

Elaine Briere - MVLWB

From: Angela Plautz - MVLWB [aplautz@mvlwb.com]
Sent: Thursday, July 22, 2010 8:31 AM
To: permits@mvlwb.com
Subject: FW: Tundra Spill Contingency Plan
Attachments: final-contingency-plan.pdf

Importance: High

Please file under MV09L8-08.

-----Original Message-----

From: Linh Nguyen [mailto:Linh.Nguyen@inac-ainc.gc.ca]
Sent: Wednesday, July 21, 2010 3:28 PM
To: Jane Amphlett; Melanie Burgess; Michael Martin; aplautz@mvlwb.com
Subject: Tundra Spill Contingency Plan

Hi Angela,

Please find attached the Spill contingency Plan for the Tundra Remediation Project. If you have any questions, please do not hesitate to contact me.

Linh Nguyen
Project Officer
Contaminants and Remediation Directorate

Indian & Northern Affairs Canada
5103 48th Street, Waldron Building
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3rd Floor, Waldron Building
5103-48th St
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July 21, 2010

Angela Plautz
Regulatory Officer
Mackenzie Valley Land and Water Board
P. O. Box 2130
YELLOWKNIFE, NT, X1A 2P6

Sent By Email

RE: MV2009L8-0008 – Tundra Mine Site Contingency Plan

As per Part G, Item 2 of the Water License MV2009L8-0008, INAC-CARD would like to provide this Contingency Plan of the Tundra Mine.

If you have any questions or require additional information please do not hesitate to call me.

Regards,

Linh Nguyen
Project Officer
Indian and Northern Affairs Canada
Contaminants and Remediation Directorate
Ph: 867-669-2831
Fax: 867-669-2721

CC: Jane Amphlett INAC-CARD
Melanie Burgess INAC-CARD
Michael Martin INAC-South Mackenzie District



Indian and Northern
Affairs Canada

Affaires indiennes
et du Nord Canada

Spill Contingency Plan for the Tundra Mine

**Prepared By
Aboriginal Engineering Limited**

Wednesday July 21 2010



23.0 Spill Contingency Plan

23.1 Introduction and Project Details

Aboriginal Engineering Ltd. (AEL) and Tlichho Engineering and Environmental Services Ltd. (TEES) have joined as a joint venture effort for this project. For conciseness, this joint venture will be referred to as TLICHO.

23.2 Effective Date of Spill Contingency Plan

July 19th, 2010 to May 31, 2015

23.3 Distribution List

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

1. TLICHO Project Manager: Robert E. Johnson
2. TLICHO Project Engineer: Karen Lau
3. TLICHO Site Superintendent: Peter Stenne
4. TLICHO Health and Safety Manager: John Mackenzie
5. TLICHO Medic/Health and Safety Officer: Terri-Lee Carter Squire
6. INAC Project Manager: Melanie Burgess

23.4 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 TLICHO and all subcontractors on site at the Tundra Mine Site. 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 respond to 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.

23.5 Company Environmental Policy

TLICHO is committed to the concept of sustainable development and the protection of the environment and human health. TLICHO's environmental, health and safety policy is to:

- protect employees, the public and the environment
- fully comply with all applicable legislation, regulations, and authorizations
- work proactively with federal, territorial and Aboriginal governments, other relevant organizations, and the general public, on all aspects of environmental protection
- anticipate future spill control requirements and make provision for them



- keep employees, contractors, Inspectors, Land and Water Boards, appropriate governments (Aboriginal, federal and territorial), and the public informed of any changes at the site.

The plan is presented to all staff during their on-site orientation sessions. All employees and contractors are aware of the locations of the plan on-site at the Tundra Mine site and in the head office in Yellowknife. During the orientation meeting, training sessions are scheduled to ensure employees have an understanding of the steps to be undertaken in the event of a spill. All employees and contractors are shown where spill kits are stored, are aware of their contents and are trained in using spill equipment and responding to spills. The company is committed to keeping personnel up to date on the latest technologies and spill response methods.

23.6 Project Description

The aim of this project is to remediate the site and to leave as minimal presence in the area as possible. The footprint left behind must be acceptable to the effected aboriginal people for their future use and to ensure the safety of local wildlife and plants.

