CANADIAN ZINC CORPORATION

PRAIRIE CREEK MINE

SPILL CONTINGENCY PLAN

ACCESS ROAD

April, 2012

SPILL CONTINGENCY PLAN

ACTION PLAN

In the event of a spill or potential spill incident, the following steps should be taken by personnel at the spill site:

1. Be alert, ensure your safety and the safety of others first.
2. For a hydrocarbon spill, isolate, remove or extinguish all ignition sources.
3. Assess the hazard to persons and the environment in the vicinity of the spill or leak, identify escape routes.
4. Report the spill, leak or system failure without delay to the JMS Coordinator, who will in turn notify the Spill Response Team.
5. Before undertaking a response action proximal to the spill, ensure personnel have and wear the appropriate personal protective equipment (PPE).
6. Block spill drainage paths and, if possible, implement spill counter measures at the site and appropriate Control Points.
7. If possible without further assistance, control danger to people and the environment.
8. Assess whether the spill, leak or system failure can be readily stopped or brought under control.
9. When safe to do so, stop the leak and/or flow of the spilled material. For an acid spill, ensure the proper PPE is worn and avoid the potential for direct or indirect contact.
10. Gather information on the event and the status of the situation, including the nature, extent and approximate amount of the spill and, if spill is into a waterbody, estimate speed of water flow.
11. Resume any safe, effective action to contain, clean up, or stop the flow of the spilled product. Await the arrival of the Spill Response Team.

Preamble

This *Spill Contingency Plan* is effective from April, 2012 and applies to all projects and operations of Canadian Zinc Corporation along the Prairie Creek Mine access road corridor.

The following formal distribution has been made of this plan:

Mackenzie Valley Land and Water Board

Parks Canada

Prairie Creek Mine Main Office

Canadian Zinc Corporation - Vancouver Office

Additional copies and updates of this Plan may be obtained by writing to:

Canadian Zinc Corporation
Suite 1710-650 West Georgia Street,
Vancouver, British Columbia
V6B 4N9
Phone: 604-688-2001
Fax: 604-688-2043
Email: alan@canadianzinc.com

Prairie Creek Mine:

Mailing Address:

Canadian Zinc Corporation
Prairie Creek Mine
9926 101 Ave
Fort Simpson, NT, X0E 0N0

Contact Numbers:

Satellite phone1: 778-724-2512
Satellite phone2: 778-724-2513

This Plan will be updated annually or upon notification to Canadian Zinc that a significant change is warranted.

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SPILL CONTINGENCY PLAN

1.0 INTRODUCTION

Canadian Zinc Corporation (CZN) recognizes the ecological importance and sensitivity of the area along the Prairie Creek Mine Access Road, including the Nahanni National Park Reserve which is crossed by the road (see Figure 1). The purpose of this *Spill Contingency Plan* (SCP) is to describe the actions that should be taken for all types of spills and conditions. All road users employed by CZN will be required to read and understand the contents of this SCP. All drivers will be expected to know the following:

- Existence and content of the appropriate sections of the SCP.
- Properties and hazards associated with the cargo(s) being carried including vehicle fuel.
- Composition and use of the on-board spill response kit and requirement to wear appropriate personal protective equipment (PPE).
- Required notification procedures to be employed in the event of an incident and details to be communicated.

Details of the road, together with the schedule of road construction and operations, are provided in the document titled *Road Operations Plan* (ROP). Road drawings are given in Appendix A. In general, activities could occur along the road alignment from as early as October 1 to as late as April 15, weather permitting. Summer maintenance of the all season road bed at the Mine end of the road may occur, undertaken by a Mine-based crew.

In terms of spill response, CZN will be responsible for all loads, except those carried by dedicated trucks for acid and explosive chemicals delivery. In this case, the deliverer may be responsible, but CZN will provide assistance in the event of a spill. In addition, CZN will stipulate in contracts with 3rd party contractors building or using the access road, that a copy of this SCP will be provided and that their staff must be fully familiar with its contents and their duties and responsibilities. Compliance will be verified as part of the ROP. Copies of relevant portions of the contracts will be made available for public review.

The first part of this plan provides supporting information for drivers to assist them with initial response actions, the type and location of response materials, and the nature of responses for different ground conditions. Later parts of the plan provide details of the spill response team and response training. This SCP was prepared after review of "Guidelines for Spill Contingency Planning", Indian and Northern Affairs Canada (INAC, 2007).

The main cargo for transport is mineral concentrates from the Mine. The annual re-supply of the Mine with fuel and operating supplies on the back-haul is a much smaller quantity. However, all truckers should be aware of the cargo's that could be on the road since they may arrive at the scene of an accident and be involved in spill response. Table 1 provides details of the cargo expected for each haul season.

It is the policy of Canadian Zinc Corporation (CZN) to comply with existing regulations, ensure protection of the environment, and to keep employees, government officials, Parks Canada, Aboriginal groups and the public informed.

2.0 SPILL RESPONSE PLANS/ACTIONS

The following activities are assumed to follow the 'Initial Response Actions' described above.

2.1 RESPONSE ACTIONS FOR SPILLS ON LAND

- Identify the material involved, the source of the leak or spill, and if safe to do so and readily possible, stop the leak or spill.

- Contain the spill and the source if possible, and block drainage paths down-gradient.

- Leaks from a tank may be stopped by utilizing patching kits.

- Spills (on gravel, rock, soil, vegetation) may be contained by placing a soil berm down slope of the running or seeping substance. Plastic tarps can be placed over the berm and at the foot of it, to permit the spilled liquid to pool on the tarp for easy capture. Absorbent pads can be used for this purpose, and the pads can be squeezed into empty drums and re-used. Larger pools can be pumped back into drums, empty storage tanks, or "TIDY" tanks. It is especially important to prevent the liquid from entering a body of water where it will have greater environmental impact. Even if a spill is contained, it is important to collect free product as soon as possible because seepage into a permeable ground surface can occur;

- Stains on rock may be soaked up with absorbent sheeting. The sheeting should be placed in drums for disposal in an approved manner;

- Contaminated soil and vegetation may have to be removed and disposed of in an environmentally acceptable manner.

2.2 RESPONSE ACTIONS FOR SPILLS ON SNOW

- The presence of snow can assist in containing spilled liquid and functions as a natural absorbent to facilitate collection.

- Berms can be constructed from compacted snow with a plastic tarp placed over this.

- The snow-liquid mixture can be scraped up and stored in a lined area or in drums for future disposal.

2.3 RESPONSE ACTIONS FOR SPILLS ON WATER

It is important to immediately control the release of liquid spilled into water and to contain it to the immediate spill area if possible. Assuming that liquid has entered water, actions to be taken can include:

- Deploy boom (s) to contain the spill area. The effectiveness of this action can be limited by winds, currents (in the case of moving water) and other factors;

- Absorbent pads and similar materials can be used to capture small fuel spills on water. Absorbent booms can be drawn in slowly to encircle spilled fuel and absorb it. These materials are hydrophobic (absorb hydrocarbons and repel water). Absorbent booms are often relied on to recover any hydrocarbons that escape containment booms. Contaminated material must be subsequently placed in drums for later approved disposal;

- In the event of a larger spill on water, it will be necessary to limit the extent of the spill, using booms, and immediately seek the assistance of the response team.

- A skimmer may be deployed once a boom has been secured to capture the spilled product. The skimmer utilizes a mechanism to draw and recover hydrocarbons It is then pumped through hoses to empty fuel drums or other temporary liquid storage devices;

- Culverts can permit water flow while capturing and collecting fuel by using a board to control the water level. It can be staked and surrounded with absorbent material to capture the fuel on the water surface for recovery.

2.4 RESPONSE ACTIONS FOR SPILLS ON ICE

- Where a spill occurs on ice, snow should be compacted around the edge of the spill to serve as a berm (and lined with plastic sheeting). The ice will limit seepage of fuel into the water, but the contaminated snow/ice must be immediately scraped up. Permission may be given from the government to burn off pools of fuel (contact the 24 Hour NWT/Nunavut Spill Reporting Line). Remaining contaminated snow can be placed in drums or in a lined berm (on land) for later approved disposal

- Liquid that escapes under the ice though breaks or cracks is extremely difficult to collect. Expertise should be sought immediately.

