

spills of fuel of less than 100 L with no suspected environmental impact need not be reported. Regardless of these minimum volumes, however, **site personnel must notify NWSCC of all spills** - the Environmental Coordinator will contact the appropriate agencies as necessary.

- c. CMO personnel, including:
 - i. Manager, Facilities Engineering;
 - ii. Manager, Operations;
 - iii. Supervisor, POL; and
 - iv. Corporate Communications and Business Affairs
- d. In cases of spills at sites BAR-DA1, BAR-E and PIN-1BD, the lease agreement requires that an immediate spill report also be made to the Inuvialuit Land Administrator.
- e. Spills on airport property at FOX-M, and spills on airport property or at the beach POL tanks at CAM-M, are to be reported to the NWT Department of Transportation.

The LSS Manager will assume the position of Spill Control Officer and authority over the Emergency Response Team (ERT) which will be dispatched to the site of the reported spill. ERT composition and responsibilities are shown in Figure 3 and Figure 4.

3.7.2 Cessation of Fuel Flow

The ERT, upon arrival at the spill site with the emergency spill response kit, will activate measures to stop further fuel flow by closing isolation valves within the POL distribution system if this has not already been done. Communications will be maintained between the ERT and the LSS Manager throughout the duration of all spill response.

3.7.3 Spill Containment

The ERT will deploy materials from the spill control kit and utilize such on site equipment as may be available to contain the spill by constructing temporary berms. In cases where the spill exceeds the capabilities of on site resources, the Spill Control Manager will make arrangements for additional personnel, equipment and materials from:

- a. other NWS sites;
- b. DND;
- c. the Canadian Coast Guard;
- d. local communities; and
- e. commercial spill response contractors

