rarely exceeds 1.4m, and most often in the vicinity of only 0.50m at its greatest depth. Interestingly, the summer here is very short. The weather warms up only long enough to provide approximately one and a half months when the permafrost can begin to thaw.

The Water licence number 3BM-YRB2126 was issued to TIN on December 22,2021 and it will be expired on December 21,2026. This Water licence had originally included the water supply, the sewage lagoon and the solid waste site. However, the removal of water from Strip Lake located adjacent to the Airport was discontinued long time ago due to the presence of contaminants in the water. Since that time, a private contractor, now ATCO, has been delivering treated drinking water by trucks to the Airport and its neighborhood facilities collecting treated water directly from the Hamlet's Char Lake Water Treatment Plant. At present the sewage is being collected by ATCO as well and dumped into the sewage Lagoon. ATCO buys roughly 5M liters of water from the Hamlet and sales to the Airport facilities. ATCO also charges the users for sewage collection. The individual looks after their garbage to the Municipal dump site.

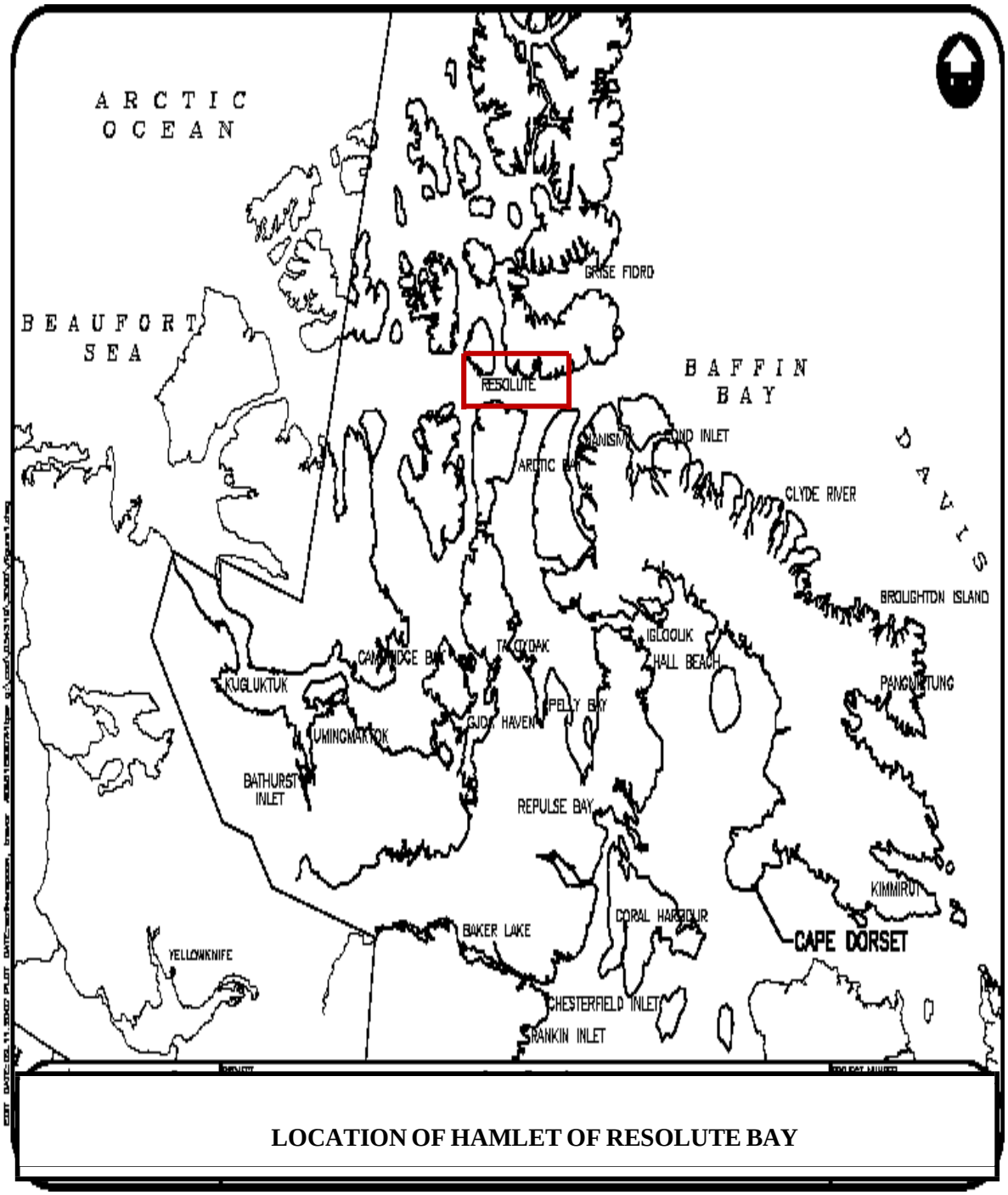
A renewal application was submitted to NWB on dated November 28, 2008, and public review was completed with some comments. The activities of this file were put on hold until the Utilidor licensed number 3BM-RUT 1520 was renewed on March 30, 2015.It was initially planned to build the WWTP and redirect the entire wastewater into the Plant. Ultimately the construction of the Proposed WWTP is delayed. As a result, the existing Airport Sewage lagoon is required to keep active.