2.5 SPECIFIC POTENTIAL SPILLS

Concentrates

Externally clean 3,000 kg bags of concentrates will leave the Mine strapped inside truck boxes with tarpaulin covers. The concentrates retain approximately 8% moisture after bagging, and are therefore expected to be frozen blocks at the time of loading and transport. In the event of a truck roll-over along the road, some of the bags could fall from the vehicle and there is a risk of these breaking open. Spill exercises addressing this potential occurrence will be undertaken. A back hoe may be required to pick up the material, and re-bagging at the spill location would occur. Contaminated soil would also be recovered. If bags were to roll down a steep grade after an accident and split apart in an area where no heavy machinery access is possible, then shovels and manpower will be required to recover the material. A crane truck or helicopter may also be required in the recovery.

Bulk Fuel

Diesel fuel will be brought into the Mine via 10,000 litre tanks. Each haul truck will have one such tank anchored to the vehicle. Approximately 800 such loads are expected. Control Point locations have been designed to stop the wider migration of spills of diesel fuel. Response equipment and material would be appropriate for the possible quantity of a spill. A worst case discharge would be the total cargo on a vehicle. Spill kits will be stocked with the necessary response material for the spill of a full tank. A vacuum truck will be on stand-by at the Mine with a capacity of at least 12,000 litres.

The more sensitive sections of the road in terms of spills are considered to be along Prairie, Funeral and Sundog Creeks, and crossing karst areas. CZN has focussed on road design and improvements to minimize the risk of a spill. In addition, attention has been given to the ability to respond rapidly and have access to suitable and mobile spill response equipment. Measures will also be put in place to limit the extent of spill migration via the adoption of control points at pre-determined locations. Details are provided in Section 3 below. Other locations may be used for containment/recovery of a spill, should they be deemed appropriate at the time of the incident.

Bulk Acid

Sulphuric acid will be brought into the mine via 20,000 litre dedicated tankers. Approximately 22 such loads are expected. These loads likely pose the greatest risk of impact because of the substance and load quantity. A different set of road use criteria would be applied for such loads, including reduced speeds, especially over the higher risk sections noted. Also, because of the limited number of loads, there will be some flexibility to schedule the deliveries during periods of optimal road and weather conditions, and convoys could be used and other traffic reduced or stopped temporarily for passage of the convoy.

Despite the above precaution, a small risk of a spill would still exist. The control point strategy would aim to limit, as far as possible, the migration of an acid spill. Response equipment and material would again be appropriate for the possible quantity of a spill, and dedicated spill response kits would be appropriately stocked. A vacuum truck will be on stand-by at the Mine with a capacity of at least 24,000 litres. Caches of soda ash will also be stored at the high risk locations and these will be in animal-proof containers (salt is an attractant to ungulates), and exchanged seasonally (to avoid caking in wet conditions).

Open Water Conditions

During late fall/early winter construction from the Mine to the Tetcela Transfer Facility (TTF) at Km 85, there may be open water, specifically along Prairie Creek and lower Funeral Creek, and in Polje Creek. All other creeks are expected to be dry or completely frozen. Prairie Creek may still not be frozen over when road operations commence in December. Road design and operations measures (guard rails, use of chains etc.) to minimize the risks of spills will be implemented. Spill response crews will be trained and prepared for open water response situations. The crews will be prepared and equipped for rapid response given that open water conditions may potentially mean that a spilled substance could migrate more quickly than in

frozen conditions. As noted below, a silt or other form of curtain will be stored approximately mid-point between the Mine and Funeral Creek ready for deployment to control flow in a creek adjacent to a spill. The control point strategy is also relevant.

During the road operating period, there may be brief periods of warm temperatures leading to melting adjacent to the road. This is more likely as the end of the road season approaches. Again, spill response crews will be trained and prepared/equipped for open water response situations.

2.6 DISPOSAL OF WASTE FROM RESPONSE ACTIONS

Used absorbent materials from hydrocarbon spill response actions will be incinerated in the Mine incinerator. Plastics are not incinerated, and are taken off-site for disposal.

Contaminants from spills are most likely to be either hydrocarbons or metals, although others are possible. Soil contaminated with hydrocarbons will be temporarily stored in steel drums at the spill site and then taken to the Solid Waste Facility at the Mine. The contaminated material will then be transferred to a lined cell for bioremediation. This may include gravel and rocks rather than attempt to separate these at the spill site. This material would not be included in samples to verify completion of remediation, and would remain on site and be incorporated into the Waste Rock Pile. Soil contaminated with metals could be processed through the Mill, provided the soil does not contain any material that could interfere with the Mill process. Representative samples would be tested to verify the appropriate remedial approach. Target treatment concentrations would be the CCME Soil Quality Guidelines for the Protection of Environmental and Human Health, Residential/Parkland.

Soil and/or vegetation contaminated with acid will also be temporarily stored in steel drums at the spill site and then taken to the Solid Waste Facility. The contaminated material could be managed in the bioremediation cell depending on the strength of the acid and provided the cell liner is protected. Soda ash is effective at neutralising acid. If this is used and sludge is produced, the sludge can be drummed and taken to the Mine for inclusion in the Mine backfill mix.

Water contaminated with hydrocarbons can be processed through an activated carbon vessel at the Mine. Water contaminated with metals can be treated at the Mine site Water Treatment Plant.

2.7 POST-SPILL INVESTIGATION

Depending on the nature of a spill, it may be necessary to investigate spill impacted areas after a spill response. A spill of concentrate may require soil sampling to verify all of the concentrate was recovered. A spill of fuel may require soil and water sampling. Each spill is different and an appropriate follow-up sampling plan will be developed by environmental staff from the Mine. In a worst case, sample results may indicate a need to conduct a more comprehensive environmental site assessment, and ultimately the development and implementation of a remedial action plan.

3.0 RESPONSE EQUIPMENT AND CONTROL POINTS

3.1 PERSONAL PROTECTIVE EQUIPMENT

Personal protective equipment (PPE) will be carried in each vehicle commensurate with the type of cargo being transported. This is for the management and handling of fuels, chemicals and reagents. At a minimum, PPE will consist of thick gloves, coveralls or other suitable clothing, and steel-toed boots. Other PPE for specific cargos will include splash protection goggles, nitrile rubber gloves, impervious (Tyvek) suits and half-face masks equipped with HEPA-filters. This equipment will be used by all personnel involved in spill response proximal to the spill.

For specific first aid, toxicological and other health related data, and the relevant protection equipment, the Spill Response Team will have access to Material Safety Data Sheets (MSDS) for the specific cargo that has been spilled. MSDS's will be maintained in the Administration Building. In addition, 'fast fact' sheets for each substance are provided in Appendix B which give information on safety measures, first aid, specific emergency response requirements and physical and chemical properties.

3.2 SPILL KITS

Each truck will carry a spill kit commensurate with the cargo being transported, and the driver must be familiar with the contents and how to use them. Trucks transporting fuel will carry sorbent specific to hydrocarbons. Trucks carrying acid will be dedicated trucks with specially trained drivers, and spill kits specific to acid.

Other spill kits are intended for use by the Spill Response Team. Comprehensive spill kits will be maintained at the Mine (Km 0), Cat Camp (Km 39), the Tetcela Transfer Facility (TTF), Km 75), Grainger Gap (Km 123), and the Liard Transfer Facility (LTF, Km 179). The kits at the Mine, TTF and LTF will be custom built and stocked road trailers dedicated to spill response that will contain equipment, materials and tools, and can be readily hooked up and towed to a spill site. There is no need to locate the trailers in high risk locations because responders will still need to travel to the spill site, no matter its location, collecting the nearest trailer on the way. Trailer use would be restricted to preventative maintenance, training and spill response activities. Trailer contents are expected to be as listed in Appendix C:

The spill kits at Cat Camp and Grainger Gap will be in totes that can be lifted into truck boxes. These kits will consist of the items listed in Appendix C:

3.3 HEAVY EQUIPMENT

Non-dedicated heavy equipment will be maintained at the Mine. These will include backhoes, dozers, a crane truck, dump trucks, and a vacuum truck. Storage vessels will be available at the Mine site to store any collected material. A tank or bladder will be available for hydrocarbons. A steel tank will be available for acid. Solid material, such as spilled concentrate or soda ash, can be stored in bulk bags. Front end loaders will be available at the Transfer Stations, and could be diverted to a spill site as needed.

