

SUBMISSIONS: PART IX OF THE ENVIRONMENTAL PROTECTION ACT

"THE SPILLS BILL"

(formerly: Submissions to the Standing Committee on Resource Development Regarding Bill 24, An Act to Amend the Environmental Protection Act)

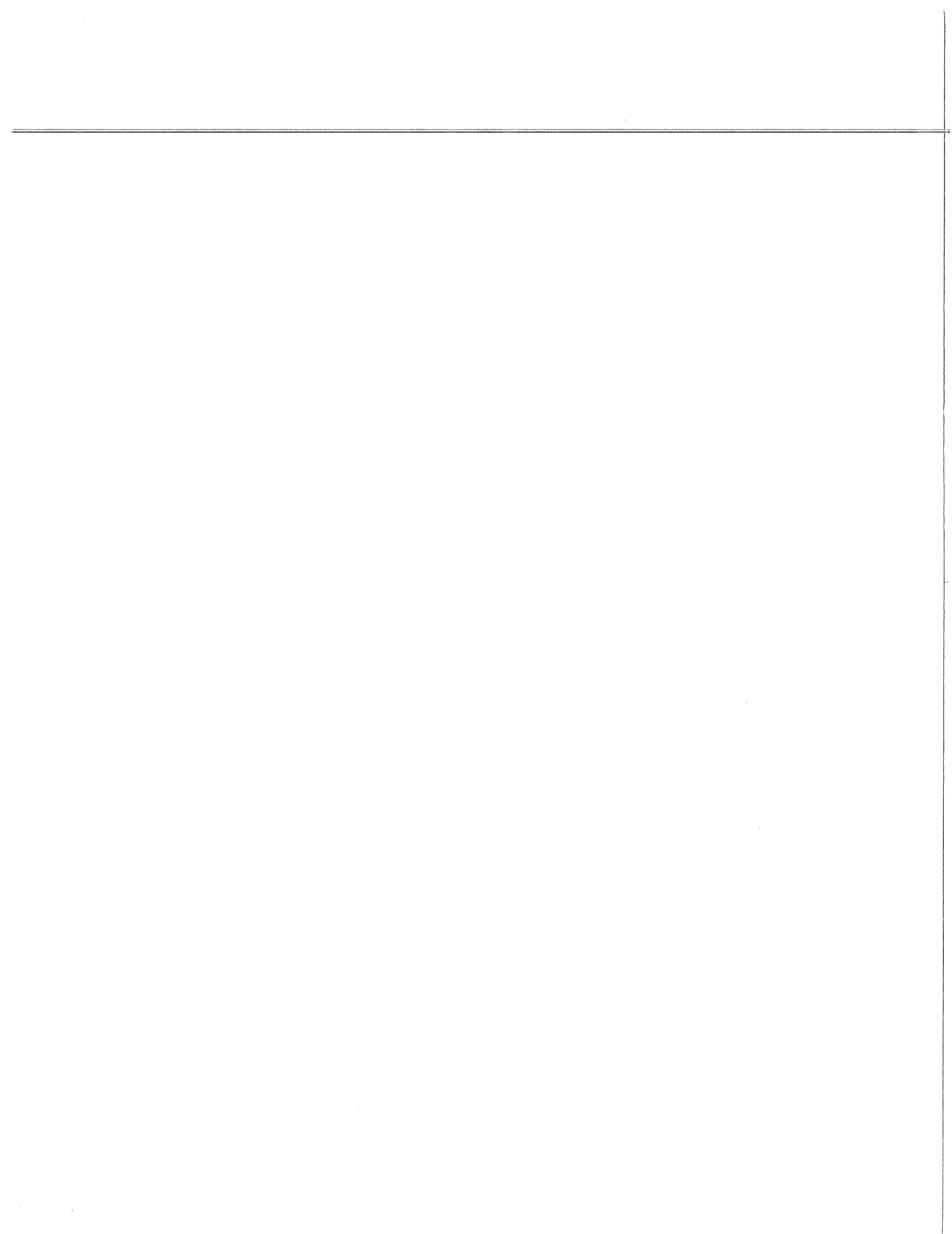
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on behalf of

THE CANADIAN ENVIRONMENTAL LAW ASSOCIATION

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The Canadian Environmental Law Association is a non-profit, independent public-interest group which was established in 1971. As a Legal Aid Clinic, we have often represented the victims of pollution. In addition, CELA has conducted research and taken part in public processes aimed at providing better legal protection for the environment.

On the basis of this experience, we strongly support immediate proclamation of Part IX of The Environmental Protection Act, commonly known as the Spills Bill. Although we can suggest a number of improvements, we consider it to be much needed and highly progressive legislation.

This support is given despite two general concerns. First, Part IX does not deal with emissions or continuing discharges. It will be important for the government to introduce future legislation to give the public greater protection from ongoing pollution. Secondly, although we believe that the present provisions for clean-up and restoration will solve many problems, we are less certain that the provisions for compensation will be sufficient.

Members of the public who have attempted to use the common law to obtain compensation have been confronted by a number of barriers. The barriers to success include: the need to establish a causal link between the pollution and the specific injury; the slowness

of civil court procedures; the cost of lawyers and scientific evidence; the need to prove in some cases fault and in other cases strict liability; and problems with the existing six-year limitations period.

Absolute liability will remove some of these barriers by changing the basis on which liability is imposed. Many of these barriers will remain and problems of achieving compensation may persist. However, rather than trying to remove all of these barriers, we believe that the absolute liability provisions should be given a chance so that we will be in a better position to evaluate whether they are sufficient to ensure adequate compensation. But, if we are to accomplish any meaningful reform in regard to the victim's legal position, these absolute liability provisions must be retained.

Industry has not substantiated a number of very alarming claims. We need to closely examine the arguments that have been put forth in opposition to absolute liability and to the essential principles of this Bill. In general, absolute liability and other aspects of the Bill have been criticized because of:

- 1) economic impact
- 2) the availability of insurance/incentive argument
- 3) the negligence argument
- 4) discrimination
- 5) the general welfare argument

We believe that each of these arguments is open to serious criticism.

1. Economic Impact

Industry would have us believe that this legislation is unnecessary because industry already takes all reasonable steps to clean up spills and to settle all claims for which it is liable. On the other hand, industry has strongly implied that any further liability would have disastrous economic consequences. Where is the evidence? One would expect industry to bring evidence of the number and size of spills in which it is involved, the number and size of claims made against it each year, the amount it currently pays out and the effects on its economic health of current payments. This data could then be compared with the 1,000 spills reported each year. The companies involved are the only ones who have this kind of information. Industry has had years to collect this data and to present any evidence of the alleged economic harm that will be caused by this Bill. Instead, industry has chosen to emphasize extreme and improbable situations as a substitute for facts and economic analysis. We submit that there is no cause to panic in the face of tales of potential gloom and doom that are not substantiated by any facts.

If industry is prepared to substantiate these claims then let it do so. If any industry can objectively demonstrate before a full public hearing that it cannot afford to comply with this

legislation, then it would be appropriate for the government to consider alternative ways of reducing the impact for this particular industry or specific company. But we should not begin by surrendering the remedial effects of this legislation on the basis of unsupported claims.

1(a) Right to Compensation:

Loss of use and enjoyment of property and loss of income is covered by the existing section. This kind of loss so frequently attends pollution incidents and is of such importance that the Act should be most explicit.

Loss of use and enjoyment of property is a recognized basis for obtaining compensation in nuisance cases. There may be little direct injury to health or financial loss from many spills. But people may be deprived of the use and enjoyment of their property for months, disrupting their lifestyle, and generally causing great suffering. Perhaps the classic example of this was the spill of 1,200 gallons of fuel oil from a truck on Ellis Park Road in Toronto. One family abandoned their home after two months of living with the fumes. Another family that chose to remain was unable to use the basement where the husband had a workshop and the wife prepared her teaching aids. After three months they were still subjected to odours and disruption while waiting for action from an insurance company.

It is particularly important that loss of income be specifically mentioned because Part IX limits recovery to "direct" damage and at least one judge has held that loss of revenue is an indirect consequence of pollution. In a 1972 Newfoundland case, Hickey v. Electric Reduction Company of Canada Ltd., the Court dismissed an action by a group of commercial fisherman who claimed to have suffered loss of revenue as a result of fish allegedly killed by the discharge of chemicals from the defendant's plant. Judge Furlong took the view that business losses were not recoverable because they were "merely consequential damage resulting from the nuisance". Although there is some evidence that Ontario law may be different, this is uncertain.

Loss of income has been a major source of injury in two of Ontario's most serious pollution cases, the contamination of the English-Wabigoon River system and Lake St. Clair, Lake Erie and the St. Clair River with mercury. In both cases fishermen lost their livelihood for several years. On the English-Wabigoon, tourist guides lost their employment as well. In the Dow case, bait dealers were also affected. In both cases, it was government agencies primarily, not the persons responsible for the contamination, that provided income substitutes through unemployment insurance, welfare, job creation programs, and forgivable loans. The same was true in the case of mercury contamination on the Saskatchewan River in Manitoba. These types of damages are often the result of pollution and it is vital that they be expressly included in the legislation.

2. The Availability of Insurance/Incentive Argument:

Once again, industry representatives have offered no objective evidence that insurance will not be available. It is our understanding that the insurance industry does not yet know the extent to which insurance will be available. However, it is clear that some insurance will be available. Historically, the insurance industry has responded to new needs for insurance as they arise. The question is whether deductibles will be high and whether maximum limits on coverage will be adequate. Whether premiums and coverage will rise or fall will depend upon actual experience. If this Act serves its purpose by creating an incentive for industry to take steps to prevent spills, greater coverage at lower premiums should eventually become available.

In any event, to make liability dependent on insurance would be a radical, unprecedented departure from the common law. The courts have determined liability for centuries without any reference to insurance. Therefore it is important to bear in mind that liability for torts under our present law does not depend in any way upon the availability of insurance.

Furthermore, we do not agree that the need for insurance will give an unfair competitive advantage to companies based in other jurisdictions. This law will apply to any spill in Ontario whether caused by a resident or a non-resident company. A foreign company which owns or controls a pollutant which spills

in Ontario will have to clean-up, restore the environment and compensate the victims just like an Ontario company. Therefore, it would be prudent for any company which intends to do business in Ontario to carry insurance and they can be required to do so by law. If insurance is not required in a less progressive jurisdiction, Ontario companies, like other companies, will not be required to carry insurance while doing business in that jurisdiction.

If we place arbitrary limits on an industry's liability we are also placing arbitrary limits on the victim's compensation. It would be more appropriate to retain absolute liability and to recognize that liability is in fact unlimited.

3. The Negligence Argument

The impression may have been created that in order to obtain compensation a victim of pollution must always prove negligence. This is not the case. Under our present law, liability for spills frequently does not depend upon fault or negligence. The common law developed by the courts over the centuries imposes liability for pollution on the basis of trespass, riparian rights, nuisance, negligence and strict liability. Of these "causes of action" only negligence is based upon fault.

In our experience, most pollution cases proceed on the basis of nuisance, strict liability or riparian rights. The victim need not establish negligence in any of these cases. If you were to

require proof of fault or negligence you would actually be decreasing the victim's current legal right to compensation in most cases. If you were to impose strict liability rather than absolute liability, you would not be enhancing the current status of most victims. It is important to realize that most pollution cases do not require proof of negligence and that many are already based on strict liability. If reform is to be accomplished, it will be accomplished by establishing absolute liability. This reform will not remove all of the barriers to compensation, but it will enhance the victim's legal status.

4. Discrimination

It has been argued that if a carrier such as, a railway, spills a pollutant without negligence, then the railway is just as innocent as the victim who was injured. It is then asserted that to impose liability on the railroad is to discriminate against one party who is equally blameless.

It has been suggested to you that the Law Reform Commission of Canada said that it would be unfair to impose liability on someone who is not at fault. In fact, the report was commenting on criminal liability and said exactly the opposite about civil liability. In this regard, the Law Reform Commission said:

"Our law of tort, which deals with compensation for injuries, has long accepted strict liability and no one seems to regard it as unjust...The law quite reasonably takes the view that

where one of two innocent people had to suffer, the one to suffer is the one who, however innocent, caused the harm." This argument concerning discrimination between equally innocent parties is without foundation. They may be innocent in the sense that neither is negligent. But the victim's position is certainly not equal to that of the manufacturer or the carrier. They are in a position to prevent the spill. The victim is not. It is the manufacturer and the handler who are in a position to design containers, packaging, and vehicles; to determine the timing, mode, and route of transportation; to use less dangerous ingredients in the manufacturing processes. Furthermore, industry is in a far better position than the victim to shift or spread the cost of spills to others.

If you were to accept this argument, it would place the loss on the victim who is in no position to prevent the spill in the first place.

5. General Welfare Argument

We do not accept the proposition that everyone in society benefits from industry and that therefore either the victim should bear the loss or that we should all share it. If a victim wants to share the costs of spills, he will buy the products involved and pay for the spill in the cost of the product. He should not have to expose his assets and health to risk in order to support an industry. It is the consumer of a product who ~~benefits from that product, not the public in general. To say~~

that all industry is good for the economy and therefore we should all subsidize its pollution, is tantamount to saying that we should all support pornography because it contributes to the flow of money.

This argument could only have application when dealt with in specifics, not in generalities. If a particular industry can demonstrate that it is essential to the well-being of the public, that it cannot reduce its spills, that it cannot afford to operate under this legislation, we would support a consideration of that industry's arguments on its merits. In the absence of such evidence, this "general welfare" argument is not a valid reason for rejecting absolute liability. We would like to emphasize that absolute liability is one of the cornerstones of this legislation. We do not believe that valid or substantiated counter-arguments have been forthcoming. We support the proclamation of Part IX with the retention of absolute liability.

SUGGESTED AMENDMENTS TO THE SPILLS BILL

Although we strongly support the Spills Bill, we believe that a number of specific amendments would be appropriate.

1. Definition of Pollutants

Under s.79(1)(f) "pollutant" means a contaminant other than heat, sound, vibration or radiation, and includes any substance from which a pollutant is derived;

We suggest that this section should be amended to read as follows:

s.79(1)(f) "pollutant" means a contaminant other than sound or vibration and includes any substance from which a pollutant is derived.

Consequently, heat and radiation would not be exempted from the definition of "pollutants".

We have suggested that heat be included as a pollutant for two reasons. First, there may be situations where heat itself is discharged and causes injury. For example, a paving contractor places his equipment for heating asphalt directly under the crown of a tree for several days and as a result the tree dies. In this situation a farmer or other landowner might lose valuable property. In this case, heat is the pollutant that is spilled and we believe that Part IX should provide protection. Secondly,

a spill of flammable substance may result in combustion of the substance and the generation of heat. This generated heat might then cause the specific damages. However, Part IX specifically states that heat is not a pollutant and that only "direct" injury is actionable. Therefore, the person responsible might argue that injury did not result directly from the spill, but indirectly from heat, which is not a pollutant. On this basis, the victim of the injury or loss might be denied compensation. This situation may or may not be covered under the Bill as it has been drafted. However, this proposed amendment would remove all doubt.

Although "atomic energy" is within exclusive federal jurisdiction, "radiation" is not. In the Atomic Energy Control Act of 1946, the federal government declared the development, application and use of atomic energy to be solely within federal jurisdiction. Section 2 of that Act defines "atomic energy" as all energy of whatever type derived from or created by the transmutation of atoms. Therefore, radiation is within exclusive federal jurisdiction only when it is produced by atomic energy and the transmutation of atoms.

It is our understanding that microwaves do not involve the "transmutation" of atoms. (Transmutation is a physical chemistry term meaning the change of one atom into another atom of a different element. Apparently, microwaves involve displacement of electrons but no change in the nucleus of the atom). In

addition, it is also questionable whether X-rays involve a "transmutation" of atoms. According to a standard text, Elements of Physical Chemistry, by Samuel Glasstone and David Lewis, the term gamma ray is applied to rays of nuclear origins, whereas X-rays arise from energy changes involving only electrons. This suggests to us that X-rays do not involve a transmutation and are therefore within provincial jurisdiction. Consequently, we believe that there is provincial jurisdiction over radiation from non-atomic energy sources and that this includes jurisdiction over X-rays and microwaves.