During this development, Transport Canada received a standalone water licence number 1BR-RBL 1419 dated July 11, 2014, to remediate the existing Landfill site located next to the sewage lagoon and this was originally part of the Airport Water Licence number NWB YRB 0308. Finally, Airport sewage lagoon currently consists of four small cells remain alone under the Water licence number 3BM-YRB 2126.. This development took place because historically, the airport site is a direct legacy of the Canadian Armed Forces and Transport Canada. "Upon division of the Northwest Territories in 1999, the Airport was transferred to the Government of Nunavut (GN). A condition of the transfer agreement between the GNWT and TC (and later the GN) required TC to address any instances of Environmental contamination and Environmental regulatory non- compliance that were as a result of activities prior to the transfer date (Jacques Whitford, 2006, p.2)."

Due in part to the dichotomy and in part to the distance between the two locals, there has historically been a separate Water licence for Resolute Airport.

Initially these were two cell lagoons built under capacity without liner and were non engineered facilities at the time of transfer to GNWT (Dillon's Report 1996). Due to current population ranges from 250 to 600, these lagoons become full each year. Two times decanting was conducted: at the beginning of summer and at the beginning of winter. Even though overflow takes place in the middle of each winter. The sewage effluent gets treated during summer in the 2km long wetland prior to arriving to the receiving body which is the Ocean.

Once a Wastewater Treatment Plant is built as part of the Utilidor system second phase rehabilitation Program, the entire sewage of the Community will be directed into the Mechanical treatment plant. As soon as the mechanical treatment plant is built and commissioned, these sewage lagoons will be no longer required, and these shall be abandoned and decommissioned.