Intensive work on the project will commence in July 2010. Mobilization will occur during the summer of 2010 as well as the winter in March 2011 while the site is accessible via the winter ice road. The main tasks for 2010 include the following: Project Initiation, Mobilization, Water Treatment Plant Construction, and Water Treatment Plant Operation with discharge into the environment. It is also understood that additional work may be required to meet government goals for the site.

Permits and licenses are in place for the TLICHO's remediation activities. The camp operates year round, except freeze-up and break-up, at varying levels of capacity.

23.7 Site Description

Tundra Mine, NT is located approximately 240 km North East of Yellowknife at 64.04° north latitude and 111.17° west longitude. The Site consists of an abandoned underground mine in the vicinity of the Salmita Mine and Treeline Lodge. The mine sites and lodge are accessed by an airstrip, located approximately 5 kilometres from the Tundra Mine Site.

The mine and mill operated from 1962 until 1968, and the mill operated from 1983 to 1987, processing ore from the Salmita Mine. Remediation of the Tundra Mine site began in 2007.

A map of the site including the location of fuel storage areas, camp, airstrip, and surrounding water bodies is presented in Appendix A. All buildings and fuel storage areas are at least 100 meters from the nearest water body.



23.8 List of Hazardous Materials

The following table shows the fuel requirements for the duration of the project at Tundra Mine. The following figure describes the amount of fuel that will contain hazardous materials at the site.

Table 27: Hazardous Materials (Fuel)

Year	Fuel Requirement (L)			Mobilization Approach
	Diesel	Gas	Propane	
2010	80,000	2500	5000	Airlift
2011	500,000	10,000	15,000	Winter Road
2012	500,000	10,000	15,000	Winter Road
2013	500,000	10,000	35,000	Winter Road
2014	200,000	10,000	35,000	Winter Road
2015	0	0	0	n/a

Propane is used for the kitchen and is stored in propane cylinders inside the camp perimeter. Smaller amounts of other petroleum products and oils/lubricants are stored on-site in the Maintenance Shed.

Waste oil is stored in empty 200L drums and will be incinerated on site if it meets incineration criteria.

Sewage and grey water from the main camp complex are disposed in a sewage lagoon located approximately 1 km northeast of the camp. On average, there will be 10-20 people on site at any given time. This number may increase to 20-30 for major remediation works.

23.9 Existing Preventative Measures

Planning for an emergency situation is imperative, due to the nature of the materials stored on-site as well as the remoteness of the site. Along with the preventative measures outlined below, adequate training of staff and contractors is paramount.

All diesel requirements for the 2010 season will be airlifted to site in 200L drums. They will be stored in the fuel storage area. The remaining fuel required for subsequent years will be brought in on the ice road during the winter months when it is operational. Protective flame retardant clothing, steel toe boots, hard hats and safety glasses are worn while unloading fuel.

The storage area for diesel fuel and gasoline are bermed for containment. Spill kits are located wherever fuel is stored or used. Portable drip trays are used when refuelling vehicles to avoid any leaks/drips onto the land.

The site superintendent or designate will conduct visual inspections to check for leaks and damage to the fuel storage containers, as well as for stained or discoloured soils around the fuel storage areas and motorized equipment. For example lids and caps are



checked for tight seals. Regular maintenance and oil checks of all motorized equipment are also undertaken to avoid preventable leaks.

23.10 Additional Copies

Several copies of the plan are kept on site at all times at the fuel storage areas, in the camp office, and the mechanic shop. A copy is also held at TLICHO's office in Yellowknife, Northwest Territories and with the Land and Water Board. Additional copies of the plan can be obtained by contacting TLICHO directly at the phone number, fax, or e-mail presented in Section 1 of this plan.

23.11 Process for Staff Response to Media and Public Inquiries

All inquiries are to be directed to the project manager at the Yellowknife Office. If the project manager is not available, there will be another staff member available to act in this position. If a reporter or member of the public arrives at the site unexpectedly, the official in charge of responding to their questions will be the site superintendent or acting site superintendent. Prior to responding to their questions, they should make every effort possible to contact the Project Manager to discuss the situation.

The site superintendent should always keep the project manager informed of any news or updates of potential interest to the media or general public, such that the company is prepared to deal with inquiries any time.