Even with respect to radiation produced by atomic energy, there may be a residual provincial role in controlling spills and regulating for compensation. It is clear that the federal government and the provinces have concurrent jurisdiction over environmental matters and that the provinces may regulate unless the field has been occupied by federal legislation. It is also clear that the provinces have jurisdiction over property and civil rights within the province and the administration of justice within the province. Consequently, although the federal government has exclusive jurisdiction over the development, application and use of atomic energy, the province may have legislative authority to compensate victims who are injured by radiation "spills" even if atomic energy is the source of the radiation.

In most circumstances, radiation which causes injury does not do so as a result of a "spill". However, when the radiation is intended to be contained within a closed system and escapes as a result of faulty design, maintenance or operation, this may in many cases be described as a "spill". Examples would be faulty X-ray machines and microwave ovens. These spills can cause serious injury. Since there appears to be scope for provincial legislation in regard to radiation spills, we believe that radiation should be included under Part IX as a pollutant.

2. Definition of Spills

Under s.79(j) "spill" when used as a verb with reference to a pollutant, means discharge into the natural environment in a quantity or in a quality abnormal at the location where the discharge occurs, and when used as a noun has a corresponding meaning.

We believe that this section should be amended to read as follows:

"Spill" when used as a verb with reference to a pollutant, means discharge into the natural environment in a quantity or with a quality abnormal at the location where the discharge occurs or at the location where the loss or damage occurs, and when used as a noun has a corresponding meaning.

In some situations a discharge might not be "abnormal" at the site but by leaching, accumulation or chemical reaction it might well produce an abnormal level of the pollutant at another site where the damage is actually suffered. By adding the phrase "or

at the location where the loss or damage occurs" the Spills Bill would apply to these situations.

3. Directions by the Minister

It is suggested that s.82(1) should be replaced in its entirety by the following section;

s.82(2) The Minister shall give directions in accordance with subsection 3 where,

(a) neither the person having control of the pollutant nor the owner of the pollutant will carry out promptly the duty imposed by s. 81; or

(b) the person having control of the pollutant or the owner of the pollutant cannot be readily identified or located and that as a result the duty imposed by s. 31 will not be carried out promptly.

The Minister may give directions in accordance with subsection

(3) where the person having control of the pollutant or the owner of the pollutant requests the assistance of the Minister in order to carry out the duty imposed by s. 81.

When it is apparent that the polluter will not or cannot carry out his duty or cannot be found, the Minister should have a duty to act. Otherwise, the victims of pollution will be left in a state of uncertainty. The situation may deteriorate while the Ministry decides whether to exercise its discretion. In many cases the victims of pollution may be left with the responsibility of cleaning up and restoring the environment

themselves. Consequently, while the Ministry should make every effort to locate the responsible party and to have that party conduct a clean-up, it is important to stipulate that in the absence of these developments, the Ministry shall issue the appropriate directions to effect a clean-up.

4. Disposal of Pollutants

It is suggested that s.84(1) should be amended by adding the following subsection:

S.84(1)(d) No hazardous waste or hauled liquid industrial waste shall be disposed of in a waste disposal site without first obtaining directions from the director unless that waste is specifically referred to in the certificate or provisional certificate of approval for that site.

"Hazardous waste" is defined in s.1 of Regulation 824 made under The Environmental Protection Act as "waste that requires special precautions in its storage, collection, transportation, treatment or disposal, to prevent damage to persons or property and includes explosive, flammable, volatile, radioactive, toxic and pathological waste".

"Hauled liquid industrial waste" is defined as "liquid waste, other than hauled sewage, that results from industrial processes or manufacturing or commercial operations and that is transported in a tank or other container for treatment or disposal, and

includes sewage residue from sewage works that are subject to the provisions of The Ontario Water Resources Act".

S.84 does not provide sufficient protection in regard to these toxic wastes. It only stipulates that the person must obey the conditions in the certificate and any direction issued by the Director if they exist.

The certificates of approval governing the operation of many waste disposal sites are silent on whether liquid wastes or hazardous wastes are allowed. This is particularly true of some of the older certificates which were not drafted with current experience in mind. The Ministry has told the Canadian Environmental Law Association that it interprets certificates to mean that unless the certificate states specifically that something is prohibited, it is allowed. As a result, unless Part IX is amended, toxic substances may be disposed of in inappropriate landfill sites where they could create danger.

Similarly, with regard to directions issued by the Director, subsection (d) only provides protection if the Minister has in fact issued such directions. But what if the Director has not set his mind to whether any conditions are necessary in cases where the certificates are silent or ambiguous.

5. Right to Compensation

S.87(2) Her Majesty in Right of Ontario or in Right of Canada or any other person has the right to compensation,
(a) for loss or damage incurred as a direct result of,
(i) the spill of a pollutant.....

It is suggested that this section should be amended to read as follows:

S.87(2)(a) For loss or damage incurred as a direct or indirect result of,
(i) the spill of a pollutant.....

Bill 209, an earlier version of the Spills Bill, made the owner and person in control of a pollutant responsible for "loss or damage incurred as a result of the spill..." without mentioning the words "direct" or "indirect".

We feel that it would be preferable to make the polluter explicitly responsible for both direct and indirect damages. In the alternative, a return to the wording of Bill 209 would be preferable to the present wording of Part IX.

The courts in recent years have recognized a need to broaden the kinds of damages that may be compensated. This tendency to protect the victim should either be actively encouraged by giving the court the explicit right to compensate for indirect damage or

by remaining silent on the point and allowing the court to develop the law.

Polluters have frequently sought to evade their responsibility for loss or damage by claiming that the loss was indirect rather than direct. For example, when fishermen lost income in the early 1970s as a result of mercury contamination, the allegedly responsible companies said that the loss was not directly a result of the mercury pollution, but that it was directly caused by a government ban on fishing. They said the government, not their discharge, was the direct cause of the loss.

Similarly, a number of Indian tour guides lost their livelihood on the English-Wabigoon system when the owner of the lodge where they were employed closed his tourist camp rather than expose his guests and employees to contaminated fish. In such a situation, a limitation to "direct" results would strongly assist the person responsible for a spill. He could argue that the loss was a "direct" result of the employer's decision.

In Manitoba, the government passed the Fishermen's Assistance and Polluters' Liability Act in 1970, which removed the defence that harm was suffered because of action taken by the government to close a fishery. At best, the Ontario government should do likewise. At worst, the government should not preclude the courts from doing so where appropriate. To limit damages to "direct" results would be retrogressive legislation.

7. Class Action

We believe that Part IX should be amended by adding the following section:

"One or more members of a class may sue in the court as a representative party on behalf of all provided

- (1) the class is numerous;
- (2) there are questions of law or fact common to the class;
- (3) the claims of the representative party are typical of the claims of the class;
- (4) the representative party will fairly and adequately protect the interests of the class."

This provision for class actions is taken from a model statute for consumer class actions published by Professor Neil J. Williams, formerly of Osgoode Hall Law School, in Volume 13, number 1, June 1975 Osgoode Hall Law Journal.

At present, victims of pollution suing for compensation are barred from joining together in a class action, and are left in a position of relative weakness vis-a-vis the defendant.

8. Regulations by the Lieutenant Governor in Council

S.136(7) provides that the Lieutenant Governor in Council may make regulations relating to Part IX,

- (a) designating persons.....
- (e) classifying spills and exempting any spill.....

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We believe that this particular section should be amended as follows:

S.136(7) the Lieutenant Governor in Council may make regulations relating to Part IX, after a copy of each regulation has been published in the Ontario Gazette, and no such regulation should take effect until after 60 days following such publication and any person may make submissions in writing to the Minister of the Environment during this 60 day period.

The provisions of this Act affect the health, well-being and property of the people of Ontario. In particular, they establish a right to compensation for damage from spills. If this right is to be taken away in certain cases, or if spills are not to be cleaned up in certain cases, it is important that the public be given an opportunity to comment. Presumably any exemptions from this legislation would be made at the request of industry. Before acceding to these requests, the Ministry should hear from their potential victims as to how an exemption might affect their interests. Public participation would ensure that the Ministry would not be unduly influenced by one point of view in the absence of the others.

Moreover, there is legislative precedent. The right to comment on environmental standards and regulatory actions is well established in the United States and is becoming established in other jurisdictions in Canada. The Canadian federal Clean Air

Act, 1971, provides 60 days for comments on specific air emissions standards. The Environmental Contaminants Act, provides for publication in the Canada Gazette of orders designating a substance as a contaminant, and it also provides an opportunity for comment. The Quebec Environment Quality Act gives the public 60 days to send the Minister of the Environment written objections to proposed regulations.

In fact, under several U.S. state and federal statutes, public hearings must be held before rules and regulations are adopted or amended.

9. Limitations

Under s.87(13) "no person is liable to an action for compensation under this section unless the action is commenced within 2 years from,

(a)the date when the person knew or ought to have known of the loss or damage".

It is recommended that this section should be amended as follows;

S.87(13) "No person is liable to an action for compensation under this section unless the action is commenced within 6 years from,

(a)the date when the person actually knew of the loss or damage."

In Bill 209, the limitation period was 6 years. This has been changed to 2 years in the present Bill.

This reduction in the limitations period is not consistent with either the recommendations of various law reform commissions and committees, or with the relevant legislation in many jurisdictions including Ontario, Manitoba, British Columbia, England, Scotland, New South Wales, and South Australia. The British Columbia Law Reform Commission Report on Limitations, 1974, specifically recommends that actions which are based on the rule in Rylands v. Fletcher (as is the current situation with many pollution cases) should retain a six-year limitation period and not just a two-year period.

In all of the jurisdictions cited, the Law Reform Commissions and Committees recommended that the general limitations period should be reduced to two or three years. But in every case, including Ontario, these law reform commissions also recommend that procedures for an extension of the time period should be enacted to provide the court with judicial discretion to permit actions where the two or three year general limitations period has already expired. These extension procedures have in fact been enacted in all of these jurisdictions except Ontario where the limitation period has not been reduced by general legislation. Part IX will effectively reduce the limitations period for one type of action without providing the safeguards recommended by

the Ontario Law Reform Commission and enacted in other jurisdictions.

The need for this type of safeguard was made apparent by the English experience. In 1949, the Tucker Committee recommended both a reduction in the general limitations period and the enactment of extension procedures. Unfortunately, the government acted on the first recommendation without acting on the second. The inevitable case arose in Cartledge v. E. Jopling and Sons Limited.

The victims suffered lung damage through silicosis but the damage did not become manifest until six years after the cause of action arose. The plaintiff was accordingly held to be out of time and his action was dismissed. As a direct result of this case, the government of England passed legislation to provide for extension procedures. On the basis of this experience, the jurisdictions cited have enacted similar extension procedures. In this regard, the Ontario Law Reform Commission Report on Limitation of Actions, 1969, stated that, "it would be necessary to have a well worked out extension procedure similar to that in the 1963 statute." It would be tragic for Ontario to re-enact the English experience of the Cartledge case. This is a very real and particular danger in pollution cases.

If limitation periods are to be reduced, they should be reduced by means of general legislation and not on a piecemeal basis.

Further, they should certainly not be reduced without the inclusion of adequate extension procedures.

11. Definition of Owner

Under s.79(d) "owner of the pollutant" means the owner of the pollutant immediately before the first discharge of the pollutant....

S.81(1) then disposes liability upon "the owner" and "the person having control of a pollutant".

Many of the representatives of industry and of the farm community have pointed out that it is often difficult to identify the "owner". Furthermore, they have pointed out that in contractual relationships more powerful parties may be able to transfer potential liability to weaker parties. We share these concerns -- particularly insofar as to leave the victim without an effective remedy.

For example, if a large manufacturer sells chemicals to a small retailer, he may ship the goods via a small trucking firm and so structure the sale that the retailer would become the "owner" as soon as the chemicals left the factory door. If a spill occurs in transit, both the carrier and the retailer are liable. The court may apportion damages as between them. But if the carrier has no assets, the retailer will bear the entire burden. If neither the carrier nor the retailer has sufficient assets, the victim will bear the loss. A fund may help to alleviate this

inequity for the victim, but not for the retailer. Despite the fact that the manufacturer is clearly involved and profits from the entire transaction, he may structure his affairs so as to avoid responsibility.

This very real danger arises because the word "owner" is not a precise legal term. In identifying the owner, the court would look primarily to the Sale of Goods Act to determine who had title at the time of the spill. Unfortunately, s.18 of the Act establishes that property (and ownership) can be passed purely by the terms of the contract. Furthermore, even if a large manufacturer does not use the contract to expressly divest himself of title and responsibility at the earliest possible moment, the issue of ownership would be determined by the complex rules contained in the Act. In this regard, the Law Reform Commission Report on the Sale of Goods Act, 1979, notes that, "the rules...to determine transfer of title are so complex and frequently turn on such highly subjective factors, that accurate prediction of the outcome of a litigated issue is well nigh impossible, and incongruous results may well occur."

In order to meet these difficulties, consideration should be given to providing a more precise definition to the word "owner". Alternatively, the Act could be amended to specifically empower the court to look beyond questions of "title" and the Sale of Goods Act to ensure that a wider interpretation may be applied in situations of inequity.

In this regard, one possible approach would be to amend the Act to provide that:

- 1) Where the first discharge of a pollutant is the discharge of a finished consumer product, and the discharge occurs before the product has actually been delivered to the consumer, the last manufacturer of the product is the owner of the pollutant.
- 2) "Finished consumer product" means a product which does not require any further manufacturing, refining, or processing prior to its sale to a consumer; except for packaging, labelling, weighing, or measuring.
- 3) "Last manufacturer" means the person who is the final manufacturer, processor, or refiner of a finished consumer product.

In our specific example, these provisions would relieve the retailer or the carrier of liability unless he is "the person having control of the pollutant" at the time of the spill. Furthermore, they would ensure that the injured party would be able to recover damages from the manufacturer even if the retailer and/or carrier did not have sufficient assets. If, in a specific situation, the manufacturer was relatively "innocent" in comparison to the retailer or carrier, s.87(7) enables the court to apportion damages as between them. By allowing the injured party to recover from the manufacturer, the injured party would be provided with a stronger guarantee of compensation. This appears to be a just approach since the danger of environmental pollution is an incidental risk to the manufacture of specific products and this risk should be borne by the party with substantial assets who benefits from the production of the product even when he has structured his affairs to avoid liability.

This particular approach is not without difficulty, but we believe that it should be considered. We understand that a number of alternative approaches have been suggested. We urge the Ministry to carefully examine these alternatives and to introduce amendments which will alleviate the problem of identifying the owner in a just and equitable manner.

12. Contribution Liability

The Canadian Manufacturers' Association and others have pointed out a related problem. Even if the owner and the person having control of a pollutant are equitably identified, the stronger of the two parties may require the weaker party to indemnify him for any compensation that he pays to the victim.

S.81(8) currently provides that:

where two or more persons are liable to pay compensation under this section, they are jointly and severally liable to the person suffering the loss, damage, cost or expense but as between themselves, in the absence of an express or implied contract, each is liable to make contribution to and indemnify each other in accordance with the following principles:

In order to counteract this tendency, the Canadian Manufacturers' Association has recommended that s.81(8) be amended by deleting the phrase "in the absence of an express or implied contract".

The Association further recommends that s.87(a) be amended to read as follows:

The right to contribution or indemnification under subsection 8 may be enforced by action in a court of competent jurisdiction. Such right to contribution or indemnification cannot be diminished or excluded by private contract and all such contracts are null and void.

We support these amendments.