LOCATION OF HAMLET OF RESOLUTE BAY

Figure 1: Map of Nunavut

Figure-2

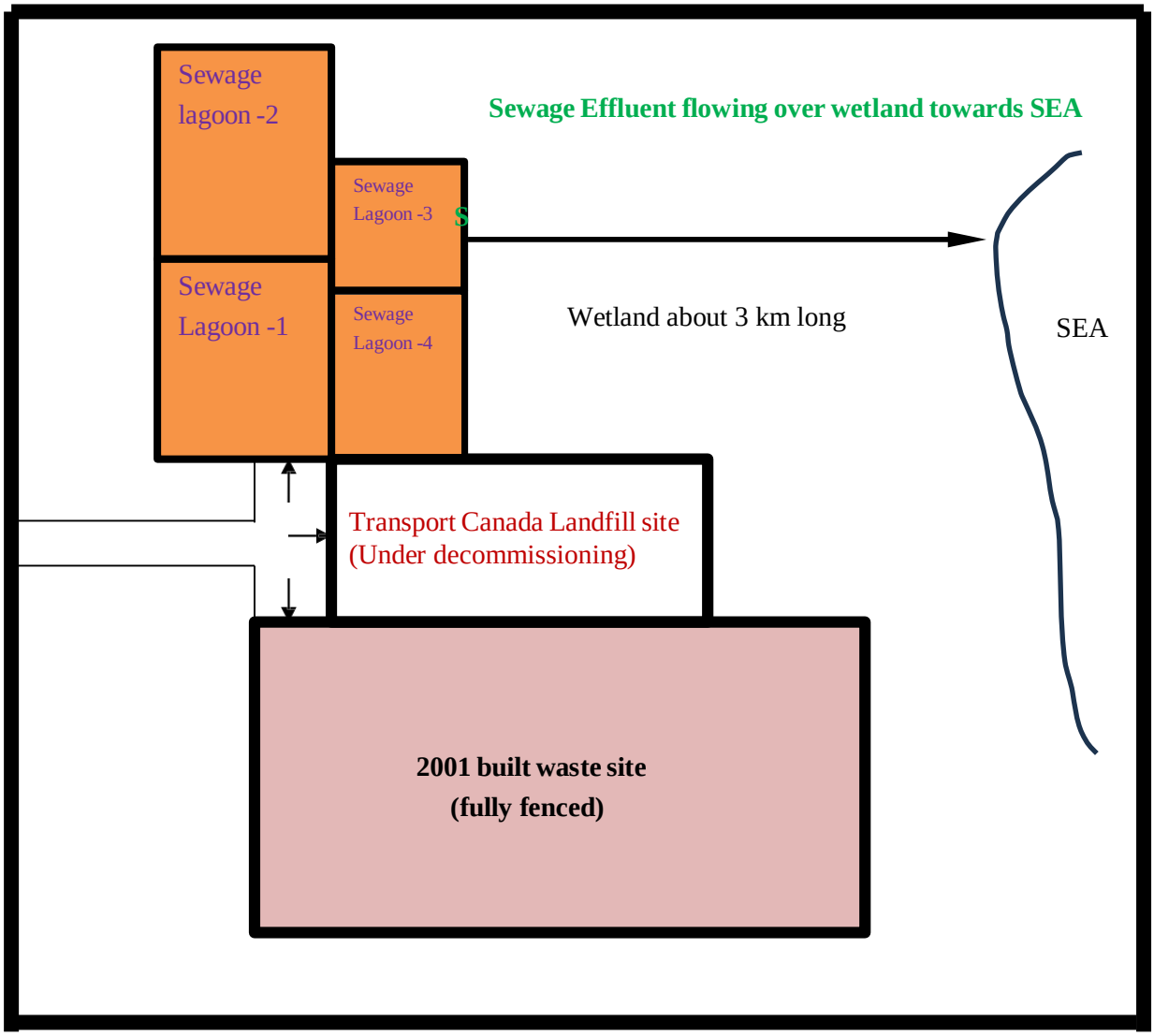

Sewage
lagoon -2
Sewage
Lagoon -3
Sewage
Lagoon -1
Sewage
Lagoon -4
Sewage Effluent flowing over wetland towards SEA
Wetland about 3 km long
SEA
Transport Canada Landfill site
(Under decommissioning)
2001 built waste site
(fully fenced)

Fig.-3

Table 1: Monitoring Station Locations

Monitoring Program Station	Description of Monitoring Program Station
YRB-1(a)	Raw sewage from Char Lake
YRB-1(b)	Raw sewage from the Lagoon
YRB-2	Sewage effluent from the beginning of the wetland
YRB-3	Sewage effluent from the middle of the wetland
YRB-4	Sewage effluent from the end of the wetland (Reachable)

