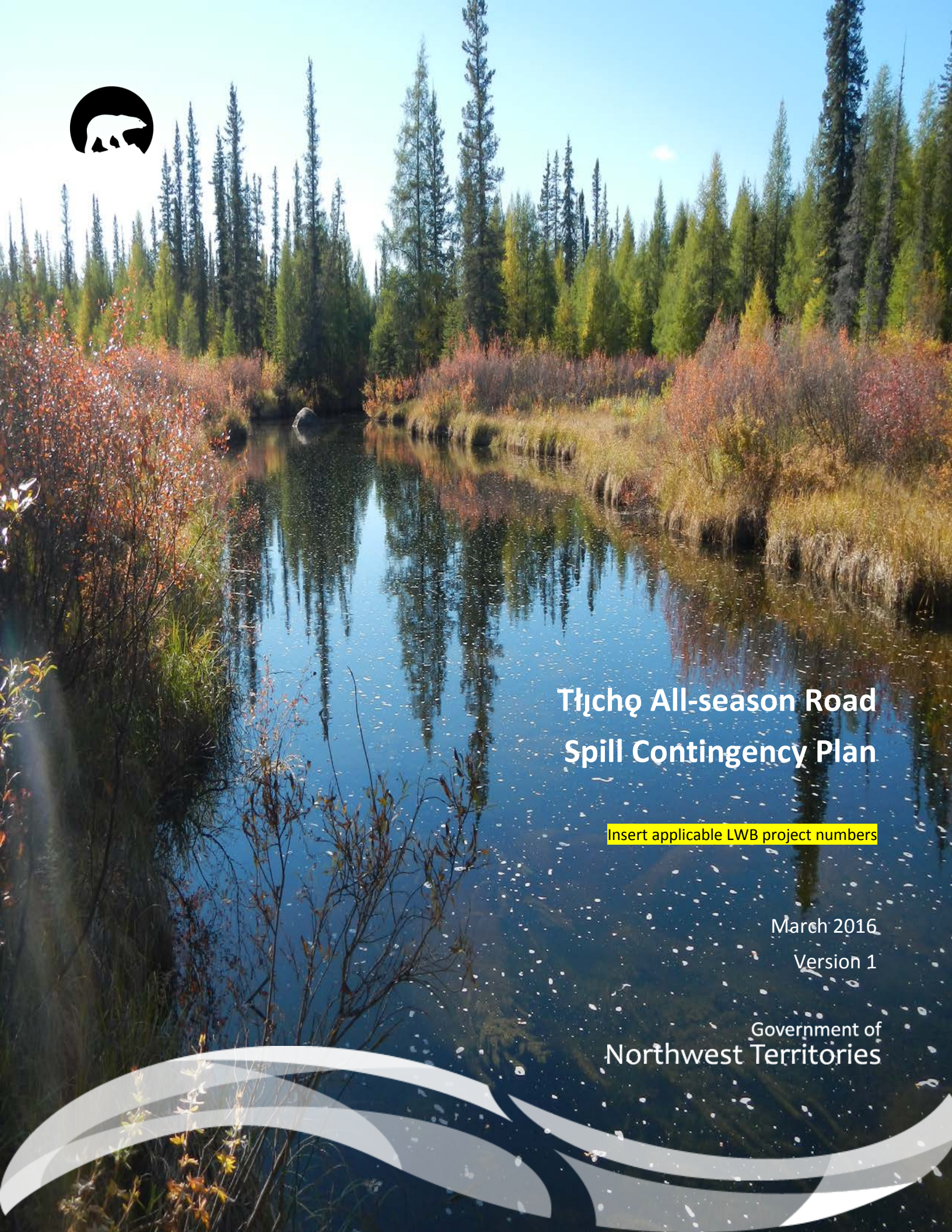

Tłı̨chǫ All-season Road Spill Contingency Plan

Insert applicable LWB project numbers

March 2016

Version 1

Government of
Northwest Territories

PLAN MAINTENANCE AND CONTROL

The Environmental Health and Safety Manager of <a contractor name> is responsible for the distribution, maintenance and updating of the Spill Contingency Plan (SCP). Final plan details must be approved by the Department of Transportation (DOT) and the Wek'èezhìı Land and Water Board (WLWB).

This Spill Contingency Plan will be reviewed and possibly revised:

i. As needed but at least annually, taking into account changes in the law, environmental factors, DOT – GNWT and Contractor policies, and any other pertinent site-specific changes; and/or
ii. Following a major spill incident.

Changes in phone numbers, names of individuals, etc. that do not affect the intent of the plan are to be made on a regular basis. Plan updates will be issued as per the Spill Contingency Plan distribution list. The Spill Contingency Plan holder is responsible for adding new and/or removing obsolete pages upon receipt of updates.

Spill Contingency Plan Document History

Revision #	Section(s) Revised	Description of Revision	Prepared by	Issue Date

Additional copies of the Spill Contingency Plan can be obtained from the Environmental Health and Safety Manager of <a contractor name> and/or the GNWT representative responsible for the TASR. See Section 3 for contact information.

Note: This SCP is being submitted in draft form to the WLWB to support the review of the Land Use Permit (LUP) and Water License (WL) applications for the TASR. Any text highlighted in yellow in this draft document will be deleted/changed/updated in the final SCP that is submitted to the WLWB for review and approval after the issuance of the LUP and the WL but in advance of project construction.