If a spill has occurred and a NWT Spill Report needs to be filled out (see Appendix C for the NWT Spill Report Form and see Appendix D for instructions on how to properly fill out the NWT Spill Report Form). This information is available for the public to view upon request by contacting the NWT Spill Line or by viewing the GNWT Hazardous Materials Spills Database online at http://www.e-engine.ca/eps_spillreport/



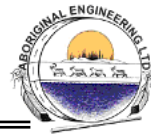
23.12 Response Organization

The flow chart depicted in the below figure identifies the response organization and when applicable their alternates, as well as the chain of command for responding to a spill or release. The duties of various response personnel are summarized, contact information is provided including 24-hour phone numbers for responsible people and the location of communications equipment on site is discussed.

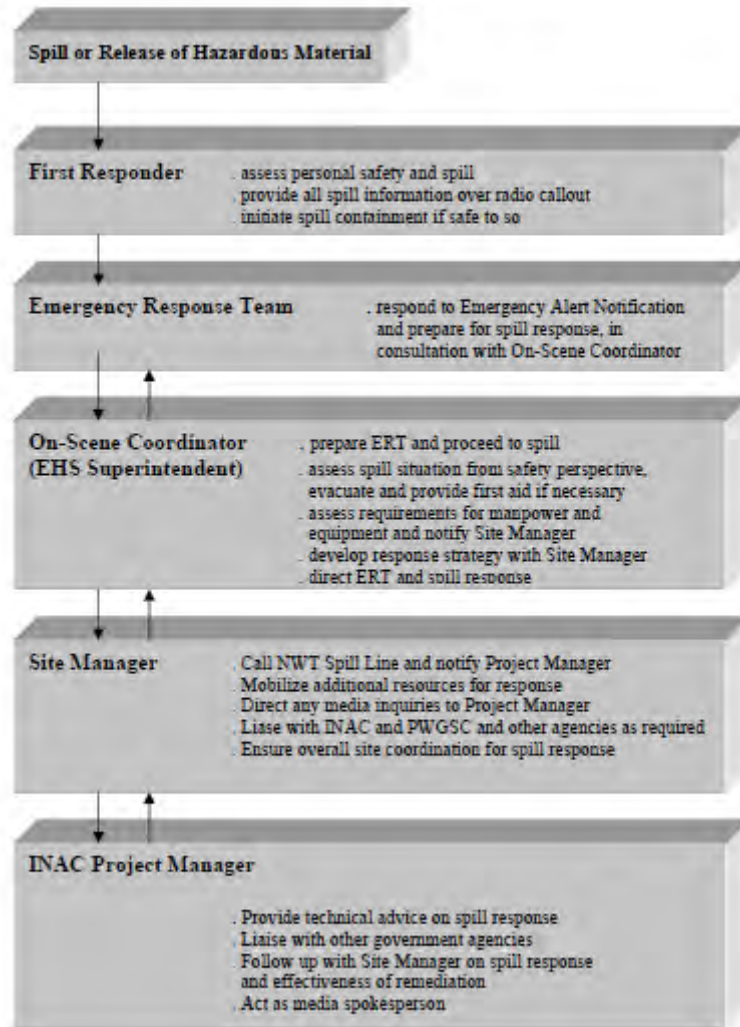
An immediately reportable spill is defined as a release of a substance that is likely to be an imminent environmental or human health hazard or meets or exceeds the volumes outlined in Appendix E. It must be reported to the NWT 24-Hour Spill Report Line at 867-920-8130. Any spills less than these quantities do not need to be reported immediately to the spill reporting line. Rather, these minor spills will be tracked and documented by the company and submitted to the appropriate authority either immediately upon request or at a pre-determined reporting interval. If there is any doubt that the quantity spilled exceeds reportable levels, the spill will be reported to the NWT 24-Hour Spill Report Line.

An emergency satellite phone is located in the office. In the event of a spill involving danger to human life, this phone will be used to contact emergency response personnel in Yellowknife. In addition, all employees and contractors carry two-way radios for communication with the site superintendent and other staff on site.

Following reporting of the spill to the site superintendent, he/she will report spills to the NWT 24-Hour Spill Line as necessary. The site superintendent will also inform the head office for tracking spills in company databases and notify the head office in the event of media inquiries. The 24-hour emergency head office number is 867-445-4523 or 867-445-4527.



