Jager, Brenda CSNR:EX

From: Clark, Sacha ENV:EX
Sent: Tuesday, June 27, 2017 2:45 PM
To: ENV Environmental Complaints ENV:EX
Subject: 6784 100327 58472 Schnitzer Steel fire

Hi Nicole,

There was a barge fire on June 23rd at an authorized vehicle dismantling facility that is located by the Victoria MoE office (**Authorization 100327 – Schnitzer Steel Pacific, Inc.**).

Bob Konkin (MoE) would like to know if the Compliance team has looked into it (there is nothing in NRIS).

Background:

- Bob has written some bullet points about the incident and he would like to make sure that MoE has done its due diligence and that the compliance team is aware of the situation.
- Bob mentioned that vehicle dismantling facilities require environmental management plans that must be updated every 5 years.
- I quickly glanced through the **Vehicle Dismantling and Recycling Industry Environmental Planning Regulation** and it appears that the plans do not have to be submitted unless they are requested by an officer or the director(section 7(2)).

Regards,

Sacha Clark
Environmental Protection Technician
Compliance Section
Regional Operations Branch
Environmental Protection Division | BC Ministry of Environment
Phone number: 778-698-4871

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Jager, Brenda CSNR:EX

From: Leu, George ENV:EX
Sent: Wednesday, September 2, 2015 3:34 PM
To: Fournier, Jeff G ENV:EX; Smith, Curtis ENV:EX
Cc: Vroom, Bryan ENV:EX
Subject: Auto Wreck Inspection dated March 23, 2011 from Lady Smith to Victoria

Hi,

Ruth-Ann would be the new inspector for the site. She visited the site dated August 20, 2015 for battery storage not for the vehicle dismantling part.

My last inspection of the Schnitzer Steel Pacific site was March 23, 2011. I copied my original notes below with minor editing in blue.

There have been many noted improvements at the old "Budget Steel" site and many other sites since the Vehicle Dismantling Regulation was issued.

Strictly speaking, the 2011 inspection might be labelled as out of compliance for lack of battery containment in the locked storage shed. The company was advised to improve. I marked the site as in compliance during that time.

Recent inspection by Ruth-Ann Devos indicated satisfactory containment for the battery storage at the site.

Date March 23, 2011

Re: 100326
Schnitzer Steel Pacific, Ltd.
307 David Street, Victoria BC V8T 5C1
(250) 746-6573

3:30 to 4:30 pm

The facility was bought by Schnitzer, an Oregon company. It just shut down its steel shredder before the inspection, which caused complaints in the past due to smoke and explosions. There will be no more smokes coming from the shredder. There were 44 employees and 10 were already laid off due to the shutdown of the shredder. The crushed metals will be shipped to Oregon, where there is a shredder 5 times larger than the Victoria unit. As a result, this site will stop taking demolition wastes or construction wastes. Schnitzer also started remediate the site down to 1 m level at $3 million dollar costs. The Capital Regional District is proposing to take half of the property to accommodate one of its proposed sewage treatment facilities for CRD. Schnitzer is considering its options.

The VDU (Vehicle Dismantling Unit) is operational and all the fluids are stored in double walled storage tanks in a contained tank farm. [The VDU imported from UK and the tank farm are reliable for removing/storing vehicle fluids without spills.] The batteries are stored in a yellow plastic container as well as in a locked storage shed. The batteries in the shed is on a pellet without containment. The company promised to provide a thick walled plastic liner to catch any potential spills. Either Hetherington or Newalta removes fluids for them. The manifests are in order.

Mercury switches are shipped to Switch Out, Janet Taylor, 1216 Young St. Ontario M4T 1W4, (426) 922-2448 local 241. This is industry standard for almost all sites.

CCON (of Abbotsford BC) takes battery.
They have approved employees to remove ODS. The ODS bottled are shipped to the Nanaimo site.

In compliance.

The company also uses a mobile VDU, which may be transported to any locations. A mobile crusher with a self-contained fluid containment vessel may also be deployed. Once the job is finished at a site, all the crushed vehicles will be loaded to a truck and sent back to the Victoria site. The company claimed that the environment would benefit from such services. This may allow the company to expand its territory at multiple sites in southern Vancouver Island.

George Leu, P. Eng.
Sr. Environmental Protection Officer
South Region
Ministry of Environment
2080A Labieux Road
Nanaimo BC V9T 6J9
(250) 751-3180
(250) 751-3103 (fax)

From: Devos, Ruth-Ann E ENV:EX
Sent: Wednesday, September 2, 2015 3:18 PM
To: Leu, George ENV:EX
Subject: Schnitzer Steel inspection

Hi George,

As I mentioned I inspected the battery storage facility at Schnitzer Steel 2 weeks ago for compliance with the hazardous waste regulation. They had recently hired a consultant to go over their battery storage facility and ensure it was meeting the HWR requirements. They had all required plans and were taking operational actions to improve their battery storage facility. They were only out of compliance administratively for operating under Budget Steel`s old permit authorization and will have to cancel that and register themselves, but operationally they were compliant.

I hope this helps.

Ruth-Ann Devos
Environmental Protection Officer, Compliance - Coast
Environmental Protection Division
Ministry of Environment
Office: 250-751-3187

24-hour Spill/Environmental Emergency Reporting: 1-800-663-3456 (Provincial Emergency Program)
24-hour RAPP (Report All Poachers and Polluters) tip-line: 1-877-952-7277 (Conservation Officer Service)
www.gov.bc.ca/env

From: SGPEP.ECC1@gov.bc.ca
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 - VIR - SCRAP METAL
Date: Friday, August 28, 2015 16:06:51

DGIR 151556
PEP Task Number:

Incident Date: 2015-08-28 14:49
Incident Time: 2015-08-28 14:49
Report Date: 2015-08-28
Report Time: 15:31

Spiller: UNKNOWN

Caller 1 / Agency:
CHRIS ROYLE / VICTORIA FIRE DEPT - s.22

Caller 2 / Agency:
/ - : - :

Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Affected Env: Marine
Spill Type: Unknown
Sector:
Jurisdictions:
1: Federal

Material: SCRAP METAL UNKNOWN

Details:
Advised a 911 call was received regarding a spill of various materials off of a barge that appears to be listing on it's side. The barge has various items such as old vehicles, garbage and is leaking oil. The barge reportedly belongs to Steele Pacific Recycling (250-381-5865). Victoria Fire Boat/Engine truck is currently on scene and crews attempting to boom off area.

Response:

Notifications:
PDM Ron Ewanyshyn aware
15:38 briefed MOE RO Alex Grant - code 1 Fed

faxed MOE Nanaimo/MCTS

Report Compiled By: DAWN Admin ECC - 2015-08-28 15:31

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response /
IMT Activation
Notes:

From:	Environmental Emergencies Spill Reports ENV:EX
To:	Grant, Alex J ENV:EX
Subject:	FW: DGIR 151556 - VIR - SCRAP METAL
Date:	Friday, August 28, 2015 16:06:54

From: SGPEP.ECC1@gov.bc.ca
Sent: Friday, August 28, 2015 4:06:46 PM (UTC-08:00) Pacific Time (US & Canada)
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 - VIR - SCRAP METAL

DGIR 151556
PEP Task Number:

Incident Date: 2015-08-28 14:49
Incident Time: 2015-08-28 14:49
Report Date: 2015-08-28
Report Time: 15:31

Spiller: UNKNOWN

Caller 1 / Agency:
CHRIS ROYLE / VICTORIA FIRE DEPT - s.22

Caller 2 / Agency:
/ - : - :

Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Affected Env: Marine
Spill Type: Unknown
Sector:
Jurisdictions:
1: Federal

Material: SCRAP METAL UNKNOWN

Details:
Advised a 911 call was received regarding a spill of various materials off of a barge that appears to be listing on it's side. The barge has various items such as old vehicles, garbage and is leaking oil. The barge reportedly belongs to Steele Pacific Recycling (250-381-5865). Victoria Fire Boat/Engine truck is currently on scene and crews attempting to boom off area.

Response:

Notifications:
PDM Ron Ewanyshyn aware
15:38 briefed MOE RO Alex Grant - code 1 Fed
faxed MOE Nanaimo/MCTS

Report Compiled By: DAWN Admin ECC - 2015-08-28 15:31

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response /
IMT Activation
Notes:

From: Environmental Emergencies Spill Reports ENV:EX
To: Grant, Alex J ENV:EX
Subject: FW: DGIR 151556 UPDATE 2 - VIR
Date: Friday, August 28, 2015 16:07:02

From: SGPEP.ECC1@gov.bc.ca
Sent: Friday, August 28, 2015 4:06:46 PM (UTC-08:00) Pacific Time (US & Canada)
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 UPDATE 2 - VIR

PEP Task Number:

Incident Date: 2015-08-28
Incident Time: 15:31
Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Caller / Agency:
EMAIL / MCTS

Details:
Victoria Fireboat is dispatched and onscene shortly thereafter and deploys boom. Seaspan has been contacted. JRCC Victoria advised.

Report Compiled By: DAWN Admin ECC - 2015-08-28 15:44
DGIR 151556 UPDATE 2 - Subject: OCEAN UPDATE

Notifications:
15:46 paged MOE RO Alex Grant
15:50 briefed MOE RO Alex Grant
15:55 faxed MOE Nanaimo/MCTS

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response / IMT Activation
Notes:

From:	Brach, Pader W ENV:EX
To:	ENV Emergency Incident Contacts
Subject:	Vehicles fallen off barge during loading - Ellice Point, Victoria - August 28 2015 @ 1613 hrs
Date:	Friday, August 28, 2015 16:16:10

Greetings,

It has been reported that Ellice Point Recycling's crane/excavator operator was loading vehicles on a barge and 20 cars or more were reported to have fallen into the water adjacent to Jutland Road, Victoria.

- Coast Gaurd is on-route and will be responding on-scene.

- Victoria fire rescue is on scene and have requested additional boom to assist in collecting metal debris.

- Police, Fire and Harbour Master are involved.

- Excavator operator is currently unwilling to speak to police or MOE regarding the scene.

- Transport Canada has been requested to attend due to potential loading violation of the barge.

- Victoria Fire was the first report of this incident to the Provincial Spill Line. They have reported a sheen.

- Transport Canada has indicated typically the cars are cleaned of fuel prior to loading.

- The lead agency on this incident will be determined once a navigation hazard is identified.

- Currently the on-site EERO is joined in unified command to manage the incident effectively with the other agencies mentioned.

- The owner of the barge is reported to be Seaspan.

Further updates will be provided as information becomes available.

Pader Brach
Manager, Response and Recovery

Sent from my iPhone

From: Environmental Emergencies Spill Reports ENV:EX
To: Grant, Alex J ENV:EX
Subject: FW: DGIR 151556 UPDATE 1 - VIR
Date: Friday, August 28, 2015 16:22:59

From: SGPEP.ECC1@gov.bc.ca
Sent: Friday, August 28, 2015 4:22:47 PM (UTC-08:00) Pacific Time (US & Canada)
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 UPDATE 1 - VIR

PEP Task Number:

Incident Date: 2015-08-28
Incident Time: 15:31
Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Caller / Agency:
LAURIE BOYLE / MOE RO - s.22

Details:
Advised he is on scene at Ellice Bay Recycling where a Seaspan barge is listing badly. Barge was in process of loading at the time. Area has been boomed by Victoria fire and Harbour Master who are both on the water. Victoris Police are also on scene cordoning off area. MOE RO Boyle is requesting contact with Coast Guard ER.

Report Compiled By: RICK Operations 6 ECC - 2015-08-28 15:40
DGIR 151556 UPDATE 1 - Subject: OCEAN UPDATE

Notifications:
1541 briefed MCTS Comox - provided contact for Victoria MCTS
1443 briefed MCTS Victoria - advised ER is aware and provided contact information for Tyler Yager
1544- briefed MCTS Victoria ER Tyler Yager s.22 and patched through to Laurie Boyle MOE - Laurie will call back for transfer to Tyler Yager
1550 briefed MOE RO Alex Grant
1552 faxed MOE HQ/ MOE Nanaimo/ MCTS
1558 patched MOE RO Boyle through to ER Tyler Yaeger

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response / IMT Activation
Notes:

From:	Grant, Alex J ENV:EX
To:	Boyle, Laurie F ENV:EX; Brach, Pader W ENV:EX
Cc:	Pridham, Dave ENV:EX; Norris, Scott ENV:EX
Subject:	FW: DGIR 151556 UPDATE 2 - VIR
Date:	Friday, August 28, 2015 16:26:42
Attachments:	FW DGIR 151556 - VIR - SCRAP METAL.msg FW DGIR 151556 UPDATE 1 - VIR.msg Vehicles fallen off barge during loading - Ellice Point Victoria - August 28 2015 @ 1613 hrs.msg

---

Laurie, Pader
Thanks for handling this. CO Scott Norris has been advised.
Glad there is only a sheen at present.
Over to you.
Alex

-----Original Message-----
From: Environmental Emergencies Spill Reports ENV:EX
Sent: Friday, August 28, 2015 4:07 PM
To: Grant, Alex J ENV:EX
Subject: FW: DGIR 151556 UPDATE 2 - VIR

_____
From: SGPEP.ECC1@gov.bc.ca
Sent: Friday, August 28, 2015 4:06:46 PM (UTC-08:00) Pacific Time (US & Canada)
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 UPDATE 2 - VIR

PEP Task Number:

Incident Date: 2015-08-28
Incident Time: 15:31
Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Caller / Agency:
EMAIL / MCTS

Details:
Victoria Fireboat is dispatched and onscene shortly thereafter and deploys boom. Seaspan has been contacted. JRCC Victoria advised.

Report Compiled By: DAWN Admin ECC - 2015-08-28 15:44 DGIR 151556 UPDATE 2 - Subject: OCEAN UPDATE

Notifications:
15:46 paged MOE RO Alex Grant
15:50 briefed MOE RO Alex Grant
15:55 faxed MOE Nanaimo/MCTS

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response / IMT Activation
Notes:

From: Environmental Emergencies Spill Reports ENV:EX []
To: Grant, Alex J ENV:EX [Alex.Grant@gov.bc.ca]
Subject: FW: DGIR 151556 - VIR - SCRAP METAL
Date: Friday, August 28, 2015 15:06:53

From: SGPEP.ECC1@gov.bc.ca
Sent: Friday, August 28, 2015 4:06:46 PM (UTC-08:00) Pacific Time (US & Canada)
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 - VIR - SCRAP METAL

DGIR 151556
PEP Task Number:

Incident Date: 2015-08-28 14:49
Incident Time: 2015-08-28 14:49
Report Date: 2015-08-28
Report Time: 15:31

Spiller: UNKNOWN

Caller 1 / Agency:
CHRIS ROYLE / VICTORIA FIRE DEPT - s.22

Caller 2 / Agency:
/ - : - :

Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Affected Env: Marine
Spill Type: Unknown
Sector:
Jurisdictions:
1: Federal

Material: SCRAP METAL UNKNOWN

Details:
Advised a 911 call was received regarding a spill of various materials off of a barge that appears to be listing on it's side. The barge has various items such as old vehicles, garbage and is leaking oil. The barge reportedly belongs to Steele Pacific Recycling (250-381-5865). Victoria Fire Boat/Engine truck is currently on scene and crews attempting to boom off area.

Response:

Notifications:
PDM Ron Ewanyshyn aware
15:38 briefed MOE RO Alex Grant - code 1 Fed
faxed MOE Nanaimo/MCTS

Report Compiled By: DAWN Admin ECC - 2015-08-28 15:31

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response /
IMT Activation
Notes:

From: Environmental Emergencies Spill Reports ENV:EX []
To: Grant, Alex J ENV:EX [Alex.Grant@gov.bc.ca]
Subject: FW: DGIR 151556 UPDATE 1 - VIR
Date: Friday, August 28, 2015 15:22:58

From: SGPEP.ECC1@gov.bc.ca
Sent: Friday, August 28, 2015 4:22:47 PM (UTC-08:00) Pacific Time (US & Canada)
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 UPDATE 1 - VIR

PEP Task Number:

Incident Date: 2015-08-28
Incident Time: 15:31
Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Caller / Agency:
LAURIE BOYLE / MOE RO s.22

Details:
Advised he is on scene at Ellice Bay Recycling where a Seaspan barge is listing badly. Barge was in process of loading at the time. Area has been boomed by Victoria fire and Harbour Master who are both on the water. Victoris Police are also on scene cordoning off area. MOE RO Boyle is requesting contact with Coast Guard ER.

Report Compiled By: RICK Operations 6 ECC - 2015-08-28 15:40
DGIR 151556 UPDATE 1 - Subject: OCEAN UPDATE

Notifications:
1541 briefed MCTS Comox - provided contact for Victoria MCTS
1443 briefed MCTS Victoria - advised ER is aware and provided contact information for Tyler Yager
1544- briefed MCTS Victoria ER Tyler Yager s.22 and patched through to Laurie Boyle MOE - Laurie will call back for transfer to Tyler Yager
1550 briefed MOE RO Alex Grant
1552 faxed MOE HQ/ MOE Nanaimo/ MCTS
1558 patched MOE RO Boyle through to ER Tyler Yaeger

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response / IMT Activation
Notes:

From:	Brach, Pader W ENV:EX
To:	ENV Emergency Incident Contacts
Subject:	Vehicles fallen off barge during loading - Ellice Point, Victoria - Update #1 August 28 2015 @ 1653 hrs
Date:	Friday, August 28, 2015 16:53:55

Update:

- The MOE EERO has confirmed the company involved in the incident is Schnitzer Steel located at 307 David Street, Victoria.

- The previous company stated in the original email (i.e. Ellice Point Recycling) is not correct, and has nothing to do with incident.

- MOE EERO is currently requesting a copy of the procedures for loading from the company as required under the Vehicle Dismantling and Recycling Industry Environmental Planning Regulation.

- The sheen appears to include floating debris and dirt at this point.

- The MOE is EERO is working on connecting with the Regional Environmental Manager.

- The MOE EERO will be moving to the other side of the shoreline to provide an update.

Pader Brach
Manager, Response and Recovery

Sent from my iPhone

Begin forwarded message:

> **From:** <Pader.Brach@gov.bc.ca>
> **Date:** August 28, 2015 at 4:16:08 PM PDT
> **To:** Code 2 Notification <ENVEIC@Victoria1.gov.bc.ca>
> **Subject: Vehicles fallen off barge during loading - Ellice Point, Victoria - August 28 2015 @ 1613 hrs**
>
> Greetings,
>
> It has been reported that Ellice Point Recycling's crane/excavator operator was loading vehicles on a barge and 20 cars or more were reported to have fallen into the water adjacent to Jutland Road, Victoria.
>
> - Coast Gaurd is on-route and will be responding on-scene.
>
> - Victoria fire rescue is on scene and have requested additional boom to assist in collecting metal debris.
>
> - Police, Fire and Harbour Master are involved.

- Excavator operator is currently unwilling to speak to police or MOE regarding the scene.

- Transport Canada has been requested to attend due to potential loading violation of the barge.

- Victoria Fire was the first report of this incident to the Provincial Spill Line. They have reported a sheen.

- Transport Canada has indicated typically the cars are cleaned of fuel prior to loading.

- The lead agency on this incident will be determined once a navigation hazard is identified.

- Currently the on-site EERO is joined in unified command to manage the incident effectively with the other agencies mentioned.

- The owner of the barge is reported to be Seaspan.

Further updates will be provided as information becomes available.

Pader Brach
Manager, Response and Recovery

Sent from my iPhone

From: SGPEP.ECC1@gov.bc.ca
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 UPDATE 3 - VIR
Date: Friday, August 28, 2015 16:54:48

PEP Task Number:

Incident Date: 2015-08-28
Incident Time: 15:31
Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Caller / Agency:
LAURIE BOYLE / MOE

Details:
Advised that the incident has been upgraded to Code 2. Also requesting contact with MCTS. Laurie will take any updates for this incident.

Report Compiled By: DAVID H Operations 4 ECC - 2015-08-28 16:05
DGIR 151556 UPDATE 3 - Subject: OCEAN UPDATE

Notifications:
16:06 - Briefed RDM Andrew Morrison.
16:06 - Briefed Victoria EPC Rob Johns.
16:09 - Briefed PDM Ron Ewanyshyn.
16:11 - Briefed MCTS - advised to contact Laurie Boyle.
16:12 - Briefed MOH DO.
16:13 - Briefed EC Anthony.
16:17 - Briefed MOE HQ Pader Brach - on scene.
16:21 - Briefed CRD EPC Shawn Carby
16:23 - Faxed MOE Nanaimo/MCTS/MOE HQ.
16:24 - Emailed Code 2 Dist. List.

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response / IMT Activation
Notes:

From:	Environmental Emergencies Spill Reports ENV:EX
To:	Grant, Alex J ENV:EX
Subject:	FW: DGIR 151556 UPDATE 3 - VIR
Date:	Friday, August 28, 2015 16:54:51

From: SGPEP.ECC1@gov.bc.ca
Sent: Friday, August 28, 2015 4:54:46 PM (UTC-08:00) Pacific Time (US & Canada)
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 UPDATE 3 - VIR

PEP Task Number:

Incident Date: 2015-08-28
Incident Time: 15:31
Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Caller / Agency:
LAURIE BOYLE / MOE

Details:
Advised that the incident has been upgraded to Code 2. Also requesting contact with MCTS. Laurie will take any updates for this incident.

Report Compiled By: DAVID H Operations 4 ECC - 2015-08-28 16:05
DGIR 151556 UPDATE 3 - Subject: OCEAN UPDATE

Notifications:
16:06 - Briefed RDM Andrew Morrison.
16:06 - Briefed Victoria EPC Rob Johns.
16:09 - Briefed PDM Ron Ewanyshyn.
16:11 - Briefed MCTS - advised to contact Laurie Boyle.
16:12 - Briefed MOH DO.
16:13 - Briefed EC Anthony.
16:17 - Briefed MOE HQ Pader Brach - on scene.
16:21 - Briefed CRD EPC Shawn Carby
16:23 - Faxed MOE Nanaimo/MCTS/MOE HQ.
16:24 - Emailed Code 2 Dist. List.

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response / IMT Activation
Notes:

From:	Environmental Emergencies Spill Reports ENV:EX
To:	Grant, Alex J ENV:EX
Subject:	FW: DGIR 151556 UPDATE 4 - VIR
Date:	Friday, August 28, 2015 16:54:51

From: SGPEP.ECC1@gov.bc.ca
Sent: Friday, August 28, 2015 4:54:46 PM (UTC-08:00) Pacific Time (US & Canada)
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 UPDATE 4 - VIR

PEP Task Number:

Incident Date: 2015-08-28
Incident Time: 15:31
Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Caller / Agency:
ALEX GRANT / MOE EERO

Details:
Advised an Ellice Point Crane Recycling operator was loading vehicles onto barge. It has been reported that 20 or more cars entered into the water. Barge is reportedly owned by SeaSpan. Coast Guard is responding and Transport Canada has been requested to attend. MOE EERO Laurie Boyle is on scene and primary point of contact.

Report Compiled By: DAWN Admin ECC - 2015-08-28 16:21
DGIR 151556 UPDATE 4 - Subject: OCEAN UPDATE

Notifications:
16:30 faxed MOE Nanaimo/HQ/MCTS - emailed code 2 dist list
PDM Ron Ewanyshyn aware

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response / IMT Activation
Notes:

From:	Environmental Emergencies Spill Reports ENV:EX
To:	Grant, Alex J ENV:EX
Subject:	FW: DGIR 151556 UPDATE 5 - VIR
Date:	Friday, August 28, 2015 17:41:51

From: SGPEP.ECC1@gov.bc.ca
Sent: Friday, August 28, 2015 5:41:47 PM (UTC-08:00) Pacific Time (US & Canada)
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 UPDATE 5 - VIR

PEP Task Number:

Incident Date: 2015-08-28
Incident Time: 15:31
Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Caller / Agency:
ROB JOHNS / EPC CITY OF VICTORIA - Business: 250-920-3380

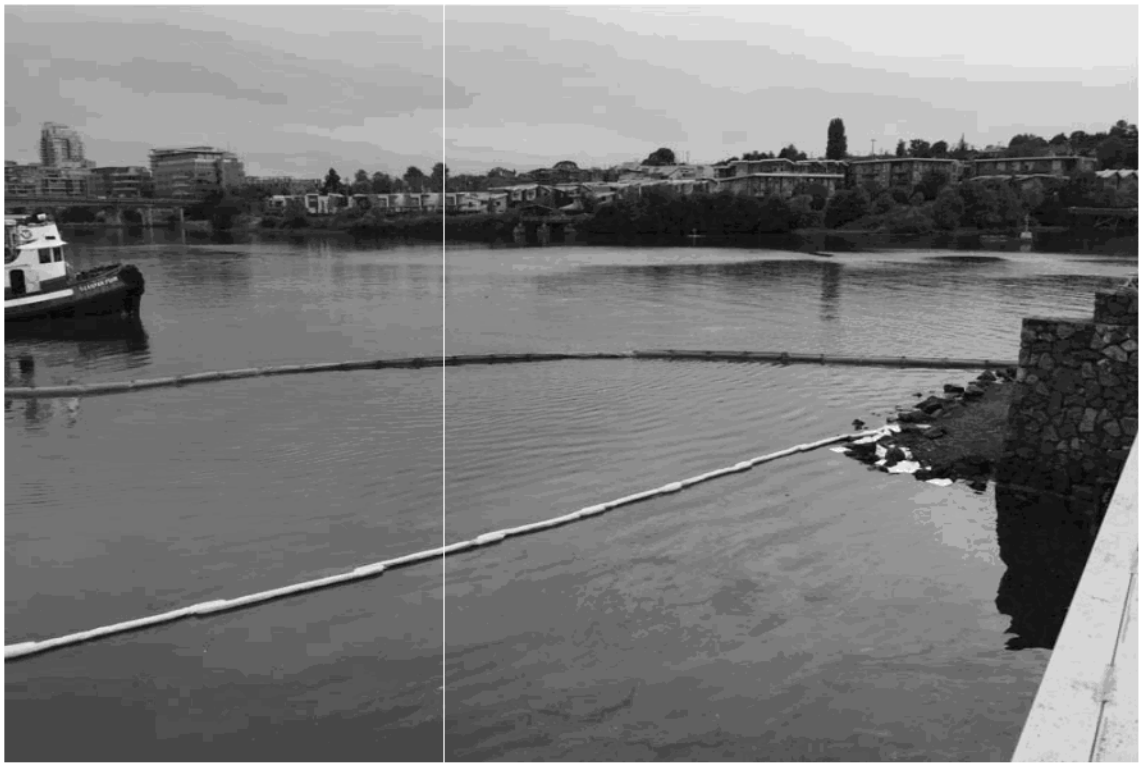
Details:
Requesting the on scene MOE RO to contact Paul Bruce City of Victoria.

Report Compiled By: RICK Operations 6 ECC - 2015-08-28 16:51
DGIR 151556 UPDATE 5 - Subject: OCEAN UPDATE

Notifications:
1653 briefed MOE RO Laurie Boyle s.17
1655 faxed MOE HQ/ MOE Nanaimo/ MCTS/ emailed code 2 dist.

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response /
IMT Activation
Notes:

From:	Brach, Pader W ENV:EX
To:	Boyle, Laurie F ENV:EX
Subject:	pics as of 1906 hrs
Date:	Friday, August 28, 2015 19:07:08
Attachments:	ATT00001.txt ATT00002.txt



From: SGPEP.ECC1@gov.bc.ca
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 UPDATE 7 - VIR
Date: Friday, August 28, 2015 19:30:49

PEP Task Number: 162673

Incident Date: 2015-08-28
Incident Time: 15:31
Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Caller / Agency:
BY EMAIL / MCTS

Details:
Update from Tyler Yager reads:
Update 1
Minimal sheen seen on water. Sorbent boom is currently in place and the responsible party will deploy 24 inch containment boom shortly. A stop work order has been given by wcb but Plans are in place to begin taking excavator and scrap metal from barge at low tide tomorrow morning around 0700 hrs pending naval architects investigation. No response needed at this time but the CCG will continue to monitor situation as FMO

Report Compiled By: JIM Operations 2 ECC - 2015-08-28 19:03
DGIR 151556 UPDATE 7 - Subject: OCEAN UPDATE

Notifications:
19:04 briefed MOE RO Laurie Boyle - downgrade to Code 1
19:08 briefed PDM Rod Allen
19:09 briefed Melia MOH DO.
19:10 briefed NEEC
19:12 briefed MOE HQ Pader Brach - on scene.
19:13 briefed CRD EPC Ian Foss
16:23 - Faxed MOE Nanaimo/MCTS/MOE HQ.
16:24 - Emailed Code 2 Dist. List, MOH Duty Officer

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response / IMT Activation
Notes:

From: Environmental Emergencies Spill Reports ENV:EX
To: Grant, Alex J ENV:EX
Subject: FW: DGIR 151556 UPDATE 7 - VIR
Date: Friday, August 28, 2015 19:30:51

From: SGPEP.ECC1@gov.bc.ca
Sent: Friday, August 28, 2015 7:30:47 PM (UTC-08:00) Pacific Time (US & Canada)
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 UPDATE 7 - VIR

PEP Task Number: 162673

Incident Date: 2015-08-28
Incident Time: 15:31
Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Caller / Agency:
BY EMAIL / MCTS

Details:
Update from Tyler Yager reads:
Update 1
Minimal sheen seen on water. Sorbent boom is currently in place and the responsible party will deploy 24 inch containment boom shortly. A stop work order has been given by wcb but Plans are in place to begin taking excavator and scrap metal from barge at low tide tomorrow morning around 0700 hrs pending naval architects investigation. No response needed at this time but the CCG will continue to monitor situation as FMO

Report Compiled By: JIM Operations 2 ECC - 2015-08-28 19:03
DGIR 151556 UPDATE 7 - Subject: OCEAN UPDATE

Notifications:
19:04 briefed MOE RO Laurie Boyle - downgrade to Code 1
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16:23 - Faxed MOE Nanaimo/MCTS/MOE HQ.
16:24 - Emailed Code 2 Dist. List, MOH Duty Officer

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2

MOE Response: Exercise / Potential / No Field Response / Field Response /
IMT Activation
Notes:

From:	Boyle, Laurie F ENV:EX
To:	Brach, Pader W ENV:EX
Cc:	ENV Emergency Incident Contacts
Subject:	Re: Vehicles fallen off barge during loading - Ellice Point, Victoria - Update #1 August 28 2015 @ 1653 hrs
Date:	Friday, August 28, 2015 19:33:29

Update #3
- minimal sheen is seen on water and contained within boom
- absorbent boom and 24 inch skirt boom are containing the barge and debris
- The RP and city of Victoria are collecting floating debris
- work safe BC have issued a stop work order
- a plan is being developed to off load barge pending naval architect inspection.
- Coast Guard and ministry of environment will be on site at 800 tomorrow morning to monitor activities
- This incident has been downgraded to code one

Sent from my iPhone

On Aug 28, 2015, at 4:53 PM, Brach, Pader W ENV:EX <Pader.Brach@gov.bc.ca> wrote:

> Update:
>
> - The MOE EERO has confirmed the company involved in the incident is Schnitzer Steel located at 307 David Street, Victoria.
>
> - The previous company stated in the original email (i.e. Ellice Point Recycling) is not correct, and has nothing to do with incident.
>
> - MOE EERO is currently requesting a copy of the procedures for loading from the company as required under the Vehicle Dismantling and Recycling Industry Environmental Planning Regulation.
>
> - The sheen appears to include floating debris and dirt at this point.
>
> - The MOE is EERO is working on connecting with the Regional Environmental Manager.
>
> - The MOE EERO will be moving to the other side of the shoreline to provide an update.
>
> Pader Brach
> Manager, Response and Recovery
>
> Sent from my iPhone
>
> Begin forwarded message:
>
> **From:** <Pader.Brach@gov.bc.ca>

Date: August 28, 2015 at 4:16:08 PM PDT
To: Code 2 Notification <ENVEIC@Victoria1.gov.bc.ca>
Subject: Vehicles fallen off barge during loading - Ellice Point, Victoria - August 28 2015 @ 1613 hrs

Greetings,

It has been reported that Ellice Point Recycling's crane/excavator operator was loading vehicles on a barge and 20 cars or more were reported to have fallen into the water adjacent to Jutland Road, Victoria.

- Coast Gaurd is on-route and will be responding on-scene.

- Victoria fire rescue is on scene and have requested additional boom to assist in collecting metal debris.

- Police, Fire and Harbour Master are involved.

- Excavator operator is currently unwilling to speak to police or MOE regarding the scene.

- Transport Canada has been requested to attend due to potential loading violation of the barge.

- Victoria Fire was the first report of this incident to the Provincial Spill Line. They have reported a sheen.

- Transport Canada has indicated typically the cars are cleaned of fuel prior to loading.

- The lead agency on this incident will be determined once a navigation hazard is identified.

- Currently the on-site EERO is joined in unified command to manage the incident effectively with the other agencies mentioned.

- The owner of the barge is reported to be Seaspan.

Further updates will be provided as information becomes available.

Pader Brach
Manager, Response and Recovery

Sent from my iPhone

Page 026

Withheld pursuant to/removed as

s.14

From:	Environmental Emergencies Spill Reports ENV:EX
To:	Grant, Alex J ENV:EX
Subject:	FW: DGIR 151556 UPDATE 6 - VIR
Date:	Saturday, August 29, 2015 10:14:52

From: SGPEP.ECC1@gov.bc.ca
Sent: Saturday, August 29, 2015 10:14:47 AM (UTC-08:00) Pacific Time (US & Canada)
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 UPDATE 6 - VIR

PEP Task Number: 162673

Incident Date: 2015-08-28
Incident Time: 15:31
Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Caller / Agency:
LAURIE BOYLE / MOE

Details:
Requesting task number for this incident $500

Report Compiled By: JIM Operations 2 ECC - 2015-08-28 18:22
DGIR 151556 UPDATE 6 - Subject: OCEAN UPDATE

Notifications:

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response /
IMT Activation
Notes:

From:	SGPEP.ECC1@gov.bc.ca
To:	Environmental Emergencies Spill Reports ENV:EX
Subject:	DGIR 151556 UPDATE 8 - VIR
Date:	Saturday, August 29, 2015 10:14:58

PEP Task Number: 162673

Incident Date: 2015-08-28
Incident Time: 15:31
Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Caller / Agency:
EMAIL / COAST GUARD

Details:
Coast Guard ER duty officer has been on site since this morning (Aug 29) at 0745.

From: Nures Kara (Schnitzer Steel) Our barge at our Victoria yard shifted late yesterday and took on a substantial list. Our excavator and operator were on the barge at the time, but he thankfully was able to scramble off of the barge without injury. The excavator remains on the barge at present. We are working directly with WSBC and Seaspan to stabilize the barge, remove the excavator and then figure out next steps. BCMOE, Seaspan and Coast Guard were on site yesterday and BCMOE and Seaspan are on-site today. There is a very light oil sheen and we have deployed several oil booms as a protective measure.