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ACRONYMS

DFO	Fisheries and Oceans Canada
DOT	Department of Transportation, GNWT
ENR	Department of Environment and Natural Resources, GNWT
GNWT	Government of the Northwest Territories
INAC	Indigenous and Northern Affairs Canada
MSDS	Material Safety Data Sheets
PDR	Project Description Report
SCP	Spill Contingency Plan
TASR	Tłı̨chǫ All-season Road
TDG	Transportation of Dangerous Goods
WHMIS	Workplace Hazardous Material Information System
WLWB	Wek'èezhìı Land and Water Board

1 INTRODUCTION

This Spill Contingency Plan (SCP) has been developed for use by the Department of Transportation of the Government of the Northwest Territories (DOT – GNWT) and <a contractor name> for the proposed Tłı̨chǫ All-season Road (TASR). The project involves moving the access road from its existing winter alignment between Highway 3 and Whatì to an all-season alignment which, except for unavoidable water crossings, is entirely on land (Figure 1-1). This alignment will follow the 'Old Airport Road', which is an already disturbed overland winter road route to Whatì that was maintained and used until the early 1980s. The 94 km all-season road begins at KM 196 along Highway 3 and continues in a northwesterly direction to Whatì. The alignment is situated within the geographic coordinates 62°28'54" to 63°10'37" N latitude and 116°29'07" to 117°00'05" W longitude. Development of the Old Airport Road alignment will include a final route survey, clearing the roadway of vegetation, construction, and annual maintenance, as described in the Project Description Report.

The purpose of the SCP is to provide a guide to all site personnel in the event of an accidental release of fuel or other waste during the Project. The SCP provides the protocols for personnel to follow in response to a spill. All persons involved with the Project should read and be familiar with the SCP. To be effective, it is important that all personnel are familiar with their responsibilities and steps to take in the event of a spill. Personnel should not read the SCP for the first time during an emergency.

This SCP has been developed for the Project and regulatory approvals in accordance with the Guidelines for Spill Contingency Planning prepared by Indian and Northern Affairs Canada (INAC; 2007) and the Spill Contingency Planning and Reporting Regulations issued under the Environmental Protection Act. The effective date of this WMP will be upon Wek'èezhìı Land and Water Board (WLWB) approval of the final version prior to project construction. The WMP will be updated and possibly revised as needed or at least annually to reflect site-specific conditions. Revisions will be submitted to the WLWB for review and approval prior to those revisions becoming effective.

1.1 COMPANY INFORMATION

This section will include the Contractor name, address and manager (signature) responsible for the SCP (successful Contractor).

1.2 ENVIRONMENTAL POLICY AND PROCEDURES

<a contractor name> will provide its environmental policy related to regulatory compliance, environmental protection, safety, spill response and clean-up in this section.

1.3 DISTRIBUTION LIST

This plan and the most recent revisions have been distributed to:

(names, addresses and stakeholders will be provided when SCP is finalized)

Environmental Health and Safety Manager

Project Engineer

Public Relations

Camp Manager

Contractor

Inspector, GNWT Lands

Water Resources, ENR

Environmental Protection, Environment Canada

Area Manager, DFO

Environmental Protection Division, GNWT

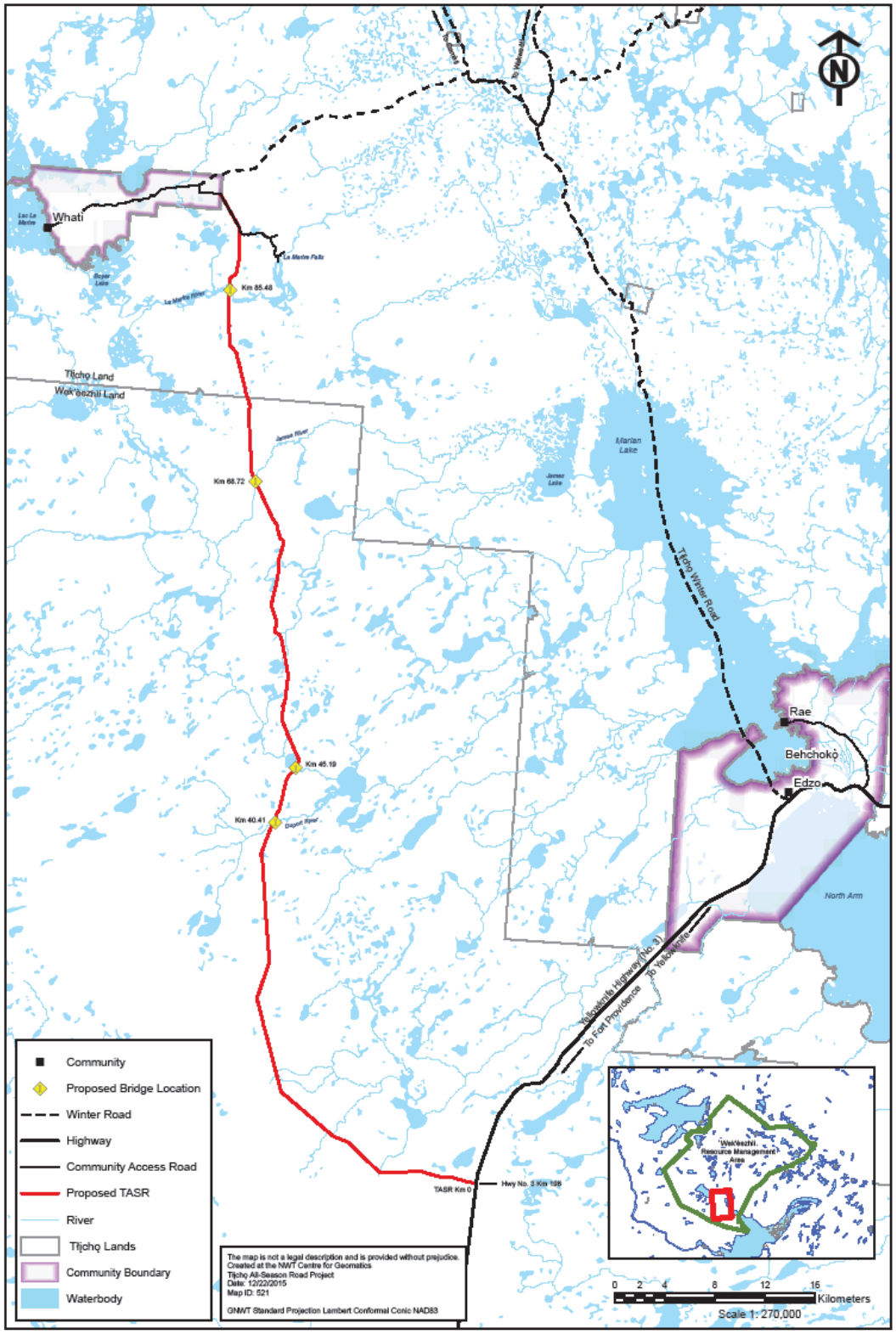
Chair, Land and Water Board

Applicable DOT Employees

Tłı̨chǫ Government

Northwest Territories Transportation

Figure 1-1 Proposed Tłı̨chǫ All-Season Road (TASR) Corridor from Highway 3 to the Whatì Community Government Boundary