SPILL RESPONSE ORGANIZATION



For the organization chart above, the Site Manager is also the Site Superintendent.



23.13 Action Plan

Potential Environmental Impacts of Spill

Overall for all hazardous materials discussed below, impacts are lower during winter as snow is a natural sorbent and ice forms a barrier limiting or eliminating soil or water contamination, thus spills can be more readily recovered when identified and reported.

Gasoline

Environmental Impacts: Gasoline may be harmful to wildlife and aquatic life. It is not readily biodegradable and has the potential for bioaccumulation in the environment. Gasoline is quick to volatilize. Runoff into water bodies must be avoided.

Worst Case Scenario: All fuel drums were punctured or open simultaneously and contents seeped into surrounding soil and water bodies. This could cause illness or death to aquatic life and indirectly affect wildlife feeding from the land and water.

Diesel Fuel

Environmental Impacts: Diesel may be harmful to wildlife and aquatic life. It is not readily biodegradable and has the potential for bioaccumulation in the environment. Diesel burns slowly and thus risk to the environment is reduced during recovery as burn can be more readily contained compared with volatile fuels. Runoff into water bodies must be avoided.

Worst Case Scenario: All fuel drums were punctured or open simultaneously and contents seeped into surrounding soil and water bodies. This could cause illness or death to aquatic life and indirectly affect wildlife feeding from the land and water.

Propane

Environmental Impacts: Propane may be harmful to wildlife and the surrounding environment. It has the potential to accumulate in the environment. Propane is extremely volatile and is the most flammable material stored on-site, thus immediate impacts to the surrounding environment are a concern.

Worst Case Scenario: All cylinders were punctured or failed simultaneously and contents leaked into the surrounding environment and ignited leading to an explosion. This could cause serious environmental impacts in the immediate surroundings. Safety during emergency response to a propane spill is of the utmost concern.

Waste Oil and Miscellaneous Oils/Grease

Environmental Impacts: Waste Oils may be harmful to wildlife and aquatic life. It is not readily biodegradable and has the potential for bioaccumulation in the environment. Runoff into water bodies must be avoided.



Worst Case Scenario: All storage drums were punctured or open simultaneously and contents seeped into surrounding soil and water bodies. This could cause illness or death to aquatic life and indirectly affect wildlife feeding from the land and water.

23.14 Procedures

23.14.1 Procedures for Initial Actions

- Ensure safety of all personnel.
- Assess spill hazards and risks.
- Remove all sources of ignition.
- Stop the spill if safely possible e.g. shut of pump, replace cap, tip drum upward, patch leaking hole. Use the contents of the nearest spill kit to aid in stopping the spill if it is safe to do so. Tyvek suits and chemical master gloves are located in the spill kit and should be worn immediately if there is any risk of being in contact with fuel.
- No matter what the volume is, notify site superintendent via two-way radio (all employees carry these, as well as on-site contractors if they are not accompanied by an employee).
- Contain the spill – use contents of spill kits to place sorbent materials on the spill, or use shovel to dig dike to contain spill. Methods will vary depending on the nature of the spill. See section 3.2.3 – Procedures for Containing and Controlling the Spill for more details.

23.14.2 Spill Reporting Procedures

Report spill immediately to site superintendent, who will determine if spill is to be reported to the NWT 24-Hour Spill Line at 867-920-8130.

Each spill kit, as well as the office and site superintendent, will have copies of the NWT Spill Report form to be filled out (see Appendix C). Fill out and fax or e-mail the Spill Report to the staff of the NWT 24-Hour spill line. Also fax or e-mail the report to the head office in Yellowknife.

NWT 24-Hour Spill Line Phone: 867-920-8130

NWT 24-Hour Spill Line Fax: 867-873-6924

NWT 24-Hour Spill Line E-mail: spills@gov.nt.ca

Head Office in Yellowknife: Aboriginal Engineering Ltd Phone: 867-669-9481

Head Office in Yellowknife: Aboriginal Engineering Ltd Fax: 867-669-9482

Head Office in Yellowknife: Aboriginal Engineering Ltd 24-Hour Phone: 867-445-4523
or 867-445-4527



23.14.3 Procedures for Containing and Controlling the Spill

- Initiate spill containment by first determining what will be affected by the spill.
- Assess speed and direction of spill and cause of movement (water, wind and slope).
- Determine best location for containing spill, avoiding any water bodies.
- Have a contingency plan ready in case spill worsens beyond control or if the weather or topography impedes containment.