FIGURE 3 - EMERGENCY RESPONSE TEAM - ATTENDED NWS SITES

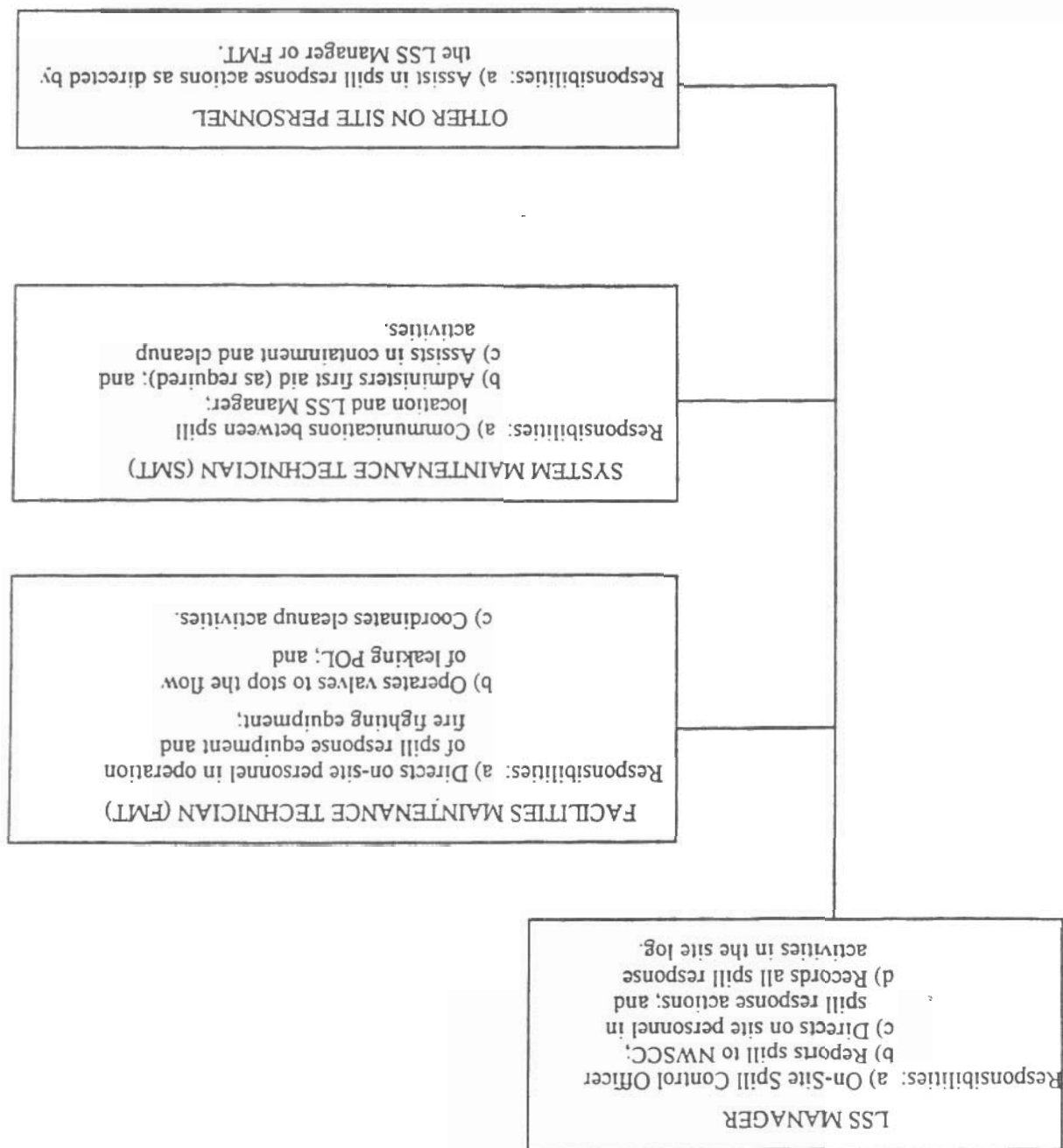
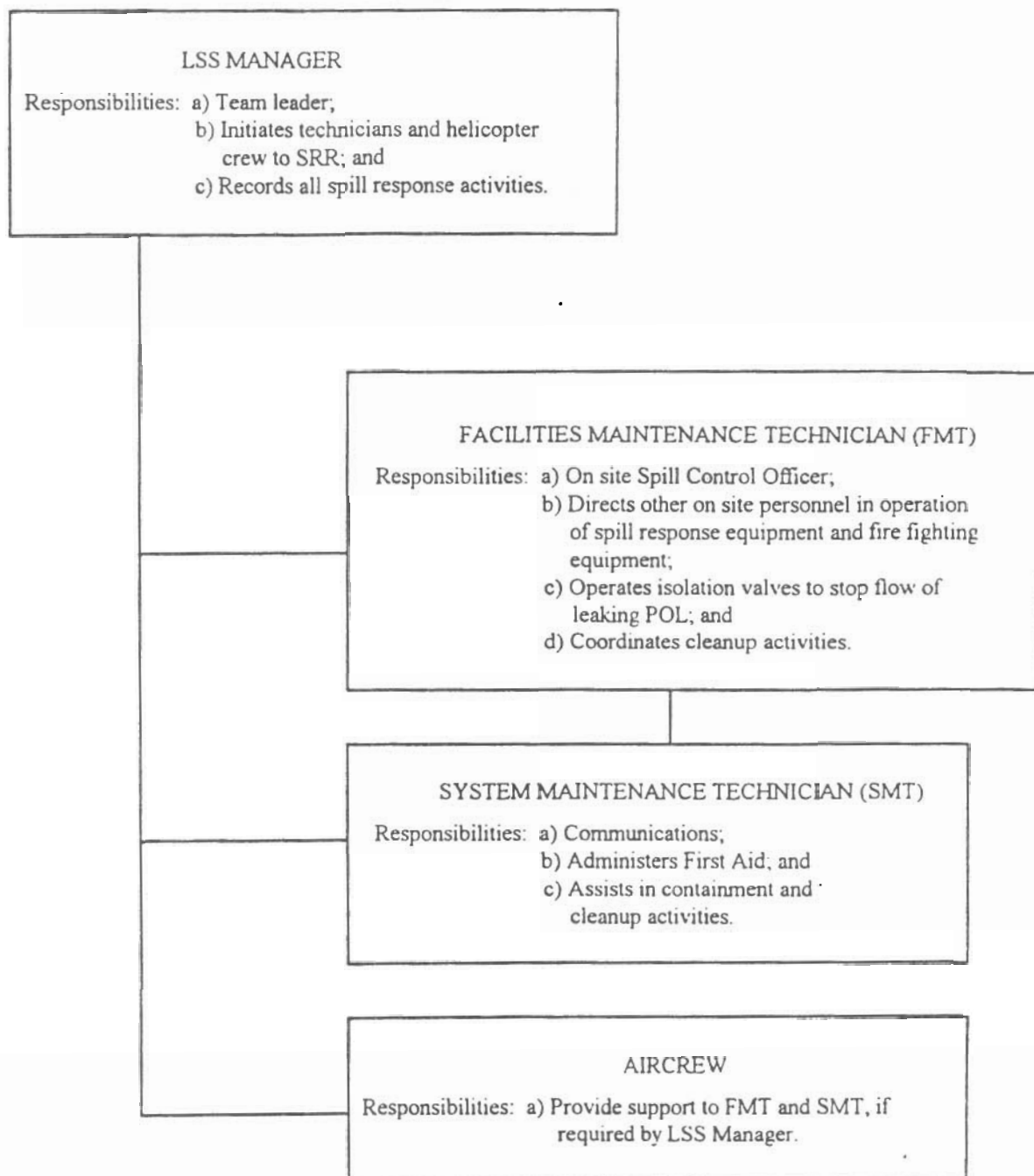