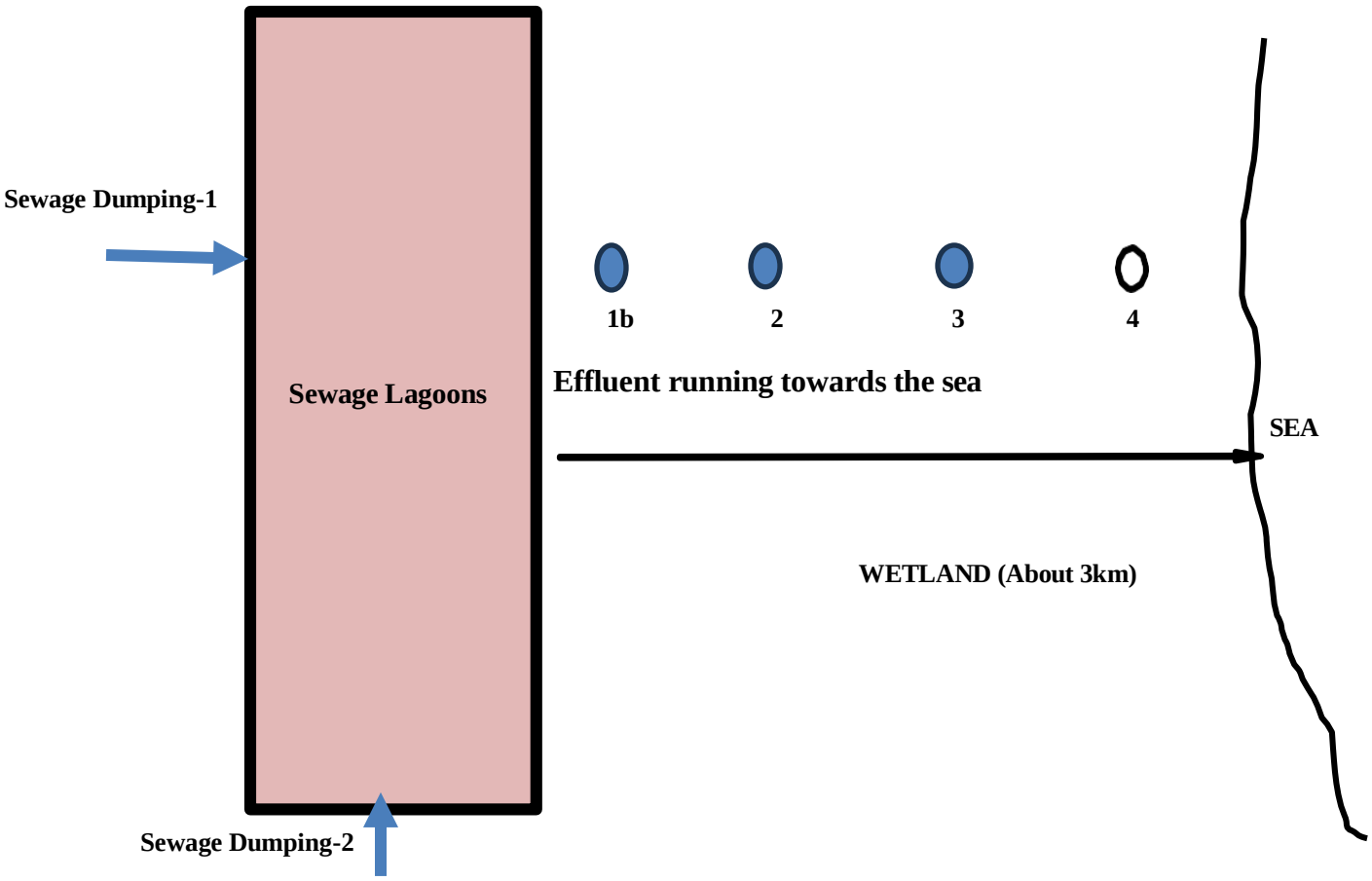


Figure 4: Sampling Locations

5.0 Personnel training

The Contractor (ATCO) personnel that are taking responsibility for the sewage disposal are required to be trained in Workplace Hazardous Materials Information System (WHMIS), Transportation of Dangerous Goods Act and Regulation (TDGA and TDGR) as well as First Aid. In addition, personnel should ensure that proper vaccinations of employees are kept current and that they are familiar with the response plan. It is good practice to obtain copies of a list of procedures and equipment that are to be used for such emergencies in all sewage trucks and the common work area.

In all response cases, personnel should place their own safety as the highest priority. The procedures that should be taken in the likelihood of a potential fire or spill are described in the following sections.

It is noted that ATCO is a private contractor stationed at Resolute Bay only user of the Sewage Lagoons but they have no other responsibility or obligations for maintenance of these lagoons.

6.1 Spill Contingency

A spill contingency plan has been developed by the Resolute Bay Airport authority that identifies the procedures to follow when a spill of any hazardous material has occurred. Similar procedures can be used for the case of sewage spills.

Below, in the subsequent sections, the measures that are to be implemented if a spill or uncontrolled release of a substance occurs during the collection and transportation of wastewater are described for the following areas:

- Initial Response
- Containment Procedures
- Spot Spills
- Spills in Proximity to a Water body

6.2 Initial Response

If a spill occurs, the first person at the scene will:

1. Perform an initial assessment to identity immediate danger.
2. Identify the material spilled and verify the nature of the hazard by corresponding to the Material Safety Data Sheets (MSDS) so to apply appropriate safety procedures.
3. If possible and safe to do so, cut off and/or stop the source of the spill.
4. Control danger to the human life without further assistance, if possible. If, for instance, the spill creates a fire, explosion or other hazard, remove all potential ignition sources.
5. Obtain immediately assistance from others and start to contain and/or clean up the spill.
6. Contact the Resolute Airport Manager to notify them of the spill as they will contact relevant regulators and community residents of the occurrence.

7. Mark off the spill site to warn the public of the incident and to prevent access.

Once the Resolute Airport Manager or TIN staff has been contacted and have arrived on site, he/she will immediately ensure that:

1. Necessary arrangements for first aid and removal of injured personnel have been made. Where possible, necessary action will be taken to secure the site to protect human safety.
2. If not already done and is safe to do so, take appropriate action to stop the flow or release of material/substance as well as to contain or prevent the spread of the spilled material if at all possible.
3. Contact the 24-Hour Spill Line at (867) 920-8130 to report spill and obtain additional assistance.
4. Contact the Manger of Resolute Airport, ED&T and Hamlet's Senior Administrative Officer.
5. If required, notify the Fire Department at (867) 980-4422 and RCMP Detachment at (867) 980-1111.

6.3 Containment Procedures

Response personnel will immediately start to contain the spill to ensure that the spill does not spread and contaminate other areas and/or environment. The following actions might also be taken if relevant to the spill situation:

1. If the source of the spill is coming from a leaking fuel truck, then pump fuel into a suitable container or another tank until the tank is dry.
2. Culverts that have been potentially affected by the spill should be blocked off to minimize travel of the substance.
3. Dig a basin or construct a berm to stop and contain the pathway and flow of the spill.
4. Apply absorbent materials to contain and recover small volumes of spilled substance.
5. Spilled substance and/or material are to be collected and transported to an approved waste disposal facility in the appropriate matter.

6.4 Spot Spills

Spot spills are those that involve a small volume of substance in a controlled material over a small, contained surface area. For spot spills involving hazardous materials, the following steps may be taken by personnel:

- Immediately take action to clean up spill by implementing proper or suitable handling and containment procedures for the material spilled.
- Report spill to the Resolute Airport Manager of TIN.
- Determine suitable methods for removal of contaminated soils and restoring site of the spill. Consult environmental and government agencies for assistance.
- Flag and record locations and information of spot spills for future reference and monitoring.
- In the case of a spot sewage spill, place lime over the sewage, collect and transport the material to the solid waste facility for proper disposal.

6.5 Spills in Proximity to a Water body

If a spill occurs in close proximity to a water body, take necessary actions to prevent the spill entering the nearby water body. Similar containment procedures discussed above in Section 4.9.2 can be used to assist with the likelihood of spills located near water bodies.

6.6 Existing Preventative Measures

The community is concerned about the environment and the possibility of a spill occurring and takes precautions when working with hazardous materials; however, no formal preventative measures are in place.

6.7 Additional Copies

Several copies of this plan will be kept in the GN-ED&T Regional Airport Manager (N) and Hamlet Office.