23.15 Specific Spill Containment Methods for Land, Water, Ice and Snow

1) Containment of Spills on Land

Spills on land include spills on rock, gravel, soil and/or vegetation. It is important to note that soil is a natural sorbent, thus spills on soil are generally less serious than spills on water as contaminated soil can be more easily recovered. Generally spills on land occur during the late spring, summer or fall when snow cover is at a minimum. It is important that all measures be undertaken to avoid spills reaching open water bodies.

Dykes

Dykes can be created using soil surrounding a spill on land. These dykes are constructed around the perimeter or down slope of the spilled fuel. A dyke needs to be built up to a size that will ensure containment of the maximum quantity of fuel that may reach it. A plastic tarp can be placed on and at the base of the dyke such that fuel can pool up and subsequently be removed with sorbent materials or by pump into barrels or bags. If the spill is migrating very slowly a dyke may not be necessary and sorbents can be used to soak up fuels before they migrate away from the source of the spill.

Trenches

Trenches can be dug out to contain spills as long as the top layer of soil is thawed. Shovels, pick axes or a loader can be used depending on the size of trench required. It is recommended that the trench be dug to the bedrock or permafrost, which will then provide containment layer for the spilled fuel. Fuel can then be recovered using a pump or sorbent materials.

2) Containment of Spills on Water

Spills on water such as rivers, streams or lakes are the most serious types of spills as they can negatively impact water quality and aquatic life. All measures need to be undertaken to taken to contain spills on open water.

Booms

Booms are commonly used to recover fuel floating on the surface of lakes or slow moving streams. They are released from the shore of a water body to create a circle around the spill. If the spill is away from the shoreline, a boat will need to be used to reach the spill, then the boom can be set out. More than one boom may be used at once. Booms may be also be used in streams and should be set out at an angle to the current.



Booms are designed to float and have sorbent materials built into them to absorb fuels at the edge of the boom. Fuel contained within the circle of the boom will need to be recovered using sorbent materials or pumps and placed into barrels or bags for disposal.

Weirs

Weirs can be used to contain spills in streams and to prevent further migration downstream. Plywood or other materials found on site can be placed into and across the width of the stream, such that water can still flow under the weir. Spilled fuel will float on the water surface and be contained at the foot of the weir. It can then be removed using sorbents, booms or pumps and placed into barrels or plastic bags.

Barriers

In some situations barriers made of netting or fence material can be installed across a stream, and sorbent materials placed at the base to absorb spilled fuel. Sorbents will need to be replaced as soon as they are saturated. Water will be allowed to flow through. This is very similar to the weir option discussed above.

Note that in some cases, it may be appropriate to burn fuel or to let volatile fuels such as gasoline evaporate after containment on the water surface. This should only be undertaken in consultation with, and after approval from the INAC or lead agency Inspector.

3) Containment of Spills on Ice

Spills on ice are generally the easiest spills to contain due to the predominantly impermeable nature of the ice. For small spills, sorbent materials are used to soak up spilled fuel. Remaining contaminated ice/slush can be scraped and shovelled into a plastic bag or barrel. However, all possible attempts should be made to prevent spills from entering ice covered waters as no easy method exists for containment and recovery of spills if they seep under ice.

Dykes

Dykes can be used to contain fuel spills on ice. By collecting surrounding snow, compacting it and mounding it to form a dyke down slope of the spill, a barrier is created thus helping to contain the spill. If the quantity of spill is fairly large, a plastic tarp can be placed over the dyke such that the spill pools at the base of the dyke. The collected fuel can then be pumped into barrels or collected with sorbent materials.

Trenches

For significant spills on ice, trenches can be cut into the ice surrounding and/or down slope of the spill such that fuel is allowed to pool in the trench. It can then be removed via pump into barrels, collected with sorbent materials, or mixed with snow and shovelled into barrels or bags.

Burning



Burning should only be considered if other approaches are not feasible, and is only to be undertaken with the permission of the INAC or lead agency Inspector.