13. Duty to Act

Under s.81(1):

The owner of a pollutant and the person having control of the pollutant that is spilled...shall forthwith do everything practicable...to restore the natural environment.

We agree with the Canadian Manufacturers' Association that the duty to clean up and restore the environment should be expanded to include a person causing a spill. Consequently, we support the suggestion that s.81(1) should be amended to read as follows:

Every person who spills or causes or permits a spill of a pollutant, the owner of a pollutant and the person having control of a pollutant that is spilled...shall forthwith do everything practicable to restore the natural environment.

14. Notice of Discharge

Under s.80(1):

- 30
- (1) every person having control of a pollutant that is spilled... shall forthwith notify:
 - (i) the Ministry;
 - (j) the municipality...

We support this section as it has been drafted. However, industry has suggested that there may be difficulty with the term "forthwith". They suggest that it should be replaced by phrases; such as, "shall make reasonable efforts to notify". We suggest that the term "forthwith" is not unreasonable since under s.81(2) this duty only comes into effect when the person "knows or ought to know that the pollutant is spilled and is causing or is likely to cause adverse effects." Furthermore, the suggested alternatives are more subjective, unnecessarily vague and more likely to lead to disputes. However, if there is difficulty with the term "forthwith" we would suggest the phrase "promptly and with reasonable dispatch" or "at the first opportunity".

15. Compensation Fund

There appears to be a consensus regarding the need for the establishment of a fund to ensure that victims will receive adequate compensation. We support this concept and we suggest that the fund should be established on the basis of the following principles:

- (a) The fund should be financed by industry and not by the public purse. We do not accept the "general welfare argument" as outlined in Part 1 of this brief. Furthermore, public funding

would not provide industry with an incentive to improve its handling procedures.

(b) A victim should be able to receive compensation from the fund as a matter of right. In the event of a dispute between the victim and the fund, procedures should be established for impartial arbitration or appeal.

(c) A victim should have the option, at his discretion, of recovering compensation either from the fund or directly from the responsible parties.

(d) The fund should have a duty to take all necessary legal action to recover the compensation it pays out from the responsible parties, unless they are impecunious. If the fund fails to seek this indemnity, the industry as a whole will be subsidizing careless handlers. Contribution to the fund could become a licence fee for carelessness.

(e) Individual handlers should be required to carry insurance so that they will be able to compensate the victim directly or to reimburse the fund.

16. Acts of God

It has been suggested that liability should not be imposed where spills are caused by acts of war, insurrection, terrorism or "acts of God". We have no quarrel with these defences. With regard to "acts of God", the nuclear industry has developed trucks which can withstand 100 mph collisions. If this defence were not created, a greater incentive would be given to industry to perfect and to apply this technology. However, if an "act of

God" defence is to be provided, it should be provided by specifically stipulating the precise "acts of God" which will constitute a defence. An "act of God" has been defined as, "an accident or event which happens independently of human intervention and due to natural causes, such as a storm, an earthquake, etc.". Given the uncertainty of this definition, God may be accused of many things. To avoid extensive litigation, we believe that a precise listing of events; such as hurricane, tornadoes, etc. should be provided in the legislation.

17. Farmers' Exemption

It has been suggested by some that the farm community should be exempted from this legislation. In this regard, the OECD estimates that pollution from farm activities will increase by 50 per cent between 1978 and 1985. Farm pollution may be a serious source of spills and we cannot support a carte blanche exemption. If the availability of insurance is the real concern, group insurance should be available through farm cooperatives. Alternatively, it is here that the government could assist the farm community by ensuring that group insurance is available.

Furthermore, if a farm spill occurs the victim will often be another farmer. We believe that it is important to protect the farmer as a potential victim rather than to exempt him from liability.

18. Restoring the Natural Environment

Industry takes exception to the duty to do everything "practicable to restore the natural environment". A number of spokespersons have suggested replacing "practicable" with "reasonable in the circumstances". They would prefer to "take remedial action or reclaim the natural environment". We believe that the terms of Part IX should be retained.

It has been suggested to you that the duty to restore the environment requires industry to bring dead animals back to life. This is simply not true. The courts do not interpret the law to require the impossible. The law often requires a party to put, as nearly as possible, another party back into the position he would have been in had it not been for the breach of law. Part IX merely adopts this recognized principle of law.

We submit that the term "practicable" is much more objective than the term "reasonable". It is a more appropriate term because it makes reference to the technology and the equipment available to accomplish the task. Both the Ministry and the industry are likely to be aware of the available technology which is used in practice to effect restoration. Because of its highly subjective nature, neither of them is likely to know what is "reasonable" in the circumstances. This term is almost devoid of meaning without extensive interpretation by the courts. Each time a stronger word is replaced by the word "reasonable", the cumulative effect is to encourage extensive litigation.

It has been suggested that the word "practicable" does not take into account questions of cost. We do not agree. The word "practicable" is not devoid of any cost consideration. Both the Canadian government and the U.S. government in its environmental legislation differentiate between terms such as "best practicable technology" and "best available technology". They often require only the best practicable technology rather than the best technology available. The difference is that best practicable technology takes into account the cost of the equipment.

The duty to do everything practicable to restore the environment is a relatively objective test compared to the test suggested by industry representatives. Some discretion is necessary in deciding how much restoration must be done in each case. The real question is whether this discretion should be broadened or narrowed and whether it should be exercised primarily by the person who causes the spill or by the Ministry.

19. Exemption from The Statutory Powers and Procedures Act

S.95 exempts the proceedings of or proposals in respect of payment by the corporation under Part IX from The Statutory Powers and Procedures Act, R.S.O. 1980, c.484.

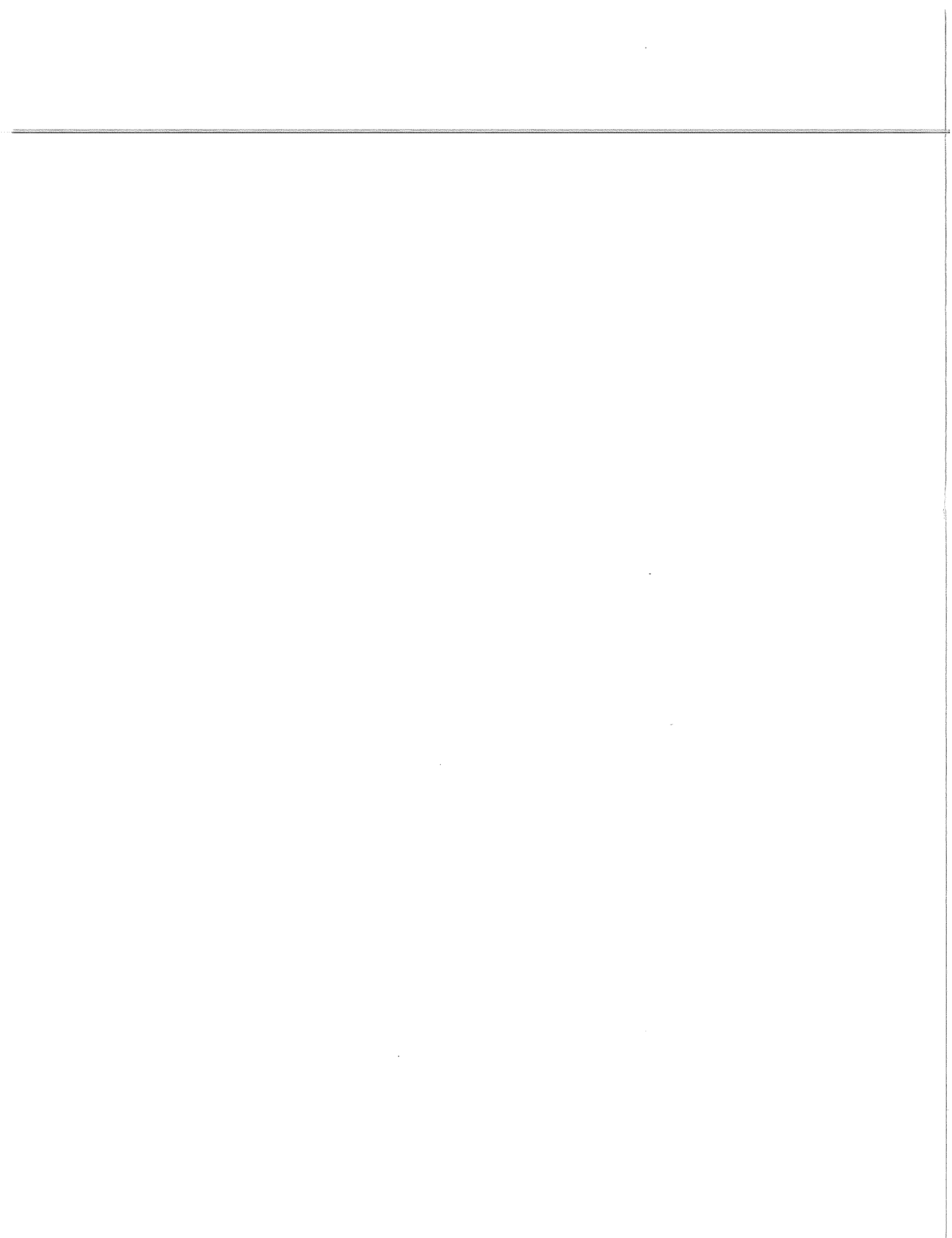
We believe that the basic rights enacted in the SPPA including the right to a hearing, to give evidence, to know what the other side alleges, and to a decision with reasons should form part of the proceedings of the corporation.

20. Confidentiality

S.106 requires that matters coming to the knowledge of those who work for the Corporation shall be kept confidential from the public.

Part IX deals with matters of great interest to public health and safety; it is therefore important that matters coming before the corporation, with the exception of such things as trade secrets should be made available to the public and the requirement of confidentiality in s.106 should be deleted.

In conclusion, although we believe that some improvements can be made, we strongly support the immediate proclamation of Part IX of The Environmental Protection Act.



APPENDIX 'B'

Analysis of 1983 MOE Spills Statistics

Spills by Company Size - 1983

<u>Total</u>	<u>Large</u>	<u>Small</u>	<u>Ind.</u>	<u>Farm</u>	<u>Public</u>	<u>Ships</u>	<u>Unknown</u>
591	316	149	23	7	60	5	31
	54%	25%	4%	1.2%	10%	0.8%	5%

Definitions

Large (L) - includes companies that are known to be major corporations. Ontario Hydro is included as a large corporation.

Small (S) - includes companies that are not widely known or are local. Many of the entries under this heading include franchised service stations which have affiliations to large corporations.

Individuals(I) - includes homeowners, cottagers, automobile owners, as noted in the MOE Spill Reports.

Farm (F) - includes farm owners identified as spillers in MOE Spill Reports, spills involving implement dealers, fuel or fertilizer deliveries made by an agent are listed as small spillers.

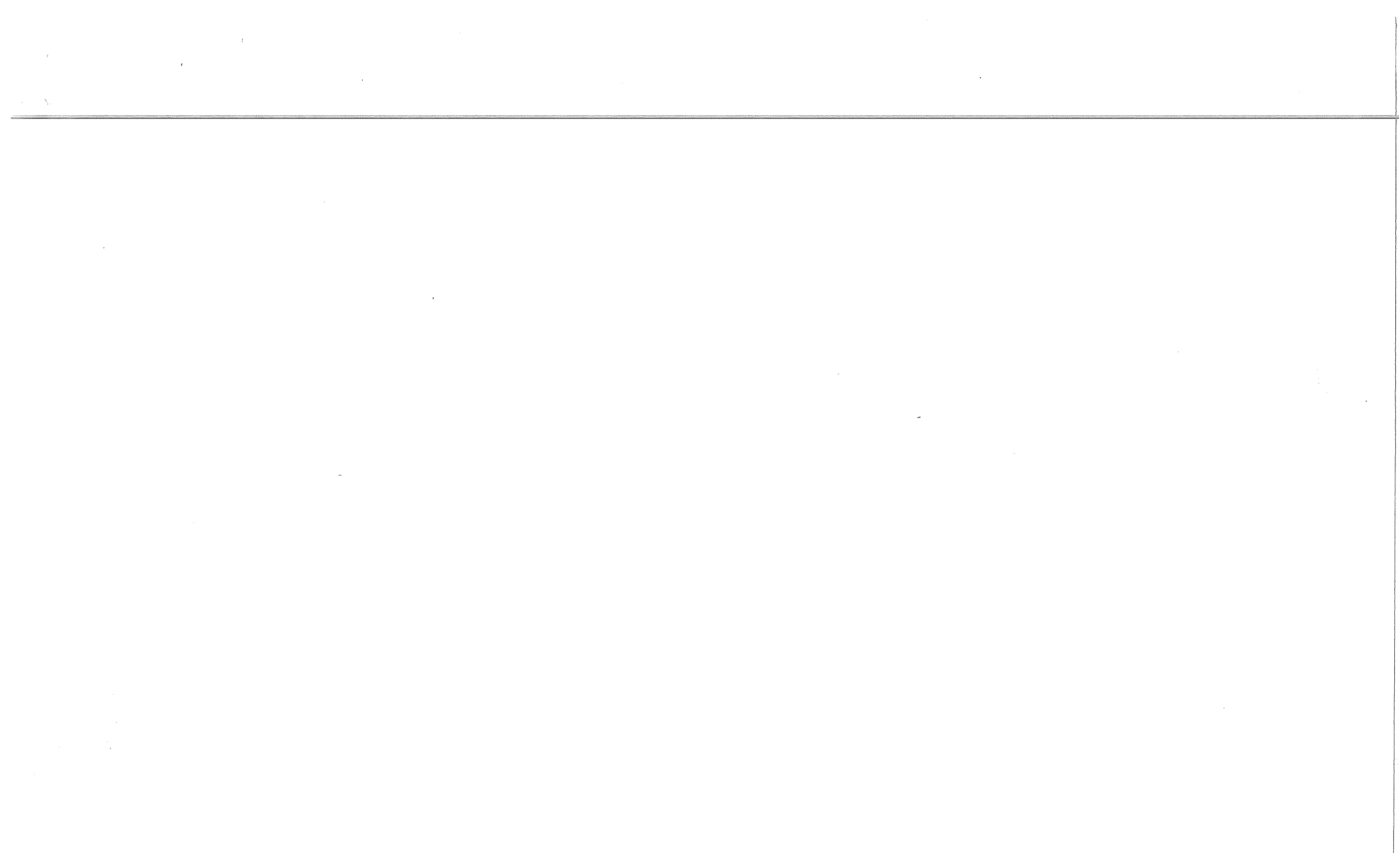
Public Body(PB)- includes municipalities, school boards, colleges, universities, hospitals and other institutions supported by public funds. The Separate School Board has been included in this category. Because of the revenues expended by these public bodies, they are considered large spillers - the difference being that they are supported by public funds.

Ship - includes vessels, barges, Great Lakes tankers. Generally does not include pleasure crafts.