FIGURE 4 - EMERGENCY RESPONSE TEAM - UNATTENDED NWS SITES

3.8 Spill Response - POL Resupply Activities

Part II Section 6.2 of the EPP describes the bulk POL resupply process for NWS sites. Transportation of the bulk POL is performed by contractors and subcontractors who must each possess their own Spill Contingency Plan.

FRONTTEC will report spills related to fuel resupply and fuel transfer to NWSO, even though the contractor's spill plan may apply.

Command structure and spill response action plans for spills during site resupply are shown in Figures 5 and 6. These plans illustrate spill responses during resupply by:

- a. Sealift (e.g. vessel or barge); and
- b. Airlift (e.g. rotary wing or fixed wing aircraft).

Figures 7 through 10 depict response plans for land and freshwater/marine spills at unattended and attended NWS sites.



**FIGURE 5 - FLOW CHART FOR FUEL SPILL RESPONSE
DURING BULK POL RESUPPLY BY SEALIFT**

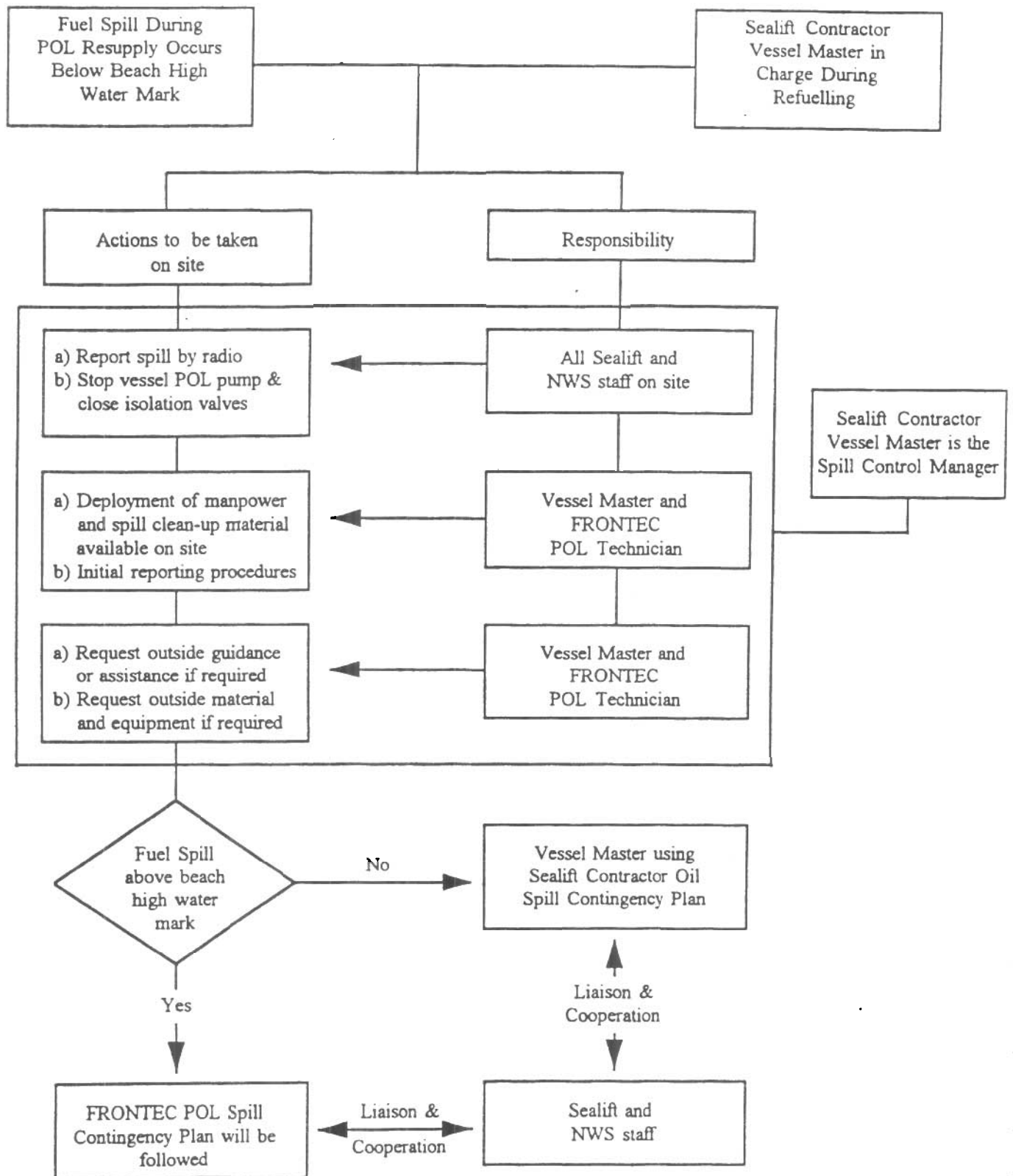


FIGURE 6 - FLOW CHART FOR FUEL SPILL RESPONSE DURING BULK POL RESUPPLY BY AIRCRAFT

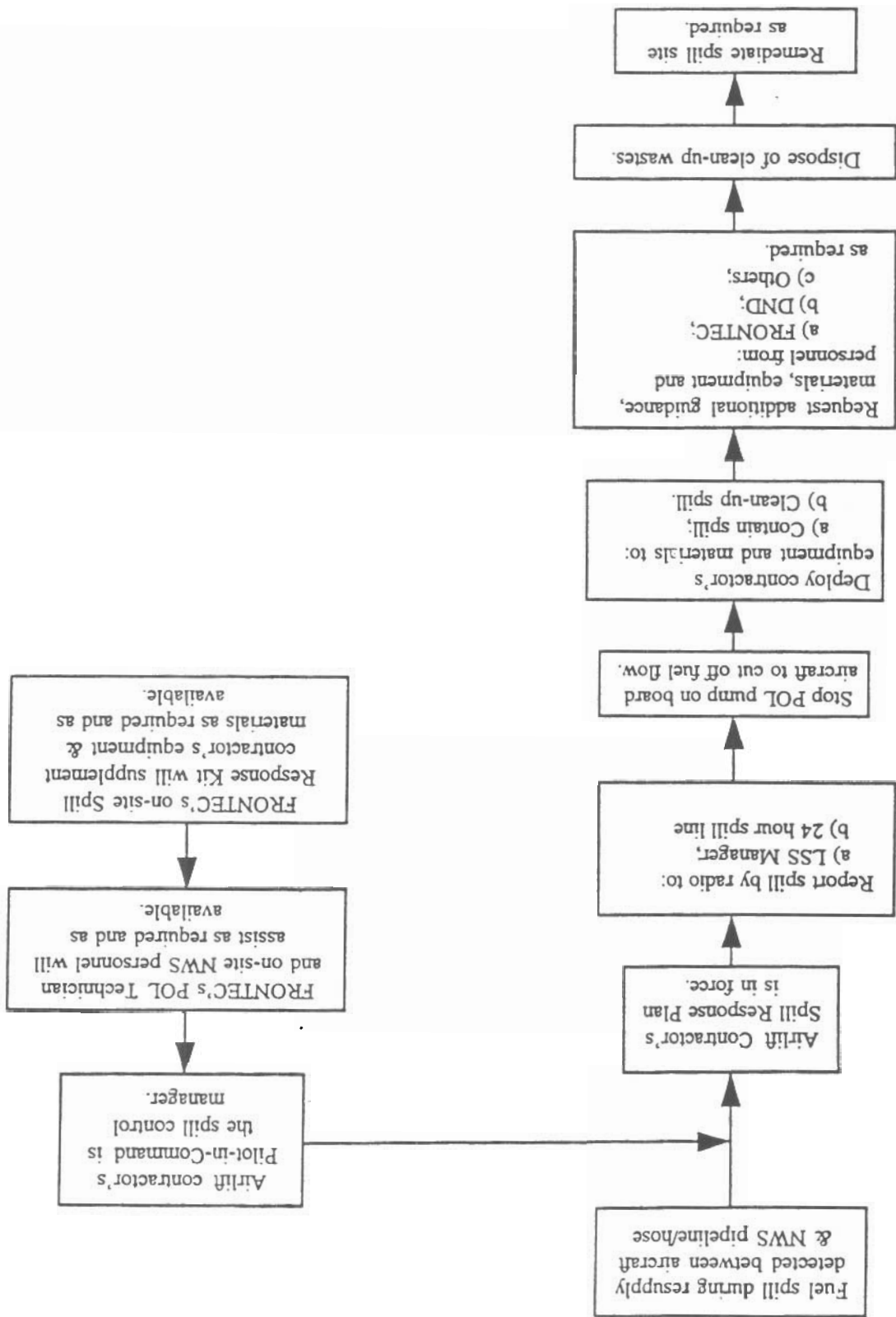


FIGURE 7 - FLOW CHART FOR LAND POL SPILL RESPONSE AT NWS ATTENDED SITES

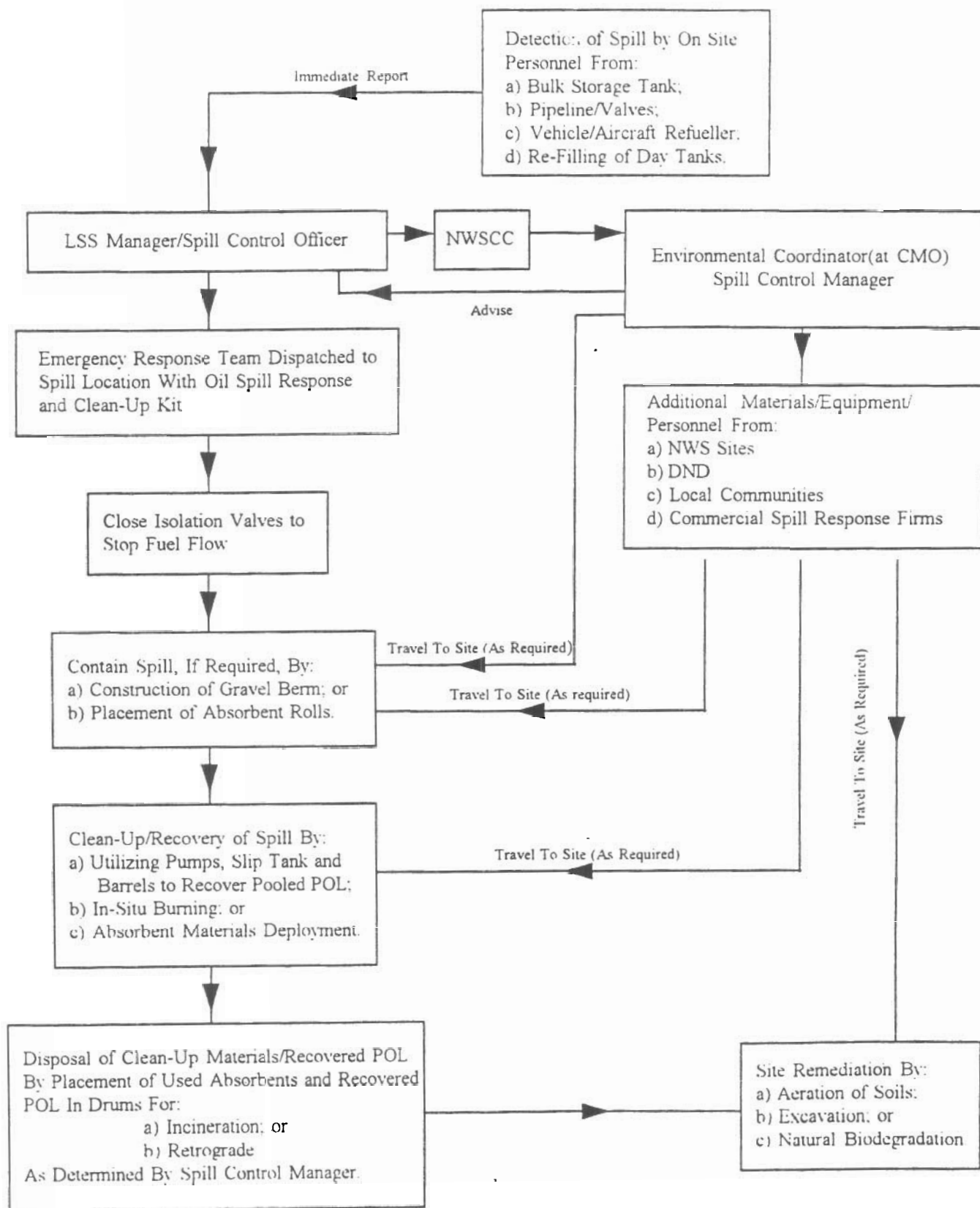
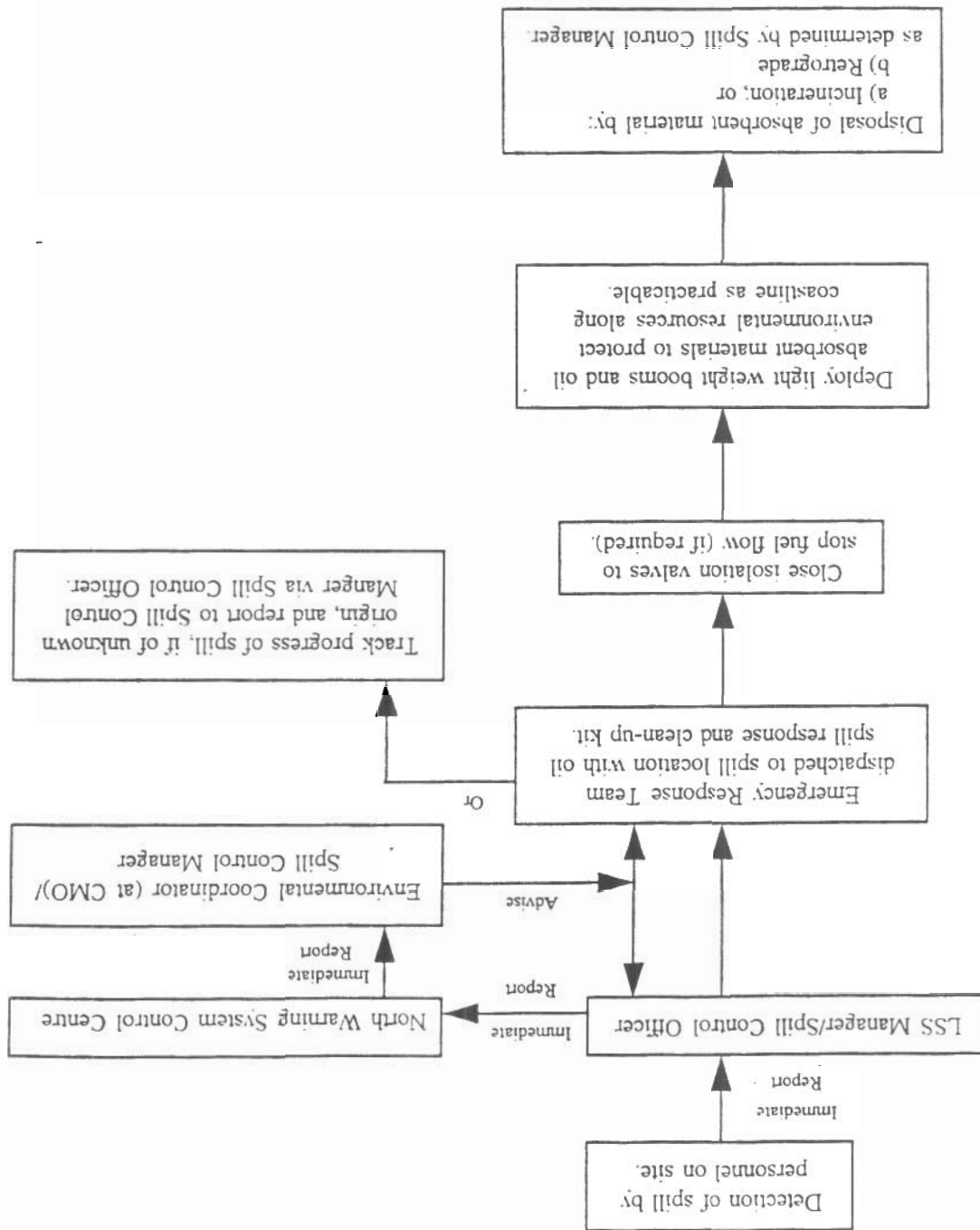