3.4 CONTROL POINTS

When a spill occurs, there is a potential for spilled material to enter a water body and flow either above or below any ice cover. Flow can also occur in a dry watercourse. Contaminants can be carried away from the spill site. A number of areas exist where a spill could enter a watercourse. Sensitive areas were identified along Prairie and Funeral Creeks, especially the upper section of Funeral Creek, Sundog Creek, and the Polje, Tetcela and Fishtrap Creek crossings. “Control Points” will be established at pre-determined locations from which spill containment and recovery operations can be mounted to limit the migration of a spilled substance from an upstream location.

Establishment of Control Points along Prairie and Funeral Creeks would be challenging because the road parallels the creeks and the creeks may have significant flows of water. However, a silt or other form of curtain will be stored approximately mid-point between the Mine and Funeral Creek ready for deployment to reduce flow in part of Prairie Creek adjacent to a spill. The curtain is not intended to contain a spill, but rather would assist spill response by providing a more quiescent environment. The Funeral Creek stream width is likely to be quite narrow in winter. Absorbents will be available for placement along the bank between the stream and the road, and/or across the stream itself temporarily, as necessary. A Control Point will be established near the mouth of Funeral Creek since a spill upstream could move rapidly down the creek.

The upper section of Funeral Creek consists of two tributaries adjacent to the road which are unlikely to be fish-bearing during the road operating season. However, the creek downstream is sensitive because of the possible presence of over-wintering fish. This section of the road is considered the most challenging in terms of mounting a response in the event of a spill because of the steep terrain and grade separation between the road and creek. Consequently, Control Points will be established on these tributaries. Control equipment, including material to create temporary dams (sand bags or wooden weirs) and absorbents, will be stored adjacent to the tributaries ready to be quickly deployed. The intent is to prevent migration downstream of the Control Point of any substance spilled in the upstream catchment. Similar Control Points will also be established on Sundog Creek in two locations (one just above the main falls and one just before the creek flows onto the fluvial outwash plain), and downstream of the Polje Creek, Tetcela River and Fishtrap Creek crossings.

Control Point equipment will include booms and absorbents in addition to board weirs, sand bags and other inert materials that would be stored at the location and available for temporary use to prevent the migration of contaminants.

4.0 RESPONSE SYSTEM AND TEAM

4.1 RESPONSE SYSTEM

A response management system will be used to respond to spills. The Incident Command System (ICS) that is widely used by governments and industry will be adopted. This allows trained regulators, contractors and other external resources to quickly integrate with and augment the CZN spill response team.

A spill classification system will also be used that is in wide use in industry, as follows:

Level 1 A **minor** event that is confined to the Company property and can be handled by CZN/available contractor personnel using the response resources, manpower and equipment at hand. Employee safety is not significantly affected and public safety and property is not endangered. The Incident Commander is the Shift Supervisor.

Level 2 A **moderate** event where an incident has occurred or spread beyond Company property, or employee safety is endangered or external resources such as fire, police or ambulance or contractors/external resources are required, but public safety is not endangered. The Incident Commander is the Mine Manager or his delegate.

Level 3 A **major** event where public safety or property is endangered or major off-site environmental impacts have occurred or could occur, and external resources are required. The Incident Commander is the Mine Manager or a Vice President.

4.2 RESPONSE TEAM

The spill response team will consist of 6 personnel: 1 Supervisor, 1 Safety Watch, and 4 responders, one of which will be a mechanic. The responders will work on the buddy system in teams of two. Any required increase in the number of responders will also be in teams of 2. The Supervisor is responsible for all communications off the spill site, and directs and documents operations in a chronological log. Communications will be relayed via the Journey Management System (JMS) Co-ordinator. Road traffic would likely be halted until the emergency phase of the spill response is completed. The JMS Co-ordinator would relay information to Mine management for necessary external communications with regulators and local stakeholders.

The Safety Watch will be an experienced employee with intimate knowledge of the operations and safe operating procedures. The Safety Watch's primary responsibility will be to police safety and coach the responders. The Safety Watch may also help unload or deploy equipment in the early stages of a response or assist from time to time if required, but safety policing is the priority.

As mechanical equipment such as pumps and skimmers could be involved, the inclusion of a mechanic with his tools is appropriate. The team would be supported by other units delivering additional equipment, as necessary.

4.3 ADDITIONAL ASSISTANCE

CZN will endeavour to contract a bulk fuel service company located in the region, preferably close to the haul route, which has an established mobile spill response unit that would be available 24 hours a day. The company would assist CZN in its response to any large bulk fuel spill along the access road or highways during the operation of the winter road. This service company may also provide training on spill cleanups to CZN employees and contractors, but this and all other items would be defined in the contract.

Additional resources and assistance are available from the following sources:

Esso Bulk Fuels Agency (Fort Simpson)	867 695 2351
Environmental Protection Section, Environment Division, Government of NWT Phone (Yellowknife):	 867 873 7654
Aboriginal Affairs & Northern Development (Fort Simpson)	Laurie Ozmun Resource Management Officer 867 695 2626
Aboriginal Affairs Canada Contaminants Phone Hot Line:	 1 800 661 0827
RCMP (Yellowknife)	867 920 8311
RCMP (Fort Simpson)	867 695 3111
Fire Dept. (Fort Simpson)	867 695 2222
Fire Dept. (Fort Liard)	867 770 2222
Ambulance (Fort Nelson)	250 774 2344
Hospital (Fort Nelson)	250 774 6916
Hospital (Fort Simpson)	867 695 7000
Hospital (Fort Simpson after hours)	867 695 3232
Fixed Wing (VILLERS Fort Nelson)	250 774 2072
Fixed Wing (WOLVERINE Fort Simpson)	867 695 2263
Helicopters (CANADIAN, Fort Nelson)	250 774 6171
(GREAT SLAVE HELI, Fort Simpson)	867 695 2326

For large or complicated spills, Esso Bulk Fuels can be contacted who have a spill response team available for deployment. This could be facilitated by aircraft.

5.0 SPILL TRAINING AND EXERCISES

5.1 TRAINING

All members of the Spill Response Team will be trained and familiarized with the spill response resources, including their location and access, this *Spill Contingency Plan* and appropriate spill response methodologies and reporting.

Operators stationed at the Transfer Facilities will also receive appropriate spill response training. Response training will include classroom study, equipment deployment instruction and spill exercises. Training for individual employees/contractors would be commensurate with the duties each is to perform in their day to day functions plus basic spill response procedures. It is envisaged that this would cover responses to Level 1 and smaller Level 2 incidents. Training for Spill Response Team members will be of a much higher order, up to and including large Level 3 events.

Fuel handling crews will be trained in the safe operation of these facilities, spill prevention techniques and initial spill response actions.

5.2 SPILL EXERCISES

Response training will include spill exercises where attendees will take appropriate actions and deploy suitable equipment and materials to combat a specifically designed, realistic, spill scenario. The simulated spill will involve a test medium which poses no environmental hazard but behaves like those requiring a response if spilled. Spill exercises will be undertaken in summer (initial training) and winter (final training) conditions, and in locations representing the range of environmental conditions that will exist on the road. Spill simulations will include the use of the bags to be used to transport concentrates on the road. Popcorn, puffed wheat or a heavier inert substance will be used to simulate the “spill”.

Spill response training will likely be performed at the Mine. However, if any exercises are contemplated within the NNPR, park staff will be notified first and if the plans are approved, invited to observe or participate. Parks staff will also be consulted regarding the rendering of additional resources and assistance for responding to a spill, although their assistance would not be relied on.

6.0 REPORTING PROCEDURES

The Spill Response Team must be notified immediately about the occurrence of any spill. The chain of command to be followed in the reporting process is to contact the JMS Coordinator immediately. That person will then notify the Spill Response Supervisor.