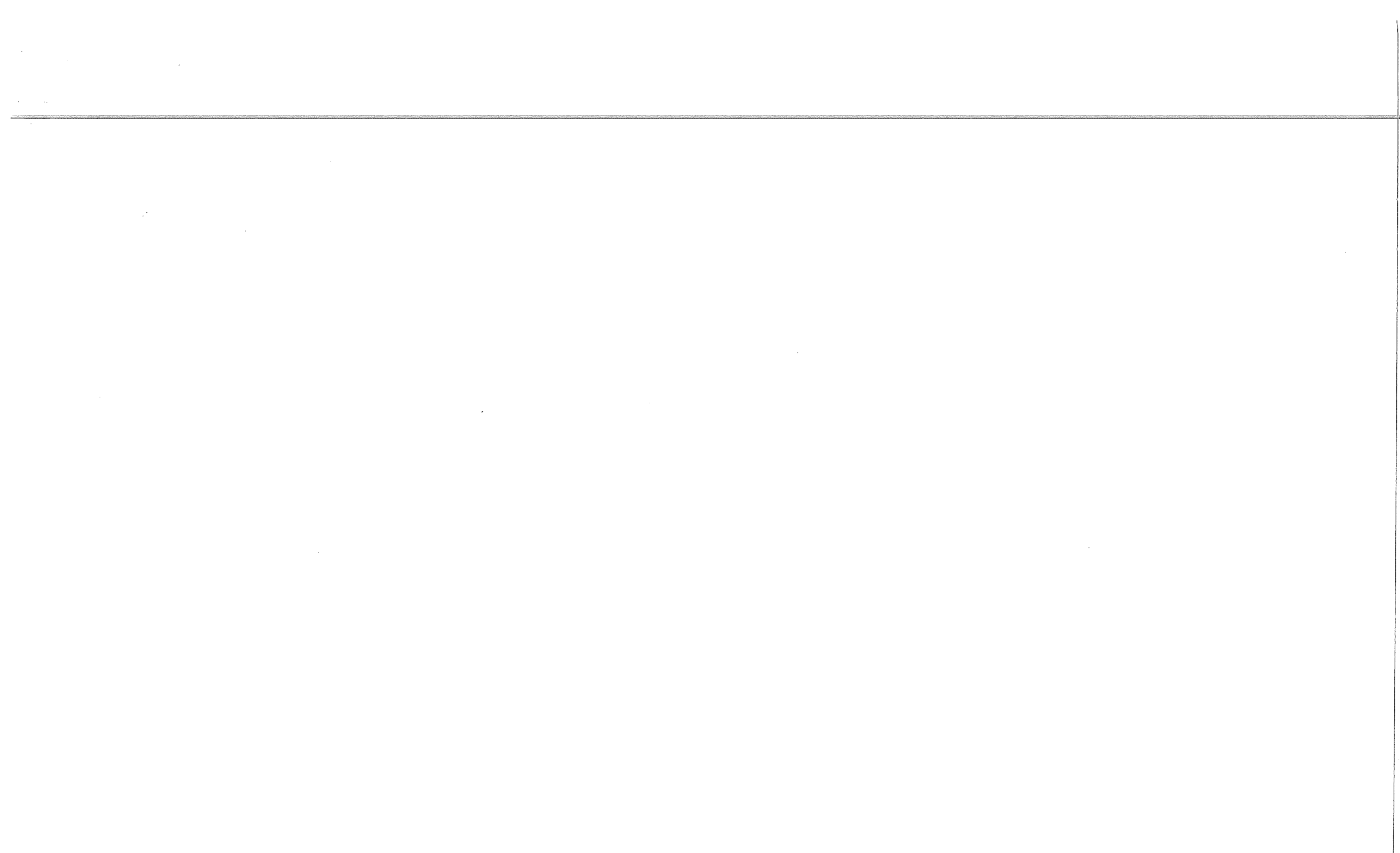
Unknown (U) - includes spills of unknown origins and also when the size cannot be determined by the MOE Spill Report.

The classification is by size of the spiller, not the size of the spill.

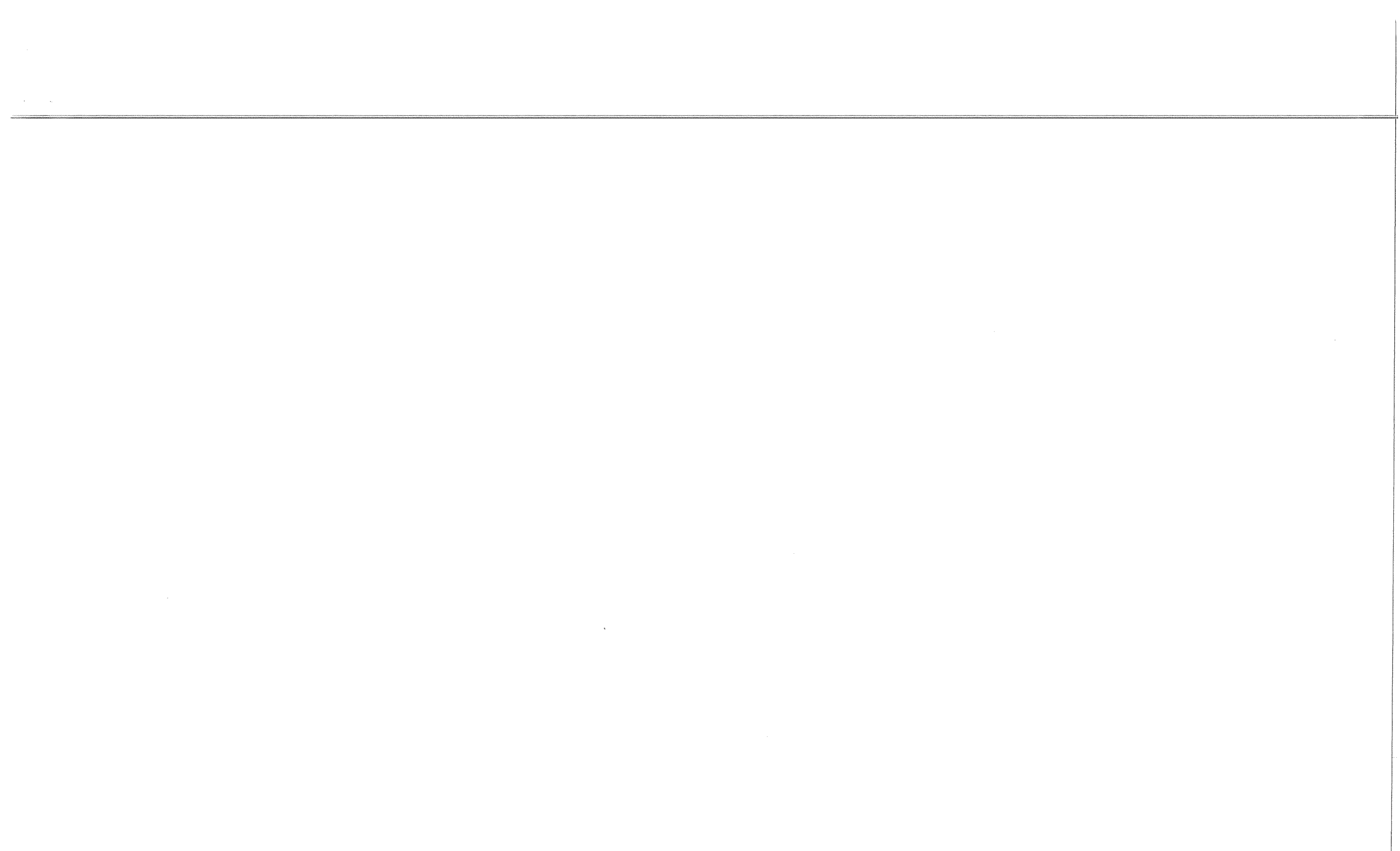
Compiled by Frank Giorno
CELA Research Director
August, 1985



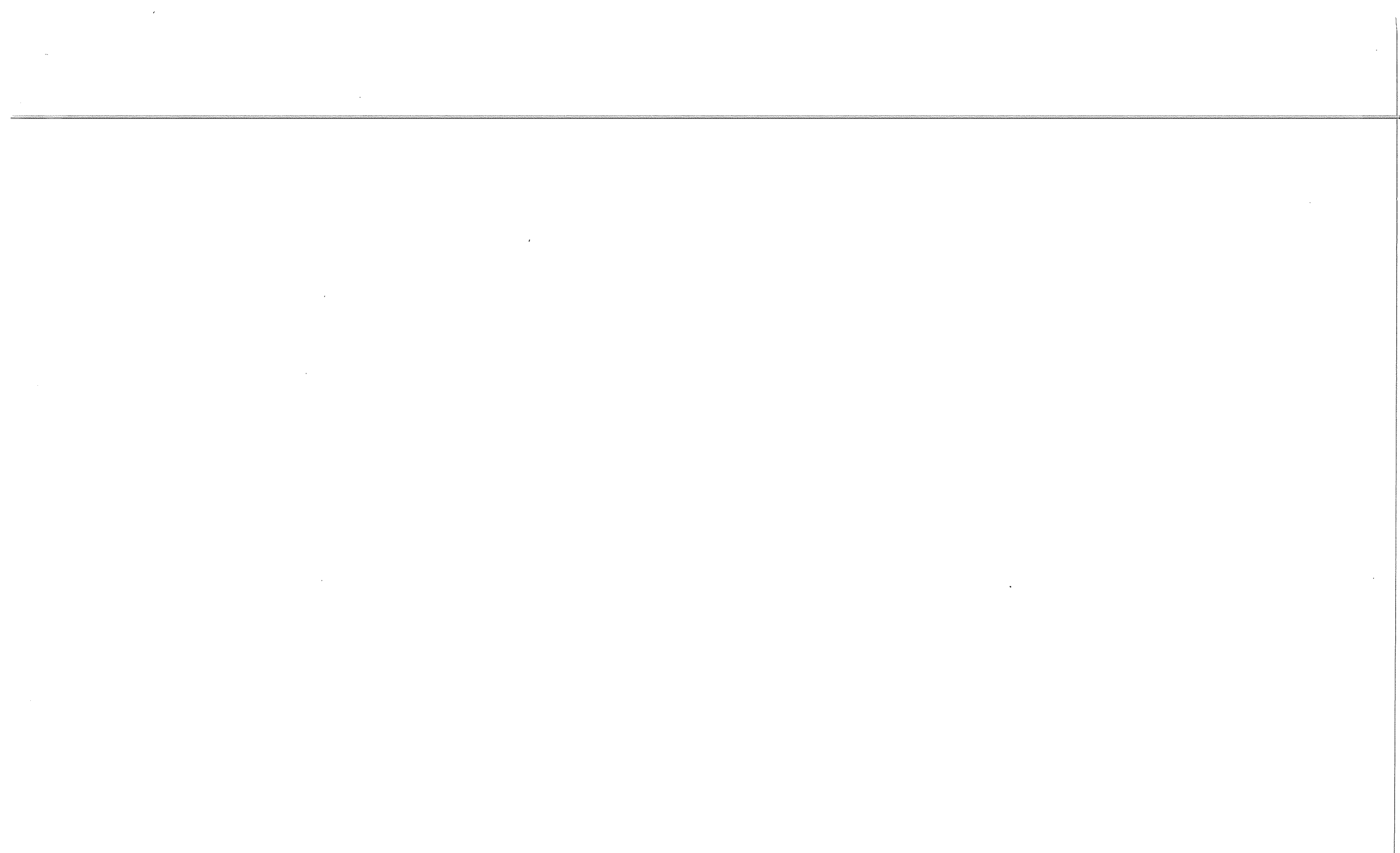
	COMPANY	DATE	SUBSTANCE SPILLED	COMMENTS	TYPE OF SPILLER	MOE-FILE
1.	POLYSAR LTD. Vidal St. Plant Sarnia	Reported: 12/9/83	100-200 kilo- grams of rubber and biox at plant feed stream	Surge to filtration unit resulted in a 30-40 min. bypass of filters. Discharged into St. Clair River. 80% of rubber recovered.	L	#83-589
2.	CNR Sarnia	12/14/83	10 gals. of Toluene	Spill contained to car, caused by splash from Monway cover. No clean-up.	L	#83-588
3.	ALGOMA: AS - GLASSBRENNER North Dock Sarnia		3 barrels of intermediate fuel oil (bunker C) while at iron ore carrier vessel	Fuel tank overfilled while scuppers were open.	S	#83-587
4.	CANADIAN LIQUID AIR LTD. (Hwy 401 west of Texaco Centre, Ingersoll)	11/29/83	Liquid oxygen from 2800 litres tank for 9 hrs.	Tank overturned on ice road. Highway closed for 9 hrs. by Beechville Fire Dept.	L	#83-584
5.	DONALD FREDERICK DUNN Midway Service Pt. Lot 6 Conc. 3 Delaware TWSP Middlesex County		Unknown quantity of gasoline caused by leaking gas pump because of valve failure due to equipment failure	2 nearby wells contaminated: Kibby-Thompson and D.F. Dunn.	S	#83-583



6.	SUNOCO SERVICE STN. 368 Lyndock St. Corunna	11/2/83	1-2 gals. oil from leaking container	Heavy rain at the time may have washed some oil into ground. The spill occurred during removal of a fuel tank.	S	#83-577
7.	UNIROYAL CHEMICAL LTD. Elmira-Woolwich	12/21/83	15 propyl alcohol: 50 gals.	Caused by an overflow when because of high level the substance burped out of a vent. Operator error. 3-5 gals. ran off into nearby creek.	L	#83-595
8.	CANADIAN VEGETABLE OIL Hamilton	?	10 gals of hydraulic oil	Valve failure due to equipment failure contained in yard. 100%	S	#83-593
9.	UNKNOWN	12/2/83	10 gals. of hydraulic oil	400' x 600' oil slick half mile east of entrance to Hamilton harbour. Coast Guard says no action will be taken. A vessel had apparently recently passed by.	Ship	#83-593
10.	GUARDSMEN TRANSPORT Puslinch at 401	11/22/83	140 gals. of diesel fuel	Truck blew a tire on Hwy. Guardsmen truck drove over the tire which ruptured fuel line. Fuel spilled on shoulder of the Hwy. 0% cleaned up, but diesel oil contained on sandy shoulder.	S	#83-572
11.	GULF OIL CANADA TORONTO 3985 Keel St.	12/10/83	5000 litres of stove oil	Valve failure due to equipment failure. Shut off level on loading arm jammed causing worker to attempt to fill another container causing spill when he couldn't control flow. Clean-up cost \$3200.	L	#83-597