We have retained Stantec as our environmental consultant to assess the situation and we will also be retaining the contractors we used for the Navigable Hazardous Removal Project, for which we received Authorization from DFO and Transport Canada's Navigable Waters Protection Division (your March 20, 2015 e-mail to s.22

This e-mail also serves notice that we will require authorization to remove the material that fell off the barge once the barge is stabilized. I have also cc'd the Coast Guard Supervisor in Victoria, who advised he will forward this e-mail to Fisheries and Oceans Canada Habitat/Ecosystems Branch. Unfortunately, I do not have a contact in that Department. I plan to be in Victoria Sunday.

From: Carol Unwin (Transport Canada) Update
Harbour Patrol on scene and reports water is clear. Spud barge and crane on route to site. Marine Engineers assessing situation. All paddling groups and other operators have been notified not to transit north of the Bay St bridge to Selkirk Trestle while heavy equipment is being deployed. Harbour Patrol attending to traffic management. Carol Unwin - A/Port Manager 250-812-0877.

BCMOE EERO Laurie Boyle advises he has been on site since 0730 and will be there for a majority of the day. WCMRC has been contracted to maintain the

boom and do shoreline survey and clean up of floating debris (ETA 11am PDT). The responsible party is continuing to work with the City of Victoria. At 0830 am meeting, a plan was established rules and responsiblities of stablizination of barge and on water clean up of floating debris. Incident is still a code 1 at this time.

Report Compiled By: DAWN Admin ECC - 2015-08-29 09:37
DGIR 151556 UPDATE 8 - Subject: OCEAN UPDATE

Notifications:
MOE EERO Laurie Boyle aware
PDM Ron Ewanyshyn aware
09:58 briefed NEEC
10:01 faxed Faxed MOE Nanaimo/MCTS/MOE HQ.

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response / IMT Activation
Notes:

From:	Environmental Emergencies Spill Reports ENV:EX
To:	Grant, Alex J ENV:EX
Subject:	FW: DGIR 151556 UPDATE 8 - VIR
Date:	Saturday, August 29, 2015 10:15:00

From: SGPEP.ECC1@gov.bc.ca
Sent: Saturday, August 29, 2015 10:14:47 AM (UTC-08:00) Pacific Time (US & Canada)
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 UPDATE 8 - VIR

PEP Task Number: 162673

Incident Date: 2015-08-28
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Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Caller / Agency:
EMAIL / COAST GUARD

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DGIR 151556 UPDATE 8 - Subject: OCEAN UPDATE

Notifications:
MOE EERO Laurie Boyle aware
PDM Ron Ewanyshyn aware
09:58 briefed NEEC
10:01 faxed Faxed MOE Nanaimo/MCTS/MOE HQ.

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response / IMT Activation
Notes:

Page 032 to/à Page 037

Withheld pursuant to/removed as

s.14

From:	Environmental Emergencies Spill Reports ENV:EX
To:	Grant, Alex J ENV:EX
Subject:	FW: DGIR 151556 UPDATE 9 - VIR
Date:	Saturday, August 29, 2015 12:05:51

_____

From: SGPEP.ECC1@gov.bc.ca
Sent: Saturday, August 29, 2015 12:05:47 PM (UTC-08:00) Pacific Time (US & Canada)
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 UPDATE 9 - VIR

PEP Task Number: 162673

Incident Date: 2015-08-28
Incident Time: 15:31
Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Caller / Agency:
ERO LAURIE BOYLE / MOE

Details:
Requesting contact with EC Duty Officer.

Report Compiled By: JESSE Operations 4 ECC - 2015-08-29 11:43
DGIR 151556 UPDATE 9 - Subject: OCEAN UPDATE UPDATE

Notifications:
11:44- Paged EC Duty Officer through NEEC
11:44- Briefed PDM Ron Ewanyshyn
11:45- Faxed MOE Nanaimo, HQ, MCTS

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response /
IMT Activation
Notes:

From:	Michael Geoghegan
To:	cpeddie@jjmconstruction.com; Chris.gill@stantec.com; Smit, Jason WCB:EX; Heitland, Holger WCB:EX; Hines, George WCB:EX; erobertson@victoria.ca; Boyle, Laurie F ENV:EX; johnellis@salishseaind.com; s.22 pbruce@victoria.ca; mfiander@seaspan.com; Murphy, Bernadette GCPE:EX; khamilton@victoria.ca
Subject:	Statement from Schnitzer Steel
Date:	Saturday, August 29, 2015 12:38:27
Importance:	High

Schnitzer Steel Industries today issued the following statement:

"On Friday August 28, 2015, a barge being loaded at our Victoria, British Columbia facility took on a significant list, causing a portion of the loaded material to fall into the water. There have been no injuries to any personnel. We are actively cooperating with all appropriate authorities to ensure we manage the situation to a conclusion in a safe and environmentally responsible manner. We have engaged experts in relevant fields including marine design and environmental protection to direct our response efforts. All material is being actively managed and contained, and all car bodies were drained of all fluids prior to being loaded onto the barge, per our standard practice. Our focus is on maintaining the safety of all involved and minimizing environmental impacts throughout the response. Once the barge has been further stabilized, we will continue with appropriate clean up efforts, including removal of material from the water."

Michael Geoghegan
local media relations rep
Schnitzer Steel
cell 250-881-0969

From:	Environmental Emergencies Spill Reports ENV:EX
To:	Grant, Alex J ENV:EX
Subject:	FW: DGIR 151556 UPDATE 10 - VIR
Date:	Saturday, August 29, 2015 12:53:50

From: SGPEP.ECC1@gov.bc.ca
Sent: Saturday, August 29, 2015 12:53:46 PM (UTC-08:00) Pacific Time (US & Canada)
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 UPDATE 10 - VIR

PEP Task Number: 162673

Incident Date: 2015-08-28
Incident Time: 15:31
Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Caller / Agency:
GRAHAM KNOX / MOE

Details:
Advised MOE is setting up an EOC for this incident and Graham Knox will be the director. MOE RO Laurie Boyle is still on scene and will be taking calls relating to the incident. Graham Knox will be available for briefings on operations and if MOE RO Boyle is not available.

Report Compiled By: RICK Operations 6 ECC - 2015-08-29 11:52
DGIR 151556 UPDATE 10 - Subject: OCEAN UPDATE

Notifications:
1205 faxed MOE Nanaimo/ MOE HQ/ MCTS

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response / IMT Activation
Notes:

Page 041 to/à Page 042

Withheld pursuant to/removed as

s.14

From:	Environmental Emergencies Spill Reports ENV:EX
To:	Grant, Alex J ENV:EX
Subject:	FW: DGIR 151556 UPDATE 12 - VIR
Date:	Saturday, August 29, 2015 17:33:53

From: SGPEP.ECC1@gov.bc.ca
Sent: Saturday, August 29, 2015 5:33:46 PM (UTC-08:00) Pacific Time (US & Canada)
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 UPDATE 12 - VIR

PEP Task Number: 162673

Incident Date: 2015-08-28
Incident Time: 15:31
Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Caller / Agency:
SUPERVISOR.VICTORIA / BY EMAIL

Details:
Update 4: Carol Unwin (TC):
Seaspan has got a flat barge in place along with the spud barge and crane. They had to remove the booms to get into area and some debris was released but unavoidable. Booms back in place. Burrard Clean on scene with a skiff working the area. Regular operations for paddlers, etc north of the Bay St Bridge. Seaspan and Salish Sea will be attempting to off load material on to the flat barge. All under control at this time.

Report Compiled By: JAMIE Operations 3 ECC - 2015-08-29 17:19
DGIR 151556 UPDATE 12 - Subject: OCEAN UPDATE

Notifications:
17:16 briefed MOE RO Laurie Boyle
17:20 briefed PDM Ron Ewanyshyn
17:20 faxed MOE Nanaimo/HQ, MCTS

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response / IMT Activation
Notes:

From:	Environmental Emergencies Spill Reports ENV:EX
To:	Grant, Alex J ENV:EX
Subject:	FW: DGIR 151556 UPDATE 11 - VIR
Date:	Saturday, August 29, 2015 17:33:59

From: SGPEP.ECC1@gov.bc.ca
Sent: Saturday, August 29, 2015 5:33:46 PM (UTC-08:00) Pacific Time (US & Canada)
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 UPDATE 11 - VIR

PEP Task Number: 162673

Incident Date: 2015-08-28
Incident Time: 15:31
Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Caller / Agency:
SUPERVISOR.VICTORIA / BY EMAIL

Details:
Update 3 from Tyler Yager:
Salvage operations are underway. The salish sea with a spud barge is in place with a crane and clam bucket removing the scrap metal and cars. There are 2 more spud barges with no eta enroute to assist with the cleanup process. Wcmrc has been contracted by the responsible party to assist with any pollution response if need be. They have yet to arrive on scene. The barge with scrap metal is reportedly starting to level out and is now free floating making the salvage effort easier. Still a minimal non recoverable sheen seen on water.

Report Compiled By: JAMIE Operations 3 ECC - 2015-08-29 17:12
DGIR 151556 UPDATE 11 - Subject: OCEAN UPDATE

Notifications:
17:16 briefed MOE RO Laurie Boyle-request task increase to $1000
17:20 briefed PDM Ron Ewanyshyn
17:20 faxed MOE Nanaimo/HQ/MCTS

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response / IMT Activation
Notes:

From:	Mark Mossey
To:	Boyle, Laurie F ENV:EX
Subject:	FW: Updates
Date:	Sunday, August 30, 2015 08:15:14

Laurie

Sorry but for some reason your email didn't show up in my inbox. Just sent the following update to our MR guy for circulation. Please treat as confidential / don't circulate to the media. Thank you.

As of 7 am:
Barge remains stable as per last night's report.

Today's plan:
1)Remove the excavator from the barge - this will require us to remove some scrap from the water (we will only remove as req'd) and secure some of the scrap on the barge
2)Secure the load on the barge - Once the excavator is removed, we will build a work plan for securing the scrap which remains on the barge in an effort to prepare it for movement to Pt. Hope for inspection.

All environmental controls remain in place - we have contracted experts who are continuing to monitor conditions around the work site and clean up any debris and contaminants as safety permits.

-----Original Message-----
From: Michael Chafe
Sent: Sunday, August 30, 2015 8:13 AM
To: Mark Mossey
Subject: FW: Updates

Fyi...

-----Original Message-----
From: Boyle, Laurie F ENV:EX [mailto:Laurie.Boyle@gov.bc.ca]
Sent: Saturday, August 29, 2015 9:13 PM
To: mmossey@schn.com
Cc: Michael Chafe
Subject: Re: Updates

>
> Hi Mike and Mark,
> We take talked about daily updates would be much appreciated if you can give us a synopsis of events that occurred today. I hope all is going well. Would be great if we are all kept in the loop thanks.
>
> Sent from my iPhone

Page 046

Withheld pursuant to/removed as

s.14

From: Environmental Emergencies Spill Reports ENV:EX
To: Grant, Alex J ENV:EX
Subject: FW: DGIR 151556 UPDATE 13 - VIR
Date: Sunday, August 30, 2015 09:01:54

From: SGPEP.ECC1@gov.bc.ca
Sent: Sunday, August 30, 2015 9:01:47 AM (UTC-08:00) Pacific Time (US & Canada)
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 UPDATE 13 - VIR

PEP Task Number: 162673

Incident Date: 2015-08-28
Incident Time: 15:31
Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Caller / Agency:
LAURIE BOYLE / MOE

Details:
Operations continue today. The barge is stabilized. The excavator will be removed and once the load is secure the barge will be transported to Point Hope Shipyard for inspection. On water clean up and management of booms will continue today as well as shoreline cleanup. MOE will continue to monitor.

Report Compiled By: KAREN Operations 1 ECC - 2015-08-30 08:41
DGIR 151556 UPDATE 13 - Subject: OCEAN UPDATE

Notifications:
0844 - briefed PDM
0845 - faxed MOE Nanaimo/HQ/MCTS

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response / IMT Activation
Notes:

From:	Environmental Emergencies Spill Reports ENV:EX
To:	Grant, Alex J ENV:EX
Subject:	FW: DGIR 151556 UPDATE 14 - VIR
Date:	Sunday, August 30, 2015 11:54:04

From: SGPEP.ECC1@gov.bc.ca
Sent: Sunday, August 30, 2015 11:53:48 AM (UTC-08:00) Pacific Time (US & Canada)
To: Environmental Emergencies Spill Reports ENV:EX
Subject: DGIR 151556 UPDATE 14 - VIR

PEP Task Number: 162673

Incident Date: 2015-08-28
Incident Time: 15:31
Location: 307 DAVID STREET
Area: VICTORIA
PEP Region: VIR
MOE Region: Vancouver Island Region

Caller / Agency:
TYLER YAGER VIA EMAIL / DFO

Details:
The excavator from the barge has been successfully removed. Salvage efforts will continue on throughout the day to remove the scrap metal and cars.
Very minor non recoverable sheen still on water.

Report Compiled By: KAREN Operations 1 ECC - 2015-08-30 11:45
DGIR 151556 UPDATE 14 - Subject: OCEAN UPDATE

Notifications:
1146 - briefed MOE RO Laurie Boyle
1147 - briefed PDM
1148 - faxed MOE Nanaimo/HQ/MCTS

Environmental Emergency Response Officer:
Date:
Notification Coding: Code 1 / Code 2
MOE Response: Exercise / Potential / No Field Response / Field Response / IMT Activation
Notes:

From:	Mark Mossey
To:	Boyle, Laurie F ENV:EX
Subject:	FW: Update from Schnitzer Steel
Date:	Monday, August 31, 2015 08:42:59
Importance:	High

From: Michael Geoghegan [mailto:s.22
Sent: Sunday, August 30, 2015 10:32 PM
To: khamilton@victoria.ca; Bernadette.murphy@gov.bc.ca; jataylor@Seaspan.com
Subject: Update from Schnitzer Steel
Importance: High

Dear Katie, Bernadette and Jeff:

As of Sunday late afternoon:
1) Excavator was removed from the barge at approx. 11 am without incident. Some scrap was removed from the water in order to facilitate. Environmental controls were in place throughout.
2) Work through the afternoon was focussed on securing the remaining scrap on the barge.

Next steps:
Seaspan will inspect the barge and determine if it is in good condition / whether it can be pulled from the bay without further offloading. Our environmental mgr will be onsite Monday and begin working to develop the in water and shoreline cleanup plans. This will be developed and executed in cooperation with appropriate govt agencies. The investigation and root cause analysis will be completed in the near future and reviewed in detail with WSBC. The action plan which follows form this will be executed with urgency.

Our goals from here are:
i) Maintain the safety of all engaged in further efforts.
ii) Minimize environmental impact of the event.
iii) Ensure this event is not repeated.

Future updates will be circulated as substantive updates are available.

Thank you.

Michael Geoghegan
local media relations rep
Schnitzer Steel
cell 250-881-0969

From:	Nures Kara
To:	Boyle, Laurie F ENV:EX; khamilton@victoria.ca; Murphy, Bernadette GCPE:EX; erobertson@victoria.ca; pbruce@victoria.ca; tyler.yager@dfo-mpo.gc.ca; julian.timpau@tc.gc.ca; sandra.douglas@tc.gc.ca; brent.magee@tc.gc.ca; ron.sam@songheesnation.com; nchiefthomas@esquimaltnation.ca; wade.tocher@tc.gc.ca
Cc:	Marty Palkovsky; Gail Lamm; Hawkins@bernardllp.ca; Michael Geoghegan s.22
Subject:	Schnitzer - Victoria Barge Incident - Action Plan as of September 1, 2015
Date:	Tuesday, September 1, 2015 17:50:11

Good Afternoon All,

My name is Nures Kara and I am the Western Canada Environmental Regional Manager for Schnitzer Steel Canada Ltd. (Schnitzer).

While the incident cause remains under review, Schnitzer proposes to undertake the Action Plan set out below in order to expeditiously advance the response.

1. Stabilize/inspect/repair the barge:
    a. The material on the barge needs to be secured to permit Seaspan's Naval Architect to safely inspect the barge for damages and ensure the barge is stable prior to repositioning.
    b. We will retain Salish Sea Industrial Services Ltd. to move some of the material from the edge of the barge to improve stability. Salish Sea Contractors will also carefully remove a few car bodies which are visible in the water adjacent to the barge and currently hindering our ability to put a tender barge alongside the barge or move it. This select removal work will commence on Wednesday September 2, 2015
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7. Updates – Schnitzer's local media representative has been providing regular updates to BCMOE and the City of Victoria, and we will expand the distribution list to include those on this e-mail.

Please feel free to contact me and/or Mr. Marty Palkovsky – Schnitzer's Vancouver Island Regional General Manager (cc'd; cell: s.22 with any comments on the proposed Action Plan or questions for clarification.

Kind Regards,

Nures

Nures Kara
Senior Environmental/Project Manager, Surrey | **SCHNITZER**

OFFICE ADDRESS | 12195 Musqueam Drive, Surrey, BC V3V 3T2
SITE ADDRESS | 12301 Musqueam Drive, Surrey, BC V3V 3T2

T:604-586-6765 | **E**:nkara@schn.com
C:604-999-0924

Schnitzer S

Please consider the environment before printing this email

From:	Howes, Jason (Saanichton)
To:	Boyle, Laurie F ENV:EX; tyler.yager@dfo-mpo.gc.ca
Cc:	Gill, Chris
Subject:	Conducting Shoreline Surveys
Date:	Tuesday, September 1, 2015 18:28:16

Hello Laurie and Tyler,

As you two may know a key step in response to the incident at the Schnitzer property is to document any oiling impacts to the shoreline. On behalf of Schnitzer, I am contacting you to invite you or a representative from your agency to participate in conducting Shoreline Cleanup Assessment Techniques (SCAT) surveys. Tomorrow I am planning to complete a field survey along the shorelines bounded by the Bay St Bridge to the south and the Galloping Goose Bridge to the north. As well, I would like to survey the small bay in which the barge rests but the ongoing operations and safety concerns may inhibit access at this time. I would prefer to conduct the survey during the daylight low tide window which peaks around 11:30am. I would like to suggest we meet at the Schnitzer property by 10am to make introductions and discuss the survey activities. For those who can make it they should dress for the weather, walking on uneven, wet and slippery ground and carry a snack. Feel free to email me any questions you might have or suggest a later time if it is more accommodating to either of your schedules. Look forward to hearing from you.

Regards,
Jason

Jason Howes, M.Sc.
Environmental Scientist
Stantec
Phone: (250) 655-6052
Fax: (250) 544-1105
Jason.Howes2@stantec.com

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

Please consider the environment before printing this email.

From:	Norris, Scott ENV:EX
To:	Boyle, Laurie F ENV:EX
Subject:	RE: Schnitzer - Victoria Barge Incident - Action Plan as of September 1, 2015
Date:	Wednesday, September 2, 2015 09:18:17

Thanks Laurie…I have engaged compliance staff now, so they are in the loop.

Sergeant Scott Norris|Conservation Officer Service|250 746-1208

From: Boyle, Laurie F ENV:EX
Sent: Wednesday, September 2, 2015 8:04 AM
To: Norris, Scott ENV:EX; Hoffman, Edward A ENV:EX
Cc: Knox, Graham G ENV:EX; Brach, Pader W ENV:EX; Pridham, Dave ENV:EX; Grant, Alex J ENV:EX; Riedler, Harold ENV:EX
Subject: FW: Schnitzer - Victoria Barge Incident - Action Plan as of September 1, 2015

Scott/Ed,
FYI-I'm unclear what, if any, further action might be required by the Ministry. This incident is now moving into the project phase and the Environmental Emergency Program will no longer be monitoring activities. Please advise me if there will be any inspections, review or monitoring of the Environmental Protection Plan, the site or the Action Plan by COS or ROB. Feel free to call me if you have any questions.

Thanks Laurie

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Sent: Tuesday, September 1, 2015 5:50 PM
To: Boyle, Laurie F ENV:EX; khamilton@victoria.ca; Murphy, Bernadette GCPE:EX; erobertson@victoria.ca; pbruce@victoria.ca; tyler.yager@dfo-mpo.gc.ca; iulian.timpau@tc.gc.ca; sandra.douglas@tc.gc.ca; brent.magee@tc.gc.ca; ron.sam@songheesnation.com; nchiefthomas@esquimaltnation.ca; wade.tocher@tc.gc.ca
Cc: Marty Palkovsky; Gail Lamm; Hawkins@bernardllp.ca; Michael Geoghegan s.22
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T:604-586-6765 | **E**:nkara@schn.com
C:604-999-0924

Please consider the environment before printing this email

From:	Virani, Sultan
To:	"nkara@schn.com"
Cc:	Boyle, Laurie F ENV:EX; "tyler.yager@dfo-mpo.gc.ca"; Unwin, Carol; Niroshan, Don; Yeung, To For; Bertrand, Elisabeth; "mfiander@seaspan.com"
Subject:	FW: Schnitzer - Victoria Barge Incident - Action Plan as of September 1, 2015
Date:	Wednesday, September 2, 2015 11:29:07

Good morning Mr. Kara

Thank you for providing the details of your action plan. Kindly keep me posted on the progress made on your action plan.

We would ask that for any future loads, your operation evaluates the stability of these loads.

Please advise Transport Canada Marine Safety and Security, in writing, measure you will implement to prevent recurrences.

Best regards
sultan

.....

Capt. Sultan Virani
Manager, Vancouver Island
Transport Canada / Government of Canada
sultan.virani@tc.gc.ca / Tel: 250-754-0201 / TTY: 1-888-675-6863

Gestionnaire, Île de Vancouver
Transports Canada / Gouvernement du Canada
sultan.virani@tc.gc.ca / Tél: 250-754-0201 / ATS : 1-888-675-6863

From: Nures Kara [mailto:nkara@schn.com]
Sent: Tuesday, September 01, 2015 5:50 PM
To: laurie.boyle@gov.bc.ca; khamilton@victoria.ca; Bernadette.murphy@gov.bc.ca; erobertson@victoria.ca; pbruce@victoria.ca; tyler.yager@dfo-mpo.gc.ca; Timpau, Iulian; Douglas, Sandra; Magee, Brent; ron.sam@songheesnation.com; nchiefthomas@esquimaltnation.ca; Tocher, Wade
Cc: Marty Palkovsky; Gail Lamm; Hawkins@bernardllp.ca; Michael Geoghegan s.22
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C:604-999-0924

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From:	Boyle, Laurie F ENV:EX
To:	Hoffman, Edward A ENV:EX
Cc:	Norris, Scott ENV:EX; Knox, Graham G ENV:EX; Brach, Pader W ENV:EX; Pridham, Dave ENV:EX; Grant, Alex J ENV:EX; Riedler, Harold ENV:EX
Subject:	RE: Schnitzer - Victoria Barge Incident - Action Plan as of September 1, 2015
Date:	Wednesday, September 2, 2015 11:35:10

Thanks Ed,
One additional item. Alex Grant will be assisting Stantec with a Shoreline Cleanup Assessment Survey today.

From: Hoffman, Edward A ENV:EX
Sent: Wednesday, September 2, 2015 11:30 AM
To: Boyle, Laurie F ENV:EX
Cc: Norris, Scott ENV:EX; Knox, Graham G ENV:EX; Brach, Pader W ENV:EX; Pridham, Dave ENV:EX; Grant, Alex J ENV:EX; Riedler, Harold ENV:EX
Subject: Re: Schnitzer - Victoria Barge Incident - Action Plan as of September 1, 2015

Hello Laurie,

We are working on a plan with the COS and will get back to you soon.

Thank you,

Ed

Sent remotely

On Sep 2, 2015, at 8:03 AM, Boyle, Laurie F ENV:EX <Laurie.Boyle@gov.bc.ca> wrote:

> Scott/Ed,
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>
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> **Sent:** Tuesday, September 1, 2015 5:50 PM
> **To:** Boyle, Laurie F ENV:EX; khamilton@victoria.ca; Murphy, Bernadette GCPE:EX; erobertson@victoria.ca; pbruce@victoria.ca; tyler.yager@dfo-mpo.gc.ca; iulian.timpau@tc.gc.ca; sandra.douglas@tc.gc.ca; brent.magee@tc.gc.ca; ron.sam@songheesnation.com; nchiefthomas@esquimaltnation.ca; wade.tocher@tc.gc.ca
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C:604-999-0924

<image001.jpg>

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From: Grant, Alex J ENV:EX
To: Boyle, Laurie F ENV:EX; Pridham, Dave ENV:EX
Subject: Segment472 no appears of oil except car debris
Date: Wednesday, September 2, 2015 13:08:20
Attachments: ATT00001.txt

From:	Devos, Ruth-Ann E ENV:EX
To:	Norris, Scott ENV:EX; Bourgeois, Jason ENV:EX; Hoffman, Edward A ENV:EX; Boyle, Laurie F ENV:EX
Cc:	Knox, Graham G ENV:EX; Brach, Pader W ENV:EX; Pridham, Dave ENV:EX; Grant, Alex J ENV:EX; Riedler, Harold ENV:EX
Subject:	RE: Schnitzer - Victoria Barge Incident - Action Plan as of September 1, 2015
Date:	Wednesday, September 2, 2015 16:11:35

Hi Laurie,

Thank you for consulting with COS and ROB on this issue. I have discussed this with both Scott Norris (COS) and Patrick Fraser (EC) to determine best course of action and whose jurisdiction it is. Although we regulate the activity of vehicle dismantling through the Vehicle Dismantling Regulation the actual activity that caused the incident was loading the barge and waste was introduced from the barge (a vessel) to the seabed. From what we understand loading and unloading vessels is under the jurisdiction of Transport Canada. According to the Greater Victoria Harbour Authority, ``Victoria Harbour waters and water traffic are administered and regulated by Transport Canada. The harbour seabed is also controlled by Transport Canada, as far inland as the Selkirk Trestle.`` As such, it is not within our jurisdiction to deal with the vehicles that are on the seabed. I just spoke with Alex Grant after he finished attending the shoreline assessment at the site and from what he could see there was no major environmental concern there. Although the matter is unfortunate, we feel it is being addressed to the satisfaction of the Ministry of Environment. The incident is unlikely to result in any environmental impact and no further action should be taken by the Ministry of Environment.

Patrick Fraser of Environment Canada says that EC will not be investigating this incident and it does not appear that there is a Federal Agency that has identified itself as the lead, but that CCG had personnel on site and that Transport Canada may need to investigate. It seems that Transport Canada should probably be the lead agency going forward. I think it would be prudent to inform both of these agencies that we will not be following up on the incident and verify that they will be.

Sincerely,

Ruth-Ann Devos
Environmental Protection Officer, Compliance - Coast
Environmental Protection Division
Ministry of Environment
Office: 250-751-3187

24-hour Spill/Environmental Emergency Reporting: 1-800-663-3456 (Provincial Emergency Program)
24-hour RAPP (Report All Poachers and Polluters) tip-line: 1-877-952-7277 (Conservation Officer Service)
www.gov.bc.ca/env

From: Norris, Scott ENV:EX
Sent: Wednesday, September 2, 2015 9:17 AM
To: Devos, Ruth-Ann E ENV:EX; Bourgeois, Jason ENV:EX

Subject: FW: Schnitzer - Victoria Barge Incident - Action Plan as of September 1, 2015

Hi Jason and Ruth-Ann

Here is an email from Schnitzer outlining their plan. Please give me a call Ruth-Ann when you get a chance.

At this point I don't believe the COS will be taking any action, however, compliance staff may want to monitor the plan since the EERO's are not.

As far as I can tell, the seabed in the harbour is owned by the Federal Government and therefore they should be the lead agency – TC and/or EC. I am waiting for a call back from Pat Fraser of EC to let me know where they stand.

Thanks,
Scott

Sergeant Scott Norris|Conservation Officer Service|250 746-1208

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Sent: Wednesday, September 2, 2015 8:04 AM
To: Norris, Scott ENV:EX; Hoffman, Edward A ENV:EX
Cc: Knox, Graham G ENV:EX; Brach, Pader W ENV:EX; Pridham, Dave ENV:EX; Grant, Alex J ENV:EX; Riedler, Harold ENV:EX
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   b. Estimated submittal date: approximately mid-October 2015

7. Updates – Schnitzer's local media representative has been providing regular updates to BCMOE and the City of Victoria, and we will expand the distribution list to include those on this e-mail.

Please feel free to contact me and/or Mr. Marty Palkovsky – Schnitzer's Vancouver Island Regional General Manager (cc'd; cell: s.22 with any comments on the proposed Action Plan or questions for clarification.

Kind Regards,

Nures

Nures Kara
Senior Environmental/Project Manager, Surrey | **SCHNITZER**

OFFICE ADDRESS | 12195 Musqueam Drive, Surrey, BC V3V 3T2
SITE ADDRESS | 12301 Musqueam Drive, Surrey, BC V3V 3T2

T:604-586-6765 | **E:**nkara@schn.com
C:604-999-0924

Schnitzer

Please consider the environment before printing this email

From:	Grant, Alex J ENV:EX
To:	Boyle, Laurie F ENV:EX
Cc:	Pridham, Dave ENV:EX; mjedynak@victoria.ca
Subject:	Schnitzer SCAT survey 2 Sep 2015 pm
Date:	Thursday, September 3, 2015 11:14:00
Attachments:	Theodolite_2015.09.02_14.00.46.kml IMG_3876.JPG IMG_3877.JPG

Laurie,

The Schnitzer SCAT shoreline survey was conducted between the Selkirk Trestle and Bay St. bridge- (segments #446, 447 and 472) with Stantec (Jason Howes) and the City of Victoria (Marcin Jedynak).

Observations:

- Small quantities of non oily auto hulk debris on the higher intertidal
- No oiled sediments in the intertidal
- a non recoverable silver sheen on open water

This was a good application of the Theodolite IPhone app to create kml formatted location markers. Example attached.

Alex

From: Grant, Alex J ENV:EX
Sent: Wednesday, September 2, 2015 2:18 PM
To: Grant, Alex J ENV:EX
Subject: Theodolite Export

Date & Time: Wed Sep 2 14:00:46 PDT 2015
Position: +048.43688° / -123.38105°
Altitude: 6ft
Azimuth: +002° +0036mils
Elevation Angle: -14.1°
Horizon Angle: -02.0°
Zoom: 1X

To open this location in Theodolite on iOS, tap here.

To open this location in Gaia GPS, tap here.

To view this location in Google Maps, tap/click here.

For info about Theodolite for iPhone, see Theodolite.

For info about Theodolite for iPad, see Theodolite HD.

<?xml version='1.0' encoding='UTF-8'?>
<kml xmlns='http://www.opengis.net/kml/2.2'>
<Placemark>
<name>Theodolite Export 2015.09.02_14.00.46</name>
<Point>
<coordinates>-123.381046, 48.436878, 1.780298</coordinates>
</Point>
</Placemark>
</kml>

s.22

From:	Grant, Alex J ENV:EX
To:	Knox, Graham G ENV:EX
Cc:	Boyle, Laurie F ENV:EX
Subject:	RE: Barge incident- debris recovery
Date:	Thursday, September 3, 2015 13:54:00

Thanks Graham,

We discussed recovery of both items yesterday.
Although the shallow location of the tank was immediately inaccessible for the WCMRC vessel, Jason (Stantec) said he'd ensure with Nures (Schnitzer) that both objects were be picked up during their ongoing debris recovery patrols.

Alex

-----Original Message-----
From: Knox, Graham G ENV:EX
Sent: Thursday, September 3, 2015 1:03 PM
To: Grant, Alex J ENV:EX
Subject: Barge incident

Hi Alex,

Was on the water at lunch and notified some fugitive dirty absorbent boom up on the rocks on the east side of the waterway outside and south of their orange containment boom. There is also a hot water tank floating nearly halfway along the way towards the boom mentioned above. Would be good to relay and have it collected.

Thanks,

Graham Knox
Director, Environmental Emergency Program BC Ministry of Environment
Phone: (250) 356-8383

From:	Grant, Alex J ENV:EX
To:	Boyle, Laurie F ENV:EX
Subject:	RE: Conducting Shoreline Surveys
Date:	Thursday, September 3, 2015 14:32:48
Attachments:	Spill Response Calculation - DGIR 151556- AGrant.xlsx

Here is my contribution.

From: Boyle, Laurie F ENV:EX
Sent: Wednesday, September 2, 2015 10:11 AM
To: Grant, Alex J ENV:EX
Subject: Re: Conducting Shoreline Surveys

Thanks

Sent from my iPhone

On Sep 2, 2015, at 10:09 AM, Grant, Alex J ENV:EX <Alex.Grant@gov.bc.ca> wrote:

> Hi Laurie,
> I will let you know about hours etc. to add this response to the cost recovery file.
> Alex
>
> Sent from my iPhone
>
> Begin forwarded message:
>
> > **From:** "Grant, Alex J ENV:EX" <Alex.Grant@gov.bc.ca>
> > **Date:** September 2, 2015 at 9:33:51 AM PDT
> > **To:** "Howes, Jason (Saanichton)" <Jason.Howes2@stantec.com>
> > **Cc:** "Boyle, Laurie F ENV:EX" <Laurie.Boyle@gov.bc.ca>, "tyler.yager@dfo-mpo.gc.ca" <tyler.yager@dfo-mpo.gc.ca>, "Gill, Chris" <Chris.Gill@stantec.com>, "Pridham, Dave ENV:EX" <Dave.Pridham@gov.bc.ca>
> > **Subject: Re: Conducting Shoreline Surveys**
> >
> > Hi Jason,
> > Further to my voicemail The earliest we could provide support from Nanaimo would be noon, until 5 pm.
> > Please call to discuss.
> > Alex Grant
> > 2507556868
> >
> > Sent from my iPhone
> >
> > On Sep 2, 2015, at 8:46 AM, Howes, Jason (Saanichton) <Jason.Howes2@stantec.com> wrote:
> >
> > > Laurie,
> > >
> > > If there is a better time today for someone to attend from

MOE we can accommodate you. Let me know a time that might work.

I'll look to contact someone with the city as well.

Thanks
Jason

Sent from my iPhone

On Sep 2, 2015, at 8:18 AM, Boyle, Laurie F ENV:EX <Laurie.Boyle@gov.bc.ca> wrote:

> Jason,
> Thank you for the invitation. I am not sure we will be able to complete this today, so I hope to get back to you before 10AM to let you know. Did you include the City of Victoria in your invitation? As the local government I think it would be important and could also be a positive learning experience working together.
>
> Laurie
>
> ---
>
> **From:** Howes, Jason (Saanichton) [mailto:Jason.Howes2@stantec.com]
> **Sent:** Tuesday, September 1, 2015 6:28 PM
> **To:** Boyle, Laurie F ENV:EX; tyler.yager@dfo-mpo.gc.ca
> **Cc:** Gill, Chris
> **Subject:** Conducting Shoreline Surveys
>
> Hello Laurie and Tyler,
>
> As you two may know a key step in response to the incident at the Schnitzer property is to document any oiling impacts to the shoreline. On behalf of Schnitzer, I am contacting you to invite you or a representative from your agency to participate in conducting Shoreline Cleanup Assessment Techniques (SCAT) surveys. Tomorrow I am planning to complete a field survey along the shorelines bounded by the Bay St Bridge to the south and the Galloping Goose Bridge to the north. As well, I would like to survey the small bay in which the barge rests but the ongoing operations and safety concerns may inhibit access at this time. I would prefer to conduct the survey during the daylight low tide window which

peaks around 11:30am. I would like to suggest we meet at the Schnitzer property by 10am to make introductions and discuss the survey activities. For those who can make it they should dress for the weather, walking on uneven, wet and slippery ground and carry a snack. Feel free to email me any questions you might have or suggest a later time if it is more accommodating to either of your schedules. Look forward to hearing from you.