4) Containment of Spills on Snow

Snow is a natural sorbent, thus as with spills on soil, spilled fuel can be more easily recovered. Generally, small spills on snow can be easily cleaned up by raking and shovelling the contaminated snow into plastic bags or empty barrels, and storing these at an approved location.

Dykes

Dykes can be used to contain fuel spill on snow. By compacting snow down slope from the spill, and mounding it to form a dyke, a barrier or berm is created thus helping to contain the spill. If the quantity of spill is fairly large, a plastic tarp can be placed over the dyke such that the spill pools at the base of the dyke. The collected fuel/snow mixture can then be shovelled into barrels or bags, or collected with sorbent materials.

5) Worst Case Scenarios

Dealing with spilled fuel which exceeds the freeboard of a dyke or barrier would present a possible worst case scenario for the Mine site. To contain the overflow, a trench or collection pit would have to be created downstream of the spill to contain the overflow.

Another worst case scenario would be an excessive spill on water may be difficult to contain with the booms present at the site. In this case, an emergency response mobile unit would have to be called in to deal with the spill using appropriate equipment.

23.15.1 Procedures for Transferring, Storing and Managing Spill Related Wastes

In most cases, spill cleanups are initiated at the far end of the spill and contained moving toward the center of the spill. Sorbent socks and pads are generally used for small spill clean up. A pump with attached fuel transfer hose can suction spills from leaking containers or large accumulations on land or ice, and direct these larger quantities into empty drums. Hand tools such as cans, shovels, and rakes are also very effective for small spills or hard to reach areas. Heavy Equipment can be used if deemed necessary, and given space and time constraints.

Used sorbent materials are to be placed in plastic bags for future disposal. All materials mentioned in this section are available in the spill kits located at the fuel storage areas, in trucks, the mechanic shop, and in camp. Following clean-up, any tools or equipment used will be properly washed and decontaminated, or replaced if this is not possible.

For most of the containment procedures outlined in Section 3.2.3, spilled petroleum products and materials used for containment will be placed into empty waste oil containers that will be WHMIS labelled and sealed for proper disposal at an approved facility.



23.15.2 Procedures for Restoring Affected Areas

Once a spill of reportable size has been contained, TLICHO will consult with the INAC or Lead Agency Inspector assigned to the file to determine the level of cleanup required. The Inspector may require a site-specific study to ensure appropriate clean up levels are met. Criteria that may be considered include natural biodegradation of oil, replacement of soil and re-vegetation.

23.16 On-site Resources

Spill Kits are located throughout the sites (fuel storage area, trucks and camp). The contents are described below. In addition, earth moving and other equipment located at site is also listed below.

23.16.1 Contents of Spill Kits

- 4 Tyvek splash suits
- 4 pairs of chemical master gloves
- 10 large bags with ties for temporary use
- 2 oil only booms (5" x 10')
- 50 oil only mats (16" x 20")
- 5 sorbent socks
- 10 sorbent pads
- 2 large tarps and rolls of polyethylene sheeting
- 1 roll duct tape
- 1 utility knife
- 1 field notebook and pencil
- 1 rake
- 1 pick axe
- 3 aluminum scoop shovels
- 1 instruction binder
- Aquaguard Skimmer



Empty Drums

Hatch Removal Sock

23.16.2 Earth Moving and Other Equipment Resources

Loaders

2 all terrain vehicles

3 fuel transfer hoses with pumps tool kit including hack saw, hammer, screwdrivers, etc.

23.17 Off-site Resources

All the contacts listed below could reach the site in 1 hour at a minimum. However, realistically government officials would not be able to reach the site until the next business day, depending on the severity of the spill.