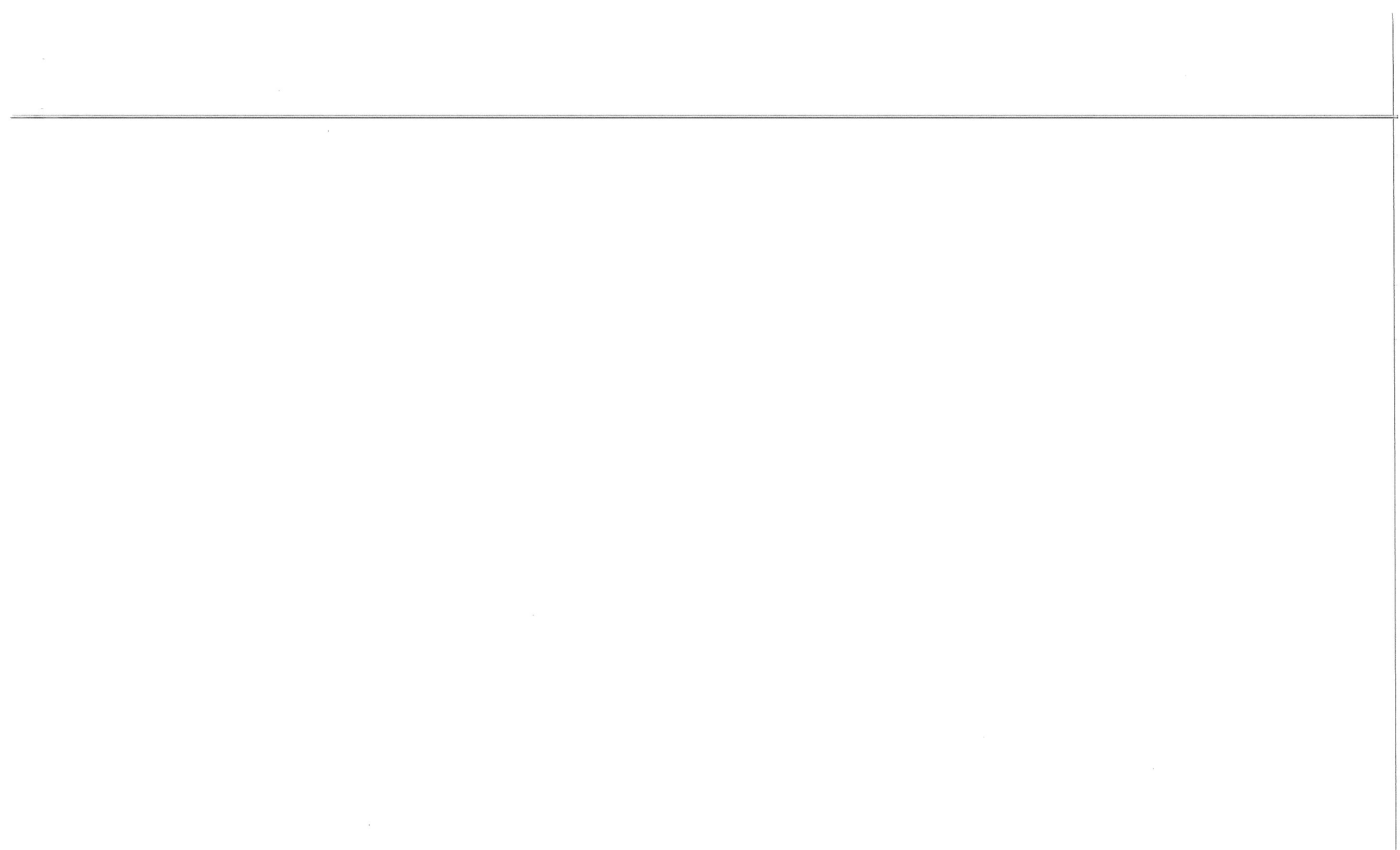
12.	UNION CARBIDE 150 Colborne St.E Lindsay	10/20/83	600 gals. ammonium sulphate solution over 2 hrs.	Overflow from dyke failure caused by equipment failure, high pit levels and a low berm. Water polluted in Sinister Creek (upstream: 20 ppm, point #1: 106 ppm, point #2: 20 ppm, point #3: 20 ppm).	L	#83-596
13.	WESTWAY FUELS 595 Speers Rd. Oakville	12/15/85	50-70 gals. house heating oil	Fuel delivery truck sprung a leak in area of pump below tank within chassis. Driver was making deliveries - oil leaked on .5 Km of road. Oil in one storm sewer. 99% cleared. No environmental impact.	S	#53-592
14.	SHELL CANADA 50 Commissioner Toronto	12/15/83	Recycled waste oil	Valve failure; outside staff failed to inspect pressure valve after modifying system. Canadian Oil was doing the modifications. 98% recovered; cost: \$1,000.	L	#83-591
15.	TRENT RUBBER SERVICES LTD. Lindsay	11/24/83	Clay/metallic soap of unknown quantity	Caused by overflow from tank directed to municipal storm sewer. Scugog River affected. No clean-up.	L	#83-590
16.	BELL CANADA Barrie (spill occurred in Innisfill Township)	11/27/83	14 litres hydraulic oil	Hydraulic oil pipe on boom truck ruptured. Training truck oil was spilled onto the roadside excavation. 100% clean-up.	L	#83-574



17.	UNKNOWN Hwy 401 and Connifton Rd. Barrie	12/17/83	Approx. 75 gals. of diesel fuel	A tractor with trailer and pup was exiting 401 and turned over, spilled load of corn and diesel. Mechanical failure on pup caused entire tractor rig to overturn on corner. Complete clean-up.	U	#83-594
18.	CANADIAN NATIONAL RAILWAY VIA Train 59 Lennox & Addington	12/2/83	500-600 gals. of diesel oil	A punctured fuel tank. Caused by unknown object on track. Minor amount may have gone to Napanee River. No clean-up.	L	#83-582
19.	HOMEOWNER Ottawa	11/23/83	900 litres #2 fuel oil	Oil tank located inside a garage upset when cement floor collapsed into a crawl space. 90% clean-up.	I	#83-581
20.	ONTARIO HYDRO Hawthorne T.S. Ottawa	11/22/83	8 litres of PCB capacitator fluid	Failed capacitator ruptured and leaked. 100% cleaned-up.	L	#83-580
21.	ROYAL BANK OF CANADA Navan	11/25/83	200 litres of #2 fuel oil	Copper fuel oil buried in concrete floor developed a leak due to corrosion. 50% cleaned-up.	L	#83-579
22.	G.S. CROSSMAN 36 Gulf St. Cornwall	11/21/83	160 litres of #2 heating oil	Home heating oil tank leaked onto ground on property, due to corrosion. No impact; only a dark spot under oil tank.	I	#83-578

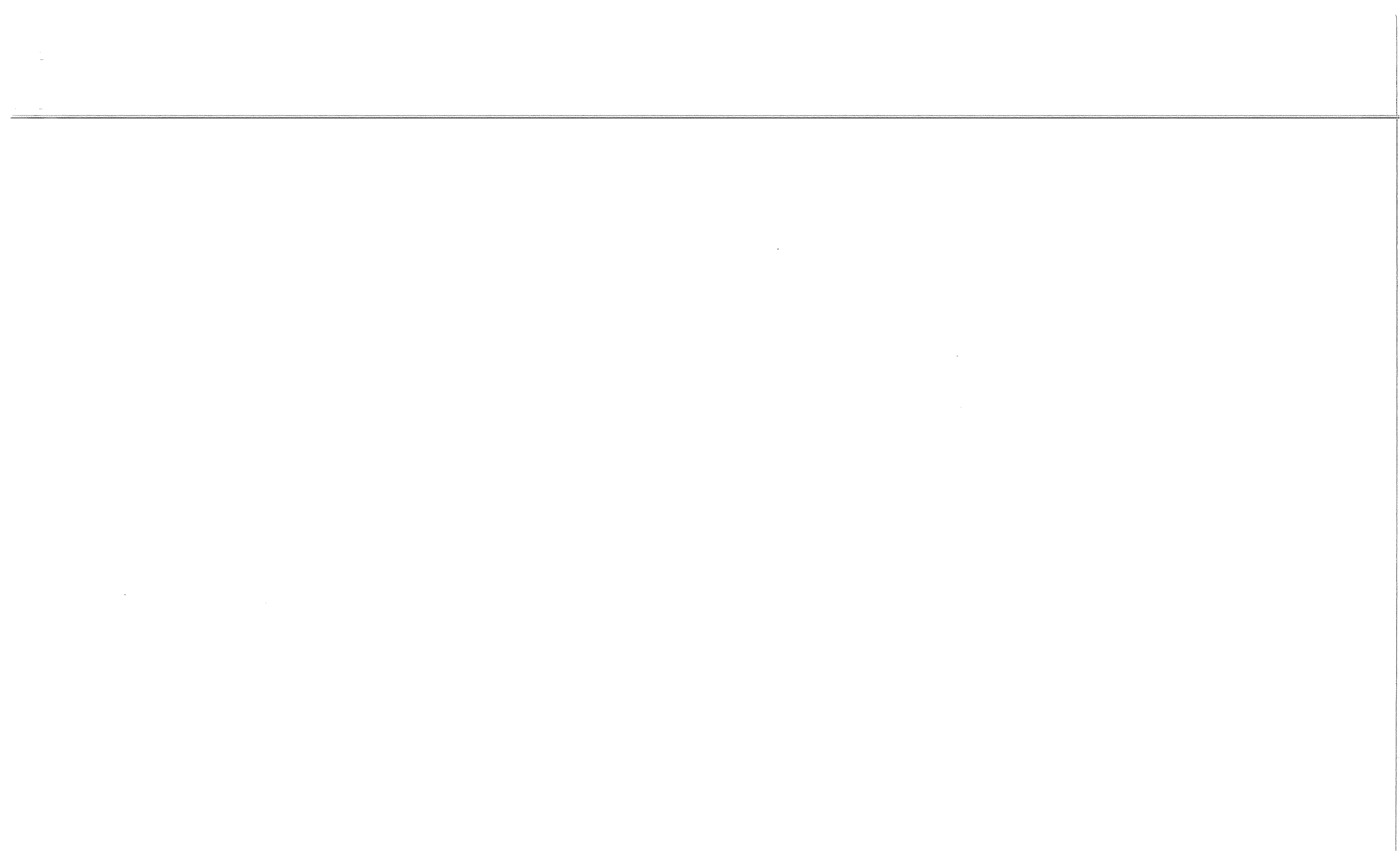
23.	IRVING OIL LTD. River Rd. Pembroke J. DASHNEY 400 Mackay St. Pembroke	11/11/83	80 litres of #2 furnace oil	Fitting on fill hose ruptured. Some oil spilled on lawn and shrubs. Property owner Dashley and Irwin Oil have agreed to repair lawn and shrubs. 50% cleaned-up.	L	#83-575
24.	A.B. MCLEANS 8 Brook St. Sault Ste Marie	12/4/83	1 litre of oil	Lost from tugboat bilge; 3m x 10m slick noticed but source unknown.	S	#83-598
25.	HOMEOWNER Centre Line Bruce Mines	12/5/83	Approx. 350 gals. home heating oil	Valve failure due to overstress or overpressure. Impact on Gordon Lake leak has been ongoing since last fillup.	S	#83-586
26.	COMMERICAL TRANSPORT LTD. (Northern) Lively, Ont. (Elliot Lake/Hwy 108)	11/29/83	4600 gals. of 93% H ₂ SO ₄	Crash due to icy roads. Trailer separated from tractor, overturned while going around curve. Buckles Creek at Nordic Lake affected. MNR directed Rio Algom load of lime-slurry (9 loads/3000 gals.) be dumped into Creek. No possibility of containing spill (road bed made of rock). The single largest spill of sulphuric acid in Elliot Lake.	L	#83-585
27.	ALGOMA STEEL A.S.C. Sault Ste Marie	11/24/83	410,000 Imperial gals. De-phono- lized liquor from tank leak	Due to corrosion. St. Mary's River impacted. Algoma's NH ₃ stillls were shutdown.	L	#83-573

28.	DOW CHEMICAL Vidal St. Sarnia	11/23/85	3000 lbs. of anhydrous ammonia in approx. 2 mins.	Valve failure due to equipment failure. 11 workers at Polysar down wind of DOW affected by release.	L	#83-565
29.	POLYSAR Vidal St. Sarnia	11/20/83	100 gals. of benzene over 50 hrs.	Leaked from a corroded pipe into Vidal St. storm sewer.	L	#83-564
30.	ESSO CHEMICAL Vidal St. Sarnia	11/19/83	50,000 lbs of vinyl chloride monomer in 3 hrs.	Power failure at PVC plant resulted in release of VCM to atmosphere from 12 reactors.	L	#83-563
31.	UNKNOWN London (near Cornish Ave) Reported by Brian Goven	8/27/83	Diesel fuel (unknown quantity)	Suspect craft overfilling tank at Kettle Creek.		#83-552
32.	CABOT CARBON OF CANADA LTD. Sarnia	11/17/83	Carbon black slurry (2-3 lbs powder)	50% cleaned-up.	L	#83-551
33.	INDEPENDENT TANK CLEANING CO. Plank Rd. Sarnia	11/1/83	100 gals. mixture of spent soap solution and oil	Overflow due to operator error. 90% cleaned-up.	S	#83-549
34.	IMPERIAL OIL Butch Grenon, Bulk Dealer Rockford, Ont. THOM THOMSON MEMORIAL GALLERY 840-1st Ave. W. Owen Sound	11/3/83	250 Imperial gals. of oil	During road construction in vicinity, equipment hit service line from tank to furnace. 100% cleaned-up.	L	#83-548

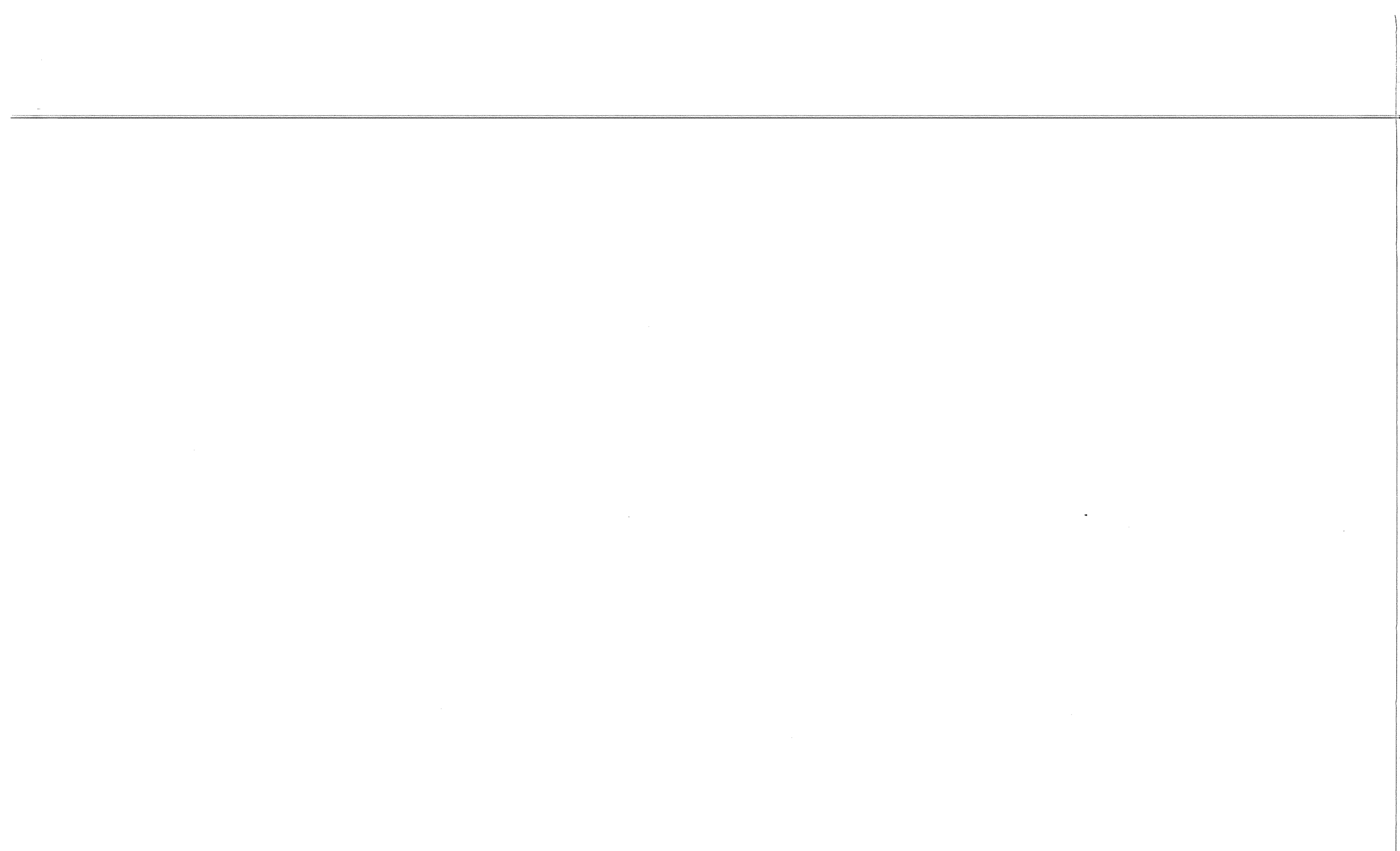


35.	STERLING FUELS Clinton	10/19/83	100 gals. of furnace oil	Truck filling underground storage tank overfilled. Baysfield River affected.	S	#83-518
36.	JOHN DEERE WELLAND WORKS Welland	11/18/83	Approx. 20 gals. #2fuel oil	Overflow/human error spilled into storm sewer system into Old Welland River. 90% cleaned-up.	L	#83-556
37.	INCO Port Colborne	11/16/83	Unknown quantity of #6 fuel oil into a swamp leading to Lake Erie	Clean-up continuing.	L	#83-555
38.	GRAND RIVER CONSERVATION AUTHORITY	11/8/83	270 gals. of gasoline	Unknown person cracked valve on elevated 300 gal. gasoline tank. 30-50% cleaned-up.	PB	#83-547
39.	ATLAS STEEL CO. Welland	11/8/83	Acid solution: 14% nitric, 2% hydrofluoric into Welland River	Tank leak.	L	#83-546
40.	CNR Hamilton Stuart St. Yard	10/11/83	Propane ACFX leaking	Leaking dome.	L	#83-533
41.	CNR Hamilton Yard		Butane	Bolts on runway cover were loose.	L	#83-525
42.	PRIVATE AUTOMOBILE Stoney Creek (King St. & Walker)	10/31/83	15 gals. discharged	Rear end collision. 100% cleaned-up.	I	#83-520