Regards,
Jason

Jason Howes, M.Sc.
Environmental Scientist
Stantec
Phone: (250) 655-6052
Fax: (250) 544-1105
Jason.Howes2@stantec.com

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BRITISH COLUMBIA

Ministry of Environment

Spill Response Cost Recovery

(Calculations)

Assigned Project# _____

Part 1 INCIDENT

Incident: _____ (Descriptive for Communications)

Incident Date: _____ (DD/MM/YY)

Code: ☐ Code 1 - Minor ☐ Code 2 - Major

Location: _____ (Street)

_____ (City)

Time incident occurred: _____ (24 hour)

Response Officer in Charge: _____

Primary Material: _____

Ministry Region: _____ Phone: _____

☐ BILL TO: Person in Possession, Charge or Control of Spill

Name: _____
Position: _____
Company: _____
Street: _____
City: _____ Province: _____
Postal Code: _____
Phone: _____ Fax: _____

Representative (if different from Person in Possession, Charge or Control)

Name: _____
Position: _____
Company: _____
Street: _____
City: _____ Province: _____
Postal Code: _____
Phone: _____ Fax: _____

Part 2 COST RECOVERY CALCULATIONS

STAFF EXPENSES

s.17,s.21

Provincial Responder: A Grant

Environment (Name and Ministry)

(1) 250755-6868 (Phone Number)

2 sep 15 (DD/MM/YY)

INSTRUCTIONS

For a single responder involved in a multiple day incident, enter a name and each date on scene or travelling.

For multiple responders, enter each name and the date.

COMMENTS

SCAT shoreline survey conducted upon request from, and in coordination with consultant, Stantec (Jason Howes), with City of Victoria (Marcin Jedynak)

(Daily allowance) (Dinner cha s.17,s.21

Subtotal

s.17,s.21

(Name and Ministry)

(2) _____

(Phone Number)

_____

(DD/MM/YY)

INSTRUCTIONS

For a single responder involved in a multiple day incident, enter a name and each date on scene or travelling.
For multiple responders, enter each name and the date.

COMMENTS

s.17,s.21

MINISTRY POSITION

- ☐ Response Officer
- ☐ Conservation Officer
- ☐ EP Technician
- ☐ Biologist
- ☐ Administration
- ☐ Management
- ☐ Other: _____

ACCOMMODATION, SERVICES OR ITEMS PROVIDED

INSTRUCTIONS:

Expenditures can include:

- Goods and services hired, rented, contracted or purchased;
- Accommodation charges;
- Rent on government equipment;
- Replacement, repair or cleaning of damaged or used equipment;
- Research/analysis services related to post-incident follow-up; and
- Haz-mat sampling.

		Subtotal	App. Tax	App. Tax %
1.	Service/item: _____	$		#DIV/0!
2.	Service/item: _____	$		#DIV/0!
3.	Service/item: _____	$		#DIV/0!
4.	Service/item: _____	$		#DIV/0!
5.	Service/item: _____	$		#DIV/0!
6.	Service/item: _____	$		#DIV/0!
7.	Service/item: _____	$		#DIV/0!
8.	Service/item: _____	$		#DIV/0!

s.17,s.21

COMMENTS

Province: BC

Ministry Employee Signature:

_____

Name: _____
Position: _____
Phone No.: _____

(To be issued to Person in Possession or Control of Spill - Address Above)

From:	Michael Geoghegan
To:	Boyle, Laurie F ENV:EX; khamilton@victoria.ca; Hawkins@bernardllp.ca; Murphy, Bernadette GCPE:EX; jataylor@Seaspan.com; wade.tocher@tc.gc.ca
Cc:	Marty Palkovsky
Subject:	Victoria thursday late afternoon update
Date:	Friday, September 4, 2015 09:27:11

Update as of Thursday Sept 3/15 4:00pm

1)port aft Cleaned and secured 10 cars removed
2)10 cars safely removed from water way today and currently loading onto Victoria yard property
3)Salish sea resuming selected car removal 7:00am approximately 25 more to be lifted
4)WCMRC continues shore line monitoring and clean up along with Stantec support
5)Move additional 934 scrap handler onto SN7 barge for remainder of barge stabilization
6)Naval Architects begin testing tomorrow afternoon

Thx

Marty Palkovsky
General Manager Vancouver Island B.C | **SCHNITZER**
Tel: 250.245.5051 mpalkovsky@schn.com
Fax: 250.245.5028 Cell: s.22
schnitzersteel.ca

From:	Michael Geoghegan
To:	Tyler.yager@dfo-mpo.gc.ca; pbruce@victoria.ca; sultan.virani@tc.gc.ca; Boyle, Laurie F ENV:EX; khamilton@victoria.ca; Hawkins@bernardllp.ca; Murphy, Bernadette GCPE:EX; jataylor@Seaspan.com; wade.tocher@tc.gc.ca
Cc:	Marty Palkovsky
Subject:	Friday afternoon update
Date:	Friday, September 4, 2015 17:46:42

Update as of Friday Sept 4/15 3:00pm:

1) Water way yielded 30 drained cars as navigational hazard, will stop operation and electronically sweep water depth for additional cars to be removed at 5:00pm
2) Salish sea will resume water way clean up Tue 8:00 am
3) Starboard side of SS193 cleaned to a safe and passable walk way for Naval architects
4) Naval Architects began testing and assessment of hull condition
5)Strategic natural resource consultants will continue to monitor foreshore and boom condition over the long weekend with Stantec's support
6) Inner foreshore completely cleaned of floating debris at day's end
7) Security will arrive 3:00 pm today and monitor yard and foreshore over the long weekend

Thx
Marty Palkovsky
General Manager Vancouver Island B.C | **SCHNITZER**

From:	Michael Geoghegan
To:	Tyler.yager@dfo-mpo.gc.ca; pbruce@victoria.ca; sultan.virani@tc.gc.ca; Boyle, Laurie F ENV:EX; khamilton@victoria.ca; Hawkins@bernardllp.ca; Murphy, Bernadette GCPE:EX; jataylor@Seaspan.com; wade.tocher@tc.gc.ca
Cc:	Marty Palkovsky
Subject:	Wednesday evening Thursday morning update
Date:	Thursday, September 10, 2015 08:35:05

Schnitzer Steel Update:

Status update as 4:30pm Wednesday Sept 9/15

1) Barge load stabilized for sail as of 4:30pm today
2) Barge being moved to Pt Hope ship yard 7:00am tomorrow
3) Naval architects continue hull assessment Thursday at Pt hope ship yard
4) Stantec continued environmental support

Michael Geoghegan
cell 250-881-0969

From:	Bourgeois, Jason ENV:EX
To:	Boyle, Laurie F ENV:EX
Cc:	Devos, Ruth-Ann E ENV:EX; Hoffman, Edward A ENV:EX; Pridham, Dave ENV:EX; Grant, Alex J ENV:EX
Subject:	Re: Gorge Water Concerns - Victoria Barge Incident
Date:	Friday, September 11, 2015 12:15:02

I am away for next 2 hours so here is a quick comment.

I am not aware of anything that would lead us to conclude, or believe, that any impacts were made on the water quality.

That is based on what I understand was observed by your EEROs at the site- lack of sheen, etc. and the low solubility of hydrocarbons.

I am not sure what else to say, or what we should feel compelled to say.

Sent from my iPhone. Please forgive typos and spelling errors.

On Sep 11, 2015, at 12:00 PM, Boyle, Laurie F ENV:EX <Laurie.Boyle@gov.bc.ca> wrote:

> Hi Ruth-Ann, Jason and Ed,
> We have had several calls from a supervisor of students at the rowing club here at the Gorge Rowing Club, inquiring on the state of the water quality/pollution as a result of the barge incident. I have directed him to the CRD and VIHA, but he seems to have been unsuccessful. Do you have any suggestions or thoughts on how this inquiry might be dealt with? Any help would be appreciated. I would prefer to give him some guidance rather than not.
>
> Thanks Laurie
>
> ---
>
> **From:** Devos, Ruth-Ann E ENV:EX
> **Sent:** Wednesday, September 2, 2015 4:12 PM
> **To:** Norris, Scott ENV:EX; Bourgeois, Jason ENV:EX; Hoffman, Edward A ENV:EX; Boyle, Laurie F ENV:EX
> **Cc:** Knox, Graham G ENV:EX; Brach, Pader W ENV:EX; Pridham, Dave ENV:EX; Grant, Alex J ENV:EX; Riedler, Harold ENV:EX
> **Subject:** RE: Schnitzer - Victoria Barge Incident - Action Plan as of September 1, 2015
>
> Hi Laurie,
>
> Thank you for consulting with COS and ROB on this issue. I have discussed this with both Scott Norris (COS) and Patrick Fraser (EC) to determine best course of action and whose jurisdiction it is. Although we regulate the activity of vehicle dismantling through the Vehicle Dismantling Regulation the actual activity that caused the incident was loading the barge and waste was introduced from the barge (a vessel) to the seabed. From what we understand loading and unloading vessels is under the jurisdiction of Transport Canada. According to the Greater Victoria Harbour Authority, ``Victoria Harbour waters and water traffic are administered and regulated by

Transport Canada. The harbour seabed is also controlled by Transport Canada, as far inland as the Selkirk Trestle.`` As such, it is not within our jurisdiction to deal with the vehicles that are on the seabed. I just spoke with Alex Grant after he finished attending the shoreline assessment at the site and from what he could see there was no major environmental concern there. Although the matter is unfortunate, we feel it is being addressed to the satisfaction of the Ministry of Environment. The incident is unlikely to result in any environmental impact and no further action should be taken by the Ministry of Environment.

Patrick Fraser of Environment Canada says that EC will not be investigating this incident and it does not appear that there is a Federal Agency that has identified itself as the lead, but that CCG had personnel on site and that Transport Canada may need to investigate. It seems that Transport Canada should probably be the lead agency going forward. I think it would be prudent to inform both of these agencies that we will not be following up on the incident and verify that they will be.

Sincerely,

Ruth-Ann Devos
Environmental Protection Officer, Compliance - Coast
Environmental Protection Division
Ministry of Environment
Office: 250-751-3187

24-hour Spill/Environmental Emergency Reporting: 1-800-663-3456 (Provincial Emergency Program)
24-hour RAPP (Report All Poachers and Polluters) tip-line: 1-877-952-7277 (Conservation Officer Service)
www.gov.bc.ca/env

From: Norris, Scott ENV:EX
Sent: Wednesday, September 2, 2015 9:17 AM
To: Devos, Ruth-Ann E ENV:EX; Bourgeois, Jason ENV:EX
Subject: FW: Schnitzer - Victoria Barge Incident - Action Plan as of September 1, 2015

Hi Jason and Ruth-Ann

Here is an email from Schnitzer outlining their plan. Please give me a call Ruth-Ann when you get a chance.

At this point I don't believe the COS will be taking any action, however, compliance staff may want to monitor the plan since the EERO's are not.

As far as I can tell, the seabed in the harbour is owned by the Federal Government and therefore they should be the lead agency – TC and/or EC. I am waiting for a call back from Pat Fraser of EC to let me know where they stand.

Thanks,
Scott

Sergeant Scott Norris|Conservation Officer Service|250 746-1208

From: Boyle, Laurie F ENV:EX
Sent: Wednesday, September 2, 2015 8:04 AM
To: Norris, Scott ENV:EX; Hoffman, Edward A ENV:EX
Cc: Knox, Graham G ENV:EX; Brach, Pader W ENV:EX; Pridham, Dave ENV:EX; Grant, Alex J ENV:EX; Riedler, Harold ENV:EX
Subject: FW: Schnitzer - Victoria Barge Incident - Action Plan as of September 1, 2015

Scott/Ed,
FYI-I'm unclear what, if any, further action might be required by the Ministry. This incident is now moving into the project phase and the Environmental Emergency Program will no longer be monitoring activities. Please advise me if there will be any inspections, review or monitoring of the Environmental Protection Plan, the site or the Action Plan by COS or ROB. Feel free to call me if you have any questions.

Thanks Laurie

From: Nures Kara [mailto:nkara@schn.com]
Sent: Tuesday, September 1, 2015 5:50 PM
To: Boyle, Laurie F ENV:EX; khamilton@victoria.ca; Murphy, Bernadette GCPE:EX; erobertson@victoria.ca; pbruce@victoria.ca; tyler.yager@dfo-mpo.gc.ca; iulian.timpau@tc.gc.ca; sandra.douglas@tc.gc.ca; brent.magee@tc.gc.ca; ron.sam@songheesnation.com; nchiefthomas@esquimaltnation.ca; wade.tocher@tc.gc.ca
Cc: Marty Palkovsky; Gail Lamm; Hawkins@bernardllp.ca; Michael Geoghegan
s.22
Subject: Schnitzer - Victoria Barge Incident - Action Plan as of September 1, 2015

Good Afternoon All,

My name is Nures Kara and I am the Western Canada Environmental Regional Manager for Schnitzer Steel Canada Ltd. (Schnitzer).

While the incident cause remains under review, Schnitzer proposes to undertake the Action Plan set out below in order to expeditiously advance the response.

1. Stabilize/inspect/repair the barge:
    a. The material on the barge needs to be secured to permit Seaspan's Naval Architect to safely inspect the barge for damages and ensure the barge is stable prior to repositioning.
    b. We will retain Salish Sea Industrial Services Ltd. to move some of the material from the edge of the barge to improve stability. Salish Sea Contractors will also carefully remove a few car bodies which are visible in the water adjacent to the barge and currently hindering our

ability to put a tender barge alongside the barge or move it. This select removal work will commence on Wednesday September 2, 2015

c. Our environmental consultant Stantec, will augment our existing Environmental Protection Plan (EPP) (written for routine Navigational Hazard Removal works) so that it will apply to forthcoming activities planned to respond to assess and remove material from the water and shoreline. Stantec will also provide an Environmental Monitor to observe response work and address potential environmental issues.

d. TIMELINE: Approximately 1-2 weeks (September 1, 2015 to September 15, 2015)

2. Conduct a Underwater Condition Survey:
   a. Once the barge is moved, we will retain a contractor to conduct a dive survey to map the locations of debris in the water.
   b. TIMELINE: 1-2 days (to be conducted when the water lot is clear and it is safe to conduct the survey)

3. Navigational Hazard Removal:
   a. Schnitzer will retain a marine construction contractor that specializes in underwater debris removal. JJM will be retained to remove the debris using the initial dive survey map as a guide. Debris will be removed using a grapple for the big items, and then employing an underwater magnet to remove the smaller items.
   b. TIMELINE: 1-2 weeks (September 15, 2015 to September 30, 2015)

4. Confirmation Survey – Once the debris is removed, the dive survey team will conduct another survey to confirm the material was effectively removed. Additional debris (if any) found during the confirmation survey will be removed either by hand or with assistance of a crane during the survey.
   a. TIMELINE: 1-2 days

5. SCAT – Stantec will conduct a Shoreline Cleanup Assessment will be conducted on a portion of the harbour at the request of the Coast Guard and BCMOE. The First Nations of Songhees and Esquimalt, Coast Guard, and BCMOE are welcome to participate as part of the team.
   a. TIMELINE: Selkirk Waterway - 2 days; containment (waterlot) area – 2 days; Report – 2 weeks (approximately end of September 2015)

6. Report – Stantec will prepare a Summary Report to document all response activities.
   a. TIMELINE: 2 weeks
   b. Estimated submittal date: approximately mid-October 2015

7. Updates – Schnitzer's local media representative has been providing regular updates to BCMOE and the City of Victoria, and we will expand the

distribution list to include those on this e-mail.

Please feel free to contact me and/or Mr. Marty Palkovsky – Schnitzer's Vancouver Island Regional General Manager (cc'd; cell: s.22 with any comments on the proposed Action Plan or questions for clarification.

Kind Regards,

Nures

Nures Kara
Senior Environmental/Project Manager, Surrey | **SCHNITZER**

OFFICE ADDRESS | 12195 Musqueam Drive, Surrey, BC V3V 3T2
SITE ADDRESS | 12301 Musqueam Drive, Surrey, BC V3V 3T2

T:604-586-6765 | **E**:nkara@schn.com
C:604-999-0924

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From:	Nures Kara
To:	Boyle, Laurie F ENV:EX; Grant, Alex J ENV:EX; mjedynak@victoria.ca
Cc:	Howes, Jason (Saanichton) (Jason.Howes2@stantec.com)
Subject:	FW: Shoreline Plan and today"s survey (September 11, 2015)
Date:	Friday, September 11, 2015 16:04:31
Attachments:	image002.png image003.png Strategic Shoreline Response Plan 11092015.pdf
Importance:	High

Good Afternoon Laurie, Alex and Marcin,

I hope all is well.
Attached is our finalized Strategic Shoreline Response Plan, prepared by Stantec.
Alex/Marcin – thank you for making the time to conduct the site survey; greatly appreciated.
Laurie/Alex – please refer to Jason Howes' e-mail summary below of today's survey.

Please let Jason and/or I know if you have any questions. We would appreciate if you could review the plan and advise if you are satisfied it.

Have a great weekend!

Kind Regards,

Nures

Nures Kara
Senior Environmental/Project Manager, Surrey | **SCHNITZER**

OFFICE ADDRESS | 12195 Musqueam Drive, Surrey, BC V3V 3T2
SITE ADDRESS | 12301 Musqueam Drive, Surrey, BC V3V 3T2

T:604-586-6765 | **E:**nkara@schn.com
C:604-999-0924

Schnitzer

Please consider the environment before printing this email

From: Howes, Jason (Saanichton) [mailto:Jason.Howes2@stantec.com]
Sent: Friday, September 11, 2015 3:19 PM
To: Nures Kara; Gill, Chris
Cc: Josh Hickey
Subject: Shoreline Plan and today's survey

Hi Nures and Chris,

Attached you will find the finalized Shoreline Response Plan. If you are satisfied with it Nures, you could forward it to the appropriate agencies for their review.

A quick summary of today's survey with the City of Victoria is that it went well. There were no observed oil impacts on the shoreline in Division 1 or 2. Treatment for the shoreline should not be necessary. The distribution of silver sheen on the water in Division 1 has been greatly reduced. In fact, there were greater concentrations of organic matter, grey sheens observed. Although there was still some accumulations of manmade debris and some of it from an ELV source debris, I am happy to report that none of it had any observable oiling. Our walk through Division 2 revealed that there is the occasional auto source debris and large pieces of foam in the upper intertidal area. My suggestion to Josh was to have someone walk the division 2 shoreline 1/week until all of the ELV have been removed from the water. Most of the debris collection should focus on Division 1. I noted to Josh that some shorelines are best accessed by boat.

I will document my findings in a Summary Report and get that out to you all by Monday.

Have a nice weekend.

Regards,

Jason Howes, M.Sc.
Environmental Scientist
Stantec
Phone: (250) 655-6052
Cell: (250) 216-2053
Fax: (250) 544-1105
Jason.Howes2@stantec.com

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Strategic Shoreline Response Plan—Selkirk Waterway Incident

Prepared for:
Schnitzer Steel Canada Ltd.

Prepared by:
Stantec Consulting Ltd.

September 11, 2015

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1.0 INTRODUCTION

On August 28, 2015, a barge being loaded with crushed End-of-Life Vehicles (ELVs) and other processed, recycled metal at the Schnitzer Steel work yard tipped, dropping an unknown number of ELVs and debris into its water lot, located adjacent to the Selkirk waterway. The vehicle bodies had been drained of all fluids prior to being loaded onto the barge. Initial responders placed containment booms to collect any debris or residual hydrocarbons that were present on the water while debris was collected from the shoreline. This Strategic Shoreline Response Plan addresses the environmental conditions and procedures for the identification and recovery of residual hydrocarbons and debris from the affected shoreline from the incident. This plan and the details described herein are dynamic and will be evaluated and continuously modified as necessary during the containment and recovery phase and the transition to the remediation phase.

2.0 OBJECTIVES

The objectives of this Strategic Shoreline Response Plan are:

1. Identify a clear approach to the management of the residual hydrocarbon and debris containment and recovery phase of the Selkirk waterway incident
2. Dissemination of a clear operating picture to stakeholders
3. Notification to the regulatory agencies of the planned recovery activities to be undertaken
4. Regulatory approval of this Strategic Shoreline Response Plan

3.0 CONTAINMENT

Containment is necessary to prevent the spread of any residual hydrocarbons or debris, minimize the potential for additional impact, and allow for recovery activities. Initial containment was completed by the deployment of general purpose and sorbent booms. These booms remain in place and will be monitored for effectiveness, modified as necessary, and maintained on a daily basis.

4.0 ASSESSMENTS

Initial field observations were provided by environmental monitoring personnel onsite from August 29–30, 2015. Trained Shoreline Cleanup Assessment Technique (SCAT) personnel were onsite August 31, 2015 to continue to document any oiling conditions, debris accumulations, storm/sewer outfalls that discharge into the water lot and Selkirk waterway, and identify shoreline habitat characteristics that may require treatment. Observations were carried out by a combination of boat and walking surveys by the SCAT team, led by the SCAT team leader from the responsible party and participants from the BC Ministry of Environment (BC MOE) and the City of Victoria staff.

Based on the reports from the initial observations and the rapid response with containment, SCAT assessed the shoreline between the Bay St Bridge to the south and the Galloping Goose Trail Bridge to the north (see Appendix A). The BC biophysical shore-zone segmentation was utilized by SCAT as a basis to record the findings of their surveys to (see Appendix B). The oiling conditions characterization documented by SCAT (see Appendix C) was assigned to each of the segments from the field-based visual measurements and observations of surface oil conditions along the shoreline and on the water's surface using standard SCAT terminology, definitions, and practices for North America (see Appendix D, Environment Canada 2000: *The SCAT Manual – A Field Guide to the Documentation and Description of Oiled Shorelines*).

It is recognized that with the continued presence of the drained ELVs in the water that there remains a risk to the shoreline of residual hydrocarbon and debris accumulations (please note there are other sources that may be contributing oils and flotsam and jetsam). SCAT surveys will continue to be carried out as required during the recovery phase.

4.1 SHORELINE TYPES

There are a few different shoreline types that were recorded within Division 1 and 2 as described below.

Location	Shoreline type
Division 1 (Water lot)	Manmade, permeable (rip rap)
Division 2 (Selkirk waterway - Bay St Bridge to the Galloping Goose Trail Bridge)	Manmade, permeable (rip rap)
	Bedrock ramp with mixed sand-pebble-cobble beach
	Mixed Sand and pebble-cobble beach

NOTE: The dark band in several of the following photographs is a wetted zone and not stranded oil. Where oil is present, this is indicated in the caption

Photo 1 Manmade, Permeable (rip rap), Unoiled

Photo 2 Bedrock Ramp with Mixed Sand-Pebble-Cobble Beach, Unoiled

Photo 3 Mixed Sand and Pebble-Cobble Beach, Unoiled

4.2 FIELD OBSERVATIONS

Initial reports from the environmental monitors documented floating debris and residual hydrocarbons in the form of sheens on the water's surface that, for the most part, was contained within Division 1 (see Appendix A). No oil product greater than sheens were observed during this time and Operational response personnel were actively removing floating debris from Divisions 1 and 2.

SCAT surveys identified a range of oiling conditions and debris types on the water's surface and along the shorelines that may be associated with the Selkirk waterway incident. The nature of the oiling conditions along the shoreline will determine if treatment is necessary and their associated impacted shoreline type will help to define the cleanup techniques employed.

4.2.1 Division 1 (Water Lot)

At this time (September 8, 2015) a complete SCAT survey of the shoreline of Division 1 has not been conducted due to safety concerns associated with the ongoing operations to stabilize and remove the partially loaded barge from the waterway. A thorough SCAT survey of the shoreline will be conducted when it is determined to be safe. The following is a description of the shoreline conditions that have been observed.

NOTE: Where oil is present, this is indicated in the caption using standard SCAT terminology for oiling conditions characterization (see Appendix D).

Photo 4 A Band of Oil Film/Sheen on the Intertidal Shoreline

Photo 5 A Mixture of Manmade and Organic Debris, Predominantly in the Upper Intertidal Zone (UTZ) that has a Surface Oil Film

Photo 6 **Manmade Debris that could be Associated with drained ELVs, also Visible are Various Small-Sized Pieces of Foam that were Observed in the Water and along the Shoreline**

Photo 7 **Predominantly Silver Sheens (Non-Recoverable Oil) were Observed on the Water with Isolated, Small Pockets of Emulsified Oil (i.e., Mousse) or Rainbow Sheen**

4.2.2 Division 2 (Selkirk Waterway—Bay Bridge to Galloping Goose Trail Bridge)

SCAT surveys of the shoreline within Division 2 have indicated that no oil has been observed on the shoreline. There have been observations of residual hydrocarbon sheens and small isolated occurrences of mousse on the water's surface. There are various manmade and organic debris accumulations located in the upper intertidal zone. None of the debris has visible residual oiling. The following is a description of the shoreline conditions that have been observed.

Photo 8 **Silver Sheens (Non-Recoverable Oil) have been Observed on the Water's Surface Adjacent the Eastern Shorelines**

Photo 9 **Accumulations of Manmade and Organic Debris that may have drained ELVs and barge debris Associated Waste Mixed Within (No Oil Residues were Observed)**

Photo 10 **Various Sized Pieces of Small Foam Particles were Observed within the Rip Rap (i.e., Manmade, Permeable) Shorelines (No Oil Residues were Observed)**

Photo 11 **Various Sized Pieces of Foam were Observed in the Upper Intertidal Zone along the Shorelines (No Oil Residues were Observed)**

Photo 12 **A Number of Nonpoint Source Outfalls were Identified along the Shoreline (These Represent Potential Sources for Oil Sheens Observed on the Water's Surface Outside of the Containment Area of Division 1, No Oil was Observed at this Location)**

Photo 13 Presence of Sharp and Other Manmade Urban Debris Presents a Hazard to Debris Removal

5.0 CONTAINMENT AND RECOVERY PHASE ENDPOINTS

Treatment endpoints are mutually-agreed measurable objectives. For this response treatment endpoints are applied to surface oil removal and debris accumulations from impacted surface waters and shorelines. Treatment endpoints define when treatment is required and when sufficient treatment effort has been completed for a segment and that no further treatment (NFT) is recommended. An important component in the establishment of end points is the participation of appropriate agencies to ensure that their concerns and requirements are addressed in the decision making process.

Treatment endpoints are developed to:

1. Identify affected shoreline segments that require treatment
2. Guide the selection of response strategies and appropriate cleanup tactics

3. Define standards against which the completion of treatment can be compared so that closure can be achieved
4. Minimize effects to the environment by preventing over-treatment of a recovery area (and the related collateral damage) where little positive return is likely

The endpoint criteria provide a measurable standard and target for the cleanup operations. Typically, agreement that the endpoints have been met and sufficient effort has been completed for individual segments occurs through an inspection process that includes representatives of the key parties involved in the response operation, either in the field or in an off-site review capacity.

This strategic response plan for this incident focuses on the containment and recovery of free oil and associated debris from the surface waters and the shorelines in the identified affected area. The recovery phase will be considered completed when the endpoints outlined in Section 5.1 are reached.

The following endpoints are derived from field-based visual measurements and observations of surface oil and debris accumulation conditions recorded by the SCAT team. They represent endpoint measurements using standard SCAT terminology, definitions and practices for North America (Appendix D). These proposed endpoints are typical for an urban, industrial use area in which there is a continual risk from other sources to the environment or human use.

The end points takes into account the reasonable expectation that after the recovery phase has been completed, natural cleaning of any residual oil will take place by a combination of oil break down by the physical energy associated with daily tidal cycles and biodegradation.

5.1 RECOVERY PHASE ENDPOINTS

On water cleanup endpoint

- No recoverable free oil and no visible Rainbow Sheen, Silver Sheen is acceptable

Shoreline endpoints

- Oil residue is in the Very Light oil category or does not transfer/rub off on contact
- No recoverable free oil can be remobilized or washed from the bank and not greater than Silver Sheen oil is released when sediments are disturbed or agitated
- Oil removal by approved treatment methods results in damage to sensitive habitats and resources that could outweigh the benefits of removing the residual oil (i.e., removal does more harm than good)

For this response, the definition of recoverable debris is:

- Debris is clearly identified as being from a drained automotive source (need to account for other non-point sources that are contributing. Very hard to distinguish)
- Debris that is Styrofoam, foam or insulation in nature and is 10 cm or greater in length

Debris Removal endpoints:

- No debris (manmade or organic) oiled during this incident that is above the Shoreline endpoints defined above remains on the waters or along the mixed sand-pebble-cobble beaches of Divisions 1 and 2 following the removal of the incident-related debris from the seafloor within Division 1.
- No recoverable non-oiled debris originating from this incident remains on the waters or along the shorelines of Divisions 1 and 2 following the removal of the incident-related debris from the seafloor within Division 1.
- Along manmade permeable shorelines (i.e., riprap), all recoverable oiled or non-oiled debris 10 cm in length or greater resulting from this incident has been removed following the removal of the incident-related debris from the seafloor within Division 1.
- Following the removal of the incident-related debris from the seafloor within Division 1, there is agency agreement that the level of effort for debris removal has been met given that there is an influence of external debris sources to the area.

6.0 TREATMENT TECHNIQUES

The primary objective of this response plan is to present appropriate strategies and tactics for the recovery of free oil (if present) and incident related debris from the affected areas. Recovery should be completed by the approved treatment methods. Establishing the type of treatment methods employed by Operations and having interagency agreement regarding allowable methods ensures that practical and efficient means are used for recovery, reducing long term effects to the ecosystem.

The containment and recovery of free oil from the water surface will continue until the endpoints are met (see Section 5.1 above). Approved collection and skimming techniques can be considered complete when (a) **on water**, no recoverable free oil or only Silver Sheen is present and (b) **on the shorelines**, the onshore residues are within the Very Light oiling category or any oil that is released by disturbance is no greater than Silver Sheen.

Regular operational patrols for on-water and shoreline debris removal within Divisions 1 and 2 will continue until the removal of the incident related debris from the seafloor within Division 1 is completed. At that time debris removal will continue until the endpoints are achieved.

At this time, the on-water and shoreline endpoints for oiling have been achieved within Division 2. No further treatment at this time applies. Until a thorough SCAT shoreline survey for Division 1 has been completed, the requirement for treatment remains uncertain. Once

documentation of the complete oiling conditions within Division 1 not meeting the approved endpoints has occurred, SCAT will present appropriate treatment techniques for agency approval.

Acceptable debris removal technique for shorelines and on-water recovery areas not meeting the endpoint criteria is manual removal. Operational crews will use hand tools such as pool skimmers, litter grabbers, rakes and shovels and wear appropriate personal protection equipment, such as safety glasses, life vest (on or near water)and work gloves to remove debris not meeting the endpoints.

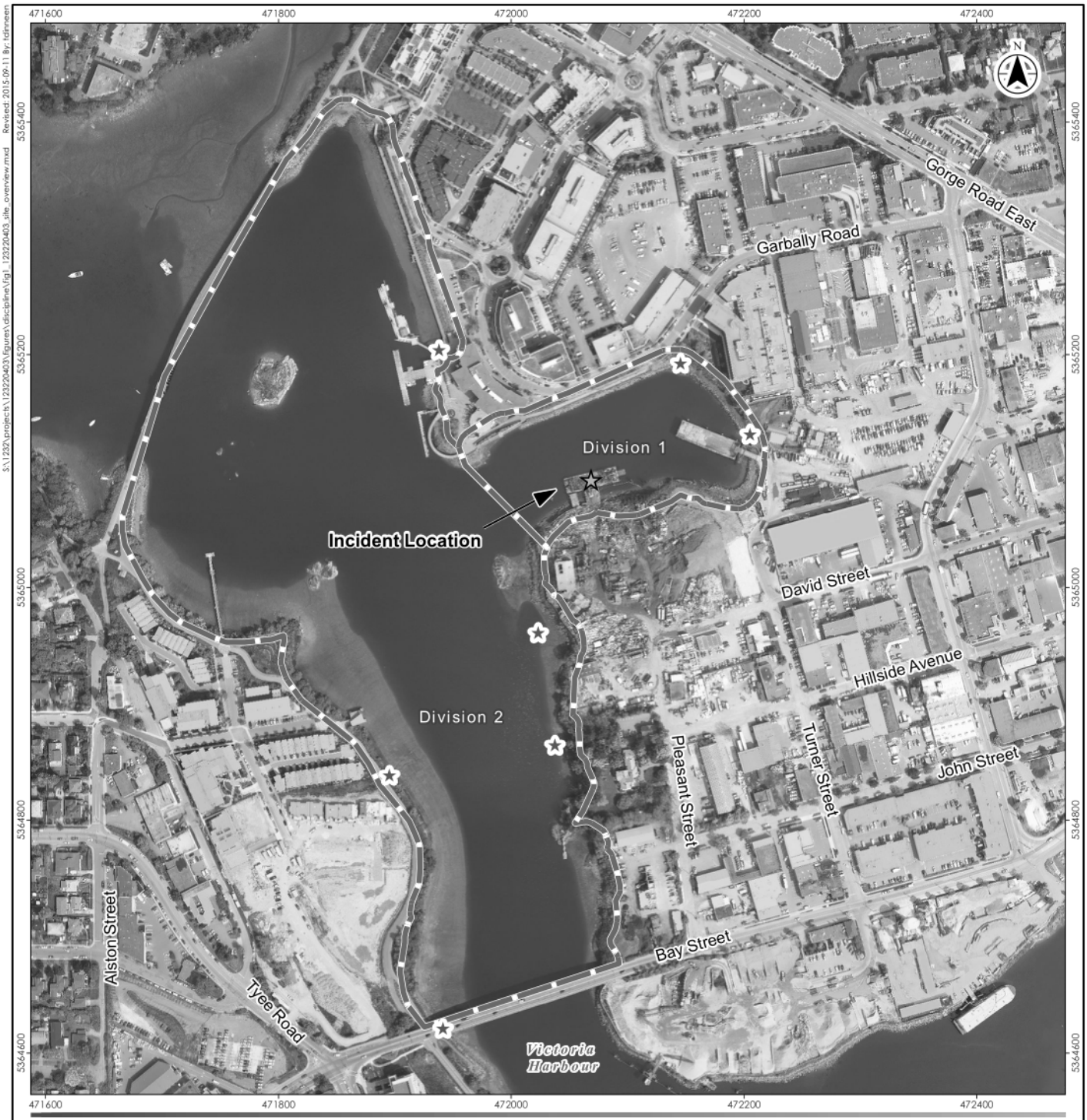
7.0 PROCESS FOR FINAL CLEANUP APPROVAL

Following the removal of the incident-related debris from the seafloor within Division 1 and once shorelines have been identified that treatment is not required or that treatment is completed using approved treatment methods, it is recommended that the following process be implemented to obtain final approval for the recovery phase:

1. SCAT will be notified by the Operations Lead that cleanup is completed in a segment(s) to the criteria specified by the endpoints.
2. The SCAT Team Lead will visit the relevant segment(s) in order to verify that the treatment endpoints have been met and NFT is required. If endpoints are not met, additional approved treatments will be prescribed, unless NFT is recommended because the adverse consequences of additional treatment are anticipated to be greater than the risks associated with incomplete treatment.
3. Where NFT is recommended, the SCAT Lead will document the segment and arrange for a formal SCAT inspection and sign-off.