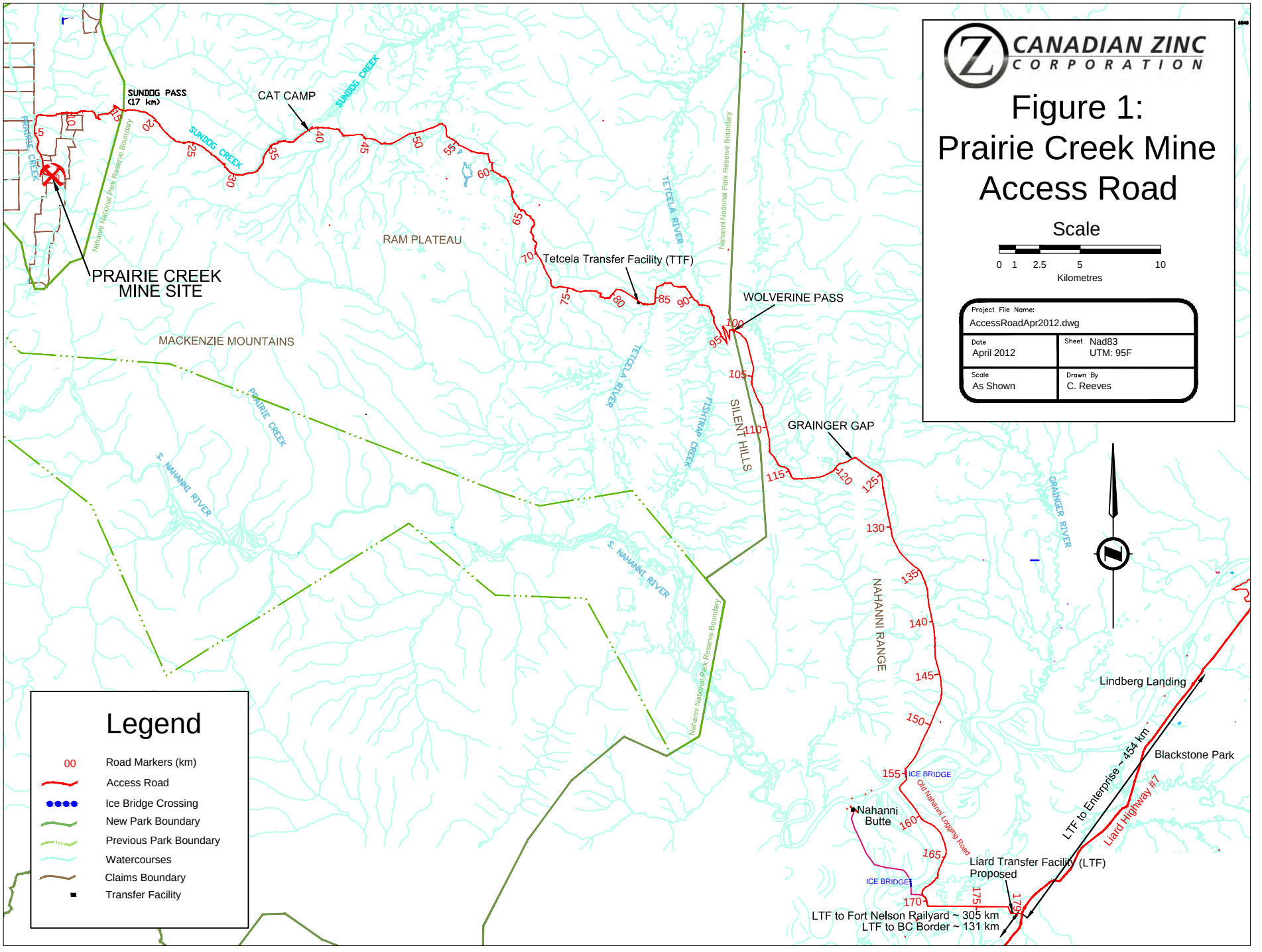
The Supervisor will be responsible for determining if the spill is reportable (see INAC, 2007). If the spill is reportable, the Supervisor is also responsible for reporting it using the NT-NU Spill Report Form (INAC, 2007) (see Appendix D), and notifying Mine management, the Parks Canada office in Fort Simpson, and the Band office in Nahanni Butte. The Supervisor will also ensure that all other spill reporting (i.e. Monthly Spill Report) is completed and submitted to the AANDC District Inspector.

Spills of flammable liquids, such as diesel and gasoline, are reportable if the spilled quantity exceeds 100 litres. Spills of drilling fluid, used or waste oil, vehicle fluids and wastewater are reportable if the spilled quantity exceeds 100 litres or 100 kg. Spills are also reportable if they are near or into a water body, irrespective of quantity. For more details, consult the AANDC protocol.

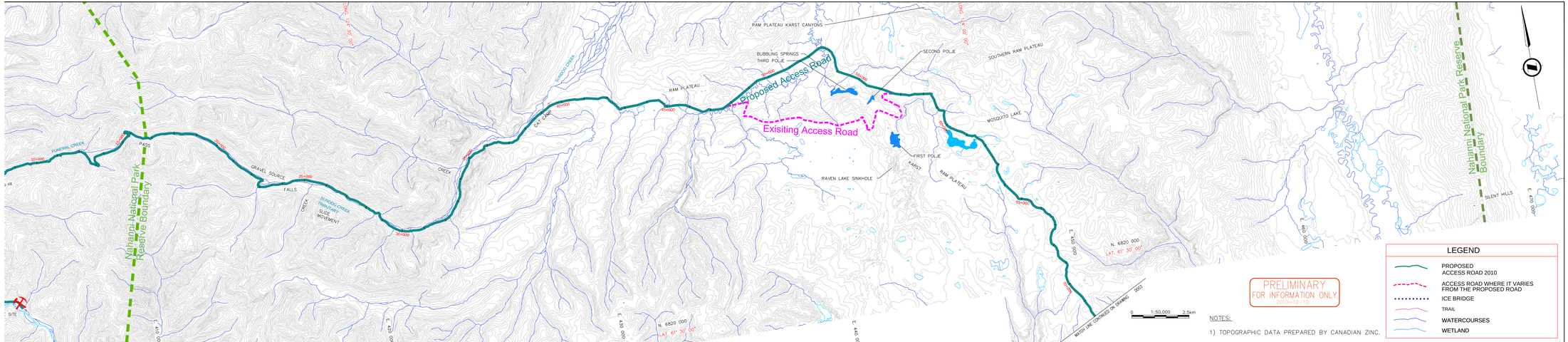
24 Hour NWT Spill Reporting Line

Phone:	(867) 920-8130
Fax	(867) 873-6924

Note: A spill report (Appendix D) should be filled out on the Spill Report Form as completely as possible prior to calling the 24 Hour Spill Reporting Line.


CANADIAN ZINC CORPORATION
Figure 1:
Prairie Creek Mine Access Road
Scale
0 1 2.5 5 10
Kilometres
Project File Name:
AccessRoadApr2012.dwg
Date
April 2012
Sheet
Nad83
UTM: 95F
Scale
As Shown
Drawn By
C. Reeves
SUNDOG PASS
(17 km)
CAT CAMP
SUNDOG CREEK
PRAIRIE CREEK
MINE SITE
Nahanni National Park Reserve Boundary
RAM PLATEAU
Tetcela Transfer Facility (TTF)
TETCELA RIVER
WOLVERINE PASS
MACKENZIE MOUNTAINS
PRAIRIE CREEK
S. NAHANNI RIVER
FISHTRAP CREEK
SILENT HILLS
GRAINGER GAP
GRAINGER RIVER
NAHANNI RANGE
Lindberg Landing
Blackstone Park
LTF to Enterprise ~ 454 km
Liard Highway #7
ICE BRIDGE
Old Nahanni Logging Road
Nahanni Butte
Liard Transfer Facility (LTF)
Proposed
LTF to Fort Nelson Railyard ~ 305 km
LTF to BC Border ~ 131 km
Legend
00 Road Markers (km)
Access Road
Ice Bridge Crossing
New Park Boundary
Previous Park Boundary
Watercourses
Claims Boundary
Transfer Facility