43.	LEVER BROS. Detergent 1 Sunlight Park Toronto	11/25/83	45 gals. of Wisk detergent	Transport truck ran into 45 gals. drain. Staff flushed soap with water. Into Don River.	L	#83-569
44.	COLGATE PALMOLIVE 64 Colgate Ave. Toronto	11/23/83	1500 lbs. Silex from pipe leak	Equipment failure. 75% cleaned-up.	L	#83-568
45.	PETRO CAN STN. Hwy 7 & 10 Brampton	11/22/83	Gasoline	Operator error allowing overflow of underground tank. 100% cleaned-up.	L	#83-562
46.	COTTAGER Oro Township	11/17/83	45 gals. of furnace oil	Drum knocked over during storm. Cottage oil storage tank overfilled, discharged to floor, pumped into tank outside, at night. Told to remove soil.	I	#83-558
47.	GABRIEL SHOCK ABSORBERS 3560 Lakeshore Blvd. W. Toronto	11/15/83	10 gals. of detergent	Leakage from storage tank.	L	#83-557
48.	WEAVER LIQUIFUELS 30 Ashwarren Rd.	4/26/83	150-200 litres of diesel fuel	Customer overfilled tank.	L	#83-553
49.	VICTORIA GED-GIRON Cuban vessel Toronto harbour	11/10/83	200 gals. of bunker C oil at Redpath Sugar	Overflow when operator fell asleep while transferring fuel on board. 90% cleaned-up.	Ship	#83-544
50.	TEXAS INSTRUMENTS Richmond Hill	10/17/83	1,1,1, Trichlorethane; approx. 100 gals.	Leak from a partially buried 600 gals. steek tank. Soil to be removed; tank removed and scrapped.	L	#83-543



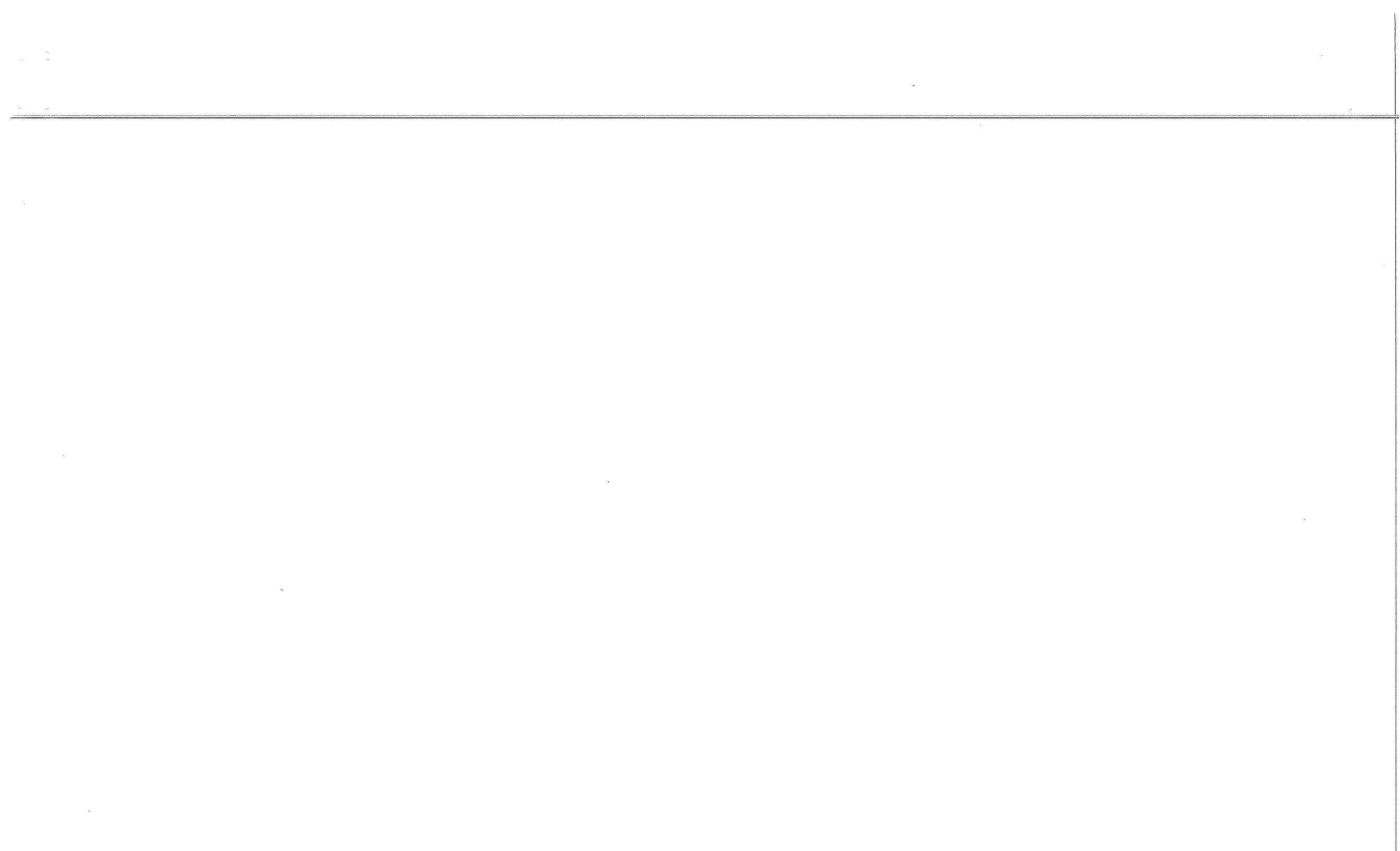
51.	ELDORADO Port Hope	11/7/83	Slightly radioactive uranium discharged into Port Hope harbour (approx. 150 gals.)	Uranium and fluorides solution became mixed with cooling wire because a piece of equipment was corroded. (See Nov. 7-8/83 Port Hope <u>Evening Guide</u>)	L	#83-538
52.	PROLINE PACKAGING 1406 Martin Grove Rd. Toronto	10/28/83	15 gals. of toilet bowl cleaner: 23% hydrochloric acid	Hose pumping material from outdoor storage tank fell into outdoor storage tank onto ground in dyked area. 100% diluted and neutralized.	S	#83-537
53.	MG BARNEY TRANSPORT Hagersville	10/27/83	50 gals. of diesel fuel into Falcon Creek, Hwy 403 near Waterdown Rd.	Saddle tank damaged when truck overturn.	S	#83-534
54.	CNR MacMillan Yard	10/7/83	30 gals. Varsol	(Esso chemical) spill caused during transfer to tank trailer when operator left scene.	L	#83-532
55.	CNR Macmillan Yard	9/14/83	Styrene monomer	Vapour leak.	L	#83-530
56.	CNR MacMillan Yard	9/14/83	Vinyl chloride	Leak from the bottom of the tank car.	L	#83-529
57.	CNR MacMillan Yard	8/24/83	Chlorine gas	Vapour leaking past safety release valve.	L	#83-528
58.	CNR MacMillan Yard	8/24/83	Nitric acid from Car No. UTLX 86047	Kink in gasket, pressure released.	L	#83-527



59.	CNR Snider West Halton Subdivision Mile 1.2	7/22/83	Diesel fuel	Tank ruptured by unknown object.	L	#83-524
60.	CNR MacMillan Yard	8/14/83	Nitric acid	Leak at base of valve.	L	#83-523
61.	CNR MacMillan Yard	8/13/83	Muratic acid	Leak from dome car.	L	#83-522
62.	TEXACO GAS STATION Mississauga Rd. & Lakeshore Rd. Mississauga	10/27/83	2 gals. fuel oil	Damage to equipment resulting in pipe leak.	S	#83-521
63.	VICTORY SOYA MILLS 333 Lakeshore Blvd. E. Toronto	10/27/83	4-5 gals. soap stock vegetable oil - sodium hydroxide	Hose flipped out of tank.	L	#83-519
64.	DOMTAR FINE PAPERS Cornwall	11/12/83	Bunker C oil, 900 litres in 90 mins.	Operator left valve open. St. Lawrence River. 98% cleaned-up.	L	#83-566
65.	H.G. MCFARLANE CONSTRUCTION Nepean	10/28/83	Diesel fuel, volume unknown	Leak due to corrosion caused by housekeeping practices. Above-ground tank corroded.	S	#83-554
66.	BCL OF CANADA LTD. Cornwall	11/4/83	Polyethylene glycol, 800 L/2 mins.	Pipe leak due to error when a contractor accidentally broke glycol line. St. Lawrence River. 0% cleaned-up.	L	#83-542



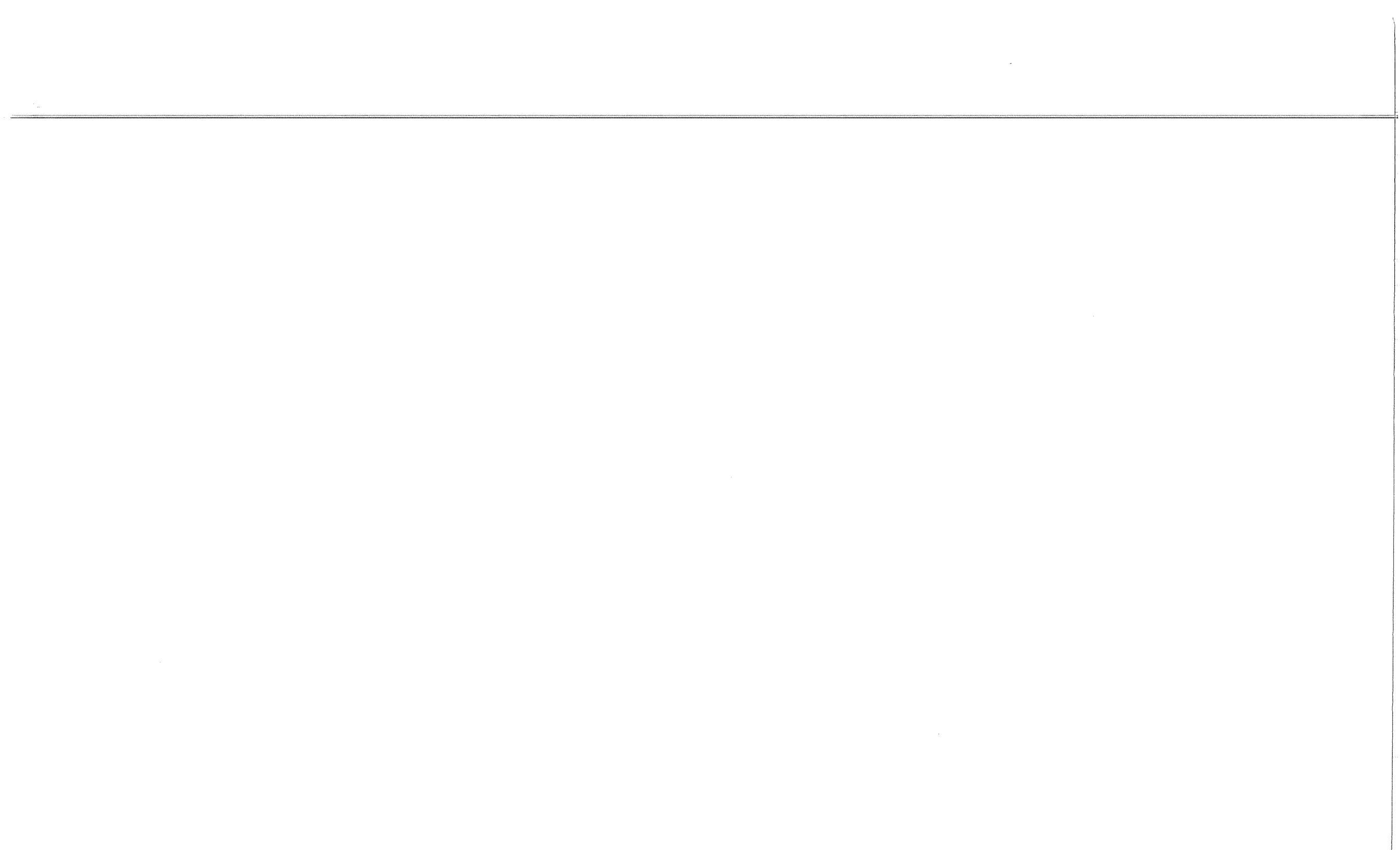
67.	BCL OF CANADA LTD. Cornwall	10/31/83		Overflow caused by equipment failure.	L	#83-541
68.	IROQUOIS CHEMICALS Cornwall	10/31/83	Heat exchange fluid, 900 L/1 min.	Discharge due to equipment failure.	L	#83-540
69.	RIO ALGOM LTD. Quirk Mill	11/25/83	Acidic mine water - 20-30 gals./min., amount unlimited	Water was noticed coming out of an earthen tank between the mill and the Backville plant. Amount of clean-up not known.	L	#83-571
70.	RIO ALGOM LTD. Panel Mill	11/28/83	Ground uranium ore slurry, 1-2 tons	Pipe leak due to material failure. The slurry was released into Quirke Lake.	L	#83-570
71.	ELDORADO Blind River	10/14/83	5.6 litres of nitric acid	Discharge from a tanker. Spill described as negligible and totally insignificant.	L	#83-567
72.	FALCONBRIDGE LTD. Sudbury	11/23/83	2 tons of pyrrhohte slurry	The slurry normally gets mixed with tailings and goes to tailings pond; a backup of slurry water occurred and overflowed to storm water drain system.	L	#83-561



73.	INCO Copper Cliff	11/21/83	Tailings seepage; quantity unknown	Junction Creek affected.	L	#83-560
74.	THE WAFERBOARD CORPORATION Timmins	9/2/83	Approx. 5500 litres of heating oil	Discharged when a pressure valve was released (reason unknown). The following costs were absorbed by Waferboard Corp.: est. loss of oil, 15,000 L - \$15,000; downtime on 3 lines, w.b. 4 hrs. x 2000 - \$8000, h.d. 5.5 hrs. x 300 - \$1650, t.b. 5 hrs x 2000 - \$10,000; cost of clean-up \$10,000; <u>breakdown of cost of clean-up: rental of pumps and hose - \$950; foam to soak up oil - \$400; labour, 365 hrs x 15 - \$5475; supervision, 68 hrs x 20 - \$1360; total spent on losses and clean-up - \$42,835.</u>	L	#83-559
75.	INCO Sudbury	11/15/83	NiSO ₄ , H ₂ SO ₄ , H ₂ O	Discharge caused by a pipe leak.	L	#83-550



76.	ABITIBI - PRICE	11/7/83	Ash	Boilerhouse blowdown of ash. The problem of ash silo dumping at Abitibi's boilerhouse has annoyed area residents for years, but this is the first complaint.	L	#83-539
77.	ONTARIO HYDRO Parry Sound	10/31/83	Max. 422 gals. (1918 L) gasoline	Spill happened when vandals broke lock on gasoline pump and left it running. About 80% recovered.	L	#83-536
78.	TOWN OF ELLIOT LAKE	11/1/83	150 gals. of diesel fuel	Town of Elliot Lake responsible for spilling fuel from a pipe leak due to equipment failure. About 90% recovered.	L	#83-535
79.	INCO Sudbury	10/29/83	Tailings slurry	Released because of pipe leak (reason unknown).	L	#83-517
80.	CNR Armstrong Yards	8/17/83	Diesel oil	Spilled when a drain valve fell off a fuel tank.	L	#83-526
81.	CNR Sarnia	10/3/83	250 gals. of diesel fuel	Leaked during a derailment thought to have been caused by vandalism at a switching. 150 gals. (60%) of spilled material recovered.	L	#83-505
82.	POLYSAR LTD. Sarnia	10/18/83	Waste oil (main component of Isobutylene Dimer); amount undetermined	Overflow due to a power failure. Following power failure, a sudden surge of waterflow occurred in a gravity oil-water separator resulting in the loss of oil, to St. Clair River, during plant start-up. 5 barrels recovered.	L	#83-504