A formal SCAT inspection will be conducted by a SCAT team, which may include a representative from all participating agencies wishing to be involved. If the team members agree that NFT is recommended, a final inspection report (see Appendix E) will be completed and signed by participating agencies. At this point, active cleanup for oil and debris recovery will be complete. In situations where the SCAT team members determine that the treatment endpoints are not met, further treatment options will be recommended in order to meet endpoints.

APPENDIX A
OVERVIEW SITE MAP



Legend

- Incident Location
- Nonpoint Source Outfall
- Operational Boundary

0 50 100 150 m

1:5,000 (at original document size of 8.5x11)

Stantec

Project Location	123220403
Victoria, BC	Prepared by K.JAMES on 2015-09-04 Technical Review by T. DINNEEN on 2015-09-08 Independent Review by J. HOWES on 2015-09-08

Client/Project

Schnitzer Steel

Figure No.

1

Title

Overview Map

Notes

1. Coordinate System: NAD 1983 UTM Zone 10N
2. Project Feature: Stantec
3. Orthoimagery: CRD

Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.

APPENDIX B
SCAT SEGMENTS MAP

Legend

- Nonpoint Source Outfall
- Incident Location
- Operational Boundary

Shore Zone Unit

- Odd Numbered
- Even Numbered

0 50 100 150 m

1:5,000 (at original document size of 8.5x11)

Stantec

Project Location: Victoria, BC

123220403

Prepared by K.JAMES on 2015-09-04
Technical Review by T. DINNEEN on 2015-09-08
Independent Review by J. HOUSE on 2015-09-08

Client/Project: Schnitzer Steel

Figure No. 2

Title: **SCAT Shoreline Segments**

Notes

1. Coordinate System: NAD 1983 UTM Zone 10N
2. Project Feature: Stantec
3. Orthoimagery: CRD

Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.

$:\123\projects\123220403\figures\disciplines\fig2_123220403_shoreline_segments.mxd Revised: 2015-09-11 By: tdinneen

APPENDIX C
CURRENT OILING DISTRIBUTION MAP

Legend

- Nonpoint Source Outfall
- Incident Location
- Operational Boundary

Oiling Category

- Heavy
- Moderate
- Light
- Very Light
- No Oil Observed
- No Survey Conducted

0 50 100 150 m

1:5,000 (at original document size of 8.5x11)

Notes

1. Coordinate System: NAD 1983 UTM Zone 10N
2. Project Feature: Stantec
3. Orthoimagery: CRD

Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.

Stantec

Project Location: Victoria, BC

123220403

Prepared by K.JAMES on 2015-09-04
Technical Review by T. DINNEEN on 2015-09-08
Independent Review by J. HOUSE on 2015-09-08

Client/Project: Schnitzer Steel

Figure No. 3

Title: **Division 1 & 2 SCAT Survey Results Current Oiling Distribution 09/01/2015 & 09/02/2015**

APPENDIX D
STANDARD SCAT TERMINOLOGY AND DEFINITIONS

Appendix D STANDARD SCAT TERMINOLOGY AND DEFINITIONS

D.1 SHORELINE/RIVER BANK OILING DESCRIPTION

Surface Oiled Area Width

Wide	greater than 6 m
Medium	greater than 3 m and less than or equal to 6 m
Narrow	greater than 0.5 m and less than or equal to 3 m
Very Narrow	less than or equal to 0.5 m

Surface Oil Distribution (see charts on page below)

Continuous (CN)	91–100%
Broken (BR)	51–90%
Patchy (PT)	11–50%
Sporadic (SP)	1–10%
Trace (TR)	<1%

Surface Oil Thickness

TO = Thick/Pooled Oil (fresh oil or mousse >1 cm thick)
CV = Cover (oil or mousse from >0.1 cm to <1 cm on any surface)
CT = Coat (visible oil <0.1 cm, which can be scraped off with fingernail)
ST = Stain (visible oil, which cannot be scraped off with fingernail)
FL = Film (transparent or iridescent sheen, or oily film)

Surface Oil Type (applicable to this response)

FR = Fresh Oil (unweathered, liquid oil)
MS = Mousse (emulsified oil)
TC = Tar (weathered coat or cover of tarry, almost solid consistency)
SR = Surface Oil Residue (non-cohesive, oiled, surface sediments)
NOO = No Oil Observed
DB = Debris: logs, vegetation, rubbish, garbage, and response items such as booms

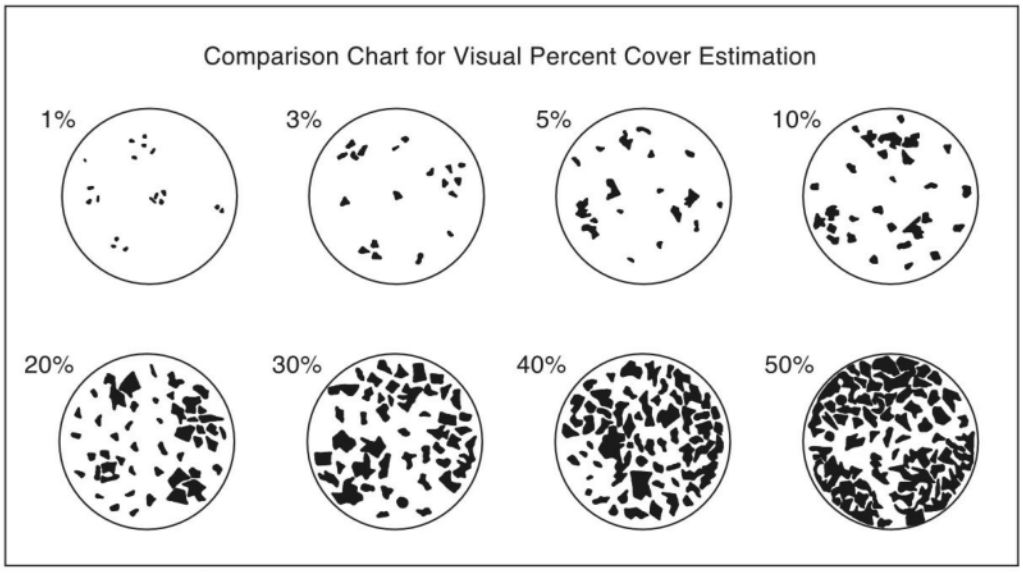
Initial Surface Oil Cover Matrix (Width of Oiled Area and Oil Distribution)

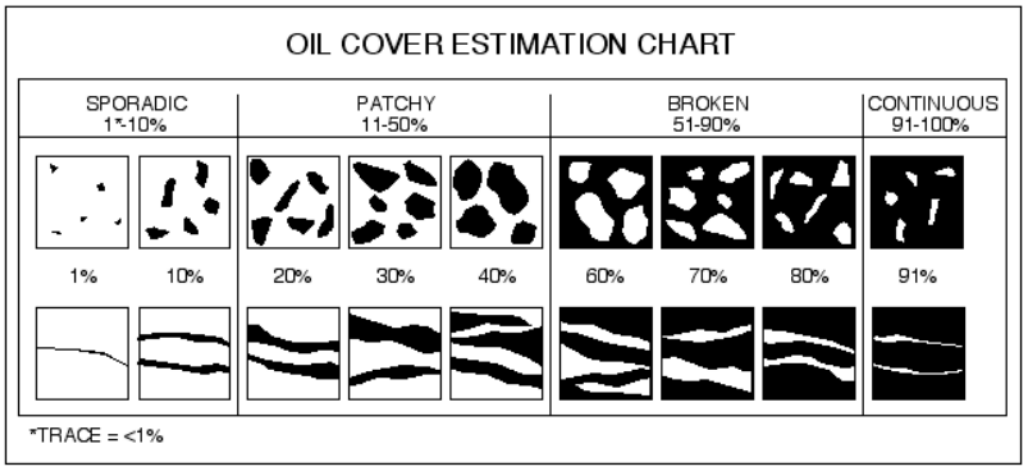
		Width of Oiled Area			
		Wide	**Medium**	**Narrow**	**Very Narrow**
Distribution	Continuous 91–100%	Heavy	Heavy	Moderate	Light
	Broken 51–90%	Heavy	Heavy	Moderate	Light
	Patchy 11–50%	Moderate	Moderate	Light	Very Light
	Sporadic 1–10%	Light	Light	Very Light	Very Light
	Trace <1%	Very Light	Very Light	Very Light	Very Light

Final Surface Oil Categorization Matrix (Surface Oil Category and Oil Thickness)

		Initial Surface Oil Cover Category			
		Heavy	**Moderate**	**Light**	**Very Light**
Thickness	Pooled >1.0 cm	Heavy	Heavy	Moderate	Light
	Cover >0.1–1.0 cm	Heavy	Heavy	Moderate	Light
	Coat >0.01–0.1 cm	Moderate	Moderate	Light	Very Light
	Stain/Film <0.01 cm	Light	Light	Very Light	Very Light

Visual Aid for Surface Oil Distribution





SOURCE: Owens E.H., and G.A. Sergy. 2000. The SCAT Manual–A Field Guide to the Documentation and Description of Oiled Shorelines. Second Edition. Environmental Canada, Edmonton, Alberta. 108 pp.

APPENDIX E
SCAT FINAL SEGMENT INSPECTION REPORT FORM

SEGMENT INSPECTION REPORT

INCIDENT NAME

LOCATION	
SEGMENT ID	

Date of Survey _____

Time of Survey _____

Weather _____

_____

Inspection Completed Along Entire Segment?

YES NO

SCAT Team ( ) Members

If no further treatment is required at this time, each rep sign below:

Name		Signature
_____	RP rep	_____
_____		_____
_____		_____
_____		_____

Treatment Endpoint Criteria:

Is treatment or further treatment required? (circle one)

YES - define below specific treatment action(s) and specific locations within the segment where required. Provide sketches, maps, GPS coordinates to Ops

NO FURTHER TREATMENT AT THIS TIME required - each rep sign appropriate signature box above

Comments:

Final SignOff

Entity/Representative Name

_____ _____ _____

_____ _____ _____

From: Macfarlane, Mike ENV:EX
To: Boyle, Laurie F ENV:EX
Subject: Recreational Water Quality
Date: Tuesday, September 15, 2015 08:30:48

Health Canada: http://www.hc-sc.gc.ca/ewh-semt/pubs/water-eau/guide_water-2012-guide_eau/index-eng.php

Vancouver Island Health Authority: http://www.viha.ca/mho/recreation/

Mike

From:	Nures Kara
To:	Boyle, Laurie F ENV:EX; Grant, Alex J ENV:EX; mjedynak@victoria.ca
Subject:	FW: Summary Report-Schnitzer Victoria Sept. 11, 2015 SCAT Survey
Date:	Friday, September 18, 2015 14:02:25
Attachments:	SCAT daily summary11Sept2015.pdf

Good Afternoon Laurie, Alex and Marcin,

I hope all is well.
Attached is Stantec's SCAT survey summary report from their September 11, 2015 walk with a Marcin.
Let me know if you have any questions.

Have a great weekend!

Kind Regards,

Nures

Nures Kara
Senior Environmental/Project Manager, Surrey | **SCHNITZER**

OFFICE ADDRESS | 12195 Musqueam Drive, Surrey, BC V3V 3T2
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T:604-586-6765 | **E:**nkara@schn.com
C:604-999-0924

Please consider the environment before printing this email

From: Howes, Jason (Saanichton) [mailto:Jason.Howes2@stantec.com]
Sent: Monday, September 14, 2015 2:47 PM
To: Nures Kara
Cc: Gill, Chris; Josh Hickey
Subject: Summary Report

Hi Nures,

Here is the summary report for the SCAT survey from Friday. There is an updated oiling conditions map attached at the end of the report. If you are good with this feel free to forward on to the appropriate agencies for their record.

Regards,

Jason Howes, M.Sc.
Environmental Scientist
Stantec
Phone: (250) 655-6052

Cell: (250) 216-2053
Fax: (250) 544-1105
Jason.Howes2@stantec.com

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Survey Area:	SCAT shoreline surveys on segments 447 and 472

SCAT Lead:	Jason Howes	Report Date:	11 September 2015
City of Victoria	Marcin Jedynak		

On-site Staffing and Personnel Changes:	1 person on-site

Current Day Summary for the SCAT Field Activities report:

Today the SCAT team conducted shoreline surveys with the participation of a representative from the City of Victoria. The team made observations by foot along the shoreline that is bound between the Bay St Bridge to the south and the Galloping Goose Bridge to the north. The focus of the survey was to identify any observed oiling or debris accumulations along the shorelines especially that of the small bay (see attached map, Division 1) from which the barge had recently been removed. Segment 446 and the southern portion of segment 447 were not surveyed as the shoreline is steep and access is limited to the requirement of a boat.

The team did not observe any oiled shoreline in the areas that were surveyed. Areas where previous oiling on the shoreline had been observed now do not exhibit visible signs of oiling (see photos 1 & 2, see attached map). On the surface of the water's within the containment area there were isolated observations of a silver sheen. There were no observations of rainbow or silver sheen outside of the containment area. In division 1 and along the northeastern shoreline of segment 472, there were observations of a grey/light brown film or emulsion that appeared to be a combination of organics and dust (see photo 3). There was no discernable hydrocarbon content associated with the emulsion.

Across of all of the surveyed shoreline the team did observe debris in various distributions in the upper intertidal areas (see photo 4). The debris includes various manmade materials such as plastics, pieces of foam, needles and organics such as sticks, leaves and seaweed. No oil residues were observed on any of the debris that the team encountered within Division 1 or 2. Some of the pieces of manmade debris may have come from End-of-Life Vehicle (ELV) sources (see photo 5). The team noted that the majority of the ELV debris was located within Division 1.

Clean-up Observations/Recommendations:

Operations should maintain the containment boom across of the mouth of the bay of Division 1 until removal of all of the ELVs from within the water has been completed.

Clean-up and removal of ELV sourced debris should continue in the upper intertidal and along the water's surface for the area bound between the Bay St Bridge to the south and the Galloping Goose Bridge to the north . Focus should be given to Division 1 as most of the debris was observed there. In division 2, there is a natural collection area adjacent the northeastern end of the Galloping Goose Bridge and a manmade pile located next to the northern shoreline anchor location for the containment boom. Here there are various sized foam debris and plastics, some of which may be from ELV sources, which should be removed with appropriate debris removal safe practices to avoid sharps.

Photo 1: Observations of an oil film along portions of the intertidal zone of segment 472 within Division 1 were made on Sept. 01, 2015.

Photo 2: No oil or oil residues were observed along the intertidal zone or within the various debris accumulations of segment 472 within Division 1 on Sept. 11, 2015.

Photo 3: An example of the grey/light brown emulsion observed on the water's surface collecting against the outside of the sorbent boom. No oil was associated with the observation.

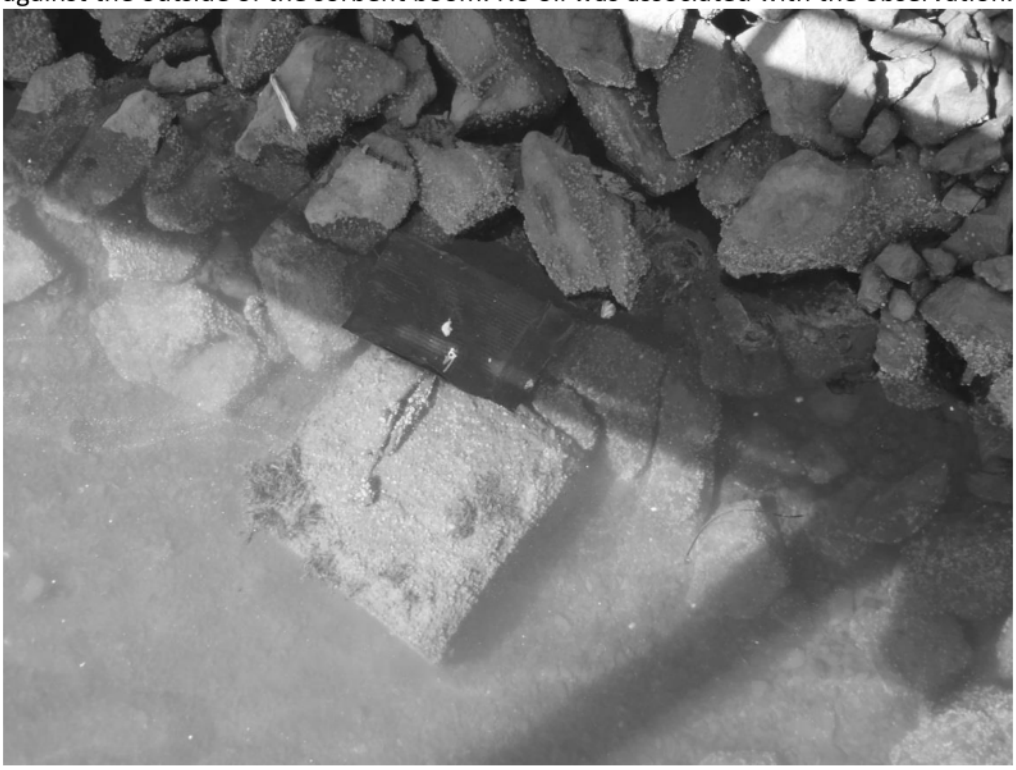


Photo 4: An example of the potential ELV debris (i.e. floor mat) observed in the intertidal along segment 472 within Division 1. Some areas are best accessed by boat.

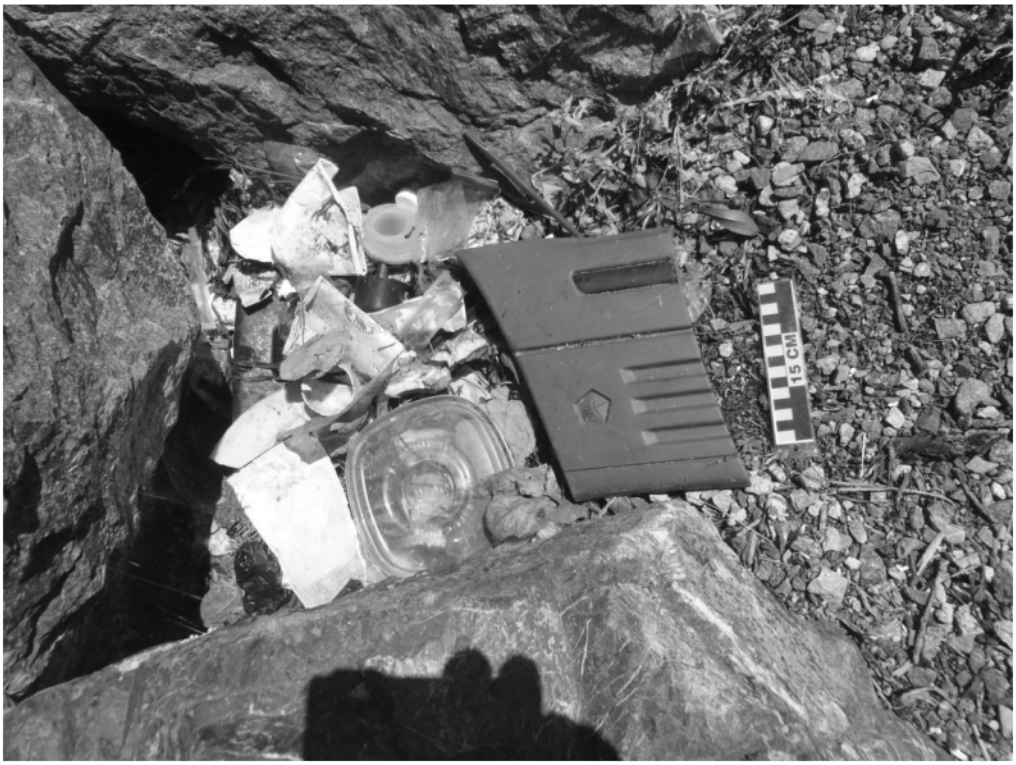
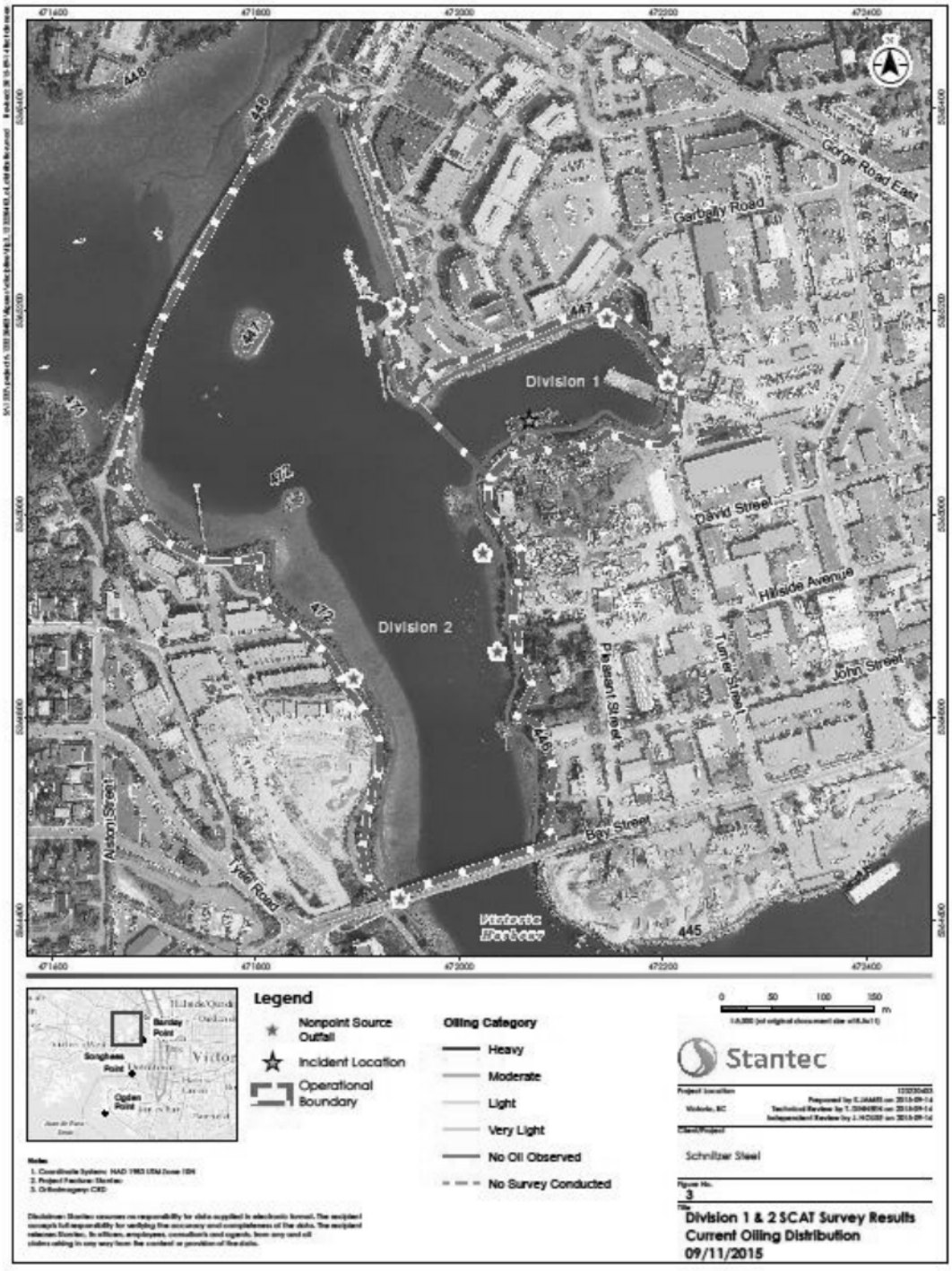


Photo 5: An example of the potential ELV debris that was observed in the upper intertidal along segment 472 within Division 2.


Division 1
Division 2
George Road East
Garbally Road
David Street
Hillside Avenue
John Street
Pleasant Street
Turner Street
Bay Street
Tyler Road
Alston Street
Victoria Harbour
448
447
446
445
Legend
Nonpoint Source Outfall
Incident Location
Operational Boundary
Oiling Category
Heavy
Moderate
Light
Very Light
No Oil Observed
No Survey Conducted
Stantec
Schnitzer Steel
3
Division 1 & 2 SCAT Survey Results
Current Oiling Distribution
09/11/2015

From:	Marty Palkovsky
To:	Boyle, Laurie F ENV:EX
Subject:	Thank you
Date:	Thursday, September 24, 2015 13:36:43
Attachments:	Laurie Boyle.pdf

Marty Palkovsky
General Manager Vancouver Island B.C **| SCHNITZER**
Tel: 250.245.5051 mpalkovsky@schn.com
Fax: 250.245.5028 Cell: s.22
schnitzersteel.ca

Schnitzer

September 22, 2015

Laurie Boyle
DELIVERED BY EMAIL

Laurie,

On behalf of Schnitzer Steel Canada Ltd., I would like to express our thanks and gratitude for your support in dealing with our recent barging incident. As not only employees but residents of Vancouver Island this incident truly hit home to all our staff. While we have been fortunate not to have previous dealings with these matters, it has been obvious that your knowledge and assistance was essential for us to address the cleanup the right way.

Your dedication and professionalism throughout the process is greatly appreciated and has allowed us to act much better than we could ever have done alone. While the incident itself remains unfortunate, it has been a pleasure having you assist and work with us to ensure similar occurrences don't happen in the future.

Once again, thank you for your involvement and being part of the solution with us.

Regards,

Marty Palkovsky
General Manager Vancouver Island **| SCHNITZER**
Tel: 250.245.5051 mpalkovsky@schn.com
Fax: 250.245.5028 Cell: 250.741.4343

From:	Howes, Jason (Saanichton)
To:	Boyle, Laurie F ENV:EX; Grant, Alex J ENV:EX; "tyler.yager@dfo-mpo.gc.ca"; Pridham, Dave ENV:EX; Marcin Jedynak; Ed Robertson (erobertson@victoria.ca)
Cc:	jhickey1@schn.com; Nures Kara; Gill, Chris
Subject:	Upcoming shoreline inspection survey
Date:	Wednesday, October 14, 2015 15:44:37

Hello Everyone,

I wanted to contact you all and let you know of Schnitzer's intention to conduct a follow up shoreline survey to the barge incident along the Selkirk Waterway. As of last week, removal of all of the End-of-Life Vehicles (ELVs) from the waters at the site has been completed. A cleanup crew has regularly been active at removing incident related debris from the shorelines. I have reviewed the upcoming tides in anticipation of conducting a shoreline survey to assess whether the endpoint criteria have been achieved. The next daytime low tide that a survey could be conducted is around 8:30am on Friday, October 23. I will plan to meet those that wish to participate at 8:30 am at the Schnitzer work yard. Please let me know if you intend to participate so I can plan accordingly.

Regards,
Jason

Jason Howes, M.Sc.
Environmental Scientist
Stantec
Phone: (250) 655-6052
Cell: (250) 216-2053
Fax: (250) 544-1105
Jason.Howes2@stantec.com

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

Please consider the environment before printing this email.

Spill Response Cost Recovery

Ministry of Environment (Calculations)

Assigned DGIR# 151556

Part 1 INCIDENT

Incident: Schnitzer Steel Barge Incident Victoria Harbour
(Descriptive for Communications)

Incident Date: 28/08/15 (DD/MM/YY)

Code: [ ] Code 1 - Minor [X] Code 2 - Major

Location: 307 David Street
(Street)
Victoria BC
(City)

Time incident occurred: 15:31 (24 hour)

Response Officer in Charge: Laurie Boyle

Primary Material: Petrolium contaminated crushed metal

Ministry Region: Vancouver Island Phone: 250-387-9799

[ ] BILL TO: Person in Possession, Charge or Control of Spill

Name: Joshua Hickey
Position: Facility/Operations Manager Victoria
Company: Schnitzer Steel Industries, Inc., Victoria
Street: 307 David Street
City: Victoria Province: BC
Postal Code: V8T 5C1
Phone: 250-381-5865 Fax: 250 245-5028

Representative (if different from Person in Possession, Charge or Control)

Name: Marty Palkovsky
Position: General Manager Vancouver Island
Company: Schnitzer Steel Industries, Inc.,
Street: 307 David Street
City: Victoria Province: BC
Postal Code: V8T 5C1
Phone: 250 245-5051 Fax: 250 245-5028

Part 2 COST RECOVERY CALCULATIONS

STAFF EXPENSES s.17,s.21

Provincial Responder: Laurie Boyle
Ministry of Environment
(Name and Ministry)

(1) 250-387-9799
(Phone Number)
28/29/30_08/2015
(DD/MM/YY)

INSTRUCTIONS

For a single responder involved in a multiple day incident, enter a name and each date on scene or travelling.
For multiple responders, enter each name and the date.

COMMENTS

Provincial Responder: Alex Grant
Ministry of Environment
(Name and Ministry)

(1) 250-755-6868
(Phone Number)
02/09/15
(DD/MM/YY)

INSTRUCTIONS

For a single responder involved in a multiple day incident, enter a name and each date on scene or travelling.
For multiple responders, enter each name and the date.

COMMENTS

SCAT shoreline survey conducted upon request from, and in coordination with consultant, Stantec (Jason Howes), with City of Victoria (Marcin Jedynak)

Subtotal s.17,s.21

ACCOMMODATION, SERVICES OR ITEMS PROVIDED

INSTRUCTIONS:

Expenditures can include:
- Goods and services hired, rented, contracted or purchased;
- Accommodation charges;
- Rent on government equipment;
- Replacement, repair or cleaning of damaged or used equipment;
- Research/analysis services related to post-incident follow-up; and
- Haz-mat sampling.