6.8 Process for Staff Response to Media and Public Inquires

All media enquiries are directed to the GN-ED&T Director of Nunavut Operations.

7.1 RESPONSE ORGANIZATION

7.2 Response Personnel

The following table lists the personnel who will be involved in the spill response. Contact information is also provided.

Table 2. Response Personnel Contact Information

Name	Contact Information
Darrin Nichole; Director of Nunavut Airports, TIN	Ph-867 645-8203; E-mail: dnichol@gov.nu.ca
Aurangzeb Alamgir, Manager of Facilities Engineering, TIN	Ph 867 645 8208 E-mail : aalamgir1@gov.nu.ca
Philip Mallik, Transportation Program officer North , TIN	Ph-867 252-3923 E -mail : pmalik@gov.nu.ca

7.3 Flowchart of Response Organization and Communication Lines

The following flowchart outlines the chain of communication to be followed, upon discovery of a spill or release by an employee of the community.

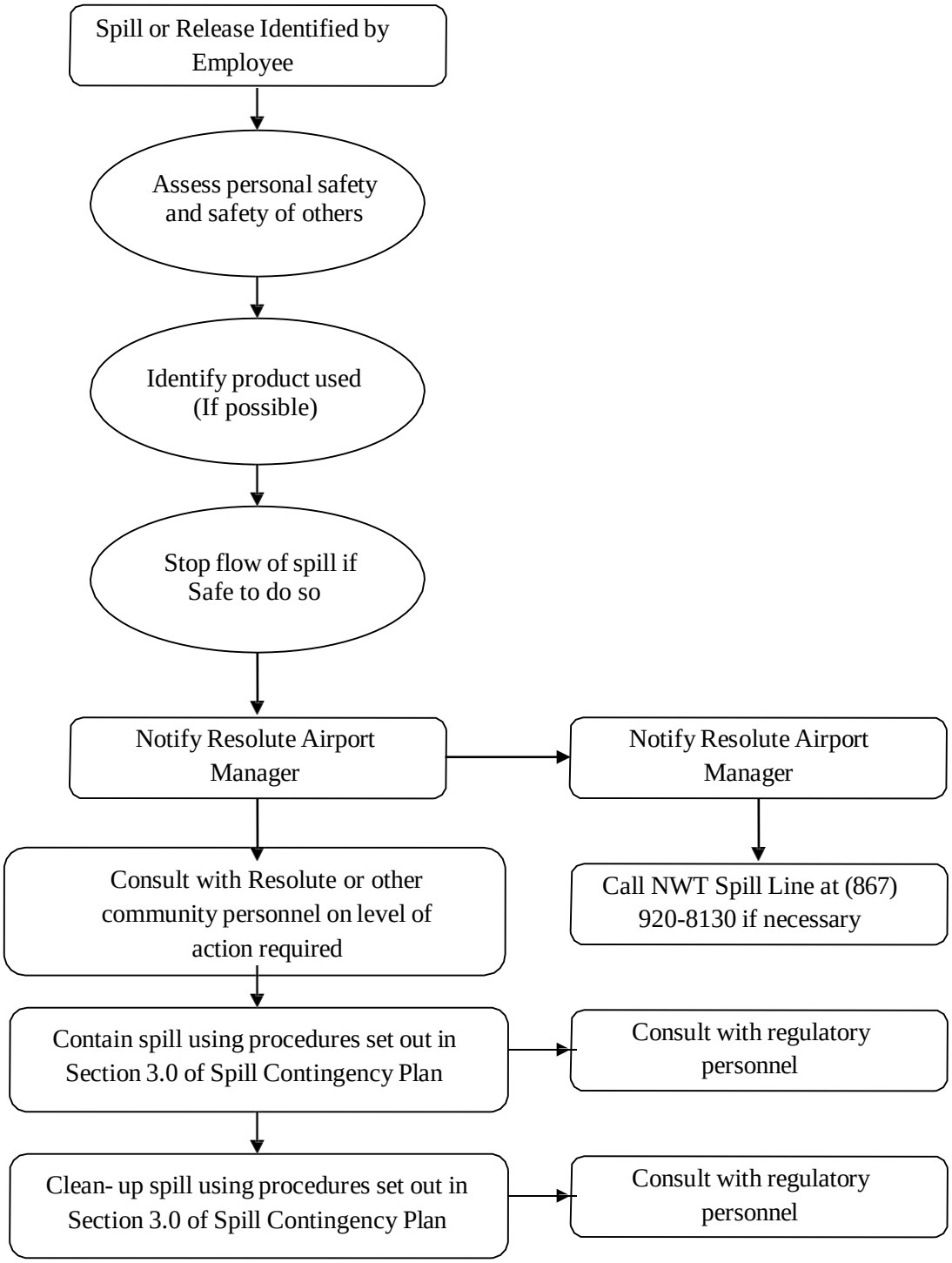


Figure 5: Flowchart of Spill Communication Lines

7.4 Summary of Available Communication Equipment

The following equipment is available in the community for communication purposes:

- Telephone with land line
- Computers with internet connection in Resolute Airport Office
- Fax machine
- Cell Phone

8.1 ACTION PLAN

8.2 Potential Environmental Impacts of Spill

Generally, for the hazardous materials discussed below, environmental impacts are lower during the winter, as snow is a natural sorbent and ice forms a barrier lining for eliminating soil or water contamination. Spills can be more readily recovered when identified and reported.