2 PROJECT DETAILS

The TASR involves changing the location of the existing Tłı̨chǫ Winter Road System between Highway 3 and the community of Whatì to the overland all-season alignment shown in Figure 1-1. The proposed TASR is defined as an all-season road approximately 94 km in length and 60 m in width with a cleared driving surface of approximately 8.5 m in width to accommodate a two lane gravel road with culverts and/or two lane bridges over water crossings as necessary.

Construction equipment and labour will mobilize from the nearby communities of Behchokǫ and Whatì once the construction schedule is confirmed. Camps will be set up within borrow source locations to reduce the distance workers must commute. The initial construction activity will be clearing the vegetation along the 60 m right-of-way. Further construction details will depend upon geotechnical analyses and final road design, which will be available after funding has been obtained.

2.1 SITE DESCRIPTION

The project is located within Mǫwhì Gogha Dè Nı̨ıtłèè, the traditional territory of the Tłı̨chǫ Dene. The proposed TASR is intended to provide improved service to the Tłı̨chǫ community of Whatì, which is currently serviced by the existing winter road.

The route is within the Taiga Plains and is within the zone of discontinuous permafrost (ECG 2007). The region provides habitat for a wide range of wildlife, fish and vegetation species. A description of environmental conditions within and surrounding the project area is included in the Project Description Report (PDR).

The road begins about 40 km southwest of Behchokǫ̀ at KM 196 of Highway 3 and continues in a northwesterly direction to the community government boundary of Whatì. The alignment is situated within the geographic coordinates 62°28’54” to 63°10’37” N latitude and 116°29’07” to 117°00’05” W longitude. The proposed footprint is entirely contained within the Wek’èezhìı area. Approximately 17 km of the road is located on Tłı̨chǫ lands.

Figure 1-1 shows the project area, major bridges, waterbodies, nearby communities, and roads, while archaeological sites and significant traditional knowledge sites are discussed in the PDR. Further maps indicating storage locations of each hazardous material, probable spill locations and direction of flow on land and in water, catchment basins, locations of all response equipment, topography, approved disposal sites, and any other important on or off-site features will be provided at a later date by the Contractor when these details have been finalized.

2.2 POTENTIAL CONTAMINANTS

While vehicle servicing is expected to occur in existing facilities within nearby communities, over the course of the construction, maintenance and decommissioning of the project, several materials may be used or generated that could potentially be contaminants if released into the environment, including:

- Fuels – gasoline and diesel
- Lubricating oils and grease
- Hydraulic and motor oil

- Antifreeze and other coolants
- Contaminated soil, snow/ice and/or water
- Sewage

Estimated fuel and containment requirements during construction are presented in Table 2-1. The successful Contractor will provide an updated list and amounts of hazardous materials potentially on-site as well as a map indicating their locations during the finalization of the SCP.

Table 2-1 Type, Amount and Location of Main Hazardous Materials On-Site

Type of Fuel and Total Estimated Volume	Capacity of Containers (L)	Number	Containment Type (including secondary)	Storage Location
Diesel P-50 (ULSDF)[1] 140,000 L	50,000	3	Double-walled gasoline fuel tank mounted on highway licensed trailers	Temporary camp facility located within a borrow source
Gasoline Mid-Grade 2,000 L	2,000	1	Double-walled gasoline fuel tank mounted on highway licensed trailer	Temporary camp facility
Gasoline Mid-Grade _____ L	205	XXX	New sealed drums stored in secondary containment	TBD
Propane 1,000L	30 to 500 lbs	XXX	Tanks of varying size	Temporary camp facility
Oils and Grease	22	5	Pail	Temporary camp facility

NOTE:
[1]ULSDF = Ultra Low Sulfur Diesel Fuel
Fuels will be transported to camp sites in manageable volumes through the course of the construction program.

Most fueling of vehicles will occur at existing storage and dispensing facilities in the communities and/or at a temporary camp facility staged within a borrow source. However, if fuel is to be stored along the road alignment, it will be within tanks or drums with secondary containment as identified in Table 2-1. The Material Safety Data Sheets (MSDS) for each hazardous material is included in Appendix A.

A variety of equipment will be used in construction of the proposed TASR. Equipment and attachments listed in Table 2-2 may vary as a result of available makes and models; however, this list is provided to indicate the typical equipment and size for this type of activity.

Table 2-2 Anticipated Equipment Required

Equipment	Size	Purpose
Tracked Dozers	D3 through to D9	Clearing right-of-way, drainage channels and granular borrow sites, clearing granular investigation cutlines, pushing roadway construction material on the roadway and in borrow area, pushing borrow materials and leveling stockpiles, smoothing and compacting, etc.
Hydraulic Excavators (wheeled & Tracked)	E70 through to 2458	Clearing right-of-way, excavating drainage channels, excavating at culvert installation sites, excavating at bridge sites, excavating borrow sites and loading haul vehicles, making repairs to roadway embankment, granular investigations, etc.
Motor Graders	Various	For roadway maintenance and road repairs, grading