		Additional Cost Including Taxes (excl. GST)
1. Service/item:	$	
2. Service/item:	$	
3. Service/item:	$	
4. Service/item:	$	
5. Service/item:	$	
6. Service/item:	$	
7. Service/item:	$	
8. Service/item:	$	

s.17,s.21

COMMENTS

Province: BC

Ministry Employee Signature:

Name:
Position:
Phone No.:

DGI	Name	Company	Address	City	Pcode	Date	Lstreet	Lcity	Amount
151556	Joshua Hickey	Schnitzer Steel Indu	307 David Street	Victoria	BC	28/08/15	307 David Street	Victoria BC	s.17,s.21

s.17,s.21

ASSIGNMENT#
Assigned DGIR#
Assigned ENV#
Assigned Project#

ACCOMMODATIONS
Staff booking accommodations should check the Business Travel Accommodation List for hotels at http://csa.pss.gov.bc.ca/businesstravel/

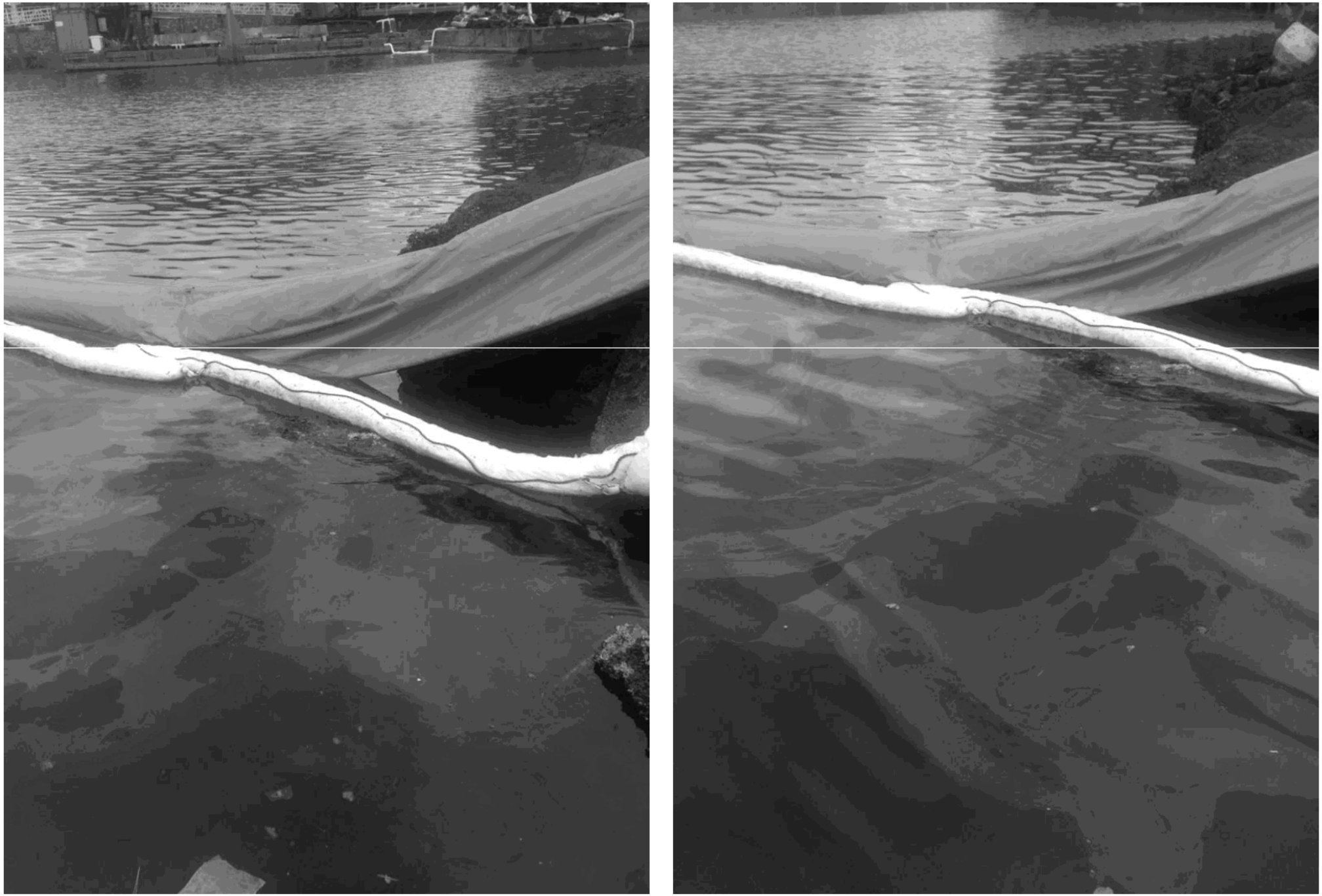
TAXES

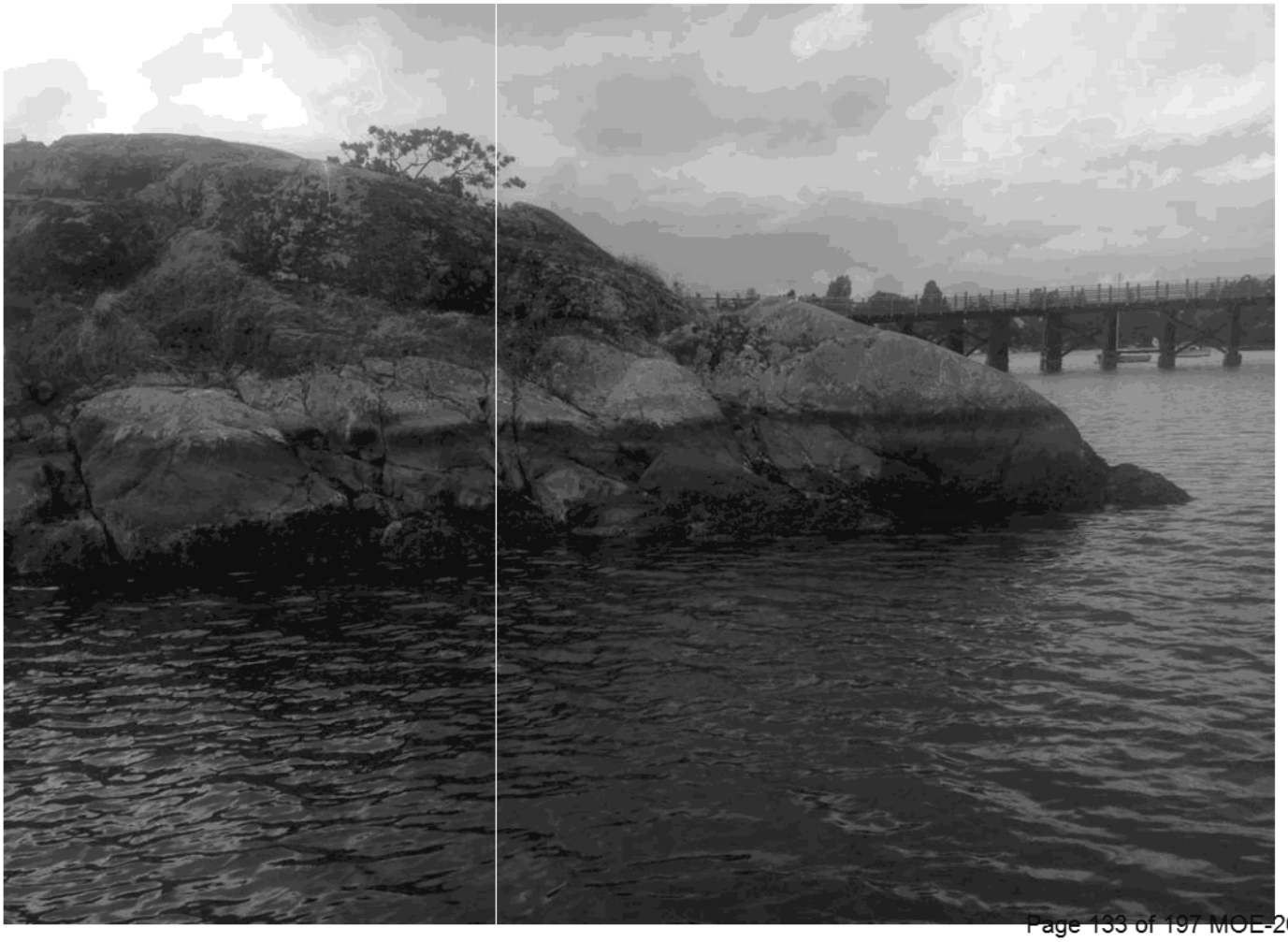
British Columbia	BC	5%
US (no tax)	US	0%
Alberta	AB	5%
Saskatchewan	SK	5%
Manitoba	MB	5%
Ontario	ON	13%
Quebec	QC	5%
Nova Scotia	NS	15%
New Brunswick	NB	13%
Newfoundland	NL	13%
Prince Edward Island	PE	5%

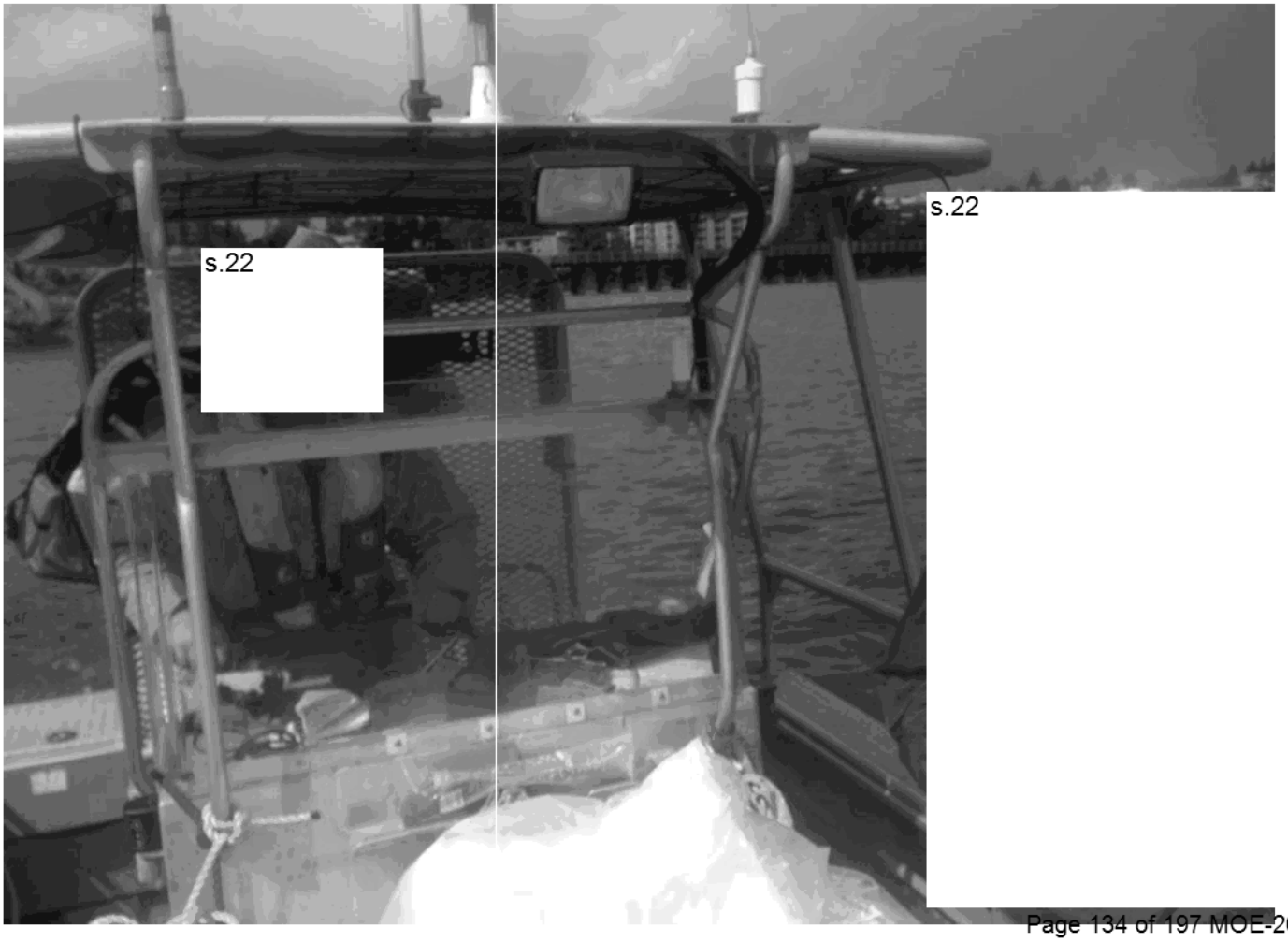
WAGES INFORMATION

	hrly rate plus benefits	Hourly rate
s.17,s.21		

Seaspi



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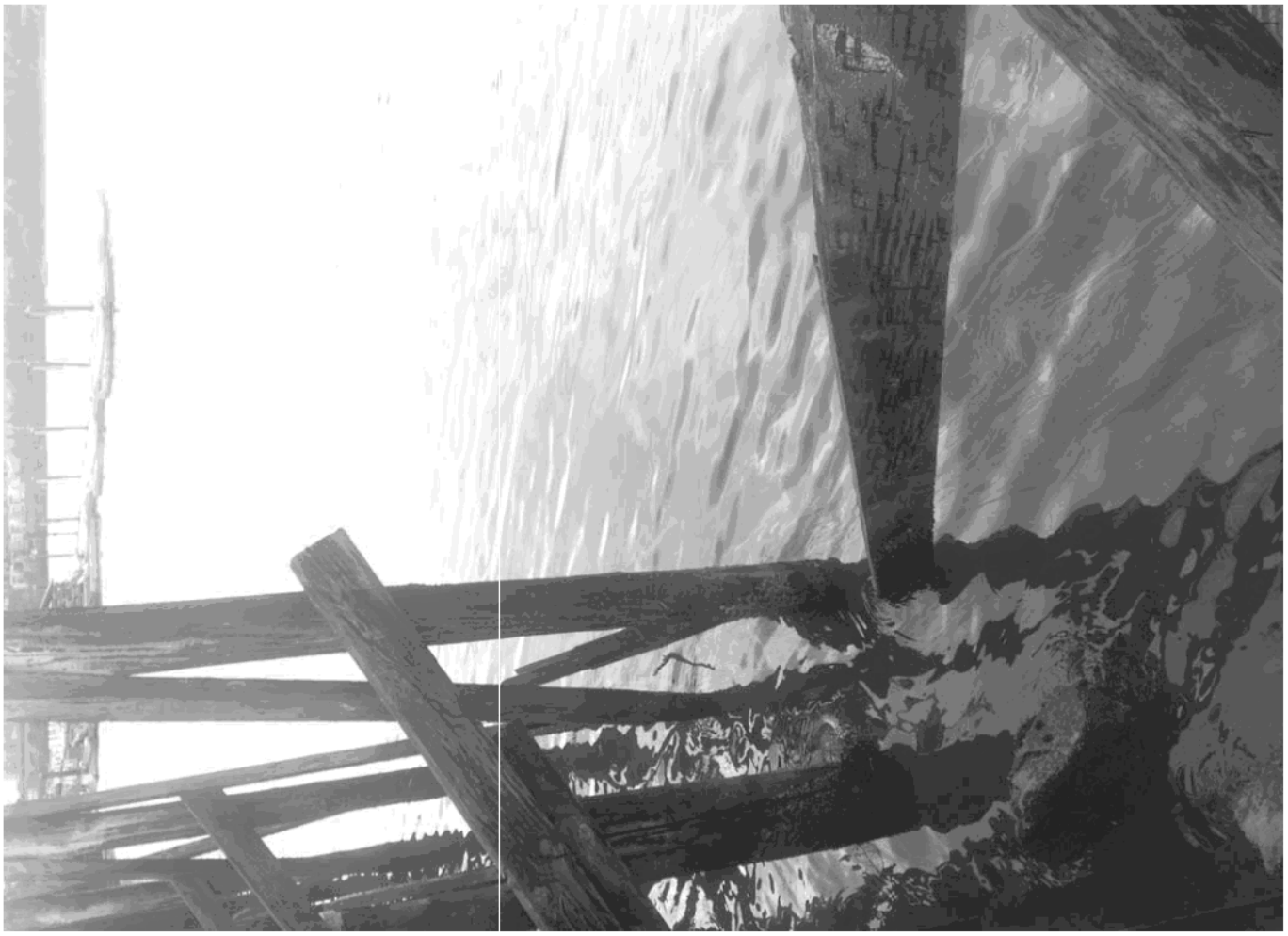

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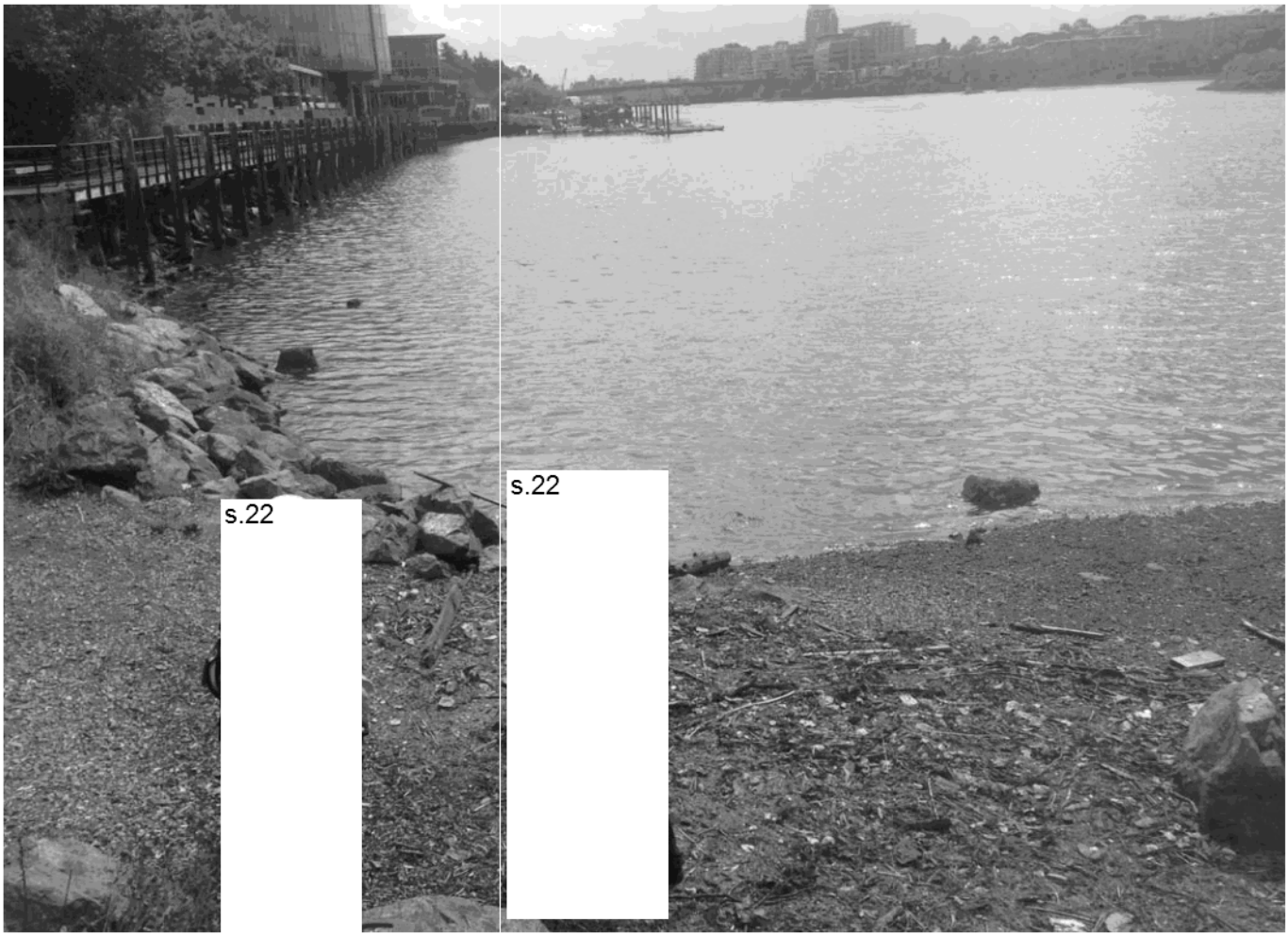
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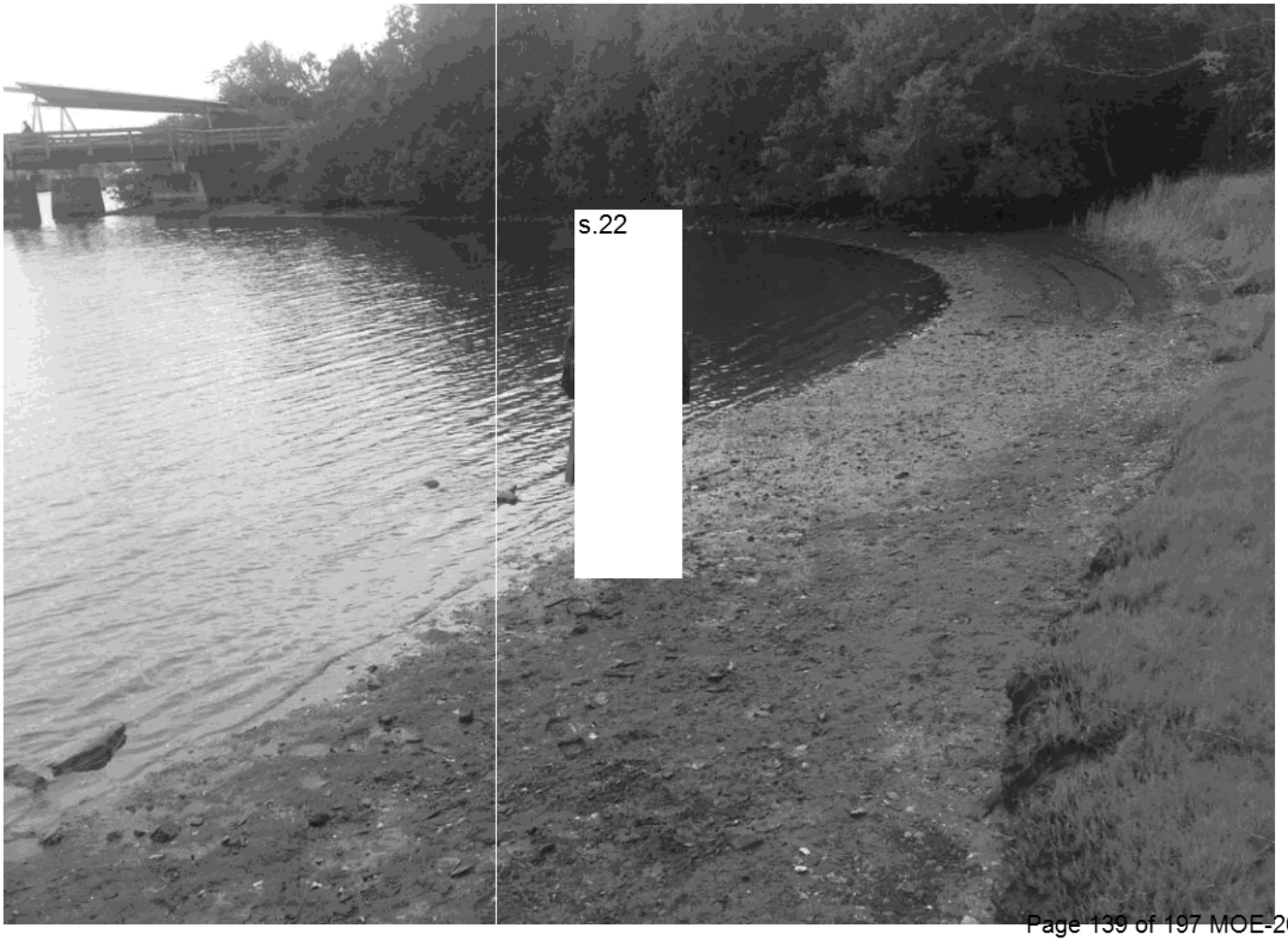
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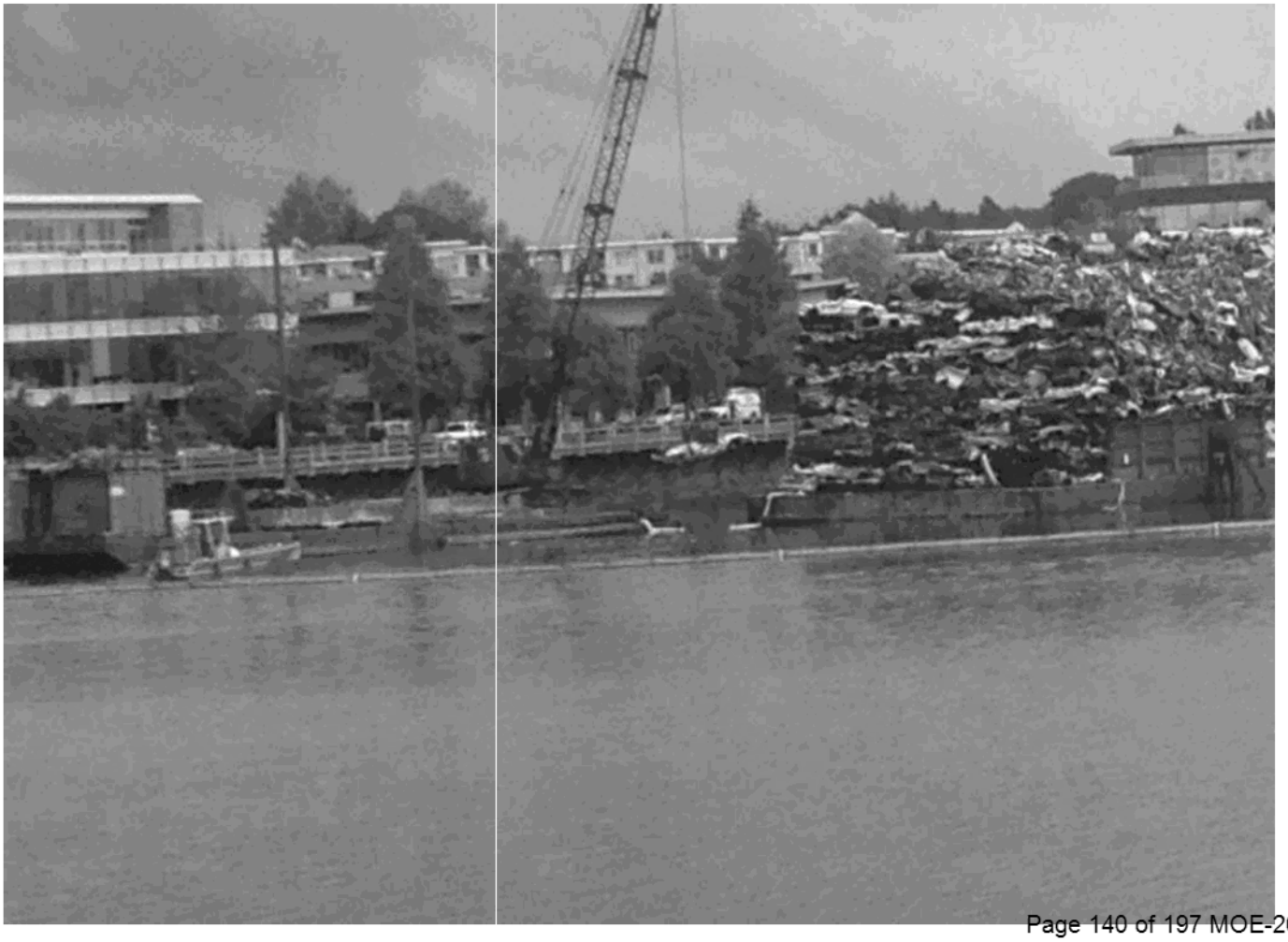
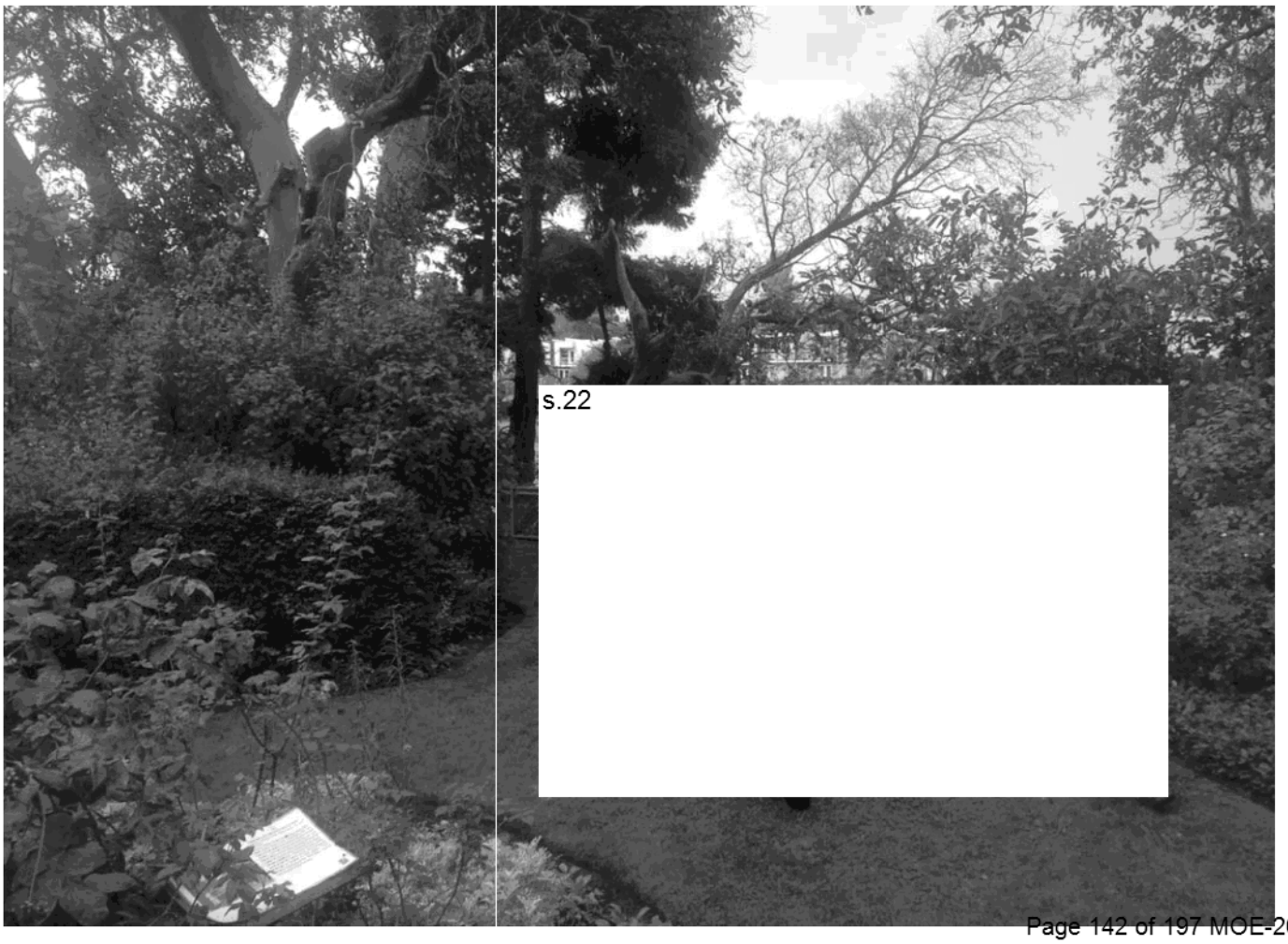
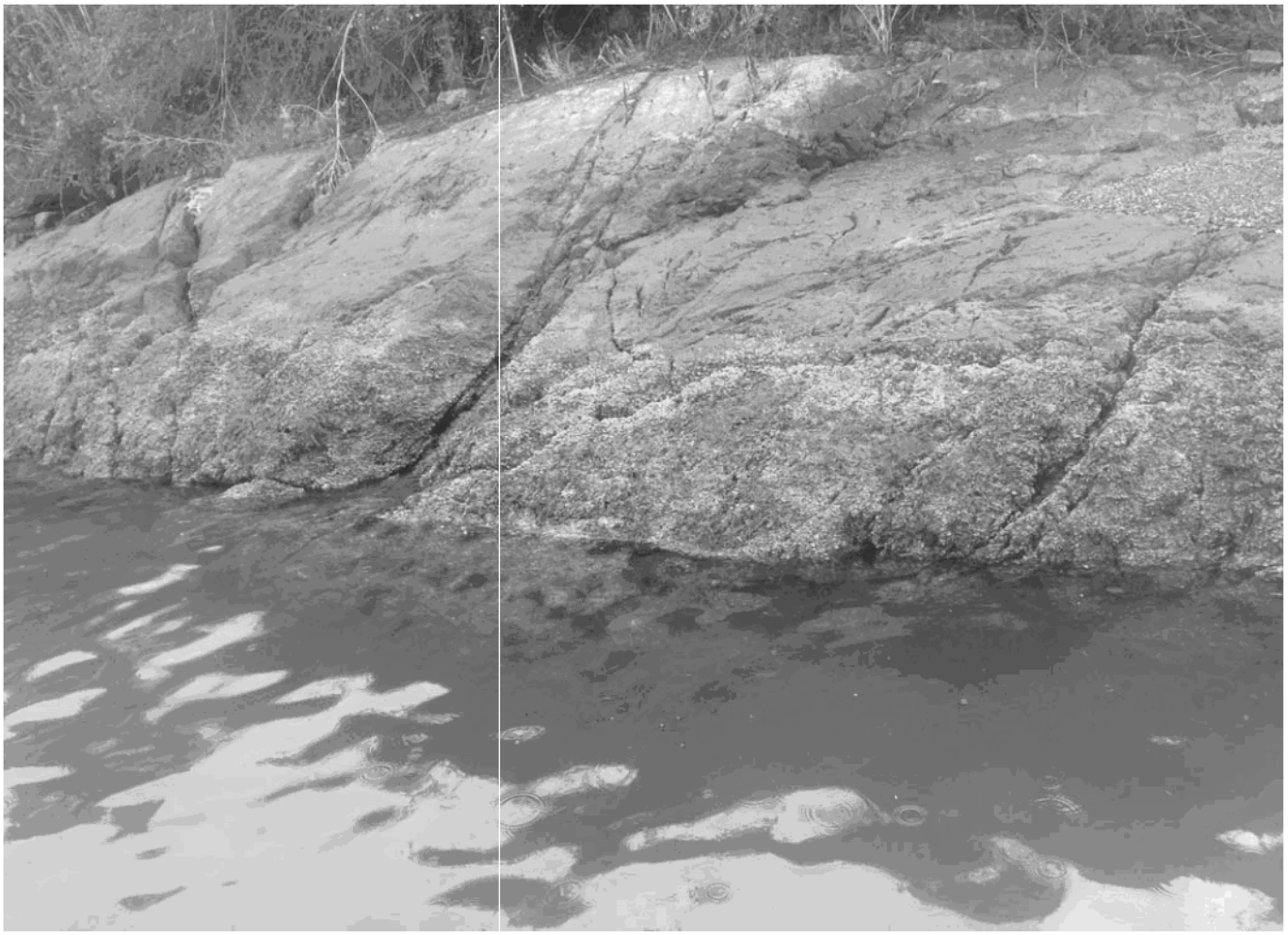
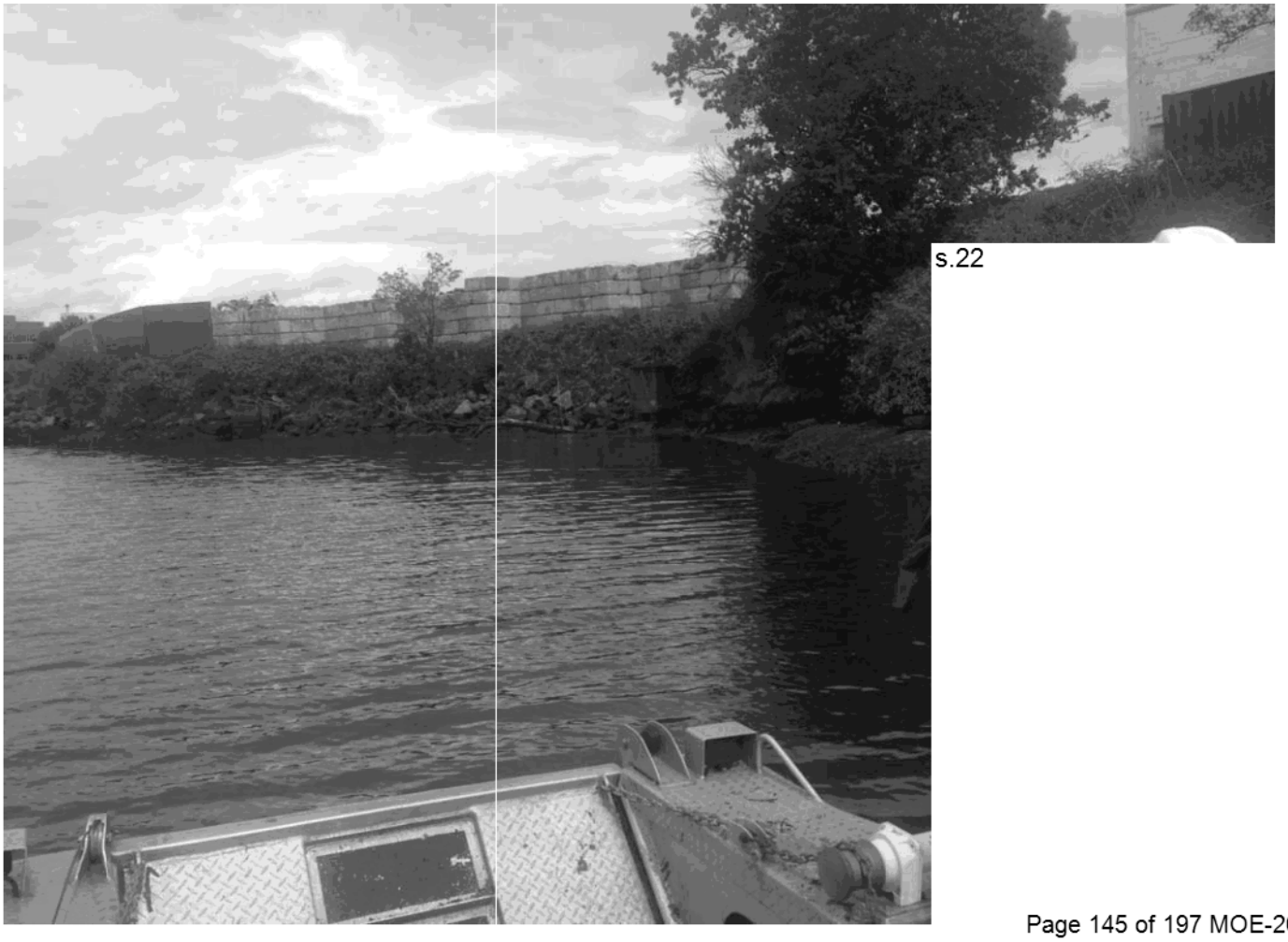



s.22

Legend
448
447
447
471
472
447
Highway 28
Main St
Main St
Bay St
Bay St
Bay St

s.22





s.22

From:	Brach, Pader W ENV:EX
To:	Pridham, Dave ENV:EX
Subject:	FW: Barge fire
Date:	Friday, June 23, 2017 14:26:24

From: s.22
Sent: Friday, June 23, 2017 2:18 PM
To: Brach, Pader W ENV:EX
Subject: Barge fire

s.22

From:	TRAN EMBC ECC1 TRAN:EX
To:	"*CCG ROC Victoria (dfo.roc1-cor1.mpo@dfo-mpo.gc.ca)"; "frank.macdonald@saanich.ca"; "tpatterson@victoria.ca"; "blair.mcdonald@esquimalt.ca"; ENV EEP Duty Manager ENV:EX; Kervel, John ENV:EX; Pridham, Dave ENV:EX; Sego, D"Arcy ENV:EX; *Public Safety Canada PSC ; "AANDC"; ABR Critical Incidents and Emergency Management Branch; Anderson, Gordon A TRAN:EX; Boyle, Laurie F ENV:EX; Brach, Pader W ENV:EX; Brett, Rhonda ENV:EX; Cooper, Robert TRAN:EX; Duffy, Chris D TRAN:EX; Fallows, Norm ENV:EX; French, Ron TRAN:EX; Green, Darrell TRAN:EX; Lipsett, Kandis ENV:EX; Knox, Graham G ENV:EX; Launder, Sue R TRAN:EX; Lightbody, Ian TRAN:EX; Macfarlane, Mike ENV:EX; McCaffrey, Julianne GCPE:EX; HLTH MOC Duty Officer HLTH:EX; Owens, Rick TRAN:EX; Ree, Terrance TRAN:EX; Salem, Rod J EHS:EX; TRAN EMBC OPERATIONS REGIONAL STAFF ALL; TRAN EMBC PDM TRAN:EX; TRAN EMBC Social Media; Turner, Jordan GCPE:EX; Turner, Robert TRAN:EX
Subject:	DGIR 171032 (Code 2)
Date:	Friday, June 23, 2017 15:16:43
Attachments:	DGIR 171032 (code 2) update #1.pdf DGIR 171032 (Code 2).pdf

---

Jana Essigman | ECC Operations Officer
Emergency Management BC
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Dangerous Goods Incident Report (DGIR)

DGIR 171032 - UPDATE # 1

Type : OCEAN UPDATE
Subject : BARGE FIRE (CODE 2)
Task # :
Assigned To :
Incident Area : VICTORIA

Original Entry Logged : 2017-06-23 14:22
Amount : $
ASE Number :
EMBC Region : VIR
MOE Region : Vancouver Island Region
MCTS# :

Location : 2957 JUTLAND ROAD, ELLIS RECYCLING FACILITY.