Appendix A



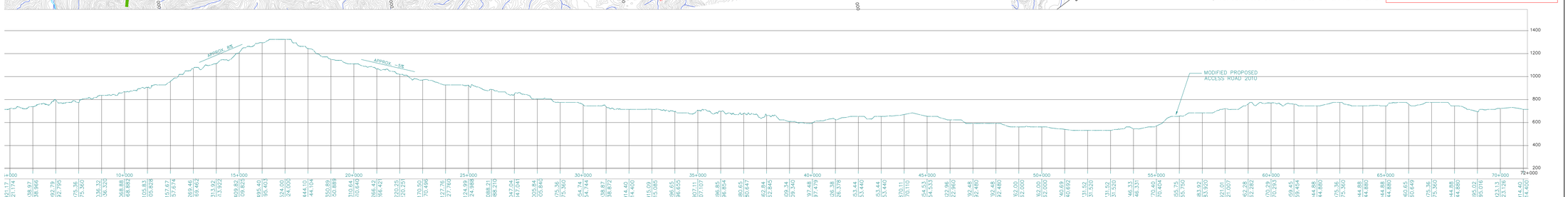
PRELIMINARY
FOR INFORMATION ONLY
2010-12-10

LEGEND

- PROPOSED ACCESS ROAD 2010
- ACCESS ROAD WHERE IT VARIES FROM THE PROPOSED ROAD
- ICE BRIDGE
- TRAIL
- WATERCOURSES
- WETLAND

NOTES:

1) TOPOGRAPHIC DATA PREPARED BY CANADIAN ZINC.



PROFILE 1 – ACCESS ROAD
SCALE: H: 1:50,000
V: 1:10,000

SNC·LAVALIN

CANADIAN ZINC CORPORATION

Surveyed by:		Date:	DWG. No.	Description	Rev.	Date:	Description	Signature
Designed by:	A.R. WACHMANN	2006-08-31	Winter_Road.dwg	TOPOGRAPHIC DATA PREPARED BY CANADIAN ZINC	PA	06-09-08	FOR INFORMATION	TW
					PB	06-09-18	FOR INFORMATION	TW
Drawn by:	N. SCHWAB/CHL	2006-09-07			PC	06-10-12	FOR INFORMATION	TW
Checked by:	L. PIUS	2006-09-07						
Approved by:	A.R. WACHMANN	2006-09-08	REFERENCE DRAWING		REVISIONS			

Title:

PRAIRIE CREEK MINE
PROPOSED ACCESS ROAD

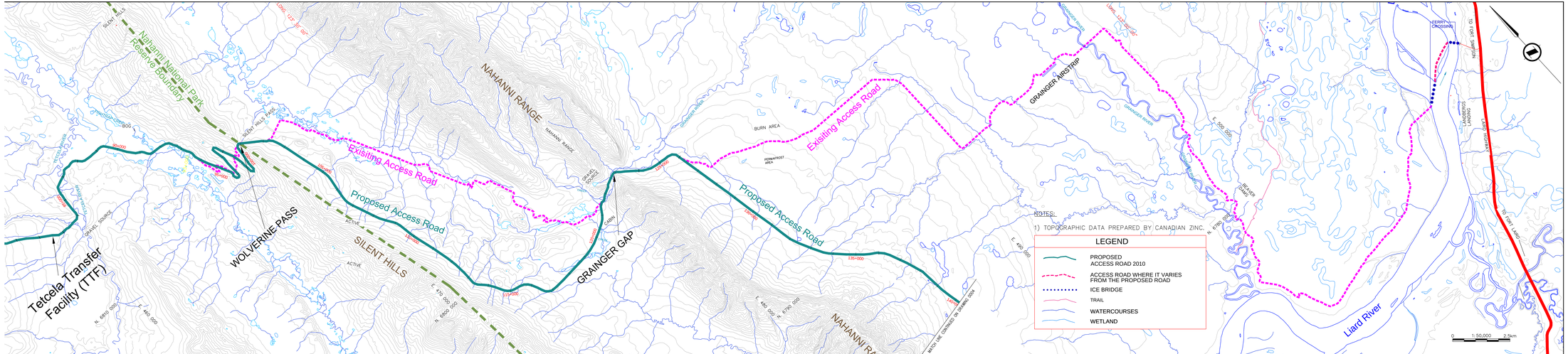
PLAN & PROFILE
STA. 0+000 TO STA. 72+000

Scale: 1:50,000

Project No.: 017145-0000-41DK-0002

PE

CANCEL PRINTS BEARING LETTER PREVIOUS TO

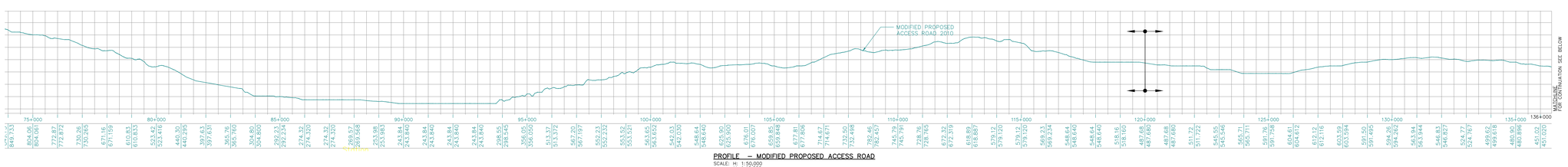


NOTES:

1) TOPOGRAPHIC DATA PREPARED BY CANADIAN ZINC.

LEGEND

- PROPOSED ACCESS ROAD 2010
- ACCESS ROAD WHERE IT VARIES FROM THE PROPOSED ROAD
- ICE BRIDGE
- TRAIL
- WATERCOURSES
- WETLAND



PROFILE – MODIFIED PROPOSED ACCESS ROAD
SCALE: H: 1:50,000
V: 1:10,000

PRELIMINARY
FOR INFORMATION ONLY
2010-12-10

SHEET 0002 SHEET 0003 SHEET 0004

SNC·LAVALIN

CANADIAN ZINC CORPORATION

Surveyed by:		Date:
Designed by:	A.R. WACHMANN	2006-08-31
Drawn by:	N. SCHMID/C.HL	2006-09-07
Checked by:	L. PIUS	2006-09-07
Approved by:	A.R. WACHMANN	2006-09-08

DWG. No.	Description	Rev.	Date:	Description	Signature
Winter_Road.dwg	TOPOGRAPHIC DATA PREPARED BY CANADIAN ZINC	PA	06–09–08	FOR INFORMATION	TW
		PB	06–09–18	FOR INFORMATION	TW
		PC	06–12–12	FOR INFORMATION	TW

REFERENCE DRAWING

REVISIONS

Title:

PRAIRIE CREEK MINE
PROPOSED ACCESS ROAD

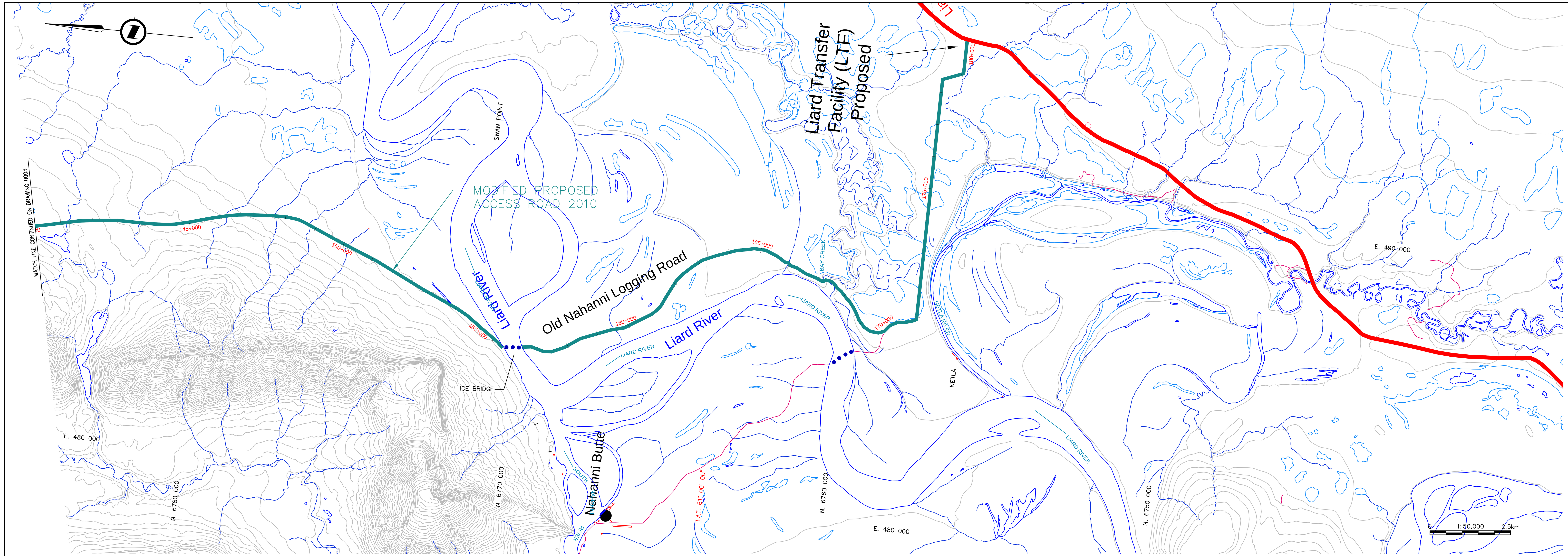
PLAN & PROFILE
STA. 72+000 TO STA. 136+000