Equipment	Size	Purpose
		granular surfacing, right-of-way maintenance, snow ploughing, borrow source maintenance, etc.
Loaders (wheeled and tracked)	Various	For loading haul trucks, moving granular materials at work areas, stockpiling granular materials, feeding crusher, etc.
Compaction Equipment	Various	To compact roadway surface and surfacing, compact roadway embankment, compact around culvert installations, etc.
Rotary Drills	Various	To carry out granular and geotechnical investigations, prepare for piling installations at bridge or ferry sites, to prepare for blasting at quarry sites, etc.
Gravel Crushing Plants (Cone and Jaw)	Various	To produce specified granular material.
Single axle, Tandem axle and Tri axle Haul Trucks	Various - water tankers, sewage tanks, rock, gravel, sanding trucks and plow trucks	For snow ploughing and road maintenance, watering on the road, hauling granular and rock materials to work site, stockpiling granular materials, gravel surfacing, sanding on the road, hauling construction materials, hauling water for work camps, sewage and waste removal.
Tractor Trailers	Various	To move equipment to, from and within work sites (low/high boys), etc.
Rock Trucks	Various	To move rock between quarry areas, to haul construction materials within work area, etc.
Tractor Mowing Machines	Various	To clear right-of-ways, etc.
Water Trucks	Various	For dust control and water supply
Fuel Tankers	Various to 40,000 litres	To re-supply fuel storage tanks, to refuel equipment, etc.
Pile Drivers	Various	For installing piles at bridge sites, etc.
Service Vehicles	Various - pickup trucks, utility service trucks, flat decks, snowmobiles, quads, etc.	To support and maintain all equipment required for the ongoing operation and maintenance of the public highway system, roadways, access roads, etc.
Tree Harvesters/Mulchers	Various	For right-of-way clearing, borrow site clearing etc.
Cranes	Various	For hoisting and placing bridge components, removing and installing culverts, setting up crushing plants, loading and unloading equipment, loading, unloading and placing temporary camp facilities, etc.
Various small equipment (rock pickers, soil cultivators, post hole drills, post drivers, water pumps, rig maps, tampers, compressors, jack hammers, etc.	Various	To support the delivery of the ongoing operation and maintenance of the public highway system, access roads, temporary construction camps, etc.
Temporary Construction/Work Camp Facilities	150 man camps	To support delivery of the ongoing operation and maintenance of the public highways system, roadways, access roads, short term construction activities, etc.
Generators	Various	For temporary camps, lighting units, crusher plants, to power small tools and equipment, etc.

Spills may result from any of the following occurrences:

- Leaks or ruptures of fuel storage drums or tanks
- Valve or line failure in systems, vehicles or heavy equipment

- Vehicular accidents
- Spill during fuel transfer
- Vandalism
- Lack of/or improper training

2.3 POTENTIAL IMPACTS

Activities will be restricted to the 60 m right-of-way, access roads and borrow sources. Impacts from spills could occur along these areas and possibly on adjacent lands and waters should a large volume of material be released. Spills into water can dissipate and affect a larger area than on land. Spills into creeks or other waterbodies could impact the downstream environment, including water quality, fish and fish habitat. The environment of the road alignment has been described in the Project Description Report (PDR), which will be made available to the Contractor prior to finalization of the SCP. The PDR identifies the potentially impacted communities, traditional use areas, other developments and any environmental sensitive areas.

3 RESPONSE ORGANIZATION

<a contractor name> is responsible for preparing and implementing this SCP during the entire construction program.

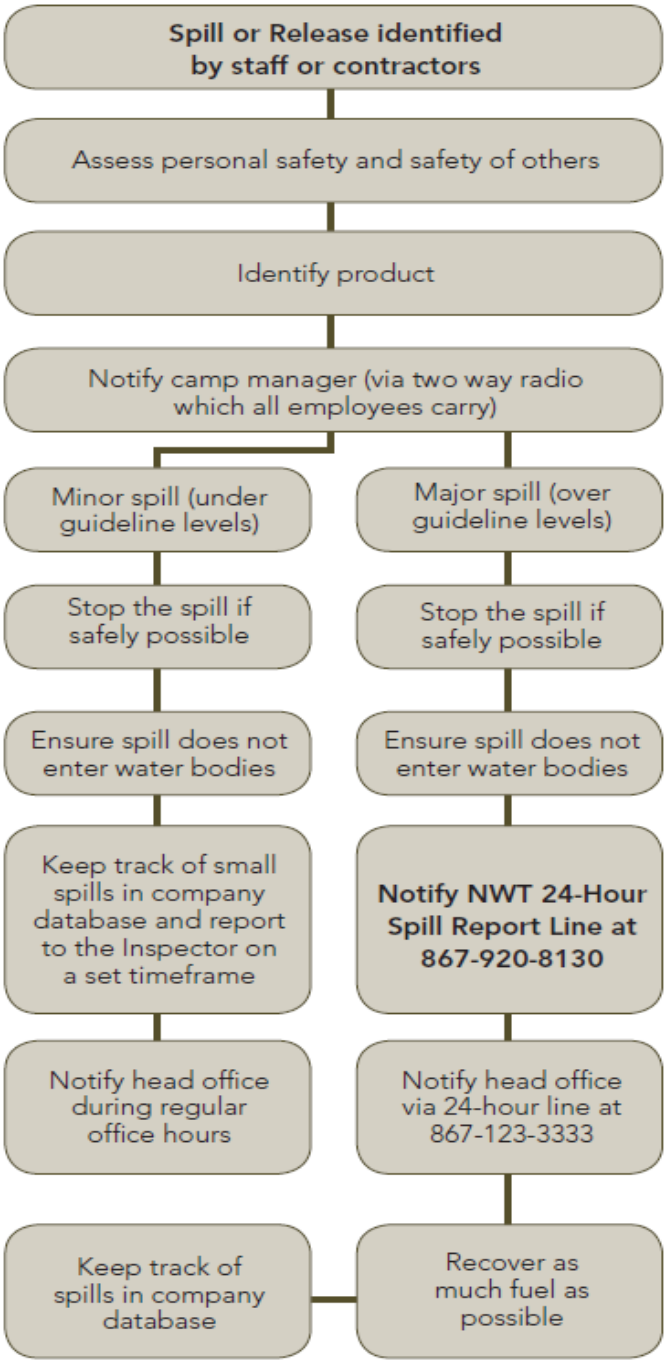
Whenever a spill is identified, <a contractor name> and the GNWT representative will be contacted as soon as possible. Contact information is provided in Table 3-1 below.