Gasoline:
Environmental Impacts:

- Harmful to wildlife and aquatic life
- Not readily biodegradable
- Has potential to bio accumulate in environment
- Volatilizes easily
- Runoff into water bodies must be avoided

Worst Case Scenario: All fuel drums open simultaneously and contents pour onto ground and surrounding environment.

Diesel:
Environmental Impacts:

- Harmful to wildlife and aquatic life
- Not readily biodegradable
- Has potential to bio accumulate in environment
- Burns slowly (more readily contained than volatile fuels)
- Runoff into water bodies must be avoided

Worst Case Scenario: All fuel drums open simultaneously and contents pour onto ground and surrounding environment.

Waste Oil and Miscellaneous Oils and Grease:
Environmental Impacts:

- Harmful to wildlife and aquatic life
- Not readily biodegradable
- Has potential to bio accumulate in environment
- Runoff into water bodies must be avoided

Worst Case Scenario: All storage drums open simultaneously, and contents pour onto ground and surrounding environment.

Sewage:
Environmental Impacts:

- Human health hazard, and unsightly appearance
- High nutrient concentrations could negatively impact water bodies and runoff into water bodies must be avoided

Worst Case Scenario: Full sewage truck releases all its contents onto ground and surrounding environment.

8.3 Procedures

8.3.1 Procedures for Initial Actions

The following list of actions should be followed by the first person on the scene:

- Ensure safety of all personnel
- Identify the product spilled
- Assess the hazards and risks to people in the vicinity of the spill
- If possible, without further assistance, control the danger to human life
- If it is safe to do so, and if possible, stop the spill (i.e. shut off pump, replace cap, tip drum upward, etc.)
- Gather information on the status of the situation, including:
    - Estimated size of spill
    - Estimated migration route
- Contact GN-ED&T Resolute Airport Manager/Director, as per flowchart in **Figure 5.**

8.3.2 Spill Reporting Procedures

Spills should be reported immediately to the GN-ED&T Resolute Airport Manager, who will notify the GN-ED&T Director of Nunavut Airports. Together they will determine if the spill is to be reported to the NWT 24-Hour Spill Line at 867-920-8130.

Copies of the Spill Report form are available in each spill kit and at the back of this manual. The form will be filled out by the Public Works Foreman (or designate) and faxed or emailed to the NWT Spill Line. Contact information is as follows:

Territorial 24-Hour Spill Line
Phone: (867) 920-8130
Fax: (867) 873-6924
E-mail : spills@gov.nt.ca

8.3.3 Procedures for the Protection of Human Health and Safety

Following a spill, the health and safety of workers as well as the general public is a priority. Actions taken will depend on the type of spill.

- ***In the event of a chemical spill***: Restrict public access to the spill area. Workers involved in the clean-up of the spill should wear personal protective equipment (PPE).
- ***In the event of a flammable or combustible material spill***: Evacuate adjacent buildings and restrict public access to the spill area. Remove sources of ignition if safe to do so (no smoking, flares, sparks or flames in the area). Never walk through or touch the spilled material. De- energize electrical equipment from a remote location if safe to do so. If ignition sources cannot be removed safely, evacuate the area immediately and report the spill situation. All equipment used when handling the material must be grounded. Only spark-arresting equipment should be used during clean-up of the spill. PPE should also be worn by workers involved in the clean-up. Refer to the product Material Safety Data Sheet (MSDS) for further instruction.
- ***In the event of a sewage spill***: Restrict public access (including pets and animals) to the spill area.

8.3.4 Procedures for Containing and Controlling Spill

General procedures noted below will be used to contain and control all spills. Specific procedures for spills on land, water, snow and ice follow.

- First anticipate what will be affected by the spill.
- Assess direction and speed of spill, and any factors that could affect these.
- Determine best location for containing spill.

Spills on Land:

Dykes and trenches can be constructed to contain spills on land. Soil surrounding the spill area can be dug out, and piled up, to create a barrier for the spill. A plastic tarp can be placed at the base of the dyke, so that the pooled material can be removed with sorbent materials. Conversely, trenches can be excavated to permafrost, which will provide a natural containment of the spill. Once the material is contained, it can be pumped out, or removed by using sorbent materials. If the spill is moving very slowly, such structures may not be necessary, and the material can be removed before migrating away from the spill location.

Spills on Water:

Spills on water are considered the most serious types of spills, as there is often no containment of the spilled material and water quality, and aquatic life are negatively impacted. Booms and weirs can be installed to contain the spill. Booms are designed to float and are made of absorbent material to soak up the spilled fuel. They are deployed from the shore or a boat, to create a circle around the spill. Weirs are installed across a stream, to prevent further migration. Plywood or other materials found onsite can be used. Barriers made of fence or netting can be used as well, with sorbent material placed at the base of the barrier. Once contained, the fuel can be removed by absorbent materials, pumped out or allowed to volatilize.