Scale: 1:100

Project No.: 017145-0000-41DK-0003

PE

CANCEL PRINTS BEARING LETTER PREVIOUS TO

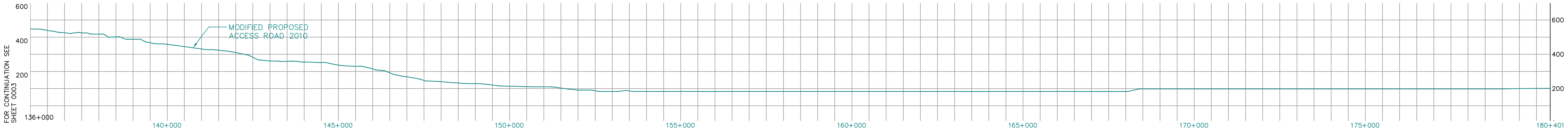


NOTES:

1) TOPOGRAPHIC DATA PREPARED BY CANADIAN ZINC.

LEGEND

- PROPOSED ACCESS ROAD 2010
- WINTER ROAD WHERE IT VARIES FROM THE PROPOSED ROAD
- ICE BRIDGE
- TRAIL
- WATERCOURSES
- WETLAND

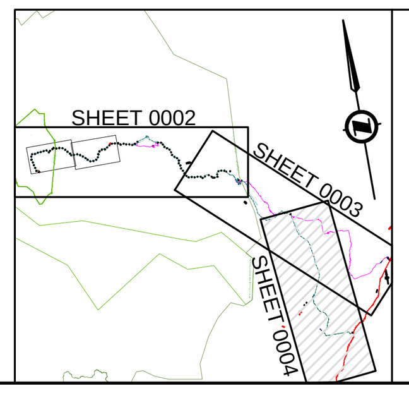


539.24	525.40	525.05	518.16	500.91	487.68	467.17	457.68	445.05	431.02	423.40	409.98	382.40	361.27	358.53	355.06	351.46	337.09	329.39	314.08	292.00	268.38	247.63	240.31	232.57	228.68	220.84	213.36	211.43	210.20	202.98	191.37	187.78	182.88	186.24	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	182.88	198.12	198.12	198.12	198.12	198.12	198.12	198.12	198.12	198.12	198.12	198.12	198.12	198.12	198.12	198.12	198.12	198.12	198.12	198.12	198.12	198.12	198.12	200.00	201.23	201.63

PROFILE – MODIFIED PROPOSED ACCESS ROAD

SCALE: H: 1:50,000
V: 1:10,000

PRELIMINARY
FOR INFORMATION ONLY
2010-12-10



SNC·LAVALIN

CANADIAN ZINC CORPORATION

		DWG. No.	Description	Rev.	Date:	Description	Signature
Surveyed by:	Date:	Winter_Road.dwg	TOPOGRAPHIC DATA PREPARED BY CANADIAN ZINC	PA	06-09-08	FOR INFORMATION	TW
Designed by: A.R. WACHMANN	2006-08-31			PB	06-09-18	FOR INFORMATION	TW
				PC	06-12-12	FOR INFORMATION	TW
Drawn by: N. SCHWAB/CHL	2006-09-07						
Checked by: L. PIUS	2006-09-07						
Approved by: A.R. WACHMANN	2006-09-08	REFERENCE DRAWING		REVISIONS			

Title:

PRAIRIE CREEK MINE
PROPOSED ACCESS ROAD

PLAN & PROFILE
STA. 136+000 TO STA. 176+113

Scale: 1:50,000

Project No.: 017145-0000-41DK-0004

PE

CANCEL PRINTS BEARING LETTER PREVIOUS TO

Appendix B

Appendix C

PRAIRIE CREEK MINE
SPILL RESPONSE EQUIPMENT

ITEM	DESCRIPTION	Mine	Mine Trail	CC	TTF	Trail	GG	LTF	LTF Trail	REMARKS
01-Apr-12						I				
Locations										
Mine	Km 0									
CC = Cat Camp	Km 39									
TTF = Tetcela Transfer Facility	Km 85									
GG = Grainger Gap	Km 123									
LTF = Liard Transfer Facility	Km 179									
Inventory Sections										
Anchors Pins										
Booms, Bridles, & Connector Pins										
Electrical Equipment & Generators										
Fuel, Gas, Oil, Lubes & Additives										
Helicopter Equipment										
Hoses & Related Equipment										
Ice Equipment										
Miscellaneous (Hand tools etc)										
Ropes & Rope Reels										
Safety Equipment - General										
Safety Equipment - Personnel										
Sampling Equipment (soil & water)										
Skimmers										
Sorbents										
Tanks & Related Equipment										
Totes										
Vehicles										
Inventory Completion Dates										
ANCHOR PINS										
ANCHOR PINS	Drive- in , 4'		6			**6**			**6**	
	Drive-in, Delta wing		3			3			3	
	Screw- in 5'		3			3			3	
BOOMS, BRIDLES, CONNECTOR PINS										
BOOMS, RIVER	?" x ?" River Boom in 25' sections with fixed ASTM connectors and ?' folds									200' See Comments
	Boom Repair Kit									1
BRIDLES	Shoreline, c/w snaps for" boom.									8
	Tow, Single, ASTM Connector for boom									4
CONNECTOR PINS, ASTM	Spares for 6" x 6" Boom									6
ELECTRICAL EQUIPMENT & GENERATORS										
EXTENSION CORDS	20'		**2**			2			**2**	
	50'		2			2			2	
	100'		1			1			1	
GENERATOR (Gasoline)	Wheeled		1			1			1	
LIGHT STAND	Portable, c/w light		2			2			2	
	Spare 500W Halogen bulbs		2			2			2	

PRAIRIE CREEK MINE
SPILL RESPONSE EQUIPMENT

ITEM	DESCRIPTION	Mine	Mine Trail	CC	TTF	Trail	GG	LTF	LTF Trail	REMARKS
FUEL, GAS, OIL, LUBES & ADDITIVES										
ANTI - FREEZE	Gas Line 150 ml		1			1			1	
DIESEL	5 gall. Jerry Can		1			1			1	
ENGINE OIL	TBD									
ENGINE STARTING FLUID	Aerosol		1			1			1	
GASOLINE	5 gall. Jerry Can		1			1			1	
GASOLINE (5L)/CHAIN OIL (1.5L) Combi Container			1			1			1	
HYDRAULIC OIL										Depends on skimmer selection
HELICOPTER EQUIPMENT										See Comments re helo equipt.
HOSES & RELATED EQUIPMENT										
See also Tanks & Related Equipment	Terra Tank fittings not included here									
ADAPTER	1 1/2" M x 2" M									For use with Tote etc
DISCHARGE HOSE	2" x 25' c/w Kamlocks		2			2			2	
	2" x 50' c/w Kamlocks		2			2			2	
FIRE NOZZLE	c/w 1 1/2" to 2" Swage and Kamlock		1			**1**			**1**	
FOOT VALVES	2" c/w Kamlock		1			**1**			**1**	
HOSE CAPS	1.5"									**For all hoses, tanks, pumps & skimmer & fittings**
	2"									
	3"									
	4"									
HOSE PLUGS	1.5"									**For all hoses, tanks, pumps & skimmer & fittings**
	2"									
	3"									
	4"									
KAMLOCK LOCKING PINS (spare)			6			**6**			**6**	
KAMLOCKS, NIPPLES & ADAPTERS etc			Y			**Y**			**Y**	
KAMLOCK SEALS	2" Rubber, Spares		6			**6**			**6**	
SUCTION HOSES	2" x 15' c/w Kamlocks		6			**6**			**6**	**Length could increase based on trailer length**
SUCTION SCREEN	2" c/w Kamlocks		1			1			1	
SWAGES (Adapters)	2" - 3" c/w Kamlocks		1			1			1	
	2" - 4" c/w Kamlocks		1			1			1	
THREE WAY MANIFOLD	2" c/w Ball Valves		1			1			1	