FIGURE 8 - FLOW CHART FOR FRESHWATER AND MARINE POL SPILL RESPONSE AT NWS ATTENDED SITES



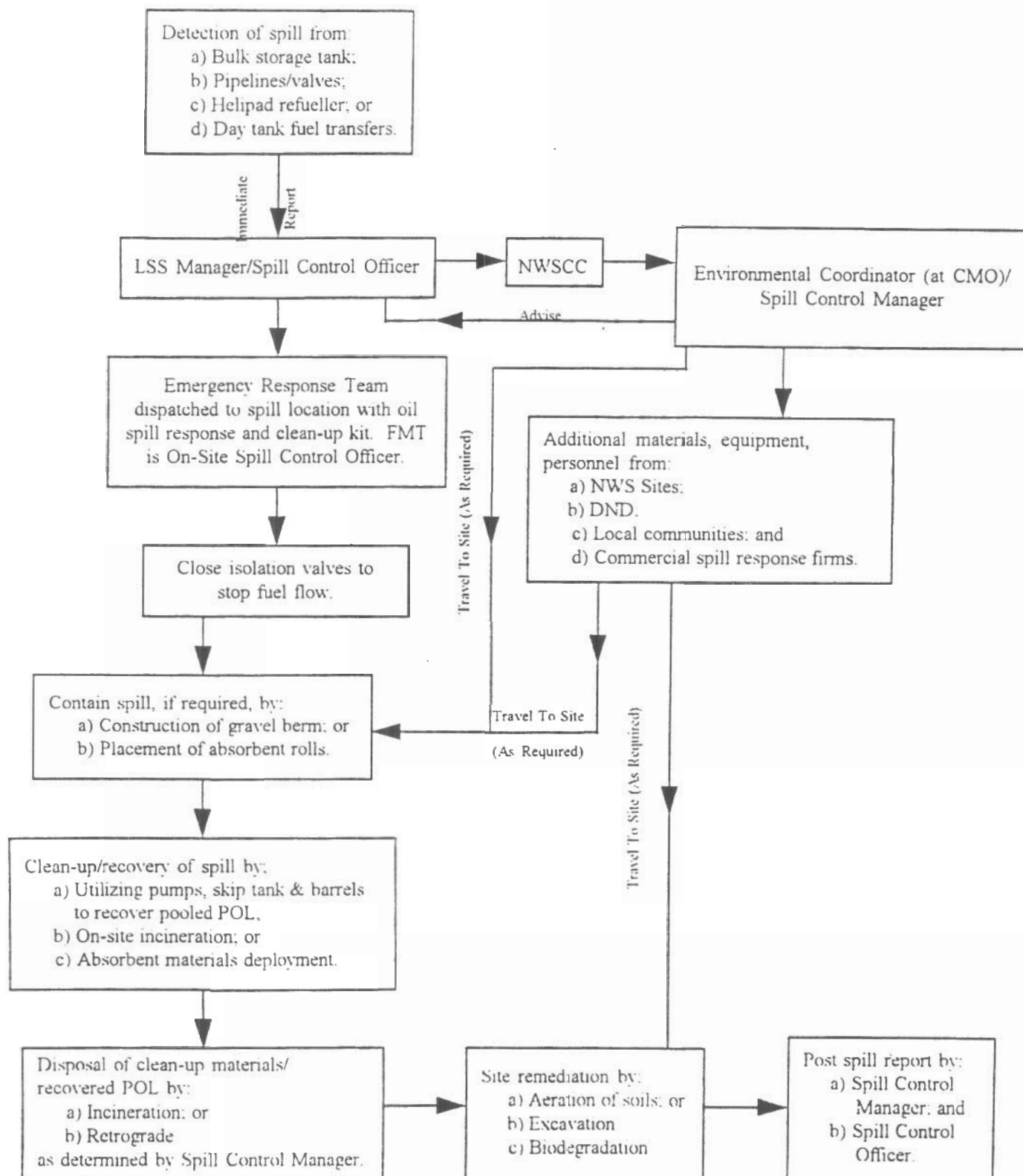
NOTES: 1) Remediation of the spill affected area by:

- a) Evaporation; and
- b) Natural dispersion through wave action and wind

2) Bulk fuel re-supply responses are as shown in Figures 5 & 6.