Caller : EMAIL
Organization : CCG
Primary No :
Alt No :

This Update Logged : 2017-06-23 15:05
EMBC Operations Officer : JANA

Details :
ER crew underway to boom and contain.

Notification :
15:08 - Briefed Dave Pridham
15:09 - Left detailed VM for PDM
15:12 - Briefed Tanya Patterson Victoria EPC

Emergency ManagementBC

Dangerous Goods Incident Report

DGIR 171032 - OCEAN

Category : Code 2
Incident Date Time : 2017-06-22 14:00
MCTS # : 0450

Spiller :	ELLIS RECYCLING FACILITY		
Location :	2957 JUTLAND ROAD, ELLIS RECYCLING FACILITY.		
Area :	VICTORIA	**EMBC Region :** VIR	**MOE Region :** Vancouver Island Region
Material(s):	BARGE FIRE (CODE 2)		
Amount(s):	UNKNOWN		

Received From:

Caller A :	s.22	**Caller B :**	
Org :	MINISTRY OF ABORINGAL RELATIONS AND RECONCILIATION	**Org :**	
Phone :	s.22	**Phone :**	
Alternate :		**Alternate :**	
Time :		**Time :**	

Received by EMBC Operations Officer : JANA **When Received :** 2017-06-23 14:22

Affected Environment : Marine **Other :**

Type of Spilling : **Other Spill Type :** Fire

Accidents:

Sector: Unknown

Cause :
Fire on the barge about 40+ cars on fire. Fire is on site and so is media. Appears to be impacting the local marine environment.

Response :

Jurisdiction : Federal, Provincial, Municipal

Task # : **Amount :** $ **Issued To :**

Notification :
14:28 - Briefed MOE RO David Pridham/Code 2/Fed/Prov/Mun
14:35 - Briefed PDM
14:36 - Briefed NEEC
14:41 - Briefed RDM/Requested City of VIc/Saanich/Esquimalt EPCs
14:48- Briefed Blair McDonald from Esquimalt EPC/ further updates via email
14:48 -Briefed Frank Macdonald from Saanich District EPC/further updates via email
14:51 - Briefed Tanya Pattern from Victoria EPC/requests updates via phone call
14:54 - Briefed MOH DO Adam/further updates via email
14:57 - Briefed MOE HQ Pader Brach/further updates via email
14:59 - Briefed Fire Service Advisor Bob Cooper/will advise OFC Gord Anderson/further updates via email
15:03 - Emailed MOE Nanimo/CCG/Code 2 dist list/Vic,Esquimalt, Saanich EPC

From: Brach, Pader W ENV:EX
To: Pridham, Dave ENV:EX; Kervel, John ENV:EX; Sego, D"Arcy ENV:EX
Subject: Post Barge Fire
Date: Friday, June 23, 2017 17:07:07
Attachments: IMG_1156.PNG
ATT00001.txt

VICTORIA
FIRE RESCUE

Pader Brach
Manager, Response
Environmental Emergency Program
BC Ministry of Environment
Cell: s.15

From:	TRAN EMBC ECC1 TRAN:EX
To:	*CCG ROC Victoria (dfo.roc1-cor1.mpo@dfo-mpo.gc.ca); tpatterson@victoria.ca; "blair.mcdonald@esquimalt.ca"; frank.macdonald@saanich.ca; ENV EEP Duty Manager ENV:EX; Kervel, John ENV:EX; Pridham, Dave ENV:EX; Sego, D"Arcy ENV:EX; Boyle, Laurie F ENV:EX; Brach, Pader W ENV:EX; Knox, Graham G ENV:EX; Poss, Angie ENV:EX; *Public Safety Canada PSC ; AANDC; ABR Critical Incidents and Emergency Management Branch; Anderson, Gordon A TRAN:EX; Brett, Rhonda ENV:EX; Cooper, Robert EMBC:EX; Duffy, Chris D TRAN:EX; Fallows, Norm ENV:EX; French, Ron TRAN:EX; Green, Darrell TRAN:EX; Lipsett, Kandis ENV:EX; Launder, Sue R TRAN:EX; Lightbody, Ian TRAN:EX; Macfarlane, Mike ENV:EX; McCaffrey, Julianne GCPE:EX; HLTH MOC Duty Officer HLTH:EX; Owens, Rick TRAN:EX; Ree, Terrance TRAN:EX; Salem, Rod J EHS:EX; TRAN EMBC OPERATIONS REGIONAL STAFF ALL; TRAN EMBC PDM TRAN:EX; TRAN EMBC Social Media; Turner, Jordan GCPE:EX; Turner, Robert TRAN:EX
Subject:	DGIR 171032-2
Date:	Friday, June 23, 2017 17:51:13
Attachments:	DGIR 171032-2.pdf

ECC Operations Officer
Emergency Management BC

Block A – Suite 200, 2261 Keating Cross Road

Saanichton, BC CANADA V8M 2A5
24 hour Emergency Reporting 1-800-663-3456

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Dangerous Goods Incident Report (DGIR)

DGIR 171032 - UPDATE # 2

Type : OCEAN UPDATE
Subject : BARGE FIRE (CODE 2)
Task # : 181552
Assigned To : DAVE PRIDHAM
Incident Area : VICTORIA

Original Entry Logged : 2017-06-23 14:22
Amount : $250
ASE Number :
EMBC Region : VIR
MOE Region : Vancouver Island Region
MCTS# : 0450

Location : 2957 JUTLAND ROAD, ELLIS RECYCLING FACILITY.

Caller : DAVE PRIDHAM VIA EMAIL
Organization : MOE
Primary No :
Alt No :

This Update Logged : 2017-06-23 17:42
EMBC Operations Officer : KAREN

Details :
MOE EERO has been in contact with both Victoria Fire Department as well as the Canadian Coast Guard Environmental Response crew on-scene and has received the following update:

- Fire is reported to be under control with VFD working with the RP utilizing an excavator on the barge to remove vehicles to extinguish any hot spots
- Fire Department suppression crews are attempting to minimize fire water usage to reduce potential runoff from entering the marine
- containment boom was in place around barge when Fire Department arrived
- smoke is reported to be minimal at the time of report
- CCGER crew is on-scene deploying secondary containment boom
- it is reported that there is a slight rainbow sheen in the area
- Fire Boat crews will continue to monitor for additional signs of pollution

EERO has left message for callback from Schnitzer Steel management and has briefed both VIHA and FNHA of most recent information.

EERO continues to monitor situation remotely.

This Incident to be downgraded to Code 1 status. Updates will be provided should the situation deteriorate.

Notification :
1743 - briefed PDM
1743 - briefed EC
1744 - briefed DRM Brian Koster
1746 - briefed Tanya Patterson, EPC
1747 - emailed MOE Nanaimo/CCG-ROC/Code 2 dist list/Vic,Esquimalt, Saanich EPC

From:	Josh Hickey
To:	Pridham, Dave ENV:EX
Cc:	Brach, Pader W ENV:EX
Subject:	Response actions
Date:	Saturday, June 24, 2017 08:01:54

Good Morning Dave,

Response Actions regarding incident at Schnitzer Steel yard, 307 David st, Victoria BC on June.23. Approx 2:10 pm

-Fire Response Program initiated (notified marine emergency contact and fire department)
-Site Emergency Response Procedure initiated (site evacuation to muster point)
-Site lockdown (secured entrances/exits)
-Liaison with Coast Guard to install secondary containment boom to ensure additional support in containing foam suppression used by fire dept.
-Continuous monitoring of waterway inside & outside of boom by Coastguard & Schnitzer Steel designees. No hazards/concerns noted by either party.
-24hr fire watch initiated at 7pm June 23rd

Scheduled:
-Water quality sampling to be taken inside and outside containment booms by 3rd party engineering firm. To be completed ASAP (tentatively scheduled for morning of June.24.)

I will circle back with you once water sampling is complete

Please contact if you have any further questions

Joshua Hickey
Manager, Facilities & Operations - Victoria | SCHNITZER
Tel: 250.381.5865 jhickey2@schn.com
Fax: 250.381.3866 Cell: 250.812.9440
schnitzersteel.ca

-----Original Message-----
From: Pridham, Dave ENV:EX [mailto:Dave.Pridham@gov.bc.ca]
Sent: Friday, June 23, 2017 6:06 PM
To: Josh Hickey
Cc: Brach, Pader W ENV:EX
Subject: Confirmation Dave Pridham

Josh,

As discussed, here is my confirmation email as a Environmental Response Officer with the British Columbia Ministry of Environment.

Thanks again for your cooperation regarding today's recycling barge fire. Please forward the requested list of response activities and Qualified Professional retained to this email prior to removal of the boom.

Regards

Dave Pridham

[Image result for BC Ministry of environment logo]

Dave Pridham
Environmental Emergency Response Officer

Environmental Emergencies Program
Coast Region-Nanaimo Office
250-751-3233 | dave.pridham@gov.bc.ca<mailto:dave.pridham@gov.bc.ca>
www.gov.bc.ca/spillsinfo<http://www.gov.bc.ca/spillsinfo>
[https://s3.amazonaws.com/images.wisestamp.com/social_icons/square/twitter.png]
<http://twitter.com/SpillsInfoBC> @SpillsInfoBC<https://twitter.com/SpillsInfoBC>
Report a spill: 1-800-663-3456

s.17

From:	Brach, Pader W ENV:EX
To:	Pridham, Dave ENV:EX
Subject:	Fwd: Response actions
Date:	Saturday, June 24, 2017 08:24:55

Thanks, Dave.

From: Josh Hickey <jhickey2@schn.com>
Date: June 24, 2017 at 8:01:41 AM PDT
To: "Pridham, Dave ENV:EX" <Dave.Pridham@gov.bc.ca>
Cc: "Brach, Pader W ENV:EX" <Pader.Brach@gov.bc.ca>
Subject: Response actions

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Joshua Hickey
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Tel: 250.381.5865 jhickey2@schn.com
Fax: 250.381.3866 Cell: 250.812.9440
schnitzersteel.ca

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Regards

Dave Pridham

[Image result for BC Ministry of environment logo]

Dave Pridham
Environmental Emergency Response Officer

Environmental Emergencies Program
Coast Region-Nanaimo Office
250-751-3233 | dave.pridham@gov.bc.ca<mailto:dave.pridham@gov.bc.ca>
www.gov.bc.ca/spillsinfo<http://www.gov.bc.ca/spillsinfo>
[https://s3.amazonaws.com/images.wisestamp.com/social_icons/square/twitter.png]
<http://twitter.com/SpillsInfoBC>
@SpillsInfoBC<https://twitter.com/SpillsInfoBC>
Report a spill: 1-800-663-3456

s.17

From:	Pridham, Dave ENV:EX
To:	Brach, Pader W ENV:EX
Cc:	Sego, D"Arcy ENV:EX; Kervel, John ENV:EX
Subject:	DGIR 171032 Victoria Barge Fire
Date:	Tuesday, June 27, 2017 08:44:00

Good Morning Pader,

I just received a phone call from Josh Hickey from Schnitzer Steel with the following updated information:

- Investigations as to the cause of the fire is still underway
- Josh states that neither the company nor the fire department were aware of any explosions? Confirmed all hazwaste is removed from the vehicles.
- Water samples were taken Saturday by Stantech-Victoria office
- The company was notified last night that PAHs are below limits-no impacts
- Official sampling results will be forwarded to myself once received
- Canadian Coast Guard Environmental Response has signed off and removed their secondary containment boom yesterday
- Company is working with Transport Canada and have plans to remove primary boom in preparation to tow the barge.

BRITISH COLUMBIA
Ministry of Environment

Dave Pridham
Environmental Emergency Response Officer

Environmental Emergencies Program
Coast Region-Nanaimo Office
250-751-3233 | dave.pridham@gov.bc.ca
www.gov.bc.ca/spillsinfo *@SpillsInfoBC*
Report a spill: 1-800-663-3456

From:	Pridham, Dave ENV:EX
To:	Sego, D"Arcy ENV:EX
Cc:	Fallows, Norm ENV:EX; Brach, Pader W ENV:EX
Subject:	RE: Action Required - media request - CTV - barge fire and investigation
Date:	Tuesday, June 27, 2017 11:16:00

D'Arcy,

I've contacted Victoria Fire Department and requested to talk to Battalion Chief Robertson who had been on-scene at the barge fire on Friday. He is not working today but I was directed to Deputy Chief Atkinson. I've left a message for callback.

I've also just got off the phone with Canadian Coast Guard Environmental Response Officer, Piper Harris, who was on scene with the Coast Guard vessel during the fire. He says he didn't witness any explosions, however those may have occurred prior to CCG arrival at scene.

I'll provide additional details when the Deputy Chief calls me back.

BRITISH COLUMBIA
Ministry of Environment

Dave Pridham
Environmental Emergency Response Officer

Environmental Emergencies Program
Coast Region-Nanaimo Office
250-751-3233 | dave.pridham@gov.bc.ca
www.gov.bc.ca/spillsinfo *@SpillsInfoBC*
Report a spill: 1-800-663-3456

From: Sego, D'Arcy ENV:EX
Sent: Tuesday, June 27, 2017 10:47 AM
To: Pridham, Dave ENV:EX
Cc: Fallows, Norm ENV:EX
Subject: FW: Action Required - media request - CTV - barge fire and investigation

Hi Dave,
Are you able to follow up on this.

Thanks,
D'Arcy

From: Fallows, Norm ENV:EX
Sent: Tuesday, June 27, 2017 10:35 AM
To: Sego, D'Arcy ENV:EX
Cc: Pridham, Dave ENV:EX

Subject: FW: Action Required - media request - CTV - barge fire and investigation

Darcy – can you either have yourself or Dave follow up with Pader's request ASAP – see below

nf

From: Brach, Pader W ENV:EX
Sent: Tuesday, June 27, 2017 10:34 AM
To: Fallows, Norm ENV:EX
Subject: Action Required - media request - CTV - barge fire and investigation

Hi Norm,

I need either Dave Pridham or D'Arcy to follow-up with CCG and Vic FD today regarding the explosions that s.22 reported that occurred during the barge fire. RP states they were not aware of any explosions and also alleges Vic FD were not aware of any explosions while s.22 states many witnesses observed this including himself.

Whatever the FD and/or CCG provide to us today regarding the explosions to be relayed back to me via email so I can update ADM and determine next steps regarding whether C&E or COS need to follow-up regarding inspection/investigation and whether RP is managing their practices as required under the Recycling Regulation (i.e. removing all fuel as per the regulation).

Dave Pridham was previously leading this file and has the contacts that were on-site during the barge fire last week.

Thanks,
Pader

Pader Brach
Manager, Response
Environmental Emergency Program
BC Ministry of Environment
Cell: s.15

Begin forwarded message:

> **From:** "Brach, Pader W ENV:EX" <Pader.Brach@gov.bc.ca>
> **Date:** June 27, 2017 at 9:12:24 AM PDT
> **To:** "Lewis, Cameron F ENV:EX" <Cameron.Lewis@gov.bc.ca>
> **Subject: Re: media request - CTV - barge fire and investigation**
>
> EERO Dave Pridham has been pressing RP to respond to the reports regarding explosions in the fire (that we assumed may be related to fuel in the tanks).
>
> We have s.22 as a reliable witness stating he was hearing explosions while outside at Jutland.
>
> RP stated today they were unaware of explosions and alleges Fire Department was not aware of anything.

I'll have EERO Dave Pridham follow-up with both fire department and Coast Guard to gather more information regarding explosions. Based on findings I could see benefit in either C&E or COS following up by inspecting the facility under the recycling regulation but I'm unfamiliar with how Kris Ord's group normally does this.

Pader Brach
Manager, Response
Environmental Emergency Program
BC Ministry of Environment
Cell: s.22

On Jun 27, 2017, at 8:38 AM, Lewis, Cameron F ENV:EX <Cameron.Lewis@gov.bc.ca> wrote:

> Hi Pader,
>
> Any thoughts re the below?
>
> ---
>
> **From:** Lewis, Cameron F ENV:EX
> **Sent:** Monday, June 26, 2017 4:47 PM
> **To:** Zacharias, Mark ENV:EX
> **Cc:** Ord, Kris ENV:EX
> **Subject:** RE: media request - CTV - barge fire and investigation
>
> Mark,
>
> Were you thinking along the lines of recommendations in terms of draining the fuel tanks more thoroughly etc?
>
> Not that I am aware of.
>
> I haven't seen us get into RP prevention recommendations as a follow up to modest quantity spills to date, but I can raise this issue with EEP if you wish.
>
> ---
>
> **From:** Zacharias, Mark ENV:EX
> **Sent:** Monday, June 26, 2017 4:28 PM
> **To:** Karn, David GCPE:EX
> **Cc:** Cotton, Brian GCPE:EX; Gooderham, Coleen E ENV:EX; Jonker, Jennifer B ENV:EX; Lewis, Cameron F ENV:EX; Ord, Kris ENV:EX
> **Subject:** Re: media request - CTV - barge fire and investigation
>
> Cameron/Kris:
>
> Are we also planning on doing anything wrt how the cars may have been recycled?

Regards, MZ

On Jun 26, 2017, at 4:03 PM, Karn, David GCPE:EX <David.Karn@gov.bc.ca> wrote:

Mark,

Approved by Cameron.

Reporter
Yvonne Raymond, Reporter
CTV Vancouver Island - Victoria
yvonne.raymond@bellmedia.ca
250-661-2072
Deadline Monday, June 26, 2017 4:00 PM

Request
CTV following up on the barge fire from Friday. People who live and work on the Gorge are starting to raise questions and concerns around Schnitzer and how accident-prone the company seems to be. First vehicles tip in the barge, now a fire.

Fire's investigation is done and they and Schnitzer seem to think it's in the Ministry's hands now to consider any environmental recommendations against the company.

Can I get an update from the ministry on where it's at in terms of investigating this latest incident? Are any recommendations expected for the company? And if so, what kind?

Background

Recommendation

- MOE has requested the Responsible Party conduct water quality sampling both inside and outside the containment booms that were placed around the barge. The water sampling will be completed by a third party.
- MOE will review the sample results in order to determine next steps.

From:	Gethsemane Luttrell
To:	Pridham, Dave ENV:EX
Cc:	Sego, D"Arcy ENV:EX
Subject:	RE: DGIR 171032
Date:	Tuesday, June 27, 2017 15:44:49
Attachments:	image009.png image010.png image011.png image012.png

Thanks Dave. No problem keeping me as the main contact. Cheers, Gethsemane

From: Pridham, Dave ENV:EX [mailto:Dave.Pridham@gov.bc.ca]
Sent: Tuesday, June 27, 2017 3:36 PM
To: Gethsemane Luttrell <Gethsemane.Luttrell@fnha.ca>
Cc: Sego, D'Arcy ENV:EX <Darcy.Sego@gov.bc.ca>
Subject: FW: DGIR 171032

Good afternoon Gethsemane,

Following up with Keir's request below, I'd like to maintain you as the primary point of contact if at all possible.

I received a phone call today from Josh Hickey from Schnitzer management. Josh confirmed that 3rd party marine sampling was conducted by Stantech last Saturday following the barge fire. Initial reports from the lab indicate that PAHs were below limits. A formal sampling report will be forwarded to myself once received from the lab as requested.

Thanks again for your assistance.

Have a good week.

BRITISH COLUMBIA
Ministry of Environment

Dave Pridham
Environmental Emergency Response Officer

Environmental Emergencies Program
Coast Region-Nanaimo Office
250-751-3233 | dave.pridham@gov.bc.ca
www.gov.bc.ca/spillsinfo *@SpillsInfoBC*
Report a spill: 1-800-663-3456

From: TRAN EMBC ECC1 TRAN:EX
Sent: Tuesday, June 27, 2017 2:49 PM
To: Pridham, Dave ENV:EX
Subject: FW: DGIR 171032

FYI

From: Keir Cordner [mailto:Keir.Cordner@fnha.ca]
Sent: Tuesday, June 27, 2017 14:24
To: TRAN EMBC ECC1 TRAN:EX
Subject: DGIR 171032

Hi Jana,

What was the outcome of this DGIR ? Were there any impacts to the marine environment?

A brief update would be great.

Thanks,

Keir

Keir Cordner C.P.H.I.(C)

Environmental Health Officer

Coastal District, Environmental Public Health Services

First Nations Health Authority
Health through wellness

7725 Tetayut Road | Saanichton, BC | V8M 2E4
Phone: 1-250-920-6822 | Fax: 1-250-544-2660
Email: Keir.Cordner@fnha.ca |

For environmental public health emergencies, call your local Environmental Health Officer for assistance.

- **if this is an urgent situation requiring Environmental Health Officer assistance outside of regular operating hours (Mon-Fri, 8am-4pm), please contact our after-hours number: 1-844-666-0711 or email ephs.afterhours@fnha.ca**
- **Calls or emails received after 10:00 pm will be responded to the following day at 6:00 am.**

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From:	Nures Kara
To:	Pridham, Dave ENV:EX
Cc:	Tyler.Yager@dfo-mpo.gc.ca; Mahtab, Muhammad; mario.vonriedemann@tc.gc.ca; XT:Hall, Karen Transport Canada EAO:IN; Josh Hickey; Colin Kelly
Subject:	Schnitzer Victoria - Barge Fire Surface Water Sampling Results - Final Report
Date:	Wednesday, August 16, 2017 11:19:20
Attachments:	rpt_schnitzer_barge_fire_water_sampling_final.pdf

Good Morning Dave,

I hope this e-mail finds you well.

Further to your previous correspondence with Josh Hickey – our Victoria Yard Manager and at your request, attached is the final report for the June 24, 2017 surface water sampling event stemming from the June 23, 2017 barge fire incident.
Surface water samples were taken by a third party environmental consultant (Stantec) on behalf of Schnitzer within the inside and outside of the oil boom surrounding the barge. All analytical results demonstrated compliance with applicable water quality
standards.

If you have any questions, please contact me.

Kind Regards,

Nures

Nures Kara
Senior Environmental/Project Manager, Surrey | **SCHNITZER**

OFFICE ADDRESS | 12195 Musqueam Drive, Surrey, BC V3V 3T2
SITE ADDRESS | 12301 Musqueam Drive, Surrey, BC V3V 3T2

T:604-586-6765 | **E:**nkara@schn.com
C:604-999-0924

Schnitzer

Please consider the environment before printing this email

Stantec Consulting Ltd.
400 – 655 Tyee Road, Victoria, BC V9A 6X5

July 31, 2017
Project: 123220920

Attention: Nures Kara – Senior Environmental/Project Manager
Schnitzer Steel Canada Ltd.
12195 Musqueam Drive
Surrey, BC V3V 3T2

Dear Mr. Kara,

Reference: Barge Incident – Surface Water Sampling Program
Schnitzer Steel, 307 David Street, Victoria, BC

INTRODUCTION

Stantec Consulting Ltd. (Stantec) is pleased to provide the following report for the surface water sampling event conducted on June 24, 2017 in relation to the barge fire incident that occurred on June 23, 2017 at 307 David Street, Victoria, BC (Figure 1, in Appendix A), hereafter referred to as the "Site".

Stantec was retained by Schnitzer Steel Canada Ltd. (Schnitzer) to perform a surface water sampling event within the Selkirk Waterway on both sides of a containment boom separating the loading inlet from the rest of the waterway. This assessment was authorized in order to determine if remnant automotive fluids (e.g., gasoline, diesel, motor oil, etc.) had been released during this incident and had detrimentally affected water quality in the vicinity of the incident area. This sampling was performed in direct relation to a request made by the British Columbia Ministry of Environment (MOE) for due diligence purposes.

The following work was completed to reach this objective:

- Potential contaminants of concern (PCOCs) that would be associated with the incident were identified.
- A field investigation was completed to collect three surface water grab samples from within the Selkirk Waterway (Figure 2, in Appendix A). Sampling locations included one in proximity to the west side of the barge (SWS-20170624-01), one within 10 m of the external side of the containment boom (SWS-20170624-02), and one located north of the Bay Street bridge to provide ambient background water quality data (SWS-20170624-03). A fourth sample was taken at SWS-20170424-03 (entitled "DUP") as a field duplicate for quality assurance/quality control (QA/QC) purposes.
- Samples were analyzed (on rush turn-around-time) for PCOCs as defined below.

Reference: Barge Incident – Surface Water Sampling Program
Schnitzer Steel, 307 David Street, Victoria, BC

IDENTIFICATION OF CONTAMINANTS OF POTENTIAL CONCERN

A review of PCOCs associated with the materials on the barge was performed. Given the Site is licensed under a provincial program that regulates that all scrap vehicles be de-polluted and drained of all fluids, it was assumed that minimal quantities (if any) of remnant fluids (i.e., fuel and motor oil) would be released and ultimately migrate from the incident area. The following PCOCs and physical parameters were selected for further investigation through this program:

PCOCs

- Benzene, toluene, ethylbenzene, xylenes (BTEX), and styrene
- Petroleum hydrocarbon (PHC) fractions F1 through F4 (C6–C34)
- Light-extractable/heavy-extractable petroleum hydrocarbons (LEPH/HEPH)
- Extractable petroleum hydrocarbons (EPH)
- Volatile petroleum hydrocarbons (VPH)
- Polycyclic aromatic hydrocarbons (PAH)

Discussions were held between Schnitzer and the City of Victoria Fire Department to determine if any fire-fighting foam (FFF) was deployed during the response, or if it was extinguished solely using municipal water from ground-based responders and/or marine water from the Fire Department's pumper boat that was deployed to the incident. It was determined that a small quantity of FFF was used, but due to positioning of the land-based response trucks, it was ineffective on the fire and was only in use for a limited time. Based on this fact, and the potential presence of other sources of similar contaminants within an open water body of this type, PCOCs for this investigation did not include perfluoroctane sulfonates (PFOS) or perfluorooctanoic acids (PFAS).

As no scrap vehicles were lost from the barge during the emergency response, and no salvage activities would be needed beyond surface retrieval of small pieces of debris, physical parameters (i.e., temperature, turbidity, total dissolved oxygen, electrical conductivity, and pH) were not monitored during this assessment.

FIELD INVESTIGATION

SURFACE WATER SAMPLING METHODS

The sampling event was conducted on June 24, 2017, on an ebbing tide. Schnitzer provided a boat and operating personnel to support and facilitate the sampling program conducted by Stantec field representatives.

Surface grab samples were collected from three locations (SWS-01, SWS-02, and SWS-03) within the Selkirk Waterway, as illustrated on Figure 2 (in Appendix A). Sample locations were geo-referenced using a handheld global positioning system (GPS).

Reference: Barge Incident – Surface Water Sampling Program
Schnitzer Steel, 307 David Street, Victoria, BC

Samples were collected by hand by submerging clean, laboratory-provided bottles just below the surface, taking care not to release the included solid preservative from the bottle. Sampling was completed in accordance with Stantec's *Standard Operating Procedure (SOP) SIR2.17 – Surface Water Sampling* document. All samples were transported in an ice-chilled cooler and shipped by air under chain-of-custody to ALS Environmental (Burnaby, BC) within specified holding times for analysis.

ANALYTICAL RESULTS

- **Applicable Water Quality Guidelines:**
  - The Canadian Council for Ministers of the Environment (CCME) *Environmental Quality Guidelines for Protection of Marine Aquatic Life* (2009) were selected for the Site based on the fact the incident occurred in the Selkirk Waterway which is under federal authority by Transport Canada.
  - Results were additionally compared to the BC MOE *Contaminated Sites Regulation* (Reg.375/96, amended 2014) Schedule 6 – Generic Numerical Water Standards (Freshwater and Marine/Estuarine Aquatic Life) and the BC MOE *British Columbia Approved Water Quality Guidelines: Aquatic Life, Wildlife & Agriculture* (2017) standards for general comparison purposes particularly when CCME criteria were not available for certain PCOCs.

- **Results:**
  - Results are presented in Appendix B, with the full laboratory report provided in Appendix C.
  - All PCOCs analyzed had reported concentrations below the applicable and available CCME water quality guidelines. There are no water quality guidelines (CCME or BC MOE) for the protection of marine aquatic life for several parameters, including PHC fractions F1 through F4, xylenes, and several PAH parameters.
  - Samples SWS-20170624-01, SWS-20170624-02, and DUP had detectable concentrations of various PAH parameters, though none exceeded the applicable water quality guidelines.
  - All other sample locations had concentrations of PCOCs below laboratory detection limits, and all laboratory detection limits were below the applicable regulatory guidelines.

QUALITY ASSURANCE/QUALITY CONTROL

A quality assurance/quality control (QA/QC) program was implemented to:

- Avoid cross-contamination during field sampling
- Maintain sample quality during transit
- Maintain appropriate analytical processes
- Maintain data integrity and avoid transcription errors.

Reference: Barge Incident – Surface Water Sampling Program
Schnitzer Steel, 307 David Street, Victoria, BC

Field programs were conducted in accordance with BC MOE *Technical Information Guidance Document 1—Site Characterization and Confirmation Testing* (2009), and Stantec's standard field procedures. Relevant QA/QC measures included:

- Collecting a field duplicate (DUP) to provide information about local-scale spatial variation in chemical characteristics
- Using a new pair of nitrile gloves to take each sample to reduce the risk of cross contamination, and frequent changes of gloves throughout the sampling procedure
- Using new, clean, laboratory-supplied bottles to store each sample
- Ensuring no head space during sample collection in vials to be analyzed for BTEX (volatiles)
- Placing samples into an ice-chilled cooler, sealed, and delivered to the laboratory within the acceptable hold times and temperature tolerance
- Delivering all samples under chain of custody
- Using an appropriately certified and qualified laboratory.

ALS Environmental is a Canadian Association for Laboratory Accreditation (CALA) accredited laboratory that uses recognized methods to conduct laboratory analyses. As part of their laboratory QA/QC program, ALS Environmental routinely uses method blanks, method spikes, control standards, surrogate recoveries, and the analysis of replicated sub-samples.

Method blanks, surrogate recovery rates, and certified reference materials (CRM) were analyzed concurrently with water samples. Results were expressed as a percentage of target values, and fell within data quality objectives (DQOs) in all cases.

CONCLUSIONS AND RECOMMENDATIONS

Results from the surface water sampling event indicated concentrations of PCOCs did not exceed applicable regulatory guidelines. The results suggest that the emergency response procedures performed in relation to the barge fire that occurred at the Site on June 23, 2017 did not negatively affect surface water quality.

Stantec recommends no further investigation at this time.

Reference: Barge Incident – Surface Water Sampling Program
Schnitzer Steel, 307 David Street, Victoria, BC

LIMITATIONS

This report documents work that was performed in accordance with generally accepted professional standards at the time and location in which the services were provided. No other representations, warranties or guarantees are made concerning the accuracy or completeness of the data or conclusions contained within this report, including no assurance that this work has uncovered all potential liabilities associated with the identified property.

This report provides an evaluation of selected environmental conditions associated with the identified portion of the property that was assessed at the time the work was conducted and is based on information obtained by and/or provided to Stantec at that time. There are no assurances regarding the accuracy and completeness of this information. All information received from the client or third parties in the preparation of this report has been assumed by Stantec to be correct. Stantec assumes no responsibility for any deficiency or inaccuracy in information received from others.

The opinions in this report can only be relied upon as they relate to the condition of the portion of the identified property that was assessed at the time the work was conducted. Activities at the property subsequent to Stantec's assessment may have significantly altered the property's condition. Stantec cannot comment on other areas of the property that were not assessed.

Conclusions made within this report consist of Stantec's professional opinion as of the time of the writing of this report, and are based solely on the scope of work described in the report, the limited data available and the results of the work. They are not a certification of the property's environmental condition. This report should not be construed as legal advice.

This report has been prepared for the exclusive use of the client identified herein and any use by any third party is prohibited. Stantec assumes no responsibility for losses, damages, liabilities, or claims, howsoever arising, from third party use of this report.

The locations of any utilities, buildings and structures, and property boundaries illustrated in or described within this report, if any, including pole lines, conduits, water mains, sewers and other surface or sub-surface utilities and structures are not guaranteed. Before starting work, the exact location of all such utilities and structures should be confirmed and Stantec assumes no liability for damage to them.

The conclusions are based on the site conditions encountered by Stantec at the time the work was performed at the specific testing and/or sampling locations, and conditions may vary among sampling locations. Factors such as areas of potential concern identified in previous studies, site conditions (e.g., utilities) and cost may have constrained the sampling locations used in this assessment. In addition, analysis has been carried out for only a limited number of chemical parameters, and it should not be inferred that other chemical species are not present. Due to the nature of the investigation and the limited data available, Stantec does not warrant against

Reference: Barge Incident – Surface Water Sampling Program
Schnitzer Steel, 307 David Street, Victoria, BC

undiscovered environmental liabilities nor that the sampling results are indicative of the condition of the entire Site. As the purpose of this report is to identify site conditions which may pose an environmental risk; the identification of non-environmental risks to structures or people on the Site is beyond the scope of this assessment.

Should additional information become available which differs significantly from our understanding of conditions presented in this report, Stantec specifically disclaims any responsibility to update the conclusions in this report

CLOSURE

If any conditions become apparent that differ significantly from our understanding of conditions as presented in this letter, we request that we be notified immediately to reassess the conclusions provided herein. Should you have any questions or concerns, please contact the undersigned.

Respectfully submitted,

STANTEC CONSULTING LTD.