Spills on Snow:

Snow acts as a natural sorbent for spilled fuel. Impacted snow is easily visible and can be shoveled into empty drums or barrels for proper disposal. If the spill is migrating down a hill, a snow dyke can be constructed to contain the spill. A plastic tarp can be placed at the base of the dyke, where spilled fuel is expected to pool. The collected fuel and impacted snow ban be removed with absorbent materials, pumped out, or shoveled into barrels for disposal.

Spills on Ice:

Ice is considered impermeable to fuel, so these spills are generally easy to clean up. Small spills can be cleaned up by placing absorbent materials on top of the ice. Impacted snow and slush can then be removed by shovels and placed in barrels for disposal. For larger spills, dykes of snow and trenches can be constructed to contain the spill. Pooled fuel can then be removed by adsorbent materials or pumped out. Impacted snow and slush can be shoveled into barrels for disposal.

Worst Case Scenarios:

Worst case scenarios include a dike or trench overflowing and a large spill on water that cannot be contained with materials available in the community. In the first case, a trench or collection pit could be constructed downstream to collect the fuel. In the second case, an emergency response team would need to be called, with appropriate equipment to deal with the spill.

8.3.5 Procedures for Transferring, Storing and Managing Spill Related Wastes

Spills are generally cleaned up starting at the outer limit of the spill and working towards the point of the spill. Sorbent materials and hand tools such as cans and shovels are used for smaller spills. Larger spills can be contained with the use of a pump and/or heavy equipment.

Spill wastes include used absorbent materials and containers of impacted water and snow. Sorbent materials should be placed in plastic bags for proper disposal. The containers of impacted water and snow should be sealed and stored until disposal at an approved facility can be arranged.

Following a spill, all used materials need to be properly washed and/or replaced.

8.3.6 Procedures for Restoring Affected Areas

Once a spill has been contained, community personnel will consult with regulatory personnel assigned to the file to determine the level of clean-up required. Regulatory personnel may request that a site-specific study be conducted, to ensure appropriate clean-up levels are met.

9.1 RESOURCE INVENTORY

9.2 On-site Resources

It is recommended that the Resolute Bay Airport or Hamlet of Resolute Bay retains one spill kit and the spill kit should contain the followings:

- 30 socks/booms (3" x 4')
- 30 pillows (2L)
- 24 dispersal bags
- 4 pairs gloves
- 2 pairs goggles
- 6 pairs Tyke coveralls
- 4 shovels
- 2 spill signs
- 2 repair putty
- 1 Emergency Response Guidebook
- 1 Safety and Compliance Directory
- 1 Spill Response Pocket Guide

This response kit is designed to contain and collect up to 56 gallons of spilled oil. Additional volumes will be accommodated with the use of absorbent products that will be maintained in inventory in sufficient quantities.

The following heavy equipment is also available in the community for spill containment:

- Loader
- Dozer

9.3 Off-site Resources

The following resources are available for assistance if needed:

Territorial 24-Hour Spill Line	(867) - 920-8130
Aboriginal and Northern affair Canada (AANDC)	(867) - 669-2761
GN – Emergency Measures Officer	(888) - 624-4043
RCMP (Resolute Bay)	(867) - 252-1111
Environment Canada (Emergency) Yellowknife	(867) - 669-4725
GN Environmental Health Office	(867) - 975-4815
Health Center	(867) – 252-3844
Canadian North	(867) –252-3981
Ken Borek	(867) - 252-3845

Training Schedule and Recordkeeping:

Training will be conducted on an as-needed basis. Records will be kept in the Resolute Airport office.

REFERENCE:

- Dillon Consulting Limited. “P lake Sewage Lagoon System”, produced for Department of Community and Government Services, Government of Nunavut, January 2006.

APPENDIX-A

SPILL INSTRUCTIONS FORM
AND SPILL REPORTING FORM

Instructions for Completing the NT-NU Spill Report Form

This form can be filled out electronically and e-mailed as an attachment to spills@gov.nt.ca. Until further notice, please verify receipt of e-mail transmissions with a follow-up telephone call to the spill line. Forms can also be printed and faxed to the spill line at 867-873-6924. Spills can still be phoned in by calling collect at 867-920-8130.