Table 3-1 Spill Contingency Contacts for Tłı̨chǫ All-season Road

GNWT Contact Information	Contractor Contact Information
To be determined Phone: Fax: Email:	To be determined Phone: Fax: Email:

The flowchart in Figure 3-1 identifies the response organization and the chain of command for responding to a spill. This section identifies the response personnel (e.g. On-scene Coordinator, Environmental/Safety Advisor, Field Operations Supervisor, etc.), their duties, on or off-site work locations and contact information, including 24-hr telephone numbers for those responsible for activating the plan. A summary of available communication equipment will be provided.

Figure 3-1 Spill Response Organizational Communication Flowchart



4 ACTION PLANS

This section will outline the procedures that must be taken in response to a spill. It should indicate the size of a spill that could occur for each material stored on-site, the potential source of the spill and the potential impacts related to that spill. A description of the worst probable case scenario for the site should also be included, for example a breach of the largest storage vessel and/or numerous vessels at once. The successful Contractor will provide these details upon submission of the final SCP when exact quantities of the different materials are known.

Procedures for initial action; spill reporting procedures; procedures for containing and cleaning up the spill; procedures for transferring, storing, and managing spill-related wastes; and procedures for restoring affected areas, providing Inspectors with status updates and cleanup completion should be described in this section.

The following subsections can be used as preliminary material in developing the necessary procedures and action plans.

4.1 INITIAL ACTIONS

The following actions should be taken by the first person(s) who identifies a spill:

1. Be alert and consider your safety and the safety of others around you.
2. If possible, identify the spilled contaminant.
3. Assess the hazard to persons in the area of the spill.
4. If possible, without further assistance, control any danger to human life or the environment.
5. Assess whether the spill can be readily stopped or brought under control.
6. If safe to do so, and if possible, try to stop the spillage of contaminants.
7. Gather information about the status of the situation.
8. Report the spill immediately to the Contractor or the GNWT site representative who will report the spill to the 24-Hour Emergency Spill Report Line – (867) 920-8130.
9. Resume any effective action to contain, clean up or stop the flow of spilled contaminant. See Section 4.4 for more information on spill response procedures.

4.2 REPORTING PROCEDURE

All spills or potential spills of contaminants must be reported to the 24-Hour Northwest Territories – Nunavut Emergency Spill Report Line to ensure that an investigation may be undertaken by the appropriate government authority. Reporting of any spills associated with the Project will be completed by <a contractor name> or the GNWT site representative.

Table 4-1 Spill Reporting Procedure

To Report a Spill:
1. Fill out the Northwest Territories Spill Report Form (Appendix B of this SCP) as completely as possible before calling in the spill report. Ensure to follow the instructions for completing the form as outlined in Appendix B.
2. Contact the GNWT's: **24-Hour Emergency Spill Report Line (867) 920-8130**
3. Where fax is available, fax the completed Northwest Territories Spill Report Form to (867) 873-6924. Alternatively, if email is available, email the completed Northwest Territories Spill Report Form to spills@gov.nt.ca

Any person reporting a spill is required to give as much information as possible; however, reporting of a spill should not be delayed if all of the necessary information is not known. Additional information can be provided later. From the *Consolidated Spill Contingency Planning and Report Regulations* (1998), as much of the following information should be reported during the initial spill report:

- Date and time of spill
- Location of spill
- Direction spill is moving
- Name and phone number of a contact person close to the location of the spill
- Type of contaminant spilled and quantity
- Cause of spill
- Whether spill is continuing or has stopped
- Description of existing contaminant
- Action taken to contain, recover, clean up, and dispose of spilled contaminant
- Name, address and phone number of person reporting the spill
- Name of owner or person in charge, management or control of contaminants at the time of the spill

4.3 SPILL PREVENTION

The most likely scenarios under which a spill could occur during the Project would be leakage or line failure from heavy equipment or other vehicles, spilling during fuel transfer, or vehicular accident. The likelihood of a major spill is negligible as large quantities of contaminants will not be stored within the Project area.

Primary spill prevention measures include:

- All workers will receive SCP training prior to beginning work
- Pre-project and tailgate safety meetings will be held on a regular basis throughout the Project schedule to minimize accidents and malfunctions in the field
- All contaminants will be stored at a designated storage area more than 100 m from the high-water mark of any waterbody
- All fuel storage vessels will have secondary containment such as containment trays, berms, and/or double-walled tanks designed to hold 110% of total volume of stored fuel
- Other contaminants will be stored within a containment berm with capacity to hold 110% or more of the stored contaminants
- All fuel storage and transfer operations will take place at a designated area, a minimum of 100 m from any waterbody or watercourse, and will be conducted by trained personnel
- An emergency spill response kit will be kept in vehicles and wherever fuel is stored
- Spill mats and/or drip pans/trays will be placed under all mobile fueling containers and under equipment when not in use
- All equipment used for operations will be in good working order and free of leaks
- Regular inspection and maintenance will be conducted for all heavy equipment and vehicles, including fuel transfer hoses and fuel/oil lines, associated with the Project
- Identified equipment or vehicle deficiencies will be repaired

- Drips will be cleaned up immediately

4.4 SPILL RESPONSE

The following steps outline the general spill response procedures for initial actions to be taken to contain and clean up a contaminant spill, as well as disposing of contaminated materials. Three procedures have been developed for handling contaminant spills, depending on where the spill has occurred (i.e. on snow/ice, land, or in water).