Chris Gill, B.A.(Env), EP, LEED AP
Associate, Environmental Services
Phone: (250) 389-2536
chris.gill@stantec.com

Matthew Redmond, P.Eng.
Associate, Environmental Services
Phone: (604) 412-2974
matthew.redmond@stantec.com

Attachments: Appendix A - Figures
Appendix B - Data Comparison Table
Appendix C - Laboratory Certificate of Analysis

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APPENDIX A
FIGURES

Incident Location

Barge Outline

0 50 100 150 200 m

1:5,000 (at original document size of 8.5x11)

Stantec

Project Location
Victoria, BC

Project Number: 123220920
Prepared by RCOATTA on 20170626
Discipline Review CGILL on 20170627
QA Review NPUREWAL on 20170627

Client/Project
Schnitzer Steel Canada Ltd.
Surface Water Sampling Program

Figure No. 1 | Rev. 0 | Page No. 1 of 1

Title
Site Location Map

Notes
1. Coordinate System: NAD 1983 UTM Zone 10N
2. Data Source: DataBC, Government of British Columbia; Natural Resources Canada
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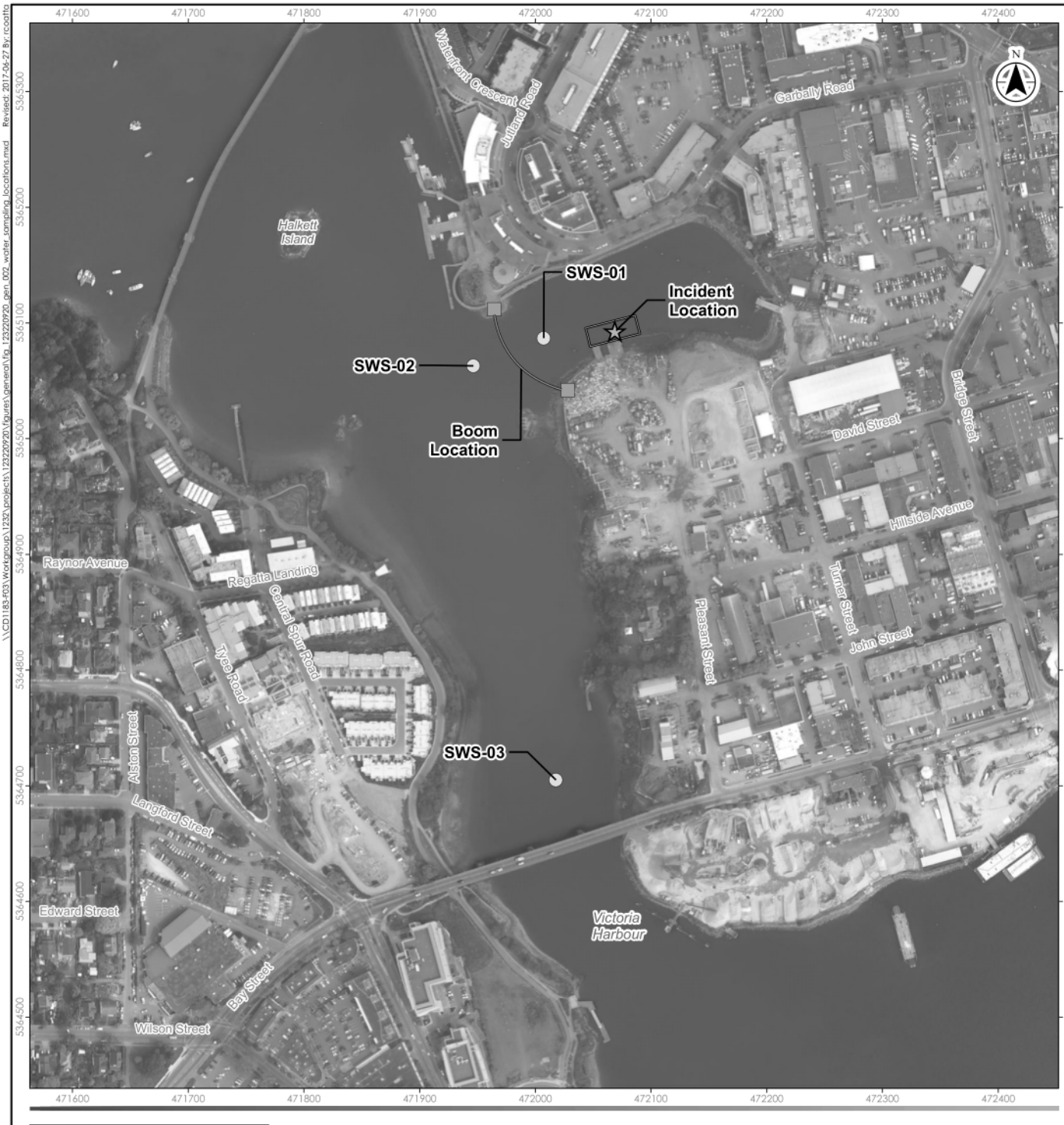
\\CD1183-F03\Workgroup\1232\projects\123220920\figures\general\fig_123220920_gen_001_overview_map.mxd Revised: 2017-06-27 By: rcoatta



Boom Location

Incident Location

Water Sampling Location

Barge Outline

0 50 100 150 200 m

1:5,000 (at original document size of 8.5x11)

Notes
1. Coordinate System: NAD 1983 UTM Zone 10N
2. Data Source: DataBC, Government of British Columbia; Natural Resources Canada
3. This document is provided by Schnitzer Steel Canada Ltd. for use by the intended recipient only.
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Stantec

Project Location
Victoria, BC

Project Number: 123220920
Prepared by RCOATTA on 20170626
Discipline Review CGILL on 20170627
GIS Review NPUREWAL on 20170627

Client/Project
Schnitzer Steel Canada Ltd.
Surface Water Sampling Program

Figure No. **2** Rev. 0 Page No. 1 of 1

Title
Sampling Locations

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APPENDIX B
DATA COMPARISON TABLE

Table 1
Summary of Surface Water Analytical Results
Surface Water Sampling Program
Schnitzer Steel Canada Ltd.

Sample Location					01	02	03	01
Sample Date					June 24, 2017	June 24, 2017	June 24, 2017	June 24, 2017
Sample ID					SWS-20170624-01	SWS-20170624-02	SWS-20170624-03	DUP
Sampling Company		CCME	CSR-Schedule 6	WQG-AL-M	STANTEC	STANTEC	STANTEC	STANTEC
Laboratory					ALS	ALS	ALS	ALS
Laboratory Work Order					L1948157	L1948157	L1948157	L1948157
Laboratory Sample ID					L1948157-1	L1948157-2	L1948157-3	L1948157-4
Sample Type	Units				Water	Water	Water	Water
Petroleum Hydrocarbons								
PHC F1 (C6-C10 range) minus BTEX	µg/L	n/v	n/v	n/v	<100	<100	<100	<100
PHC F2 (>C10-C16 range)	µg/L	n/v	n/v	n/v	<300	<300	<300	<300
PHC F3 (>C16-C34 range)	µg/L	n/v	n/v	n/v	<300	<300	<300	<300
PHC F4 (>C34-C50 range)	µg/L	n/v	n/v	n/v	<300	<300	<300	<300
EPH10-19	µg/L	n/v	5000[B]	n/v	<250	<250	<250	<250
EPH19-32	µg/L	n/v	n/v	n/v	<250	<250	<250	<250
LEPH	µg/L	n/v	500[C]	n/v	<250	<250	<250	<250
HEPH	µg/L	n/v	n/v	n/v	<250	<250	<250	<250
Volatile Organic Compounds								
Benzene	µg/L	110[A]	1000_{s5}[B]	110_{bc11}[C]	<0.50	<0.50	<0.50	<0.50
Ethylbenzene	µg/L	25[A]	2500_{s5}[B]	250_{bc12}[C]	<0.50	<0.50	<0.50	<0.50
Methyl tert-butyl ether (MTBE)	µg/L	5000[A]	4400[B]	440[C]	<0.50	<0.50	<0.50	<0.50
Styrene	µg/L	n/v	720[B]	n/v	<0.50	<0.50	<0.50	<0.50
Toluene	µg/L	215[A]	3300_{s5}[B]	n/v	<0.45	<0.45	<0.45	<0.45
Xylene, m & p-	µg/L	n/v	n/v	n/v	<0.50	<0.50	<0.50	<0.50
Xylene, o-	µg/L	n/v	n/v	n/v	<0.50	<0.50	<0.50	<0.50
Xylenes, Total	µg/L	n/v	n/v	n/v	<0.75	<0.75	<0.75	<0.75
F1 (C6-C10)	µg/L	n/v	n/v	nv	<100	<100	<100	<100
Polycyclic Aromatic Hydrocarbons (PAH)								
Acenaphthene	µg/L	n/v	60[B]	6[C]	0.015	<0.010	<0.010	0.012
Acenaphthylene	µg/L	n/v	n/v	n/v	<0.010	<0.010	<0.010	<0.010
Acridine	µg/L	n/v	0.5[B]	n/v	<0.010	<0.010	<0.010	<0.010
Anthracene	µg/L	n/v	1[B]	n/v	<0.010	<0.010	<0.010	<0.010
Benzo(a)anthracene	µg/L	n/v	1[B]	n/v	<0.010	<0.010	<0.010	<0.010
Benzo(a)pyrene	µg/L	n/v	0.1[B]	0.01[C]	<0.0050	<0.0050	<0.0050	<0.0050
Benzo(b)fluoranthene	µg/L	n/v	n/v	n/v	<0.010	<0.010	<0.010	<0.010
Benzo(g,h,i)perylene	µg/L	n/v	n/v	n/v	<0.010	<0.010	<0.010	<0.010
Benzo(k)fluoranthene	µg/L	n/v	n/v	n/v	<0.010	<0.010	<0.010	<0.010
Chrysene	µg/L	n/v	1[B]	0.1[C]	<0.010	<0.010	<0.010	<0.010
Dibenz(a,h)anthracene	µg/L	n/v	n/v	n/v	<0.0050	<0.0050	<0.0050	<0.0050
Fluoranthene	µg/L	n/v	2[B]	n/v	0.018	0.01	<0.010	0.02
Fluorene	µg/L	n/v	120[B]	12[C]	0.011	<0.010	<0.010	0.01
Indeno(1,2,3-cd)pyrene	µg/L	n/v	n/v	n/v	<0.010	<0.010	<0.010	<0.010
Naphthalene	µg/L	1.4[A]	10[B]	1[C]	<0.050	<0.050	<0.050	<0.050
Phenanthrene	µg/L	n/v	3[B]	n/v	0.029	<0.020	<0.020	0.032

Table 1
Summary of Surface Water Analytical Results
Surface Water Sampling Program
Schnitzer Steel Canada Ltd.

Sample Location					01	02	03	01
Sample Date					June 24, 2017	June 24, 2017	June 24, 2017	June 24, 2017
Sample ID					SWS-20170624-01	SWS-20170624-02	SWS-20170624-03	DUP
Sampling Company		CCME	CSR-Schedule 6	WQG-AL-M	STANTEC	STANTEC	STANTEC	STANTEC
Laboratory					ALS	ALS	ALS	ALS
Laboratory Work Order					L1948157	L1948157	L1948157	L1948157
Laboratory Sample ID					L1948157-1	L1948157-2	L1948157-3	L1948157-4
Sample Type	Units				Water	Water	Water	Water
Pyrene	µg/L	n/v	0.2[B]	n/v	<0.010	<0.010	<0.010	<0.010
Quinloline	µg/L	n/v	34[B]	n/v	<0.050	<0.050	<0.050	<0.050

Notes:

CCME	Canadian Council of Ministers of the Environment
A	Canadian Environmental Quality Guidelines, Canadian Water Quality Guidelines for the Protection of Aquatic Life - Marine Aquatics Long Term
CSR-Schedule 6	Ministry of Environment British Columbia - Environmental Management Act -Contaminated Sites Regulations B.C. Reg. 375/96, effective April 1, 1997 [includes amendments up to B.C. Reg. 4/2014, January 31, 2014]
B	Schedule 6 - Generic Numerical Water Standards - Marine and/or Estuarine Aquatic Life
WQG-AL-M	Ministry of Environment British Columbia - Environmental Management Act - Water Quality Guidelines
C	Approved Maximum Marine and Estuarine Aquatic Life
6.5[A]	Concentration exceeds the indicated standard.
15.2	Measured concentration was less than the applicable standard.
<0.03	Analyte was not detected at a concentration greater than the laboratory reporting limit.
n/v	No standard/guideline value.
bc11	Interim CCME guideline.
bc12	Revised interim BC guidelines based on review of CCME Water Quality Guidelines for Ethylbenzene.
s5	This generic standard may be modified by developing a site-specific standard. Consult director for further advice.
s9	Standard is applicable at all sites, irrespective of water use. VHw6-10 includes volatile petroleum hydrocarbons.

Table 2
QA/QC Table
Schnitzer Fire
Schnitzer Steel Canada Ltd.

Sample Location			01	01	
Sample Date			June 24, 2017	June 24, 2017	
Sample ID			SWS-20170624-01	DUP	
Sampling Company			STANTEC	STANTEC	
Laboratory			ALS	ALS	
Laboratory Work Order			L1948157	L1948157	
Laboratory Sample ID			L1948157-1	L1948157-4	
Sample Type	Units	RDL	Water	Water	RPD
Petroleum Hydrocarbons					
PHC F1 (C6-C	PHC_F1-BTEX	µg/L	100	<100	<100	nc
PHC F2 (>C1(	PHC_F2	µg/L	300	<300	<300	nc
PHC F3 (>C1(	PHC_F3	µg/L	300	<300	<300	nc
PHC F4 (>C3(	PHC_F4	µg/L	300	<300	<300	nc
EPH10-19		µg/L	250	<250	<250	nc
EPH19-32		µg/L	250	<250	<250	nc
LEPH		µg/L	250	<250	<250	nc
HEPH		µg/L	250	<250	<250	nc
Volatile Organic Compounds					
Benzene	71-43-2	µg/L	0.5	<0.50	<0.50	nc
Ethylbenzene	100-41-4	µg/L	0.5	<0.50	<0.50	nc
Methyl tert-b	4-Apr-34	µg/L	0.5	<0.50	<0.50	nc
Styrene	100-42-5	µg/L	0.5	<0.50	<0.50	nc
Toluene	108-88-3	µg/L	0.45	<0.45	<0.45	nc
Xylene, m &	108383/106423	µg/L	0.5	<0.50	<0.50	nc
Xylene, o-	95-47-6	µg/L	0.5	<0.50	<0.50	nc
Xylenes, Totc	1330-20-7	µg/L	0.75	<0.75	<0.75	nc
F1 (C6-C10)		µg/L	100	<100	<100	nc
Polycyclic Aromatic Hydrocarbons (PAH)					
Acenaphthene		µg/L	0.01	0.015	0.012	nc
Acenaphthylene		µg/L	0.01	<0.010	<0.010	nc
Acridine		µg/L	0.01	<0.010	<0.010	nc
Anthracene		µg/L	0.01	<0.010	<0.010	nc
Benzo(a)anthracene		µg/L	0.01	<0.010	<0.010	nc
Benzo(a)pyrene		µg/L	0.005	<0.0050	<0.0050	nc
Benzo(b)fluoranthene		µg/L	0.01	<0.010	<0.010	nc
Benzo(g,h,i)perylene		µg/L	0.01	<0.010	<0.010	nc
Benzo(k)fluoranthene		µg/L	0.01	<0.010	<0.010	nc
Chrysene		µg/L	0.01	<0.010	<0.010	nc

Table 2
QA/QC Table
Schnitzer Fire
Schnitzer Steel Canada Ltd.

Dibenz(a,h)anthracene	µg/L	0.005	<0.0050	<0.0050	nc
Fluoranthene	µg/L	0.01	0.018	0.02	nc
Fluorene	µg/L	0.01	0.011	0.01	nc
Indeno(1,2,3-cd)pyrene	µg/L	0.01	<0.010	<0.010	nc
Naphthalene	µg/L	0.05	<0.050	<0.050	nc
Phenanthrene	µg/L	0.02	0.029	0.032	nc
Pyrene	µg/L	0.01	<0.010	<0.010	nc
Quinloline	µg/L	0.05	<0.050	<0.050	nc

Notes:

15.2	Measured concentration
<0.50	Laboratory reportable detection limit was greater than the applicable standard.
<0.03	Analyte was not detected at a concentration greater than the laboratory reportable detect
nc	not calculated
n/a	No standard/guideline value
-	Parameter not analyzed/not available.
RDL	Reported Detection Limit
RPD	Relative Percent Difference
50%	RPD exceeds data quality objective

APPENDIX C
LABORATORY CERTIFICATE OF ANALYSIS

Stantec Consulting Ltd.
ATTN: Chris Gill
400 – 655 Tyee Road
Victoria BC V9A 6X5

Date Received: 25-JUN-17
Report Date: 30-JUN-17 17:24 (MT)
Version: FINAL REV. 2

Client Phone: 250-388-9161

Certificate of Analysis

Lab Work Order #: L1948157

Project P.O. #: NOT SUBMITTED
Job Reference: SCHNITZER FIRE
C of C Numbers: 14-510866
Legal Site Desc:

Comments:

30-JUN-2017 This report replaces the previous version and contains additional analyses, as requested.

Brent Mack, B.Sc.
Account Manager

[This report shall not be reproduced except in full without the written authority of the Laboratory.]

ALS ENVIRONMENTAL ANALYTICAL REPORT

	Sample ID	L1948157-1	L1948157-2	L1948157-3	L1948157-4	
	Description	Water	Water	Water	Water	
	Sampled Date	24-JUN-17	24-JUN-17	24-JUN-17	24-JUN-17	
	Sampled Time	12:00	12:00	12:00	12:00	
	Client ID	SWS-20170624-01	SWS-20170624-02	SWS-20170624-03	DUP	
Grouping	**Analyte**					
WATER						
Volatile Organic Compounds	Benzene (ug/L)	<0.50	<0.50	<0.50	<0.50	
	Ethylbenzene (ug/L)	<0.50	<0.50	<0.50	<0.50	
	Methyl t-butyl ether (MTBE) (ug/L)	<0.50	<0.50	<0.50	<0.50	
	Styrene (ug/L)	<0.50	<0.50	<0.50	<0.50	
	Toluene (ug/L)	<0.45	<0.45	<0.45	<0.45	
	ortho-Xylene (ug/L)	<0.50	<0.50	<0.50	<0.50	
	meta- & para-Xylene (ug/L)	<0.50	<0.50	<0.50	<0.50	
	Xylenes (ug/L)	<0.75	<0.75	<0.75	<0.75	
	F1 (C6-C10) (ug/L)	<100	<100	<100	<100	
	Surrogate: 4-Bromofluorobenzene (SS) (%)	102.6	102.6	101.2	100.9	
	Surrogate: 1,4-Difluorobenzene (SS) (%)	90.0	95.1	94.2	95.9	
Hydrocarbons	EPH10-19 (ug/L)	<250	<250	<250	<250	
	EPH19-32 (ug/L)	<250	<250	<250	<250	
	LEPH (ug/L)	<250	<250	<250	<250	
	HEPH (ug/L)	<250	<250	<250	<250	
	F1-BTEX (ug/L)	<100	<100	<100	<100	
	F2 (C10-C16) (ug/L)	<300	<300	<300	<300	
	F3 (C16-C34) (ug/L)	<300	<300	<300	<300	
	F4 (C34-C50) (ug/L)	<300	<300	<300	<300	
	Surrogate: 2-Bromobenzotrifluoride (%)	77.7	77.0	80.9	85.6	
	Surrogate: 2-Bromobenzotrifluoride, F2-F4 (%)	89.2	97.4	92.6	106.5	
	Surrogate: 3,4-Dichlorotoluene (SS) (%)	100.8	105.5	105.8	107.4	
Polycyclic Aromatic Hydrocarbons	Acenaphthene (ug/L)	0.015	<0.010	<0.010	0.012	
	Acenaphthylene (ug/L)	<0.010	<0.010	<0.010	<0.010	
	Acridine (ug/L)	<0.010	<0.010	<0.010	<0.010	
	Anthracene (ug/L)	<0.010	<0.010	<0.010	<0.010	
	Benz(a)anthracene (ug/L)	<0.010	<0.010	<0.010	<0.010	
	Benzo(a)pyrene (ug/L)	<0.0050	<0.0050	<0.0050	<0.0050	
	Benzo(b)fluoranthene (ug/L)	<0.010	<0.010	<0.010	<0.010	
	Benzo(g,h,i)perylene (ug/L)	<0.010	<0.010	<0.010	<0.010	
	Benzo(k)fluoranthene (ug/L)	<0.010	<0.010	<0.010	<0.010	
	Chrysene (ug/L)	<0.010	<0.010	<0.010	<0.010	
	Dibenz(a,h)anthracene (ug/L)	<0.0050	<0.0050	<0.0050	<0.0050	
	Fluoranthene (ug/L)	0.018	0.010	<0.010	0.020	
	Fluorene (ug/L)	0.011	<0.010	<0.010	0.010	

ALS ENVIRONMENTAL ANALYTICAL REPORT

	Sample ID	L1948157-1	L1948157-2	L1948157-3	L1948157-4	
	Description	Water	Water	Water	Water	
	Sampled Date	24-JUN-17	24-JUN-17	24-JUN-17	24-JUN-17	
	Sampled Time	12:00	12:00	12:00	12:00	
	Client ID	SWS-20170624-01	SWS-20170624-02	SWS-20170624-03	DUP	
Grouping	**Analyte**					
WATER						
Polycyclic Aromatic Hydrocarbons	Indeno(1,2,3-c,d)pyrene (ug/L)	<0.010	<0.010	<0.010	<0.010	
	Naphthalene (ug/L)	<0.050	<0.050	<0.050	<0.050	
	Phenanthrene (ug/L)	0.029	<0.020	<0.020	0.032	
	Pyrene (ug/L)	<0.010	<0.010	<0.010	<0.010	
	Quinoline (ug/L)	<0.050	<0.050	<0.050	<0.050	
	Surrogate: Acridine d9 (%)	76.7	77.6	78.6	77.5	
	Surrogate: Chrysene d12 (%)	61.7	69.2	62.4	65.0	
	Surrogate: Naphthalene d8 (%)	71.4	76.1	80.6	78.4	
	Surrogate: Phenanthrene d10 (%)	78.4	81.8	86.4	85.6	

Reference Information

Test Method References:

ALS Test Code	Matrix	Test Description	Method Reference**
EPH-ME-FID-VA	Water	EPH in Water	BC Lab Manual
EPH is extracted from water using a hexane micro-extraction technique, with analysis by GC-FID, as per the BC Lab Manual. EPH results include PAHs and are therefore not equivalent to LEPH or HEPH.			
F1-BTX-CALC-VA	Water	F1-Total BTX	CCME CWS PHC TIER 1 (2001)
This analysis is based on the "Reference Method for the Canada-Wide Standard for Petroleum Hydrocarbons in Soil - Tier 1 Method, Canadian Council of Ministers of the Environment, December 2000." For F1 (C6-C10), the sample undergoes a purge and trap extraction prior to analysis by GC/FID. The F1-BTEX result is calculated as follows: F1-BTEX: F1 (C6-C10) minus benzene, toluene, ethylbenzene and xylenes (BTEX).			
F1-HSFID-VA	Water	CCME F1 By Headspace with GCFID	EPA 5021A/CCME CWS PHC (Pub# 1310)
This analysis is based on the "Reference Method for the Canada-Wide Standard for Petroleum Hydrocarbons in Soil - Tier 1 Method, Canadian Council of Ministers of the Environment, December 2000." For F1 (C6-C10), the sample undergoes a headspace purge prior to analysis by GC/FID. F1 (C6-C10): Sum of all hydrocarbons that elute between nC6 and nC10.			
F2-F4-ME-FID-VA	Water	CCME F2-F4 Hydrocarbons in Water	CCME CWS-PHC, Pub #1310, Dec 2001
F2-F4 is extracted from water using a hexane micro-extraction technique. Instrumental analysis is by GC-FID, as per the Reference Method for the Canada-Wide Standard for Petroleum Hydrocarbons in Soil Tier 1 Method, CCME, Dec 2001.			
LEPH/HEPH-CALC-VA	Water	LEPHs and HEPHs	BC MOE LABORATORY MANUAL (2005)
Light and Heavy Extractable Petroleum Hydrocarbons in water. These results are determined according to the British Columbia Ministry of Environment, Lands, and Parks Analytical Method for Contaminated Sites "Calculation of Light and Heavy Extractable Petroleum Hydrocarbons in Solids or Water". According to this method, LEPH and HEPH are calculated by subtracting selected Polycyclic Aromatic Hydrocarbon results from Extractable Petroleum Hydrocarbon results. To calculate LEPH, the individual results for Acenaphthene, Acridine, Anthracene, Fluorene, Naphthalene and Phenanthrene are subtracted from EPH(C10-19). To calculate HEPH, the individual results for Benz(a)anthracene, Benzo(a)pyrene, Fluoranthene, and Pyrene are subtracted from EPH(C19-32). Analysis of Extractable Petroleum Hydrocarbons adheres to all prescribed elements of the BCMELP method "Extractable Petroleum Hydrocarbons in Water by GC/FID" (Version 2.1, July 20, 1999).			
PAH-ME-MS-VA	Water	PAHs in Water	EPA 3511/8270D (mod)
PAHs are extracted from water using a hexane micro-extraction technique, with analysis by GC/MS. Because the two isomers cannot be readily separated chromatographically, benzo(j)fluoranthene is reported as part of the benzo(b)fluoranthene parameter.			
VH-SURR-FID-VA	Water	VH Surrogates for Waters	BC Env. Lab Manual (VH in Solids)
VOC7-HSMS-VA	Water	BTEX/MTBE/Styrene by Headspace GCMS	EPA 5021A/8260C
The water sample, with added reagents, is heated in a sealed vial to equilibrium. The headspace from the vial is transfered into a gas chromatograph. Target compound concentrations are measured using mass spectrometry detection.			
VOC7/VOC-SURR-MS-VA	Water	VOC7 and/or VOC Surrogates for Waters	EPA 5035A/5021A/8260C
XYLENES-CALC-VA	Water	Sum of Xylene Isomer Concentrations	CALCULATION
Calculation of Total Xylenes Total Xylenes is the sum of the concentrations of the ortho, meta, and para Xylene isomers. Results below detection limit (DL) are treated as zero. The DL for Total Xylenes is set to a value no less than the square root of the sum of the squares of the DLs of the individual Xylenes.			

** ALS test methods may incorporate modifications from specified reference methods to improve performance.

The last two letters of the above test code(s) indicate the laboratory that performed analytical analysis for that test. Refer to the list below:

Laboratory Definition Code	Laboratory Location
VA	ALS ENVIRONMENTAL - VANCOUVER, BRITISH COLUMBIA, CANADA

Chain of Custody Numbers:

14-510866

Reference Information

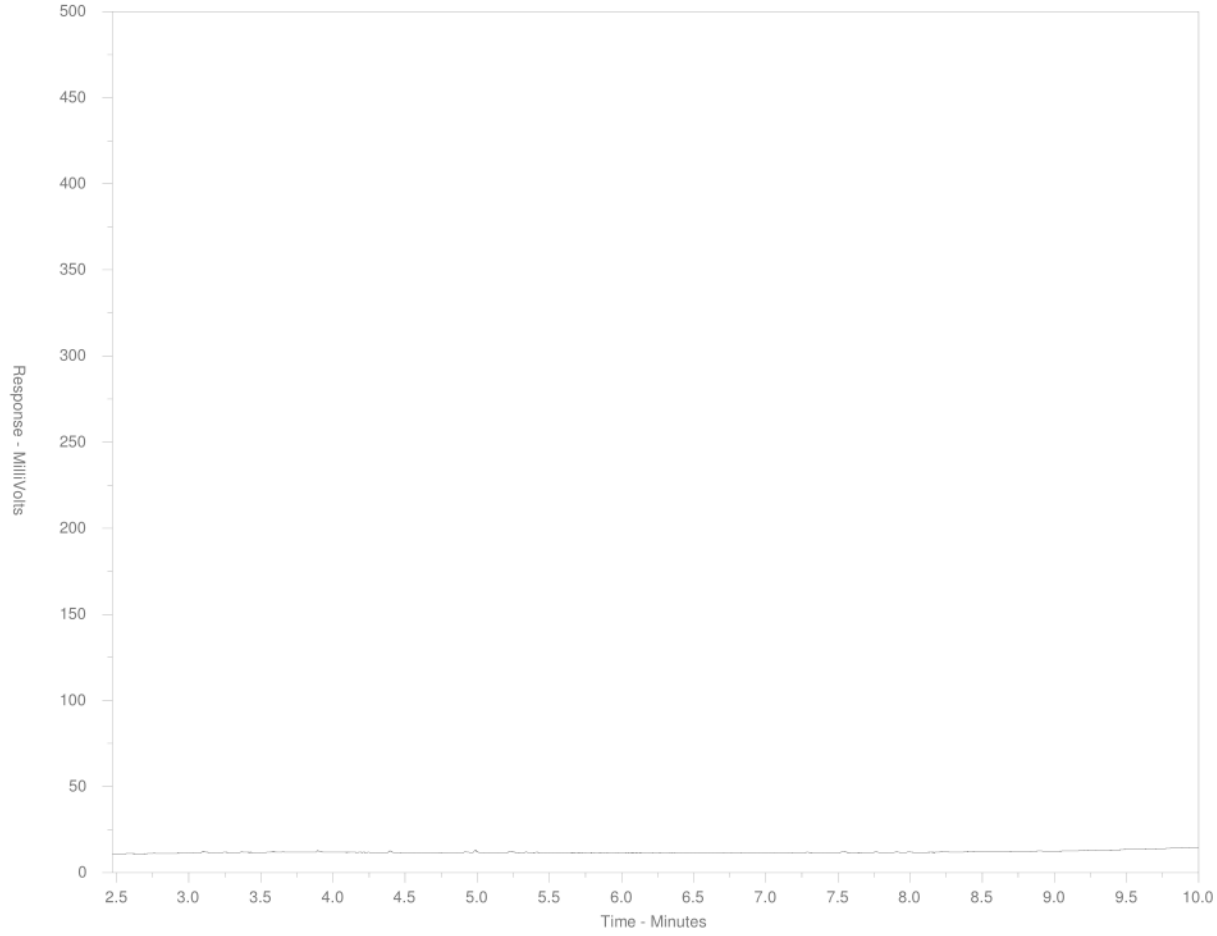
GLOSSARY OF REPORT TERMS

Surrogate - A compound that is similar in behaviour to target analyte(s), but that does not occur naturally in environmental samples. For applicable tests, surrogates are added to samples prior to analysis as a check on recovery.
mg/kg - milligrams per kilogram based on dry weight of sample.
mg/kg wwt - milligrams per kilogram based on wet weight of sample.
mg/kg lwt - milligrams per kilogram based on lipid-adjusted weight of sample.
mg/L - milligrams per litre.
< - Less than.
D.L. - The reported Detection Limit, also known as the Limit of Reporting (LOR).
N/A - Result not available. Refer to qualifier code and definition for explanation.

Test results reported relate only to the samples as received by the laboratory.
UNLESS OTHERWISE STATED, ALL SAMPLES WERE RECEIVED IN ACCEPTABLE CONDITION.
Analytical results in unsigned test reports with the DRAFT watermark are subject to change, pending final QC review.

BC EPH HYDROCARBON DISTRIBUTION REPORT

ALS Sample ID: L1948157-1
Client Sample ID: SWS-20170624-01



← EPH10-19 →		← EPH19-32 →
nC10	nC19	nC32
174°C	330°C	467°C
346°F	626°F	873°F
← Gasoline →	← Motor Oils/ Lube Oils/ Grease →	
← Diesel/ Jet Fuels →		

The BC EPH Hydrocarbon Distribution Report (HDR) is intended to assist you in characterizing hydrocarbon products that may be present in your sample.

The scale at the bottom of the chromatogram indicates the approximate retention times of common petroleum products and three n-alkane hydrocarbon marker compounds. Retention times may vary between samples, but general patterns and distributions will remain similar.

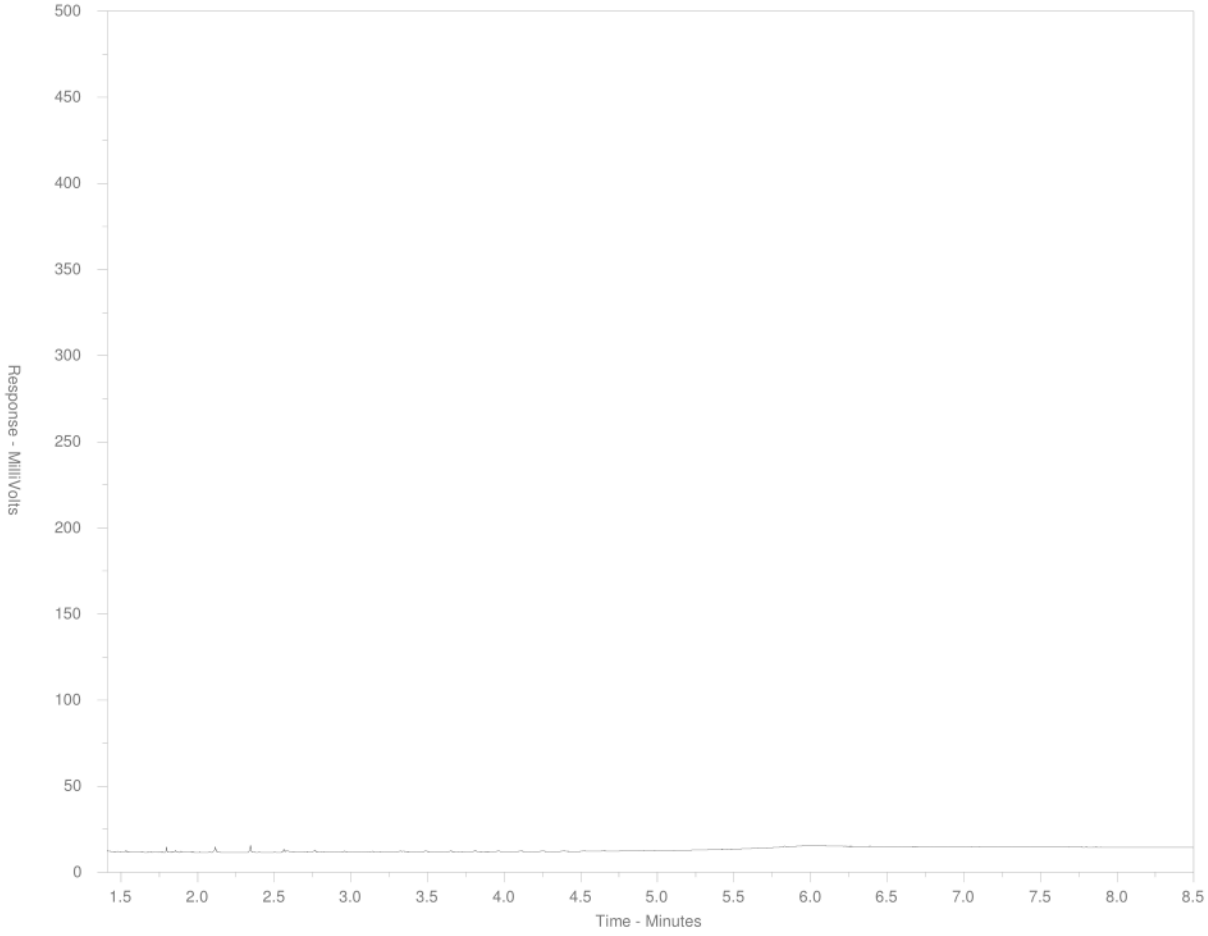
Peak heights in this report are a function of the sample concentration, the sample amount extracted, the sample dilution factor, and the scale at left.