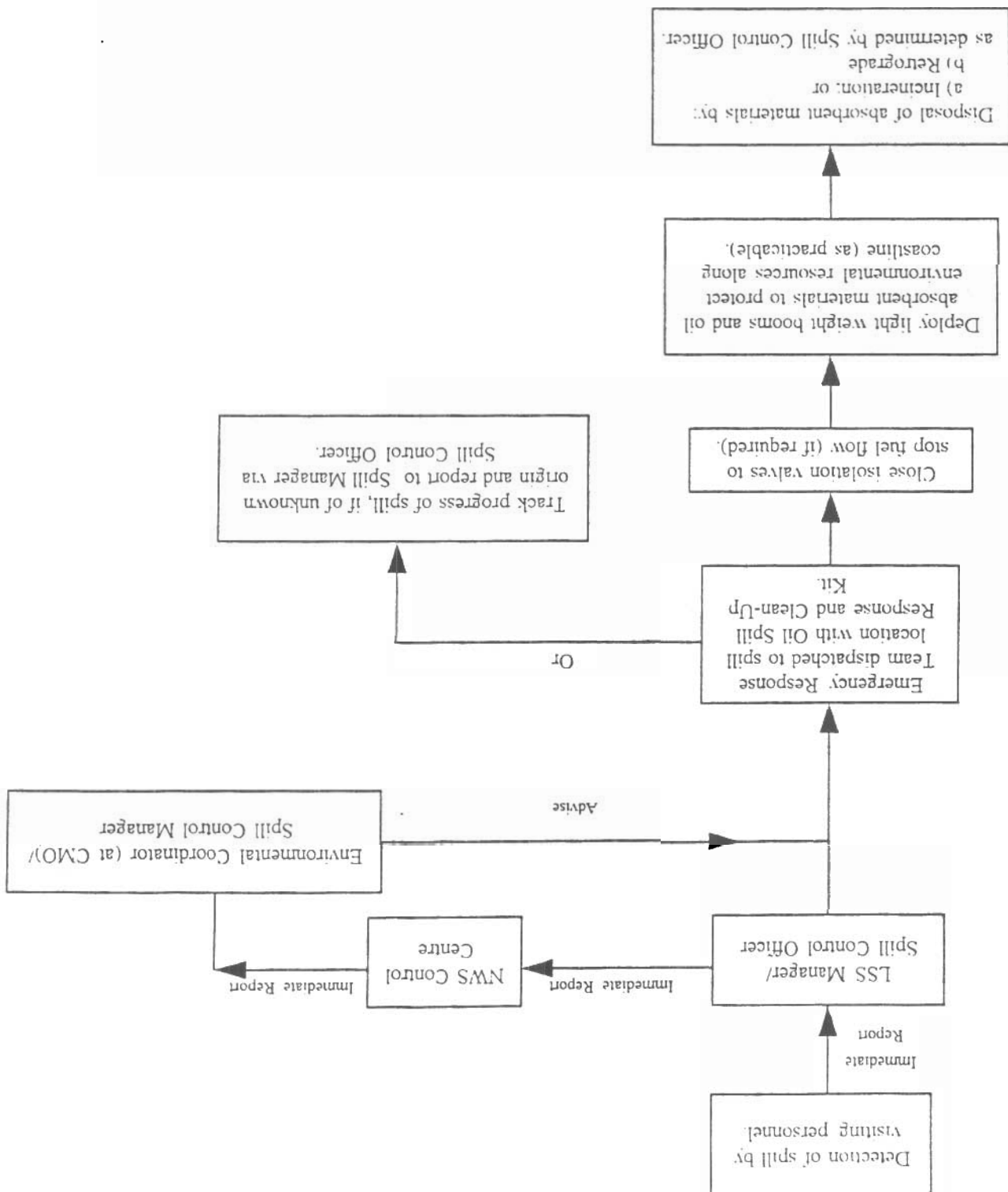
3) This spill response scenario assumes that the marine based POL spill originates from O&M activities of the NWS.

**FIGURE 9 - FLOW CHART FOR LAND POL SPILL RESPONSE AT NWS
UNATTENDED SITES**



NOTE: Spills detected at: a) BAR-DA1, Liverpool Bay;
b) BAR-E Horton River; or
c) PIN-1BD, Keats Point
must be reported to the Inuvialuit Land Administrator (See Annex B).

FIGURE 10 - FLOW CHART FOR FRESHWATER AND MARINE POL SPILL RESPONSE AT NWS UNATTENDED SITES



NOTES: 1) This spill response scenario assumes that the freshwater or marine based POL spill originates from O&M activities of the NWS.

2) Spills detected at: a) BAR-DA1, Liverpool Bay;

b) BAR-E, Horton River; or

c) PIN-1BD, Kears Point

must be reported to the Inuvialuit Land Administrator (See Annex B)