PRAIRIE CREEK MINE
SPILL RESPONSE EQUIPMENT

ITEM	DESCRIPTION	Mine	Mine Trail	CC	TTF	Trail	GG	LTF	LTF Trail	REMARKS
VALVES	2" Ball, c/w Kamlocks		1			1			1	
ICE EQUIPMENT										
For Clothing (Chain Saw Chaps, Winter Boots etc see "Safety Equipment, Personnel." or "Miscellaneous"										See Comments re Ice Equipment
AUGER - ICE	Gasoline Powered, c/w ??" bit and 2' extension									
AUGER BIT - ICE	6" Bit									
AUGER/CHAIN SAW TOOL KIT	Includes chain file etc.									
CHAIN SAW	Gasoline Powered c/w ??" bar & chain. C/W manual.									
CHAIN SAW AIR FILTER										
CHAIN SAW BAR	48" Spare									
CHAIN SAW CHAIN	48" Spare									
ICE BLOCK LIFTER T BAR	c/w 1 "T" Bar c/w chain									
LADLES										
SHOVELS, SCOOP										See Misc Tools
WATER VELOCITY METER	Stream Speed Meter									
MISCELLANEOUS										
ALLEN KEY	Set		1			1			1	
AXE c/w safety cover	Fire, Long Handled		1			1			1	
BATTERIES, C CELL	For Megaphone		6			6			6	
BOOSTER CABLES	Pr.		1			1			1	
BRUSH	Floor, Long Handled		1			1			1	
CARIBINERS	See Quicklinks									
CHAINSAW See also Chain Saws in Ice Equipment			1			1			1	
CHAIN SAW CHAPS	Pr.		1			1			1	
CHISEL, STEEL			1			1			1	
CLIPBOARD			1			1			1	
COME ALONG 3/4 TON	C/W chain and lever		1			1			1	
CONES, TRAFFIC			12			12			12	
CONTAINER, RUBBERMAID			3			3			3	In Trailer storage
CORD	Sash on reel		1			1			1	

PRAIRIE CREEK MINE
SPILL RESPONSE EQUIPMENT

ITEM	DESCRIPTION	Mine	Mine Trail	CC	TTF	Trail	GG	LTF	LTF Trail	REMARKS
DECON	Brushes, Long Handled		3			3			3	See Comment
	Trays		3			3			3	
DECON KIT	Large									See Comment
Bag, Duffle, Marked "Decon Kit"										
3 Bags, Waste Disposal										
3 Berms, Mini 36" x 36" x 6"										
1 Bottle, Spray										
3 Brush, Boot, Long Handled, Stiff Bristle										
2 Scissors, Rounded Ends										
1 Gall Solvent	c/w MSDS									
1 Sorbent, Granular, 10 Lb bag										
25 Pads, Sorbent, Hydrocarbon										
25 Pads, Sorbent, Universal										
1 Roll Tape, Caution/Do Not Enter										
1 Tarpaulin, 12' x 12'										
DETERGENT	20L pail decon etc		1			1			1	
DRUM, 45 gall, steel	45 Gall. c/w removeable lid & quick release locking ring		3			3			3	see Comment
DRUM, 45 gall, plastic	45 Gall. c/w removeable lid & quick release locking ring		3			3			3	
EMERGENCY RESPONSE GUIDE 2012			1			1			1	
FENCE	Snow, Orange, Roll		1			1			1	
FILES	Flat		1			1			1	
	Round		1			1			1	
FLASHLIGHTS	c/w Orange Wand Ends & "D" Cell batteries		2			2			2	Heli Ops/Traffic marshalling etc
FUNNELS	Large		1			1			1	
	Small		1			1			1	
GARBAGE BAGS	Box, domestic type		1			1			1	
GARBAGE BAGS, INDUSTRIAL WASTE	6mm 50 per box		1			1			1	
GEO TECH BAGS	Solid Waste, Heli Transportable c/w slings attached		3			3			3	See Comment
HACKSAW	c/w spare blades		1			1			1	
HAMMER	Ball Peen		1			1			1	
	Claw		1			1			1	
	Sledge 8 lb.		1			1			1	
HATCHET c/w safety cover			1			1			1	
HEATER	"Reddy", Electric powered, Diesel fuel		1			1			1	See Comments
KIT, GROUNDING & BONDING	Rubbermaid Tub c/w Lid		1			1			1	
	Steel Spikes									
	15' Yellow Coated Cable c/w BLACK clamp each end									
	25' Yellow Coated Cable c/w RED clamp on each end									

PRAIRIE CREEK MINE
SPILL RESPONSE EQUIPMENT

ITEM	DESCRIPTION	Mine	Mine Trail	CC	TTF	Trail	GG	LTF	LTF Trail	REMARKS
	Instruction Card for use of									
KNIFE	Utility, c/w spare blades		1			1			1	
LAB SPILL KIT (in 20L Pail c/w Lid)			1			1			1	See Comments
LABELS	Identifying equipt fuel dates, bag content etc (box) c/w plastic ties		Y			Y			Y	
LANTERNS	Hand		6			6			6	
LANTERN 6V BATTERIES			9			9			9	
LOG BOOK			1			1			1	
MALLET, RUBBER			1			1			1	
MARKERS, PERMANENT	Black		1			1			1	
	Red		1			1			1	
MEGAPHONE	c/w Siren c/w C cell batteries		1			1			1	See Comments
NAILS	Assorted, In One Gallon Paint		Y			Y			Y	
NUTS, BOLTS, WASHERS	Assorted		Y			Y			Y	
PADLOCKS	Installed on trailers. Combination type, Programmable, Master Locks on doors and on spare tire mount		Y			Y			Y	Quantity depends on trailer design
PAILS	Galv. 2.5 gall, aluminium		1			1			1	
	Plastic, 20L c/w lid		1			1			1	
PAINT	Aerosol Orange		1			1			1	
	Aerosol Blue		1			1			1	
PAPER TOWELS			1			1			1	
PICK			1			1			1	
PITCH FORKS	"D" Grip		2			2			2	
	Long Handled		2			2			2	
PLASTIC, SHEETING	20ft x 100ft 6mm Roll		1			1			1	
PLIERS	Regular		1			1			1	
	Needlenose		1			1			1	
PLYWOOD	3/4" x 4'x 6' 3/4 x 4' x 8' 4' x 4' 5' x 3'									See Comments
PROPANE BOTTLES	20lb									for Tiger Torch. See Comments
PROPANE TORCH KIT	c/w storage case, flame spreader, 2 utility flame tips.		1			1			1	
PRY BAR	5'		1			1			1	
QUICK LINKS, spares			6			6			6	