A "-L-" in the sample ID denotes a low level sample. A "-S-" denotes a silica gel cleaned sample.

Note: This chromatogram was produced using GC conditions that are specific to the ALS Canada EPH method. Refer to the ALS Canada EPH Hydrocarbon Library for a collection of chromatograms from common reference samples (fuels, oils, etc.). The HDR library can be found at www.alsglobal.com.

CCME F2-F4 HYDROCARBON DISTRIBUTION REPORT

ALS Sample ID: L1948157-C-1
Client Sample ID: SWS-20170624-01



← F2 →	← F3 →	← F4 →	
nC10	nC16	nC34	nC50
174°C	287°C	481°C	575°C
346°F	549°F	898°F	1067°F
←Gasoline→	← Motor Oils/ Lube Oils/ Grease →		
← Diesel/ Jet Fuels →			

The CCME F2-F4 Hydrocarbon Distribution Report (HDR) is intended to assist you in characterizing hydrocarbon products that may be present in your sample.

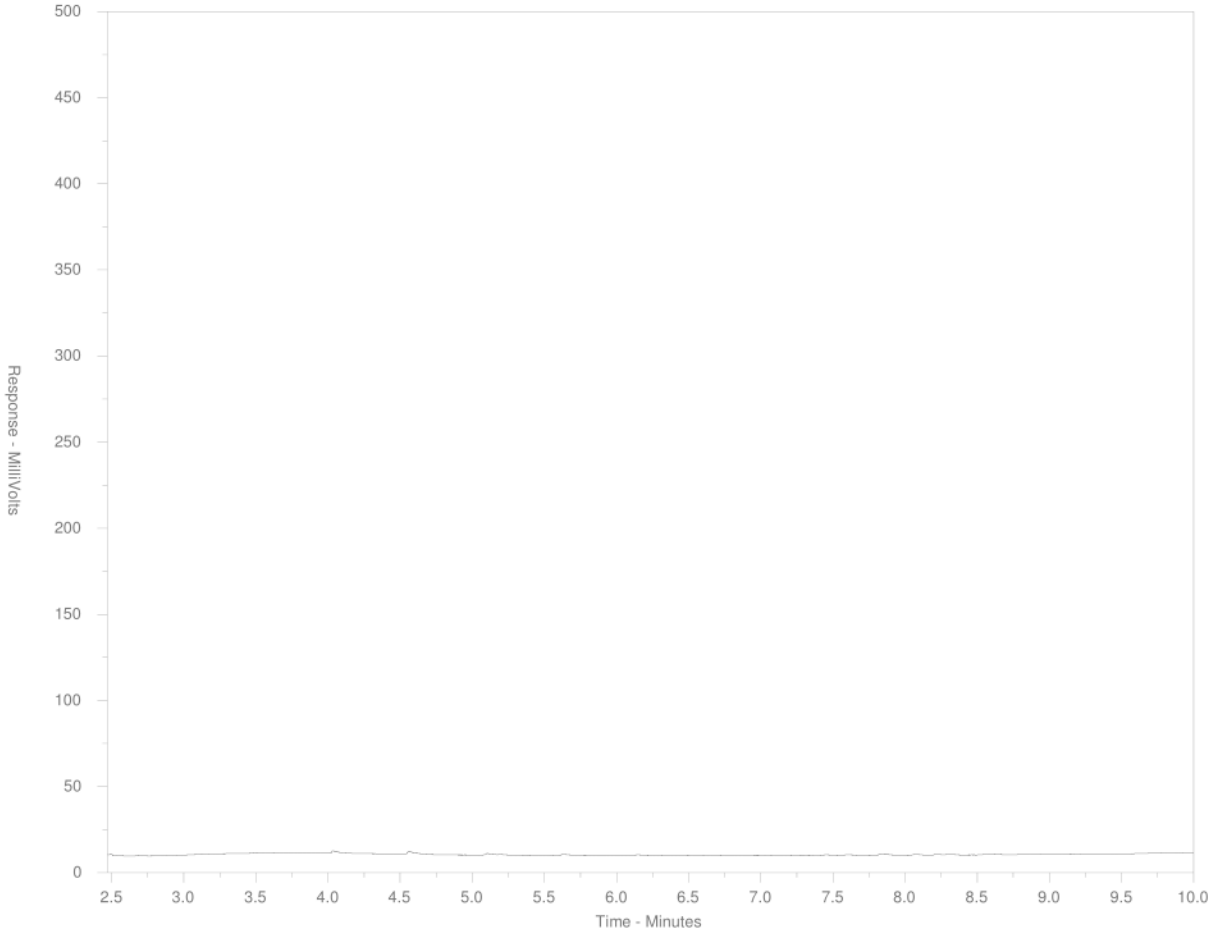
The scale at the bottom of the chromatogram indicates the approximate retention times of common petroleum products and four n-alkane hydrocarbon marker compounds. Retention times may vary between samples, but general patterns and distributions will remain similar.

Peak heights in this report are a function of the sample concentration, the sample amount extracted, the sample dilution factor, and the scale at left.

Note: This chromatogram was produced using GC conditions that are specific to ALS Canada CCME F2-F4 method. Refer to the ALS Canada CCME F2-F4 Hydrocarbon Library for a collection of chromatograms from common reference samples (fuels, oils, etc.). The HDR library can be found at www.alsglobal.com.

BC EPH HYDROCARBON DISTRIBUTION REPORT

ALS Sample ID: L1948157-2
Client Sample ID: SWS-20170624-02



← EPH10-19 →		← EPH19-32 →
nC10	nC19	nC32
174°C	330°C	467°C
346°F	626°F	873°F
← Gasoline →	← Motor Oils/ Lube Oils/ Grease →	
← Diesel/ Jet Fuels →		

The BC EPH Hydrocarbon Distribution Report (HDR) is intended to assist you in characterizing hydrocarbon products that may be present in your sample.

The scale at the bottom of the chromatogram indicates the approximate retention times of common petroleum products and three n-alkane hydrocarbon marker compounds. Retention times may vary between samples, but general patterns and distributions will remain similar.

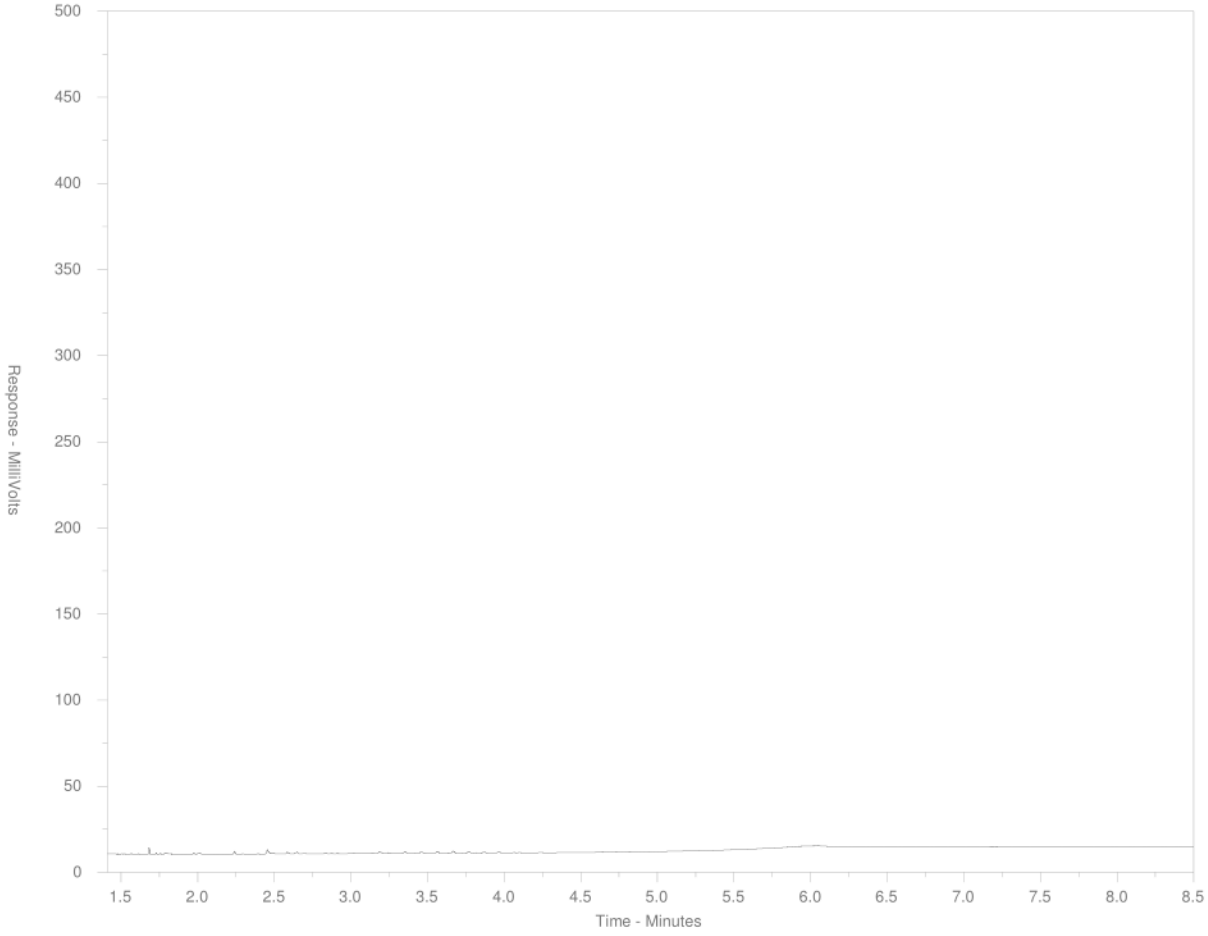
Peak heights in this report are a function of the sample concentration, the sample amount extracted, the sample dilution factor, and the scale at left.

A "-L-" in the sample ID denotes a low level sample. A "-S-" denotes a silica gel cleaned sample.

Note: This chromatogram was produced using GC conditions that are specific to the ALS Canada EPH method. Refer to the ALS Canada EPH Hydrocarbon Library for a collection of chromatograms from common reference samples (fuels, oils, etc.). The HDR library can be found at www.alsglobal.com.

CCME F2-F4 HYDROCARBON DISTRIBUTION REPORT

ALS Sample ID: L1948157-C-2
Client Sample ID: SWS-20170624-02



← F2 →	← F3 →	← F4 →	
nC10	nC16	nC34	nC50
174°C	287°C	481°C	575°C
346°F	549°F	898°F	1067°F
←Gasoline→	← Motor Oils/ Lube Oils/ Grease →		
← Diesel/ Jet Fuels →			

The CCME F2-F4 Hydrocarbon Distribution Report (HDR) is intended to assist you in characterizing hydrocarbon products that may be present in your sample.

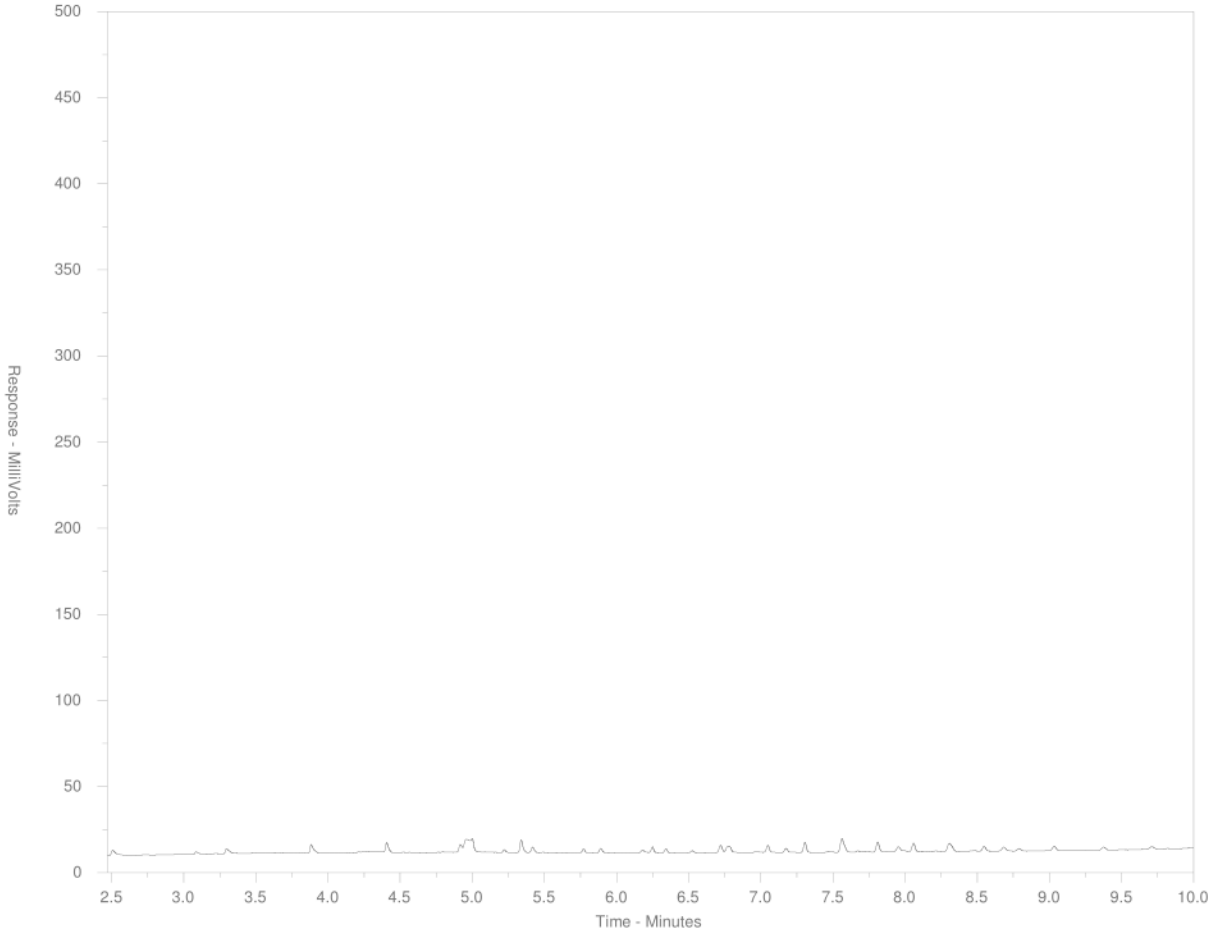
The scale at the bottom of the chromatogram indicates the approximate retention times of common petroleum products and four n-alkane hydrocarbon marker compounds. Retention times may vary between samples, but general patterns and distributions will remain similar.

Peak heights in this report are a function of the sample concentration, the sample amount extracted, the sample dilution factor, and the scale at left.

Note: This chromatogram was produced using GC conditions that are specific to ALS Canada CCME F2-F4 method. Refer to the ALS Canada CCME F2-F4 Hydrocarbon Library for a collection of chromatograms from common reference samples (fuels, oils, etc.). The HDR library can be found at www.alsglobal.com.

BC EPH HYDROCARBON DISTRIBUTION REPORT

ALS Sample ID: L1948157-3
Client Sample ID: SWS-20170624-03



← EPH10-19 →		← EPH19-32 →
nC10	nC19	nC32
174°C	330°C	467°C
346°F	626°F	873°F
← Gasoline →	← Motor Oils/ Lube Oils/ Grease →	
← Diesel/ Jet Fuels →		

The BC EPH Hydrocarbon Distribution Report (HDR) is intended to assist you in characterizing hydrocarbon products that may be present in your sample.

The scale at the bottom of the chromatogram indicates the approximate retention times of common petroleum products and three n-alkane hydrocarbon marker compounds. Retention times may vary between samples, but general patterns and distributions will remain similar.

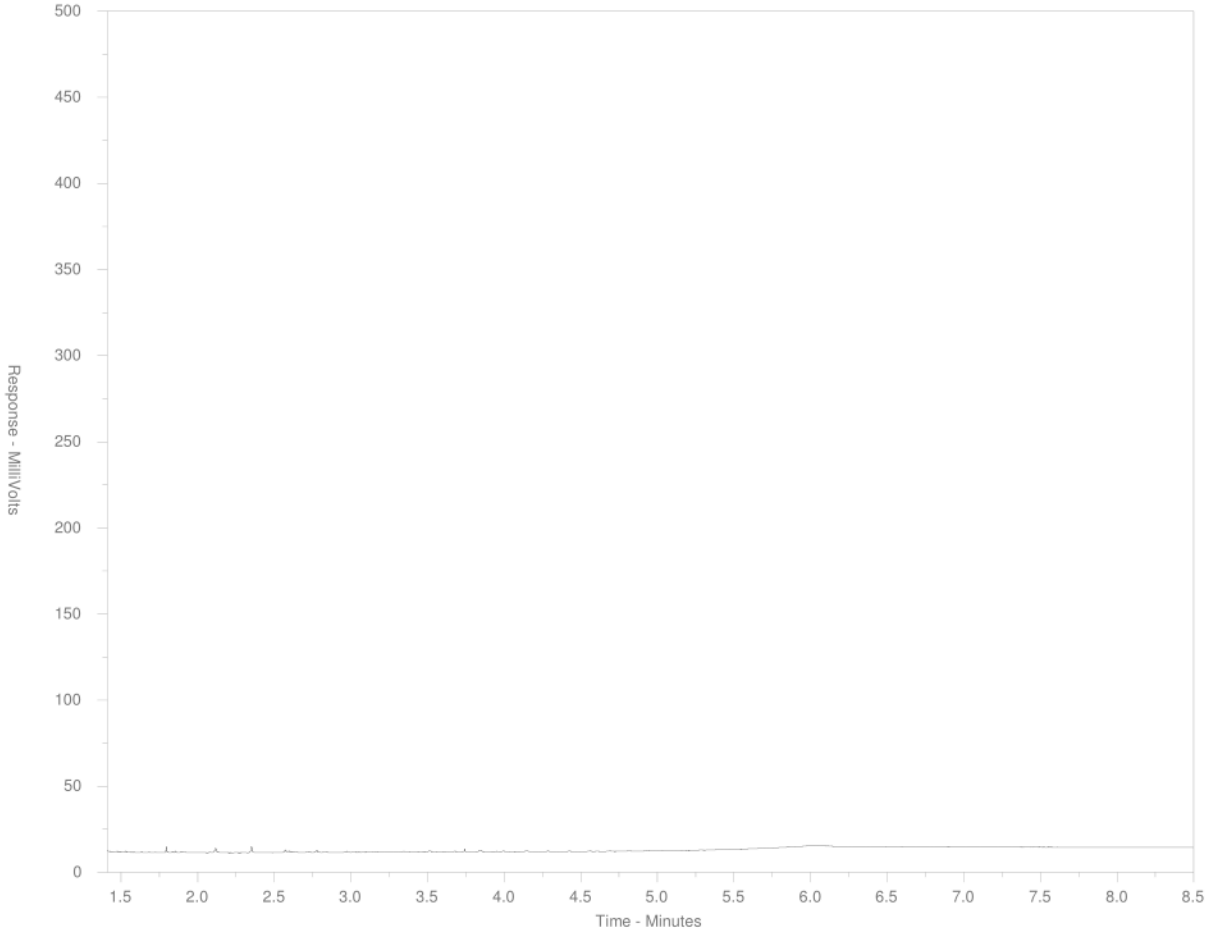
Peak heights in this report are a function of the sample concentration, the sample amount extracted, the sample dilution factor, and the scale at left.

A "-L-" in the sample ID denotes a low level sample. A "-S-" denotes a silica gel cleaned sample.

Note: This chromatogram was produced using GC conditions that are specific to the ALS Canada EPH method. Refer to the ALS Canada EPH Hydrocarbon Library for a collection of chromatograms from common reference samples (fuels, oils, etc.). The HDR library can be found at www.alsglobal.com.

CCME F2-F4 HYDROCARBON DISTRIBUTION REPORT

ALS Sample ID: L1948157-C-3
Client Sample ID: SWS-20170624-03



← F2 →	← F3 →	← F4 →	
nC10	nC16	nC34	nC50
174°C	287°C	481°C	575°C
346°F	549°F	898°F	1067°F
←Gasoline→	← Motor Oils/ Lube Oils/ Grease →		
← Diesel/ Jet Fuels →			

The CCME F2-F4 Hydrocarbon Distribution Report (HDR) is intended to assist you in characterizing hydrocarbon products that may be present in your sample.

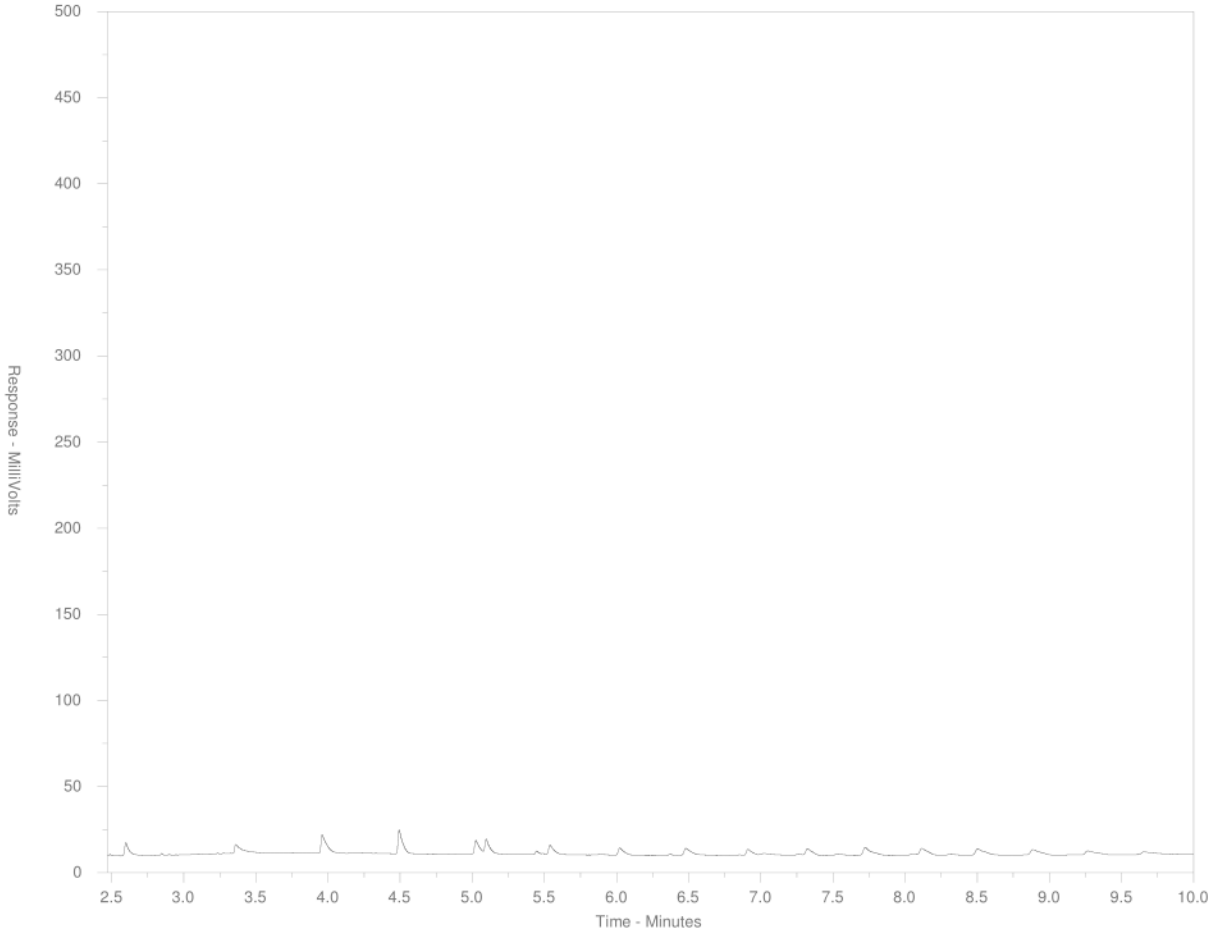
The scale at the bottom of the chromatogram indicates the approximate retention times of common petroleum products and four n-alkane hydrocarbon marker compounds. Retention times may vary between samples, but general patterns and distributions will remain similar.

Peak heights in this report are a function of the sample concentration, the sample amount extracted, the sample dilution factor, and the scale at left.

Note: This chromatogram was produced using GC conditions that are specific to ALS Canada CCME F2-F4 method. Refer to the ALS Canada CCME F2-F4 Hydrocarbon Library for a collection of chromatograms from common reference samples (fuels, oils, etc.). The HDR library can be found at www.alsglobal.com.

BC EPH HYDROCARBON DISTRIBUTION REPORT

ALS Sample ID: L1948157-4
Client Sample ID: DUP



← EPH10-19 →		← EPH19-32 →
nC10	nC19	nC32
174°C	330°C	467°C
346°F	626°F	873°F
← Gasoline →	← Motor Oils/ Lube Oils/ Grease →	
← Diesel/ Jet Fuels →		

The BC EPH Hydrocarbon Distribution Report (HDR) is intended to assist you in characterizing hydrocarbon products that may be present in your sample.

The scale at the bottom of the chromatogram indicates the approximate retention times of common petroleum products and three n-alkane hydrocarbon marker compounds. Retention times may vary between samples, but general patterns and distributions will remain similar.

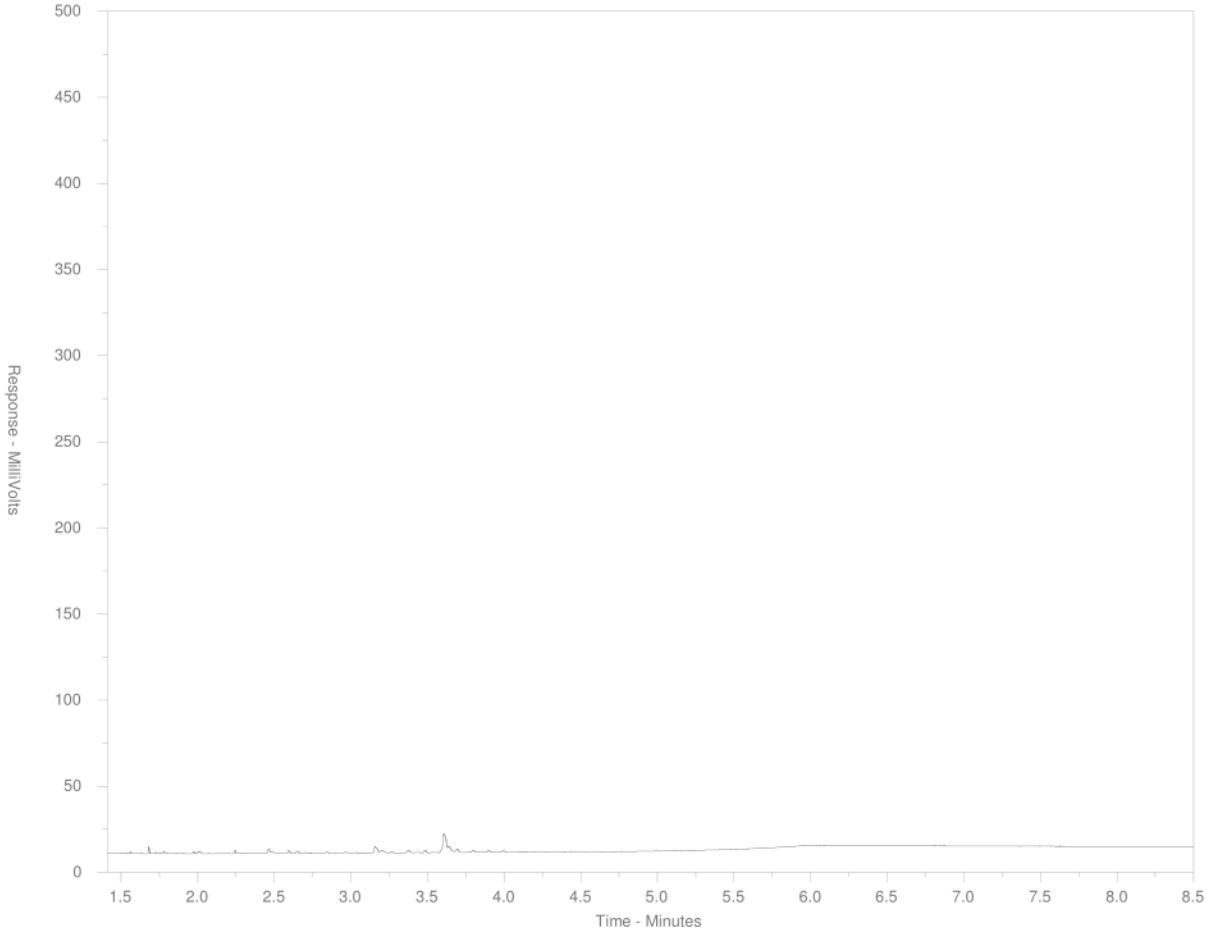
Peak heights in this report are a function of the sample concentration, the sample amount extracted, the sample dilution factor, and the scale at left.

A "-L-" in the sample ID denotes a low level sample. A "-S-" denotes a silica gel cleaned sample.

Note: This chromatogram was produced using GC conditions that are specific to the ALS Canada EPH method. Refer to the ALS Canada EPH Hydrocarbon Library for a collection of chromatograms from common reference samples (fuels, oils, etc.). The HDR library can be found at www.alsglobal.com.

CCME F2-F4 HYDROCARBON DISTRIBUTION REPORT

ALS Sample ID: L1948157-C-4
Client Sample ID: DUP



← F2 →	← F3 →	← F4 →	
nC10	nC16	nC34	nC50
174°C	287°C	481°C	575°C
346°F	549°F	898°F	1067°F
←Gasoline→	← Motor Oils/ Lube Oils/ Grease →		
← Diesel/ Jet Fuels →			

The CCME F2-F4 Hydrocarbon Distribution Report (HDR) is intended to assist you in characterizing hydrocarbon products that may be present in your sample.

The scale at the bottom of the chromatogram indicates the approximate retention times of common petroleum products and four n-alkane hydrocarbon marker compounds. Retention times may vary between samples, but general patterns and distributions will remain similar.

Peak heights in this report are a function of the sample concentration, the sample amount extracted, the sample dilution factor, and the scale at left.

Note: This chromatogram was produced using GC conditions that are specific to ALS Canada CCME F2-F4 method. Refer to the ALS Canada CCME F2-F4 Hydrocarbon Library for a collection of chromatograms from common reference samples (fuels, oils, etc.). The HDR library can be found at www.alsglobal.com.

Chain of Custody (COC) / Analytical Request Form

www.alsglobal.com

Canada Toll Free: 1 800 668 9878

L1948157-COFC

COC Number: 14 - 510866

Page 1 of 1

Report To		Report Format / Distribution		Select Service Level Below (Rush Turnaround Time (TAT) is not available for all tests)	
Company:	STANTEC	Select Report Format:	☑ PDF ☑ EXCEL ☑ EDD (DIGITAL)	R ☐	Regular (Standard TAT if received by 3pm)
Contact:	CHRIS GILL	Quality Control (QC) Report with Report	☑ Yes ☐ No	P ☐	Priority (2-4 business days if received by 3pm)
Address:	400-685 TYEE RD VICTORIA BC V8W 1W4	☐ Criteria on Report - provide details below if box checked		E ☑	Emergency (1-2 business days if received by 3pm)
Phone:	250.389.2536	Select Distribution:	☐ EMAIL ☐ MAIL ☐ FAX	E2 ☐	Same day or weekend emergency if received by 10am – contact ALS for surcharge.
		Email 1 or Fax	CHRIS.GILL@STANTEC.COM	Specify Date Required for E2,E or P:	
		Email 2	EVAN.SCHEIDT@STANTEC.COM		

Invoice To			Invoice Distribution	
	Same as Report To	☑ Yes ☐ No	Select Invoice Distribution:	☑ EMAIL ☐ MAIL ☐ FAX
	Copy of Invoice with Report	☑ Yes ☐ No		
Company:			Email 1 or Fax	CHRIS.GILL@STANTEC.COM
Contact:			Email 2	

Project Information		Oil and Gas Required Fields (client use)	
ALS Quote #:		Approver ID:	Cost Center:
Job #:	SCHNITZER FIRE	GL Account:	Routing Code:
PO / AFE:		Activity Code:	
LSD:		Location:	
ALS Lab Work Order # (lab use only)		ALS Contact:	Sampler: EVAN S.

Analysis Request

Indicate Filtered (F), Preserved (P) or Filtered and Preserved (F/P) below

ALS Sample # (lab use only)	Sample Identification and/or Coordinates (This description will appear on the report)	Date (dd-mmm-yy)	Time (hh:mm)	Sample Type	BTEX, F1	F2 - F4	PAHs	PFOS (PFAS) (Hold)	Number of Containers
	SLS-20170624-01	24-Jul-17	P.M.	WATER	X	X	X		6
	SLS-20170624-02	"	"	"	X	X	X		6
	SLS-20170624-03	"	"	"	X	X	X		6
	DUP	"	"	"	X	X	X		6

Drinking Water (DW) Samples[1] (client use)	Special Instructions / Specify Criteria to add on report (client Use)
Are samples taken from a Regulated DW System? ☐ Yes ☐ No	PFOS/PFAS – HOLD ANALYSIS UNTIL FURTHER CONFIRMATION
Are samples for human drinking water use? ☐ Yes ☐ No	

SAMPLE CONDITION AS RECEIVED (lab use only)

Frozen	☐	SIF Observations	Yes ☐	No ☐	
Ice packs	Yes ☑	No ☐	Custody seal intact	Yes ☐	No ☐
Cooling Initiated	☐				

INITIAL COOLER TEMPERATURES °C			FINAL COOLER TEMPERATURES °C		
	7.3				

SHIPMENT RELEASE (client use)			INITIAL SHIPMENT RECEPTION (lab use only)			FINAL SHIPMENT RECEPTION (lab use only)		
Released by:	Date:	Time:	Received by:	Date:	Time:	Received by:	Date:	Time:
Evan Scheidt	2017/06/24	16:03	R.Chong	Jul 25, 2017	10:22 am			

REFER TO BACK PAGE FOR ALS LOCATIONS AND SAMPLING INFORMATION

WHITE - LABORATORY COPY YELLOW - CLIENT COPY

ALS FM 0328e (29-Feb-04) January 2014

Failure to complete all portions of this form may delay analysis. Please fill in this form LEGIBLY. By the use of this form the user acknowledges and agrees with the Terms and Conditions as specified on the back page of the white - report copy

1. If any water samples are taken from a Regulated Drinking Water (DW) System, please submit using an Authorized DW COC form