Name	Position	CONTACT #	ORGANIZATION
PROJECT MANAGEMENT			
Brad Thompson	Project Manager	Ph: 780-497-3862 Cell: 780-918-6277 Fax: 780-497-3842	Public Works and Government Services Canada
Jane Amphlett	Project Manager	Ph: 867-669-2773 Fax: 867-669-2721	Indian and Northern Affairs Canada
Melanie Burgess	Project Officer	Ph: 867-669-2566 Fax: 867-669-2721	Indian and Northern Affairs Canada
TBA	Departmental Representative	Ph: TBA	TBA
Robert Johnson	Project Manager	Ph. (867) 669.9481 Cell: (867) 445-4523 Fax (867) 669.9482	TLICHO
Peter Stenne	Site Superintendent	Site Ph: TBA Office Ph: (867) 669.9481	TLICHO
John Mackenzie	Health & Safety Manager	Ph. (867) 920-7288 Cell: (867) 446-0452 Fax (867) 920-7328	TLICHO
TBA	Health & Safety Officer/Medic	Site Ph: TBA	TLICHO
Karen Lau	Field Engineer	Site Ph: TBA Office Ph: (867) 669.9481	TLICHO
SPILL RESPONSE NUMBERS			
NWT 24 Hour Spill Reporting Line	GNWT and INAC	Ph. (867) 920.8130 (call collect if required) Fax: (867) 873-6924	Triggers multiple governmental and private organizations for spill response
CANUTEC	Federal Department of Transportation	Ph. (613) 996.6666 (call collect if required)	Triggers multiple governmental and private organizations for spill response for dangerous goods
Ken Hall	Environmental	Ph. (867) 920-6476	GNWT Environment and Natural Resources



Name	Position	CONTACT #	ORGANIZATION
	Protection Manager		
Danielle Morin	North Slave Region Environmental Protection Officer	Ph: 867-920-3387	GNWT Environment and Natural Resources
MEDICAL EMERGENCY			
24 Hour - Stanton Territorial Emergency Evacuation	N/A	Ph. (867) 669 4115 (call collect if required), or Ph. (867) 669-4111 (Yellowknife Hospital) or Ph. (867) 873-2222 (Yellowknife Ambulance)	Triggers the resources required for an emergency evacuation for an injured or ill employee
DISASTER RELIEF			
Canadian Red Cross	-	Ph. (780) 423.2680 Fax. (780) 428.7092	Canadian Red Cross
FIRE EMERGENCY			
24 Hour Forest Fire Emergency Phone Number (NWT Fire)	N/A	Ph. 1-877-698-3473 Ph. (867) 873-2222	Yellowknife Fire and Rescue Services
WILDLIFE EMERGENCY			
Yellowknife Wildlife Emergencies	GNWT	Ph. (867) 873-7181	GNWT Environment and Natural Resources
RCMP			
Yellowknife RCMP	Yellowknife Headquarters	Ph. (867) 669-1111	RCMP
OCCUPATIONAL HEALTH AND SAFETY			
Peter Bengts	Chief Inspector of Mines	(867) 669 4412	NWT Workers Compensation Board – Mine Safety
WORKERS' COMPENSATION BOARD			
WCB Accident-Incident Reporting	WCB	Ph. 1-800-661-0792 Fax: 1-866-277-3677	Workers Compensation Board
AIR CHARTERS			
Air Tindi	Air Charter – Plane	Ph. (867) 669.8200 Fax. (867) 669.8219	Private Company
Arctic Sun West	Air Charter – Plane	Ph. (867) 873.4464 Fax (867) 873.9334	Private Company
Summit Air	Air Charter – Plane	Ph. (867) 669.9789 Fax (867) 669.9649	Private Company
Great Slave Helicopters	Air Charter - Helicopter	Ph. (867) 873.2081 Fax (867) 873.6087 After Hours Ph. (867) 873.2081	Private Company
Canadian Helicopter Ltd.	Air Charter - Helicopter	Ph. (867) 669-0779	Private Company

As planning for an emergency situation is imperative due to the materials stored on-site and the remoteness of the site, an employee and contractor training program has been prepared. It is outlined below.



23.18 Outline of Training Program

The employee and contractor training program was developed by the of health and safety officer, and has been distributed by the site superintendent. The following are key steps in the program:

- all individuals entering the site are required to participate in an orientation session
- during this session, all locations of the spill plan and spill kits are provided on a map in hard copy
- an overview of the plan is provided by the site superintendent or designate leading the orientation session
- specific training sessions, including mock spill exercises, are scheduled for individuals directly involved in handling hazardous materials to ensure they know all steps to be undertaken in handling these materials, as well as the steps involved in the event of a spill, including the proper use of spill kits
- all employees and contractors are required to have their basic first aid training, as well as WHMIS training, before working on the site
- supervisors are required to have first aid training