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Mr. Joseph Heron  
Resource Management Officer III (Inspector)  
Land & Water North Slave Regional Office  
Environment and Climate Change  
Government of the Northwest Territories  
#140 Bristol Avenue  
Yellowknife, NT X1A 3T2  
Canada

January 20, 2025

Our reference: DDMI Incident number 129935911\_61366

Your reference: GNWT Spill 2024475

Dear Mr. Heron,

**Subject: Follow-up to GNWT Spill report 2024475**

**Summary:**

- On 19 December 2024, approximately 1688 L of diesel was spilled when a fuel truck tipped onto its side at the inside toe of the Pond 7 dam (Figure 1, Figure 2), causing diesel to spill out through the top air vent (Figure 3).
- After ensuring the safety of the involved person and stabilizing the tipped vehicle, measures were taken to minimize the volume of spilled diesel by catching it in buckets until the air vent could be sealed.
- Remaining fuel was pumped out of the truck (Figure 4) prior to the truck being righted and removed for safety purposes.
- Once the truck was removed, excavation commenced in the spill area and is anticipated to be completed by the end of January. Further efforts will be focused on the area during freshet to monitor for, and prevent further migration to the satisfaction of the GNWT-ECC inspector (Figure 5).
- The incident location is approximately 120 m from the Pond 7 breach location. There is no evidence of migration through the residual dam or to the breach location.

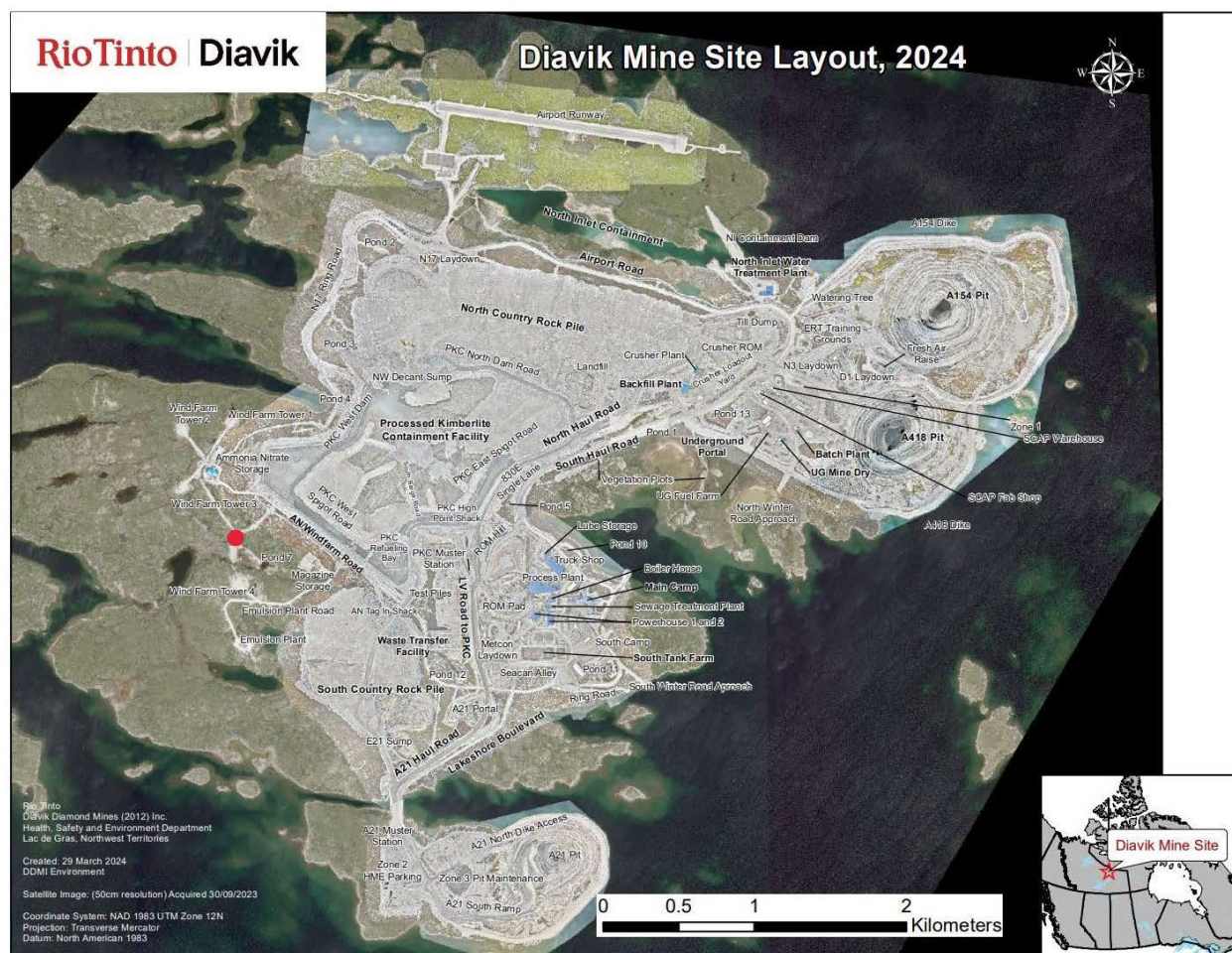


Figure 1: Spill 2024475 Location indicated by the red dot.



**Figure 2:** Aerial image of truck tipped onto its side at inside toe of residual Pond 7 dam.





**Figure 3:** Flow of diesel from top air vent of overturned truck.



**Figure 4:** Aerial image of fuel pump-off operations and decanted totes of fuel.





**Figure 5:** Spill area excavation as of 16 January 2025.

**Immediate Action:**

- DDMI notified the GNWT-ECC Inspector and reported the spill to the GNWT spill reporting line.
- The truck was stabilized to allow for better control of the spillage, and remaining fuel in the truck was pumped out to allow the truck to be safely righted and removed.
- Once the truck was removed, excavation commenced in the impacted area. 616 m<sup>3</sup> of contaminated material has been removed to date – 257 m<sup>3</sup> of large grain material to the North Country Rock Pile (NCRP) Type 3 storage area, 109 m<sup>3</sup> of fine grain material to the Land farm, and 250 m<sup>3</sup> of mixed-size material awaiting sorting.

**Follow-up Action:**

- Excavation continues in the impacted area and completion will be verified by soil sampling efforts and by the GNWT-ECC Inspector.
- DDMI's internal investigation determined that the road in question was generally only used for seasonal dewatering prior to area closure activities, and was not designed with sufficient criteria (berms, sightlines, and signage) to be navigated by heavy equipment in winter conditions. A sitewide audit of roads and intersections for design and signage risks is underway to prevent recurrence as area uses continue to change with progressive closure activities.
- Enhanced spill reporting and response training has been developed and will be rolled out to all site leadership.
- Downstream monitoring will be conducted during freshet to the satisfaction of the GNWT-ECC Inspector.

Should you require further information or clarification on the above noted spill, please feel free to contact the undersigned.

Yours sincerely,



Matthew Breen  
Chief Operating Officer

CC: Marie-Eve Cyr, WLWB  
Kassandra DeFrancis, WLWB