PRAIRIE CREEK MINE
SPILL RESPONSE EQUIPMENT

ITEM	DESCRIPTION	Mine	Mine Trail	CC	TTF	Trail	GG	LTF	LTF Trail	REMARKS
RAGS (BOX)			1			1			1	
RAKES	Long Handled		2			2			2	
SCISSORS	Rounded end		1			1			1	
SCRAPER	Ice, Long Handled		2			2			2	
SCREWDRIVER	Multi Tip		1			1			1	
SHACKLES			6			6			6	
SHOVELS	Long Handled		2			2			2	
	Scoop, Aluminum, "D" grip		2			2			2	
	Snow		2			2			2	
SODA ASH	See Sorbents									
SQUEEGEE	Long Handled		2			2			2	
TAPE	CAUTION		1			1			1	
	DANGER		1			1			1	
	DUCT		1			1			1	
	ELECTRICAL (ROLLS)		1			1			1	
	FLAGGING (ROLLS) Not White		1			1			1	
	TEFLON (ROLLS) - pipe tape		1			1			1	
TAPE MEASURE	25'		1			1			1	
	100'		1			1			1	
TARPAULINS			2			2			2	
TIES, WIRE, NYLON	Assorted sizes		Y			Y			Y	
TIE-DOWNS	For interior of trailer		Y			Y			Y	
TIN SNIPS	Set of 3		1			1			1	
TOOL BOX	Portable		1			1			1	
TIGER TORCH	c/w regulator and hoses - Propane									See Comments
TRAYS, DRIP	36" x 36" x 4" Collapsable		3			3			3	See Comments
WD - 40	Lubricant, aerosol		1			1			1	
WIRE	Mechanics (roll)		1			1			1	
WIRE BRUSH			1			1			1	
WIRE CUTTERS			1			1			1	
WIRE MESH	Roll, Large mesh		1			1			1	
WIRE FLAGS	Bundles. 100 per bundle. Not White		1			1			1	
WRENCH	Crescent 6" Adjustable		1			1			1	
	12" Adjustable		1			1			1	

PRAIRIE CREEK MINE
SPILL RESPONSE EQUIPMENT

ITEM	DESCRIPTION	Mine	Mine Trail	CC	TTF	Trail	GG	LTF	LTF Trail	REMARKS
	PIPE - 12"		1			1			1	
	18"		1			1			1	
	Combination Open End Set 11, imperial		1			1			1	
	Combination Open End Set 11, metric		1			1			1	
	Sparkplug		1			1			1	
WRINGER c/w bracket to fit 45 gall drum	For sorbent pads		1			1			1	
PUMPS										See Comments
ALL PUMPS ARE KAMLOCKED										
DIESEL	See also "Skimmers"									
GASOLINE	2"		1			1			1	
ROPES & ROPE REELS										
ROPE	1/2" x 25', floating, loop & hook		**8**			8			8	See Comments
	1/2" x 50', floating, loop & hook		4			4			4	
	1/2" x 100' ,floating, loop & hook		2			2			2	
REEL			3			3			3	
SAFETY EQUIPMENT GENERAL										
AIR HORN			1			1			1	
EYE WASH STATION	c/w liquid		1			1			1	
FIRST AID KIT	10 man		2			2			2	See Comments
FIRE EXTINGUISHER	20lb ABC N2 Refillable		2			2			2	See Comments
N2 FIRE EXTINGUISHER BRACKET	N2 Type		2			2			2	
NITROGEN CARTRIDGES	Fire Extinguishers Spares									Mine See Comments
POWDER, FIRE EXTINGUISHER	Purple K - 50lb Pails									Mine
WINDSOCK										See Comments
SAFETY EQUIPMENT PERSONNEL										
BLANKETS			1			1			1	
BOOTIES	Tyvec boot covers, Pr		12			12			12	
BOOTS. Pr.	Rubber, c/w steel toe & shank Size 10		2			2			2	
	Rubber, c/w steel toe & shank Size 11		2			2			2	
	Rubber, c/w steel toe & shank Size 12		2			2			2	

PRAIRIE CREEK MINE
SPILL RESPONSE EQUIPMENT

ITEM	DESCRIPTION	Mine Trail	Mine	CC	TTF	Trail	GG	LTF	LTF Trail	REMARKS
CHIN STRAPS	For Hardhats		6			6			6	
COVERALLS, DISPOSABLE, TYVEC	Size XL		6			6			6	
	Size XXL		6			6			6	
EARPLUGS	Box		1			1			1	
GLASSES	Safety		6			6			6	
GOGGLES	Chemical. Splash		6			6			6	
GLOVES	Monkey Grip		12			12			12	
	Neoprene		12			12			12	
	Nitrile, Disposable (Box of 100)		1			1			1	
HARDHATS			3			3			3	
ICE SANDALS	"Korkeez", pr		6			6			6	
LIFEVESTS	Large		6			6			6	
	Extra Large		6			6			6	
RAINWEAR, JACKET AND PANTS SET	Large		4			4			4	
	Extra Large		4			4			4	
	Extra Extra Large		2			2			2	
RESPIRATORS	Half Mask		4			4			4	
	Full Face		4			4			4	
RESPIRATOR CARTRIDGES	Acid. Fits both of above type respirators		12			12			12	
	Organic Vapour. Fits both of above type respirators		12			12			12	
	Particulates. Fits both of above type respirators		12			12			12	
SAFETY HARNESS	Parachute Type c/w 6' shock absorber safety lines		4			4			4	
VESTS	Road, c/w reflective tape		8			8			8	
WADERS, CHEST c/w SUSPENDERS	c/w steel toes and shanks									
	Size 10		2			2			2	
	Size 11		2			2			2	
	Size 12		2			2			2	
SAMPLING EQUIPMENT										See Comments
Cooler, 102 quart, white										
Cooler, 60 quart, red/white										
Packing tape, roll										
Ice Packs										
Pen										
Pencil										
Rite in Rain Notebook,small										
Rite in Rain Notebook, large										
Permanent marker pens										
Trowel, Aluminum										
Spoon, Stainless steel										
Scrub Brush										

PRAIRIE CREEK MINE
SPILL RESPONSE EQUIPMENT

ITEM	DESCRIPTION	Mine Trail	Mine	CC	TTF	Trail	GG	LTF	LTF Trail	REMARKS
Distilled Water										
Bucket, steel 9L										
Liquid detergent, bottle										
Paper towels, roll										
Amber Glass Bottles 1L										
Amber Bottles 250 ml										
Plastic Bottles 250 ml										
Purge and Trap Vials										
Soil Sample Jars 250 ml										
Mason Jars 1L										
Ziploc Storage Bags, in box										
Bottle & Jar Labels										
Sample Preservatives, nitric acid vials										
Chain of Custody Forms										
Tape Measure										
Latex Gloves										
Summary of Typical Parameters, Hold Times & Bottle Requirements										
Sampling Kit Inventory										
SKIMMERS										See Comments
SORBENTS										See Comments
BOOMS,Oil Only (White)	Sorbent, Bags of 4 (5" x 10')		2			2			2	
BOOMS, Universal, incl. Acids (Gray)	Sorbent, Bags of 4 (5" x 10')		2			2			2	
GRANULAR	Bags		6			6			6	
OIL SNARES, LOOSE	Pom Poms 30 per bag		1			1			1	

PRAIRIE CREEK MINE
SPILL RESPONSE EQUIPMENT

ITEM	DESCRIPTION	Mine Trail	Mine	CC	TTF	Trail	GG	LTF	LTF Trail	REMARKS
OIL SNARES ON ROPE	Pom Poms 1 rope per bag		1			1			1	
PADS	100 Bale. Oil Only (White)		6			6			6	
	100 Bale,Universal (Gray)		6			6			6	
PUTTY, SPILL	Jar, for drum and tank leaks		1			1			1	
ROLLS	Sorbent, Oil Only		1			1			1	
	Sorbent, Universal, incl. acids		1			1			1	
SOCKS, Oil Only	Bags		1			1			1	
SOCKS, Universal, incl. acids	Bags		1			1			1	
SODA ASH	Bags, 25 kg.		10			10			10	
TANKS & RELATED EQUIPMENT										See Comments
TERRA-TANK	Pillow type									See Comments
TERRA TANK FITTINGS	Bag									
TERRA TANK REPAIR KIT										
TOTES c/w Lids & Drain Assemblies										See Comments
TOTE, INSULATED, FORKLIFTABLE c/w LID	42" x 48" x 35"									
Tote Tank Drain Assemblies	c/w 1.5" drain plug adapter, "O" Ring, 2" DC Kamlock, 2" ball valve, 2" x 1.5" reducer nipple									
Vehicles										
TRAILER			1			1			1	
Inventory Completion Dates										

Appendix D

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 ☐ 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 NAMED LOCATION	REGION ☐ NWT ☐ NUNAVUT ☐ 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 ENVIRONMENT
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 ☐ INAC ☐ 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			