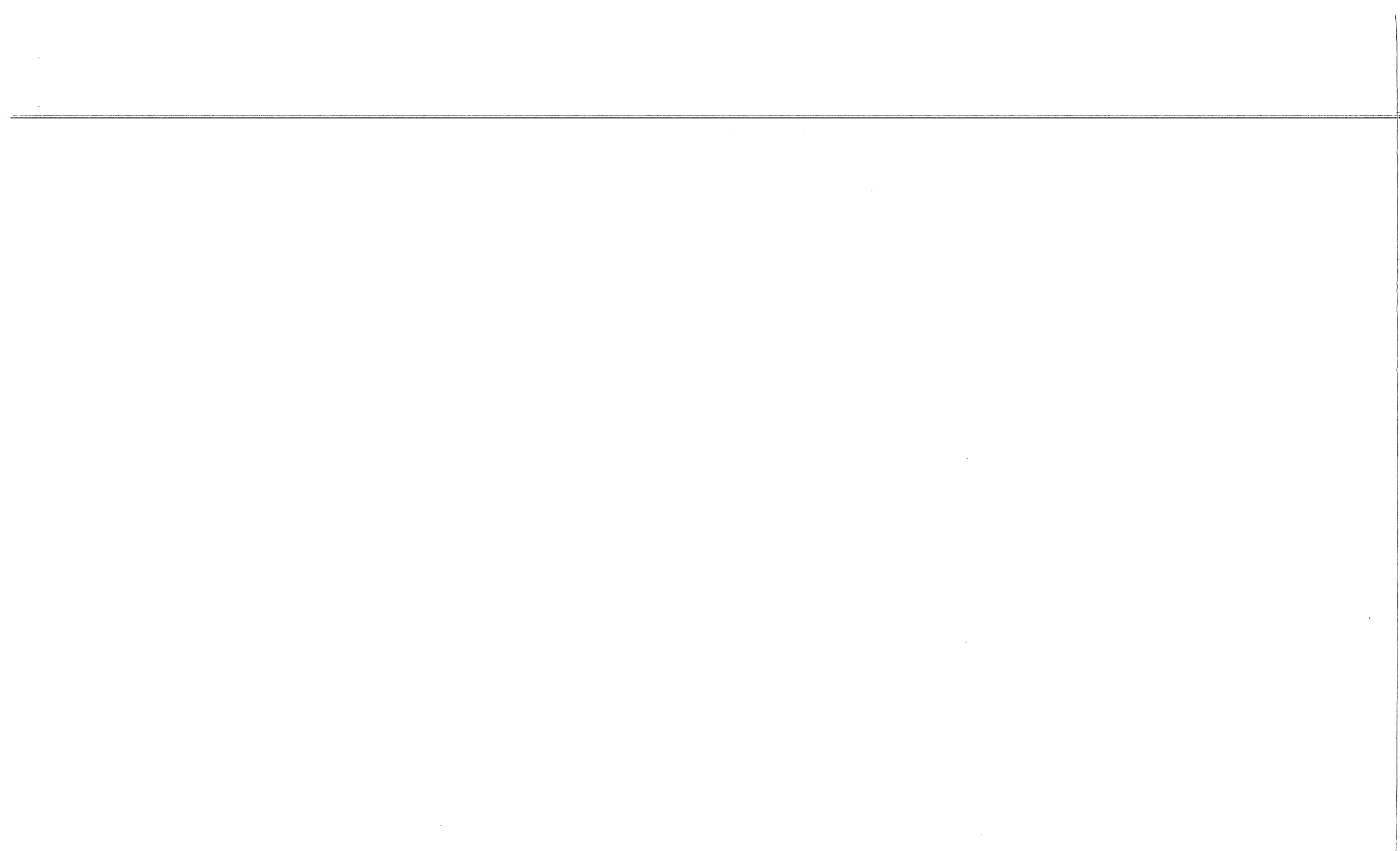


83.	UNKNOWN Hwy 4/Talbot Rd. Inlanda	9/29/83	Material and quantity not known	Cause and reason not known. It was reported by resident that the spill was in front of home and material was flowing down the street and was very odorous, likening the odour to manure.	L	#83-501
84.	GULF OIL STATION Goderich St. Seaforth	9/7/83	2000 L of gasoline	Pipe leak when a break occurred in the elbow between tank and pipe.	L	#83-500
85.	UNKNOWN Silage Heap County Rd. 42 Maidstone Township	10/6/83		Some fish kills have been observed in the Puce River. The suspect silage appears to be on the East Puce Rd. Farm.	F	#83-479
86.	INDUSTRIAL CHEMICAL CLEANING CO. Sarnia	8/28/83	Approx. 10-15 gals. of HCL 32% solution	Leaked due to valve failure caused by corrosion.	S	#83-478
87.	LEGRAND CARGO LINES 452 Southdown Rd. Mississauga	10/5/83	Liquid fat used as feed supplement; 500 gals.	Pipe leak due to equipment failure. Occurred in Woodstock.	S	#83-476
88.	LAILAW TRANSPORT LTD. Hamilton	9/30/83	Approx. 8000 lbs of burnt lime	Spill occurred near Blenheim near Oxford County. Truck overturned due to driver error. Approx. 100% recovered.	L	#83-475
89.	ONTARIO HYDRO Douglas Point Reactor	9/5/83	Heavy water		L	#83-464

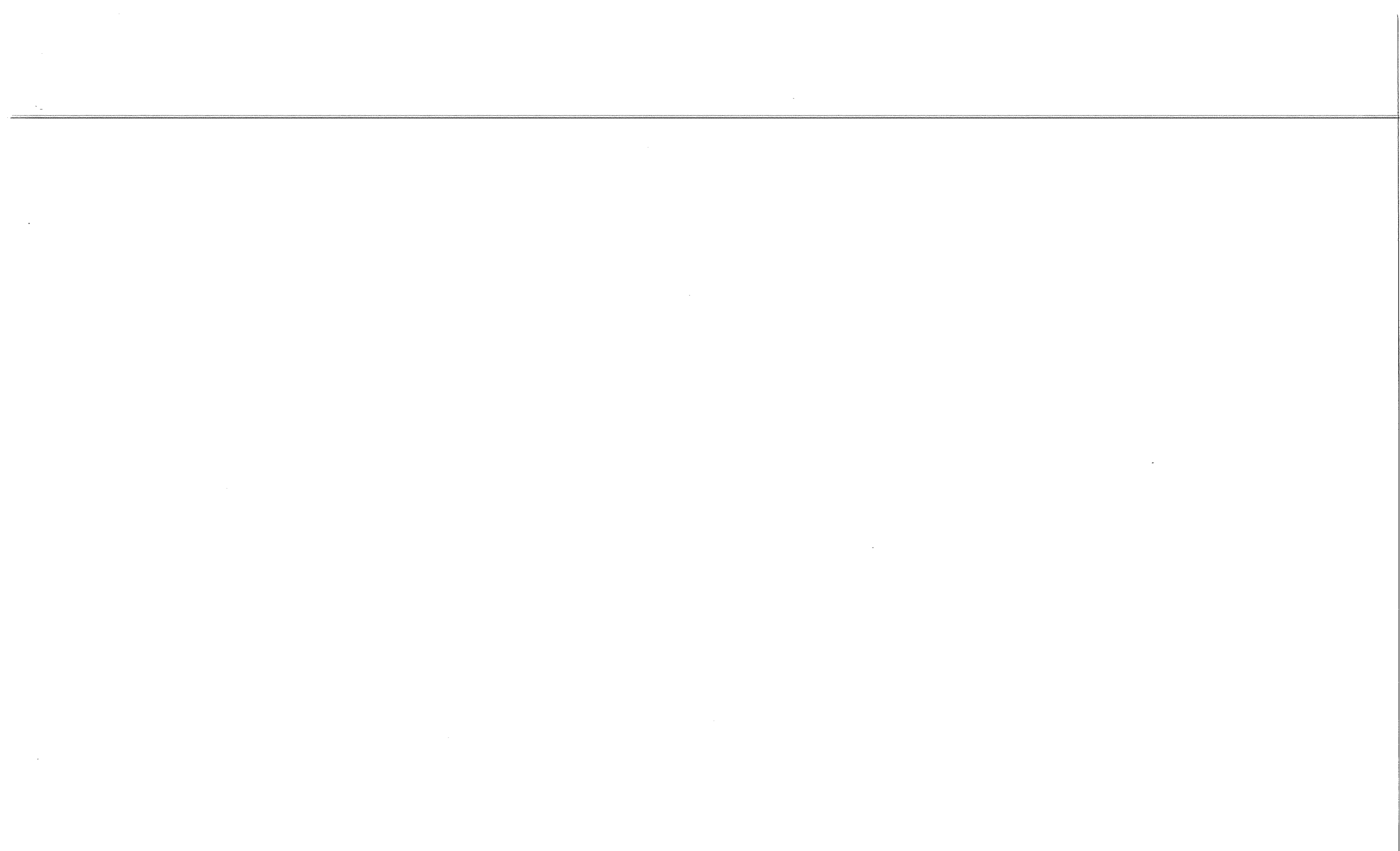
90.	ROBBINS FUEL 803 Canboro Rd. Pelham	10/24/83	Approx. 30-50 gals. of #2 furnace oil	Leaked because of overstress on a hose causing pipe leak.	S	#83-513
91.	ATLAS STEEL Welland	10/13/83	Approx. 200 gals. of HCL	Spilled from an overflow caused by operator error. The acid was absorbed by soda ash from the company. Approx. 100% recovered.	L	#83-512
92.	CYANAMID CANADA	10/16/83	Approx. 5 tons of ammonium nitrate	Spilled when a holding tank overflowed due to operator error. The material flowed into Miller's Creek.	L	#83-508
93.	MCGRATH TRANSPORT LTD. Mississauga	10/6/83	Approx. 5 gal. drum of substance known as Supercarb-off	Spill occurred in Hamilton. Truck involved in a collision. Supercarb-off is composed of 30% Phenolic derivatives, 50% chlorinated hydrocarbons and 30% water.	L	#83-502
94.	PRIVATE FARM Township of Norfolk	9/29/83	Approx. 175 gals. of gasoline	Tank leak due to vandalism. Vandals pushed a tank of gasoline into a farm pond.	F	#83-494
95.	STELCO PARKDALE WORKS Hamilton	10/3/83	Approx. 300 gals. of spent hydrochloric acid	Emitted when a contractor was pumping out spent acid to take to the main plant for reclamation. The wind blew a boom with hose out of tanker manhole and acid spilled on ground.	L	#83-481

96.	CYANAMID CANADA	9/26/83	Sulphuric acid overflowing approx. 80 tonnes of Alynol 280; 28% nitrogen liquid fertilizer	Cause of spill was operator error.	L	#83-480
97.	MYERS TRANSPORT Lindsay	10/4/84	30 Imperial gals. of red pigment	Container upset in truck. Some of the material was leaking into the Scugog River. Approx. 50% recovered.	S	#83-516
98.	GOODERHAM AND WORTS Toronto	10/19/83	Unknown quantity of molasses	Leak into Lake Ontario when sanitary sewer blockage and molasses flowed into storm sewer. None of the molasses was recovered.	L	#83-514
99.	CNR Barrie	10/13/83	Approx. 575 gals. of diesel fuel	Leaked when crash occurred due to operator error. A Township of Essa Works Dept. dump truck hauling sand collided with a CNR engine. 75% not recovered.	L	#83-503
100.	HOMEOWNER Pefferlaw	10/12/83	Approx. 75 gals. of fuel oil	Spilled when valve failed due to material failure. Bottom of valve on a 400 gal. homeoil heating system broke off. Approx. 90% cleaned-up. Owner absorbed cost and spent approx. \$900 on clean-up.	I	#83-495

101.	SUN CANADIAN PIPE LINE CO. LTD. Waterdown	9/23/83	Approx. 500 gals. of gasoline	Spilled when leak developed in a pipe line during removal of product with nitrogen pressurizer. There may also have been some corrosion. 99% cleaned up.	L	#83-485
102.	COOPER DAIRY Peterborough	9/19/83	Approx. 35 gals. of gasoline	Discharged when a diesel fuel tank mistakenly was filled with gasoline. Driver then drained the gasoline on the ground, realized the error and tried to wash down the gasoline off the gravel yard.	S	#83-484
103.	FLEMINGTON RECREATIONAL CENTRE	10/7/83	1 lb. of chlorine	Leak caused by a valve during changing of chlorine cylinders.	S	#83-483
104.	LEVER DETERGENTS Toronto	9/28/83	Approx. 300-500 gals. of tallow	Released because of valve failure due to material failure. Material was emitted into the Don River.	L	#83-482



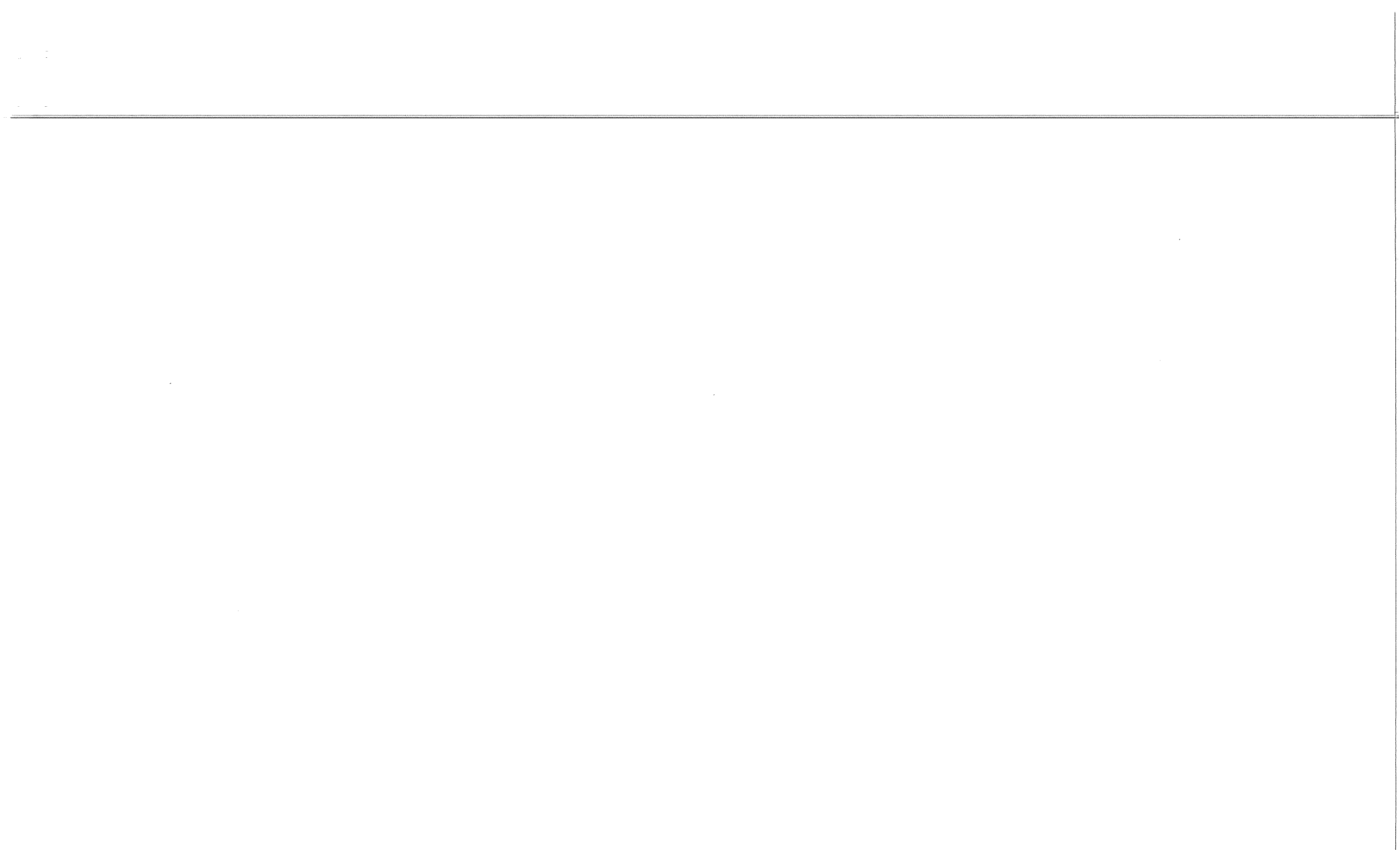
105.	UNKNOWN Steeles & Keele Toronto	10/23/83	Calcium Hypochloride	Spilled during a road accident at intersection of Steeles Ave. and Keele St. A drum containing calcium hypochlorided fell off an unidentified truck; subsequently the drum was bumped by Firth Brown Stainless Steel Ltd., causing a small fire which the driver put out.		#83-466
106.	QUALITY LANDSCAPE TRUCK Midland	9/30/83	Herbicide Kelox	A spray tank containing the herbicide Killex slipped from the rear of a Quality Landscape truck onto a city street.	S	#83-465
107.	DOMTAR FINE PAPERS Cornwall	10/7/83	450 L Bunker C oil	Spill was caused by a pipe leak due to equipment failure. A line from the storage tank to the recovery furnace sprung a leak. A small amount escaped into the St. Lawrence River. Approx. 90% recovered.	L	#83-515
108.	ONTARIO HYDRO Hawthorne Transformer Station Ottawa	10/7/83	8 L of PCB (pyranol)	Spill occurred when one capacitor in a 115 kilovolt capacitor bank exploded. All contaminated gravel was drummed in steel drums along with clean-up materials. 100% recovered.	L	#83-506