4.4.1 Spills on Snow/Ice

1. Once a spill is identified, all sources of ignition should be turned off (e.g. no smoking, shut off engines).
2. The spilled material (e.g. gasoline, diesel, antifreeze, etc.) should be identified, if possible.
3. The affected area should be secured, ensuring the area is safe for entry and does not represent a threat to human health and safety of the spill responders. Public access of the area should be restricted.
4. If possible, identify where the spill is coming from (the source). Determine if the spill is still occurring (i.e. still leaking) or if the spillage has stopped. If the spill has not stopped, determine if it is safe to stop or control the spill (e.g. plug hole, close valve, upright container).
5. If the spill is too large to be controlled with the spill materials at hand, contact the Contractor or the GNWT site representative and report the spill immediately and request assistance (see Section 3 for contact information). Use materials on hand to attempt to control the spill.
6. If the spill is small enough to be controlled with the spill response materials at hand, prevent spilled contaminants from spreading or entering waterways by using sorbent materials or a snow/soil dyke down slope from the spill. This is especially the case with liquid contaminants (e.g. gasoline, diesel).
7. Once the spill has been controlled and further spreading prevented, contact the Contractor or the GNWT site representative and report the spill (see Section 3 for contact information). The contractor or the GNWT representative is responsible to report the spill to the 24-Hour Emergency Spill Report Line.
8. If possible with the spill response materials at hand, clean up the remaining spilled contaminant and store contaminated materials in a secure container for disposal. Affected snow should be stored in drums for proper disposal.

4.4.2 Spills on Land

1. Once a spill is identified, all sources of ignition should be turned off (e.g. no smoking, shut off engines).
2. The spilled material (e.g. gasoline, diesel, antifreeze, etc.) should be identified, if possible.
3. The affected area should be secured, ensuring the area is safe for entry and does not represent a threat to human health and safety of the spill responders. Public access of the area should be restricted.
4. If possible, identify where the spill is coming from (the source). Determine if the spill is still occurring (i.e. still leaking) or if the spillage has stopped. If the spill has not stopped, determine if it is safe to stop or control the spill (e.g. plug hole, close valve, upright container), or contain the spill (e.g. place a container or tarp with built up edges under the spill source to contain the spill).
5. If the spill is too large to be controlled with the spill materials at hand, contact the Contractor or the GNWT site representative and report the spill immediately and request assistance (see Section 3 for contact information). Use materials on hand to attempt to control the spill.

6. If the spill is small enough to be controlled with the spill response materials at hand, prevent spilled contaminants from spreading or entering waterways by using sorbent materials or a snow/soil dyke down slope from the spill. This is especially the case with liquid contaminants (e.g. gasoline, diesel).
   If some contaminant has entered a waterway, follow procedures in Section 6.2.3 to contain and clean-up the contaminant in the water.
7. Once the spill has been controlled and further spreading prevented, contact the Contractor or the GNWT site representative and report the spill (see Section 3 for contact information). The contractor or the GNWT representative is responsible to report the spill to the 24-Hour Emergency Spill Report Line.
8. If possible, with spill response materials at hand, clean up the remaining spilled contaminant and store contaminated materials in a secure container for proper disposal. **Do not flush the affected area with water.**
9. If possible, remove any contained liquid by pumping into secure drums.

4.4.3 Spills in Water

1. Once a spill is identified, all sources of ignition should be turned off (e.g. no smoking, shut off engines).
2. The spilled material (e.g. gasoline, diesel, antifreeze, etc.) should be identified, if possible.
3. The affected area should be secured, ensuring the area is safe for entry and does not represent a threat to human health and safety of the spill responders. Public access of the area should be restricted.
4. If possible, identify where the spill is coming from (the source). Determine if the spill is still occurring (i.e. still leaking) or if the spillage has stopped. If the spill has not stopped, determine if it is safe to stop or control the spill (e.g. plug hole, close valve, upright container).
5. If the spill is too large to be controlled with the spill materials at hand, contact the Contractor or the GNWT site representative and report the spill immediately and request assistance (see Section 3 for contact information). Use materials on hand to attempt to control the spill.
6. If the spill is small enough to be controlled with the spill response materials at hand, use sorbent booms to contain the spill for recovery. Place sorbent sheets on the water within the boomed area to help contain the contaminant. For narrow waterways such as streams, place one or more sorbent booms across the waterway, downstream of the spill location, and anchor the booms on each bank.
7. Once the spill has been controlled and further spreading prevented, contact the Contractor or the GNWT site representative and report the spill (see Section 3 for contact information). The contractor or the GNWT representative is responsible to report the spill to the 24-Hour Emergency Spill Report Line.
8. If possible with the spill response materials at hand, clean up the remaining spill contaminant within the boomed area. Store contaminated materials in a secure container for proper disposal.

4.5 Additional Spill Delineation or Monitoring

In the event of a large spill or a spill in which not all of the spilled contaminant can be readily cleaned up with materials at hand (as described above), delineation of the affected area may be required. This would include subsurface investigation of the area (i.e. digging of test pits, soil sampling, installation of monitoring wells) to determine how large and how deep the contaminant affected the subsurface soil and/or groundwater (horizontal and vertical extent of the spill). The delineation would result in the development of an appropriate remediation

plan for the affected area. In this case, a qualified environmental consultant should be retained to provide advice on how to proceed with delineation and remediation of a large spill.

5 RESOURCE INVENTORY

5.1 ON-SITE RESOURCES

5.1.1 Personnel

All personnel working in the field on the Project will be trained on-site in spill prevention, response and clean-up measures (see Section 6).

5.1.2 Equipment

A detailed list of equipment that will be on-site and available to respond to potential spills include:

- Loader
- Dozers
- Personnel vehicles

Further equipment will be listed by the successful Contractor prior to submission of the final SCP.

5.1.3 Spill Kits

5.1.3.1 Spill Kit Locations

At least one spill kit will be clearly marked and present at all fuel storage areas. It may also be necessary for certain larger vehicles to carry their own spill kits. Spill kit type and location will be identified on maps provided by the Contractor.

