



Re: Cambridge Bay, NU, Freshwater Creek. Riverbed Alteration Related to Bridge Crossing

Richard Dwyer <richard.dwyer@nwb-oen.ca>

Draft To: Sergey Kuflevskiy <sergey.kuflevskiy@nwb-oen.ca>

Mon, Aug 12, 2019 at 8:45 AM

On Wed, Aug 7, 2019 at 4:56 PM Jivko Jivkov <jivko@jivko.ca> wrote:

Good afternoon Sergey,

As per your advice we will summarise the points below into a Brief Spill Contingency Plan (SCP), including information in response to your comments in items 2, 3 and 4. The SCP will be forwarded to your attention shortly.

Sorry for the delayed reply. I was on a construction site.

Regards,

Jivko Jivkov, P. Eng.,

Jivko Engineering Ltd., P. O. Box 1341; 4916-49th Street, Yellowknife, NT X1A 2N9; T: 867 920-4455; C: 867 446-0082; E: jivko@jivko.ca

2. What is the communication hierarchy (including contact information) to be followed in the event of an environmental emergency?

A: Responsible on site will be our Foreman Kuzman Jivkov, T:867 446 4493. He has nearly 20 year experience in Bridge Construction Works in NWT and NU. In the unlikely case of Spill he will report immediately to the Hamlet Authorities and will call the NU hot line 867 920 8130.

3. How much fuel will be kept in the 'contained area' and is there any plan developed for this area?

A: No fuel or lubricants will be stored on site. The construction equipment will be refueled on a daily basis from a 350 liter steel tank mounted on pick-up truck and equipped with electric pump. The refueling will take place in a contained area located beyond some 2 meter high existing road embankment. The capacity of the contained area is estimated at many hundreds of cubic meters.

4. All unauthorized spills should be reported to the NWT/NU 24-hr Spill Line.

A: All unauthorized spills should be reported to the NWT/NU 24-hr Spill Line.

Local Contractor Kitnuna owns the excavator and the dump trucks that would excavate the berm in the river.

From: Sergey Kuflevskiy [mailto:sergey.kuflevskiy@nwb-oen.ca]
Sent: July-29-19 2:29 PM

To: jivko@jivko.ca

Subject: Cambridge Bay, NU, Freshwater Creek. Riverbed Alteration Related to Bridge Crossing

Good afternoon Jivko,

I am the NWB Technical Advisor currently working on your application for the Freshwater Creek Riverbed Restoration. Just wanted to follow up on your application and provide a brief feedback while we are waiting for the NIRB's screening results.

Do you have a stand-alone Spill Contingency Plan (even if it is just a brief one) or any Management Plans developed for this project?

I noticed that your application includes a few mitigation measures that can potentially be summarized into a Spill Contingency Plan:

1. *No fuel and lubricants will be kept on site.*
2. *There will be a Foreman on-site, properly instructed in dealing with site contamination, spills, safe equipment operation, etc...*
3. *Refueling of equipment will be done by specialized fuel truck, at a contained area, not less than 50m away from the River.*
4. *Spill Control Kit will be kept on site and Workers and Operators will be instructed to use it.*
5. *In the unlikely case of Fuel Spill over 100 liters, all appropriate authorities and spill line 867-920-8130 will be immediately notified.*
6. *Construction equipment operating near the River will be in good working condition and will be inspected on a daily basis for leaks of fuel and lubricants.*
7. *The excavator will be deployed on shore during excavation. Only the bucket and part of the excavator's boom will be dipped in the river to retrieve material.*

Just a few questions/comments about these measures:

2. What is the communication hierarchy (including contact information) to be followed in the event of an environmental emergency?
3. How much fuel will be kept in the 'contained area' and is there any plan developed for this area?
4. All unauthorized spills should be reported to the NWT/NU 24-hr Spill Line.

Let me know if you have any questions.

Thank you and looking forward to working with you,



Sergey Kuflevskiy, MSc., GIT- ୟୁନ୍ନାଵୁଟ ପାନ୍ଦିର୍ଯ୍ୟ

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