INSTRUCTIONS:

A. Report Date/Time	The actual date and time that the spill was reported to the spill line. If the spill is phoned in, the Spill Line will fill this out. **Please do not fill in the Report Number**: the spill line will assign a number after the spill is reported.
B. Occurrence Date/Time	Indicate, to the best of your knowledge, the exact date and time that the spill occurred. Not to be confused with the report date and time (see above).
Land Use Permit Number /Water Licence Number	This only needs to be filled in if the activity has been licenced by the Nunavut Water Board and/or if a Land Use Permit has been issued. Applies primarily to mines and mineral exploration sites.
D. Geographic Place Name	In most cases, this will be the name of the city or town in which the spill occurred. For remote locations – outside of human habitations – identify the most prominent geographic feature, such as a lake or mountain and/or the distance and direction from the nearest population center. **You must include the geographic coordinates** (Refer to Section E).
E. Geographic Coordinates	This only needs to be filled out if the spill occurred outside of an established community such as a mine site. Please note that the location should be stated in degrees, minutes and seconds of Latitude and Longitude.
F. Responsible Party Or Vessel Name	This is the person who was in management/control/ownership of the substance at the time that it was spilled. In the case of a spill from a ship/vessel, include the name of the ship/vessel. Please include full address, telephone number and e-mail. Use box K if there is insufficient space. **Please note that, the owner of the spilled substance is ultimately responsible for any spills of that substance, regardless of who may have actually caused the spill.**
G. Contractor involved?	Were there any other parties/contractors involved? An example would be a construction company who is undertaking work on behalf of the owner of the spilled substance and who may have contributed to, or directly caused the spill and/or is responding to the spill.
H. Product Spilled	Identify the product spilled; most commonly, it is gasoline, diesel fuel or sewage. For other substances, avoid trade names. Wherever possible, use the chemical name of the substance and further, identify the product using the four-digit UN number (e.g.: UN1203 for gasoline; UN1202 for diesel fuel; UN1863 for Jet A & B)
I. Spill Source	Identify the source of the spill: truck, ship, home heating fuel tank and, if known, the cause (e.g.: fuel tank overfills, leaking tank; ship ran aground; traffic accident, vandalism, storm, etc.). Provide an estimate of the extent of the contaminated/impacted area (e.g.: 10 m^2)
J. Factors Affecting Spill	Any factors which might make it difficult to clean up the spill: rough terrain, bad weather, remote location, lack of equipment. Do you require advice and/or assistance with the cleanup operation? Identify any hazards to persons, property or environment: for example, a gasoline spill beside a daycare centre would pose a safety hazard to children. Use box K if there is insufficient space.
K. Additional Information	Provide any additional, pertinent details about the spill, such as any peculiar/unique hazards associated with the spilled material. State what action is being taken towards cleaning up the spill; disposal of spilled material; notification of affected parties. If necessary, append additional sheets to the spill report. Number the pages in the same format found in the lower right-hand corner of the spill form: e.g., "Page 1 of 2", "Page 2 of 2" etc. **Please number the pages to ensure that recipients can be certain that they received all pertinent documents.** If only the spill report form was filled out, number the form as "Page 1 of 1".
L. Reported to Spill Line by	Include your full name, employer, contact number and the location from which you are reporting the spill. Use box K if there is insufficient space.
M. Alternate Contact	Identify any alternate contacts. This information assists regulatory agencies to obtain additional information if they cannot reach the individual who reported the spill.
N. Report Line Use Only	**Leave Blank**. This box is for the **Spill Line's use only**.

Northwest Territories Nunavut Canada

NT-NU 24-HOUR SPILL REPORT LINE

NT-NU SPILL REPORT TEL: (867) 920-8130
FAX: (867) 873-6924 OIL, gasoline, chemicals And Other hazardous Materials
EMAIL: spills@gov.nt.ca

REPORT LINE USE ONLY

A	REPORT date: Month – day – year	REPORT Time	□ Original spill REPORT, OR □ Update # _____ TO The Original spill REPORT	REPORT NUMBER _____
B	Occurrence date: Month – day – year	Occurrence Time		
c	Land Use Permit Number (if Applicable)	WATER licence NUMBER (if Applicable)		
d	Geographic Place Name OR distance and direction from Name location	Region 0 NWT O Nunavut O Adjacent jurisdiction OR Ocean		
E	Latitude Degrees Minutes Seconds	longitude Degrees Minutes Seconds		
f	Responsible Party OR Vessel NAME	Responsible Party Address OR Office location		
g	Any contractor involved	contractor Address OR Office location		
h	Product spilled	Quantity in litres, kilograms OR cubic METREs	U.N. NUMBER	
	Second Product spilled (if Applicable)	Quantity in litres, kilograms OR cubic METREs	U.N. NUMBER	
i	Spill source	Spill cause	AREA Of contamination in square METREs	
j	Factors Affecting Spill OR Recovery	Describe Any Assistance Required	Hazards TO Persons, Property OR Equipment	
k	Additional information, comments, Action's Proposed OR Taken to contain, Recover OR dispose of spilled Product And contaminated Materials			

l	Reported TO Spill Line By	Position	Employer	location calling from	Telephone
M	Any Alternate Contact	Position	Employer	Alternate Contact location	alternate Telephone

REPORT LINE USE ONLY

N	Received at spill Line By	Position station Station operator	Employer	location called Yellowknife, NT	REPORT Line NUMBER (867) 920-8130

Lead Agency O EC O CCS O GNWT O GN O ILA O INAC O NEB O TC	Significance O Minor O Majors O Unknown	File status O OPEN O closed

Agency	Contact NAME	Contact Time	Remarks
Lead Agency			
First support Agency			
Second support Agency			
Third support Agency			