5.1.3.2 Spill Kit Contents

The following outlines the recommended minimum requirements for contents of spill kits to be used during the Project. <a contractor name> is responsible for supplying the spill kits. Each spill kit will be regularly inspected to see that it contains the following, at a minimum:

- 1 – spill kit container (identified as an overpack drum, steel salvage drum, or spill kit locker)
- 10 disposable large 5 mil polyethylene bags (dimensions 65 cm x 100 cm) with ties
- 4 – 12.5 cm x 3 m (5 in. x 10 ft.) sorbent booms
- 10 kg bag of sorbent particulate
- 100 sheets (1 bail) of 50 cm x 50 cm sorbent sheets for both universal and oil only
- 2 large (5 m x 5 m) plastic tarps
- 1 roll duct tape
- 1 utility knife
- 1 field notebook and pencil
- 1 rake
- 1 pick-axe
- 3 spark-proof shovels
- 4 Tyvex splash suits

- 4 pairs chemical resistant gloves
- 4 pairs of splash protective goggles
- Instruction binder, including Spill Contingency Plan

The entire spill kit contents, with the exception of the spark-proof shovels, can be stored within the spill kit container. The containers will be sealed securely to protect the spill kit contents though they will always be accessible without the use of tools (i.e. finger tight bolt ring). The container's locking mechanism will be inspected regularly during facility inspections to check that it operates correctly and is lubricated.

Detailed figures illustrating the different types of spill response material and their purpose will be included in the final SCP.

Extra spill response materials will also be available for use, in addition to the spill kit contents. These include:

- 10 – 205 L open top steel drum with lip, bolting ring and gasket
- 50 disposable large 5 mil polyethylene bags (dimensions 65 cm x 100 cm) with ties
- 10 – 12.5 cm x 3 m (5 in. x 10 ft.) sorbent booms
- 5 – 10 kg bag of sorbent particulate
- 500 sheets (5 bail) of 50 cm x 50 cm sorbent sheets for universal and oil only
- 2 spark-proof shovels
- 2 Tyvex splash suits
- 2 pairs chemical resistant gloves
- 2 pairs of splash protective goggles

5.2 OFF-SITE RESOURCES

This section will contain detailed instructions on how to obtain off-site resources. This includes contact numbers for deploying off-site resources and an estimate of how long it takes to deploy them. If spill response will be primarily reliant on an off-site contractor, a written contract, mutual aid agreement or memorandum of understanding will be strongly advised to ensure timely access to cleanup equipment.

Table 5-1 contains a tentative list of local agencies available in case of an emergency.

Table 5-1 Local Agencies in case of Emergency

Contact	Phone
Wek'èezhìı Land and Water Board	(867) 669-9590
Mackenzie Valley Land and Water Board	(867) 669-0506
Environmental Protection Division, Department of Environment and Natural Resources, GNWT	(867) 873-7654
GNWT Lands (Inspector)	(867) 767-9188
Environment Canada (Emergency) Yellowknife	(867) 669-4725
Fisheries and Oceans Canada (Yellowknife)	(867) 669-4900
Public Works – Yellowknife Region	(867) 873-1517
RCMP	(867) 669-1111
Medivac (Yellowknife)	(867) 669-4115
Environment and Natural Resources (ENR)	(867) 873-7654
Emergency Measures Organization (EMO)	(867) 873-7554
GNWT Environmental Health Office	(867) 669-8979
GSH, Air Tindi, other airlines, etc.	

6 TRAINING AND EXERCISES

6.1 INTRODUCTION

<a contractor name> is responsible for providing a qualified supervisor and training site workers in spill response. All individuals hired to work on the Project will have their basic first aid and Workplace Hazardous Materials and Information System (WHMIS) training before working on site. Any persons involved in the handling and shipping of hazardous materials will receive Transportation of Dangerous Goods (TDG) training and will maintain a valid TDG certificate.

A training session on spill prevention and response will be held for all individuals prior to the start of the construction project. Training exercises, including proper use of spill kits, will provide hands-on training for individuals on spill response procedures and equipment. Training exercises can be held during the training session for all individuals or at another time for individuals directly involved with handling of hazardous materials.

The training session will review the SCP and include information on:

- Individuals' roles and responsibilities in regards to spill prevention, detection, response and clean-up
- Location(s) of hard copies of the SCP, maps and spill kits
- Equipment available for spill response
- Content of spill kits
- Initial actions and spill reporting procedures
- Spill response and clean-up actions
- Mock exercises

Inspectors and other relevant regulators will be notified of planned upcoming mock spill exercises so that regulators have the option of observing the on-site exercise.

6.2 SCHEDULE

The training session and exercises will be held prior to the start of construction as part of a Worker Orientation Seminar. Follow up training sessions for new and current employees will occur on a suitably recurring schedule so that returning individuals receive a refresher while new individuals become familiar with on-site spill prevention and response measures.

<a contractor name> will keep records of all individuals who attend the training session and exercises, as well as copies of their training certificates (e.g. first aid, WHMIS).

7 MEDIA AND PUBLIC ENQUIRIES

7.1 GENERAL POLICY ON PUBLIC RELATIONS

All enquiries are to be directed to either <a contractor name> and/or DOT representative.

Environmental incidents such as spills often attract local interest and media attention. Employees will not make any statements on behalf of <a contractor name> or DOT – GNWT to the media or to the public.

Employees will respond fully to any request from local authorities or emergency workers that will help to control the spill and its damage. Employees will refer all other requests for information to the main representatives. This may include questions from reports, environmental agencies, or people and property owners affected by a spill. When probing questions are asked, it is important that the response is polite and professional; for example:

"I'm sorry; I don't have the authority to answer that question. Please contact _____. His/her phone number is _____."

Employees should avoid guessing at an answer or making promises that are out of their control, as this can cause problems later. No speculation should be made with regard to who is at fault, why the spill occurred, spill volume, when cleanup will be completed, or any other issue.

NWT Spill Reports are available for the public to view upon request by contacting the NWT Spill Line or by viewing the GNWT Hazardous Materials Spill Database online at http://apps.enr.gov.nt.ca/app/spills/epd_spills/asp/login.asp.

8 REFERENCES

Department of Justice. 1998. Consolidated Spill Contingency Planning and Reporting Regulations R-068-93. Yellowknife, NT. Retrieved February 2016 from: https://www.justice.gov.nt.ca/en/files/legislation/environmental-protection/environmental-protection.r2.pdf?t1455984239942.

Ecosystem Classification Group (ECG). 2007. Ecological Regions of the Northwest Territories – Taiga Plains. Department of Environment and Natural Resources, Government of the Northwest Territories, Yellowknife, NT, Canada. Viii + 173 pp. + folded insert map

Indigenous and Northern Affairs Canada (INAC). 2007. Guidelines for Spill Contingency Planning. Water Resources Division, INAC, Yellowknife, NT. Retrieved February 2016 from: http://www.aadnc-aandc.gc.ca/eng/1100100024236/1100100024253.

Northwest Territories Power Corporation (NTPC). 2011. Spill Contingency Plan – Bluefish Hydroelectric Facility Plant #122 Bluefish Lake, NT. Retrieved February 2016 from: http://www.mvlwb.ca/Boards/mv/Registry/2011/MV2011T0022/MV2011T0022%20-Spill%20Contingency%20Plan%20-%20Sept13-11.pdf.

Appendix A

MATERIAL SAFETY DATA SHEETS

MSDS's for each hazardous material will be included in this appendix upon finalization of the SCP.

Appendix B

NT-NU Spill Report Form, Instructions and Immediately Reportable Spill Quantities

NT-NU SPILL REPORT

OIL, GASOLINE, CHEMICALS AND OTHER HAZARDOUS MATERIALS

NT-NU 24-HOUR SPILL REPORT LINE
TEL: (867) 920-8130
FAX: (867) 873-6924
EMAIL: spills@gov.nt.ca

REPORT LINE USE ONLY

A	REPORT DATE: MONTH – DAY – YEAR	REPORT TIME	☐ ORIGINAL SPILL REPORT, OR	REPORT NUMBER -
B	OCCURRENCE DATE: MONTH – DAY – YEAR	OCCURRENCE TIME	☐ UPDATE # TO THE ORIGINAL SPILL REPORT	
C	LAND USE PERMIT NUMBER (IF APPLICABLE)	WATER LICENCE NUMBER (IF APPLICABLE)		
D	GEOGRAPHIC PLACE NAME OR DISTANCE AND DIRECTION FROM THE NAMED LOCATION	REGION ☐ NWT ☐ NUNAVUT ☐ ADJACENT JURISDICTION OR		
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, ACTIONS 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 operator**	EMPLOYER	LOCATION CALLED **Yellowknife, NT**	REPORT LINE NUMBER **(867) 920-8130**

LEAD AGENCY ☐ EC ☐ CCG ☐ GNWT ☐ GN ☐ ILA ☐ AANDC ☐ NEB ☐ TC | SIGNIFICANCE ☐ MINOR ☐ MAJOR ☐ UNKNOWN | FILE STATUS ☐ OPEN ☐ CLOSED

AGENCY	CONTACT NAME	CONTACT TIME	REMARKS
LEAD AGENCY			
FIRST SUPPORT AGENCY			
SECOND SUPPORT AGENCY			
THIRD SUPPORT AGENCY			

Page 1 of

Instructions for Completing the NT-NU Spill Report Form

This form can be filled out electronically and faxed to the spill line at 867-873-6924. Commencing on January 2, 2007, the form can also be 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. Spills can still be phoned in by calling collect at 867-920-8130.

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).
C. 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 (eg: 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 (eg: fuel tank overfill, leaking tank; ship ran aground; traffic accident, vandalism, storm, etc.). Provide an estimate of the extent of the contaminated/impacted area (eg: 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 equipment: 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: eg. "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.**

Appendix A
Schedule 1 – Reportable Quantities for NT–NU Spills

Substance	Reportable Quantity	TDG Class
Explosives	Any amount	1.0
Compressed gas (toxic/corrosive)		2.3/2.4
Infectious substances		6.2
Sewage and wastewater (unless otherwise authorized)		6.2
Radioactive materials		7.0
Unknown substance		None
Compressed gas (Flammable)	Any amount of gas from containers with a capacity greater than 100 L	2.1
Compressed gas (Non-corrosive, non-flammable)		2.2
Flammable liquid	≥ 100 L	3.1/3.2/3.3
Flammable solid	≥ 25 kg	4.1
Substances liable to spontaneous combustion		4.2
Water reactant substances		4.3
Oxidizing substances	≥ 50 L or 50 kg	5.1
Organic peroxides	≥ 1 L or 1 kg	5.2
Environmentally hazardous substances intended for disposal		9.0
Toxic substances	≥ 5 L or 5 kg	6.1
Corrosive substances		8.0
Miscellaneous products, substances or organisms		9.0
PCB mixtures of 5 or more parts per million	≥ 0.5 L or 0.5 kg	9.0
Other contaminants, e.g. crude oil, drilling fluid, produced water, waste or spent chemicals, used or waste oil, vehicle fluids, wastewater, etc.	≥ 100 L or 100 kg	None
Sour natural gas (i.e., contains H_2S)	Uncontrolled release or sustained flow of 10 minutes or more	None
Sweet natural gas		
Flammable liquid	≥ 20 L	3.1/3.2/3.3
Vehicle fluids	When released on a frozen water body that is being used as a working surface	None
Reported releases or potential releases of any size that: 1. Are near or in an open water body; 2. Are near or in a designated sensitive environment or habitat; 3. Pose an imminent threat to human health or safety; or 4. Pose an imminent threat to a listed species at risk or its critical habitat	Any amount	None

Note: L = litre; kg = kilogram; PCB = Polychlorinated Biphenyls; ppm = parts per million