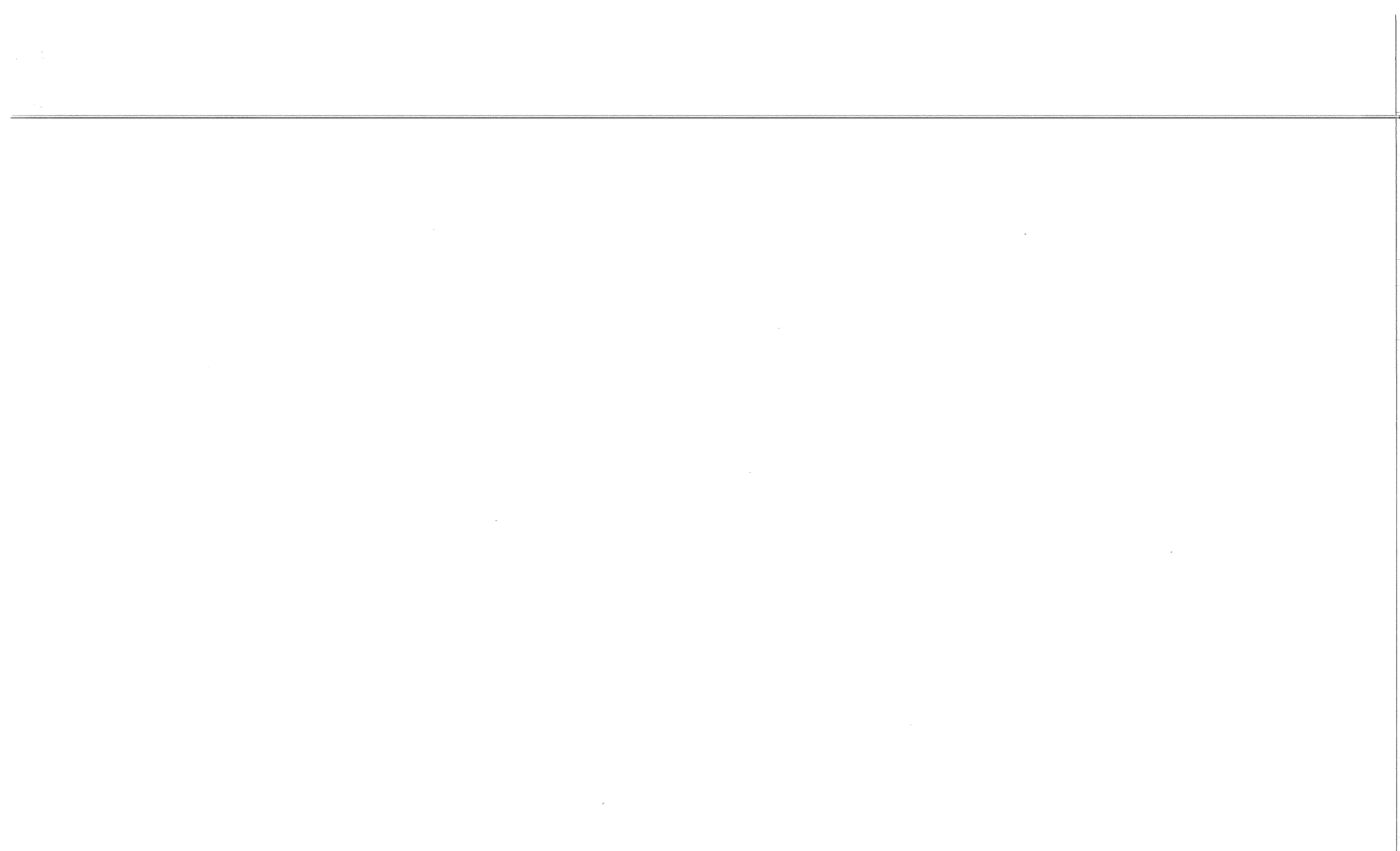
109.	MINISTRY OF TRANSPORT AND COMMUNICATION WEIGH STATION Lancaster (near Cornwall)	9/15/83	Bill of lading indicated that a tractor trailer stopped at a MTC weigh station was carrying sodium hydroxide, sodium hydrosulphate, hydrogen peroxide and glacial acetic acid	Trailer was not placarded properly. It was determined that only a small leak had occurred, possibly around a bung on the large acetic acid containers. Prior to entering the trailer the OPP was requested to advise occupants of two nearby residences along the service road to be prepared to leave in the event of a leak or fire in the truck. The owner of the company is identified only as Gibraco. This incident could easily have been a disaster. If a road accident had occurred the mixing of the hydrosulphate and the acid could have resulted in an explosion and fire which could have ruptured the other containers of hydrogen peroxide or sodium hydroxide.	S	#83-467
110.	ROYAL PAVING Hamlet of Serpent River	8/17/83	Approx. 500 or more (poss. up to 2000) gals. of oil used in covering shoulders of highway	The reason for the spill was the truck carrying the material overturned due either to error or intent. The cargo itself did not spill, only crank case and transmission oil when the driver of the truck misjudged the turn. Apparently 100% was recovered.	S	#83-511
111.	INCO LTD. Sudbury	8/14/83	Tailings, unknown quantity		L	#83-510

112.	REGIONAL MUNICIPALITY OF SUDBURY	8/12/83	Unknown quantity of chlorinated sewage	There was an overflow caused by a pump failure which led to a panel blowing up. The chlorinated effluence was released into the Wahimpitoe River.	PB	#83-509
113.	INCO LTD. Sudbury	10/12/83	Approx. 2 gals. of transformer oil	About 2 gals. of transformer oil on a flatbed truck were spilled. Unknown reason and cause.	L	#83-507
114.	SUDBURY SEWAGE TREATMENT PLANT	10/17/83	Raw sewage	Raw sewage was emitted by the overflow during a storm and flood. Some of the material was emitted into Kelly Lake. As part of the clean-up the raw sewage is being chlorinated.	PB	#83-499
115.	CONNISTON SEWAGE TREATMENT PLANT	10/13/83	Approx. 150,000 gals. of raw sewage	Caused by an overflow due to a storm or flood. Chlorination is being added to the sewage.	PB	#83-498
116.	SUDBURY SEWAGE TREATMENT PLANT Sudbury	10/13/83	Raw sewage	Spill occurred due to overflow during a storm or flood. Raw sewage is being chorinated.	PB	#83-497
117.	E.B. EDDY Espanola	10/5/83	Diesel fuel, amount unknown	Spill caused by leaking storage tanks. No clean-up attempted.	L	#83-496
118.	INDIVIDUAL Timmins	10/30/83	2 gals. of fuel oil	Spill caused by a discharge caused by operator error. Fuel oil was spilled and discharged to the ground and ran onto his neighbour's lawn.	I	#83-493
119.	UNDISCLOSED INDIVIDUALS Porcupine Lake near Timmins	6/21/83	Unknown quantities of septic tank waste	Emissions were either from an defective or an unapproved septic disposal system.	I	#83-492

120.	ABITIBI-PRICE Smooth Rock Falls	6/12/83	Solids from primary effluent in the form of clarifier	Approx. 34,000 m ³ containing solids bypassed the lagoon from settling pond and entered Mattagami River.	L	#83-491
121.	ABITIBI-PRICE Smooth Falls	5/25/83	Unknown quantity of sodium chlorate	Spill occurred because of valve failure due to equipment failure. A pump malfunctioned and released 24-27 tonnes of sodium chlorate into the town's lagoon and eventually into the Mattagami River. Clean-up was not possible.	L	#83-489
122.	HOMEOWNER Timmins	4/27/83	2-3 gals. of diesel fuel	Tank leaked due to error. Homeowner left the valve open on an illegally located diesel fuel storage tank. Homeowner removed all contaminated soil, replaced topsoil and seeded the lawn to the neighbour's satisfaction. Approx. 80% of fuel recovered.	I	#83-488
123.	REGIONAL MUNICIPALITY OF SUDBURY Sudbury	10/11/83	Raw sewage; amount unknown	Sewage was emitted into a nearby lake because of an overflow caused during a storm. The raw sewage is being chlorinated.	PB	#83-487
124.	INCO LTD. Copper Cliff Refinery	10/6/83	Dust; approx. 200 kilograms	Emitted through a roof monitor.	L	#83-486

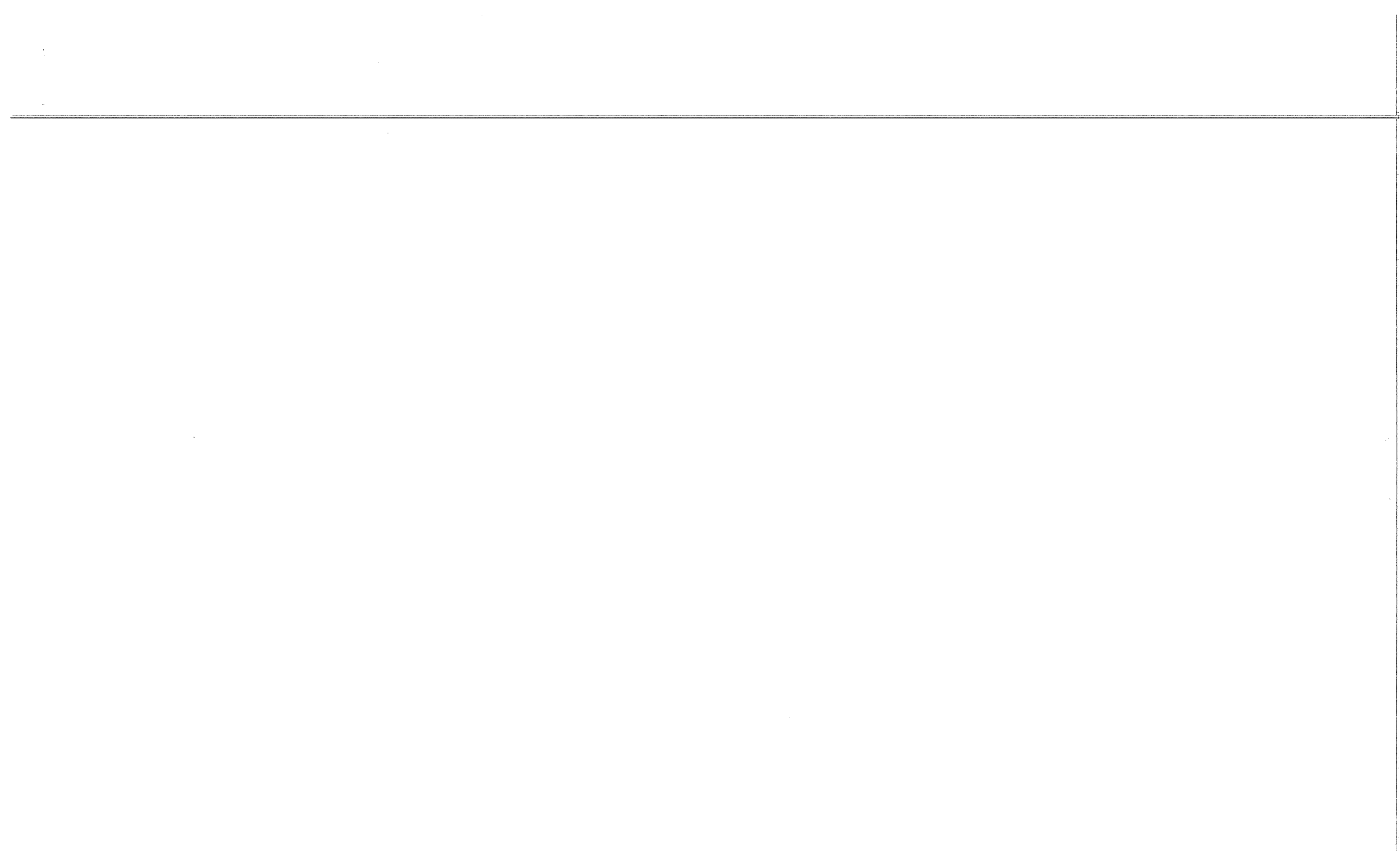


125.	CONNISTON SEWAGE TREATMENT PLANT Conniston	10/5/83	Raw sewage; amount unknown	Overflow caused either by a storm or intent. Conniston Creek was impacted. Clean-up is taking place by adding chlorine to the raw sewage.	PB	#83-477
126.	INCO LTD. Sudbury	9/10/83	Tailings pond effluents; amount unknown	Spill caused by an overflow during a storm. Kelly Lake was impacted. No action was taken by Inco since these overflows were described as routine occurrences with every heavy rainfall.	L	#83-484
127.	NOLIN CREEK WASTE WATER TREATMENT PLANT Sudbury	10/3/83	Metals contaminated runoff	Caused by overflow during a storm.	PB	#83-473
128.	INCO LTD. WHISSEL DAM SEEPAGE STATION Sudbury	10/3/83	Tailings seepage	Due to overflow; reason unknown. Meat Bird Creek was impacted.	L	#83-472
129.	INCO LTD. Copper Cliff Creek Waste Water Treatment Plant Sudbury	10/3/83	Tailings effluent and runoff	Spill was caused by overflow during a storm. Copper Cliff Creek was impacted.	L	#83-471
130.	COPPER CLIFF WASTE WATER TREATMENT PLANT Sudbury	10/3/83	Tailings effluent and runoff	Overflow was caused by a storm. Copper Cliff Creek impacted.	PB	#83-470
131.	NOLIN CREEK WASTE WATER TREATMENT PLANT	9/20/83	Metals, contaminated runoff	Spill caused by an overflow during a flood. Nolan Creek was impacted.	PB	#83-469

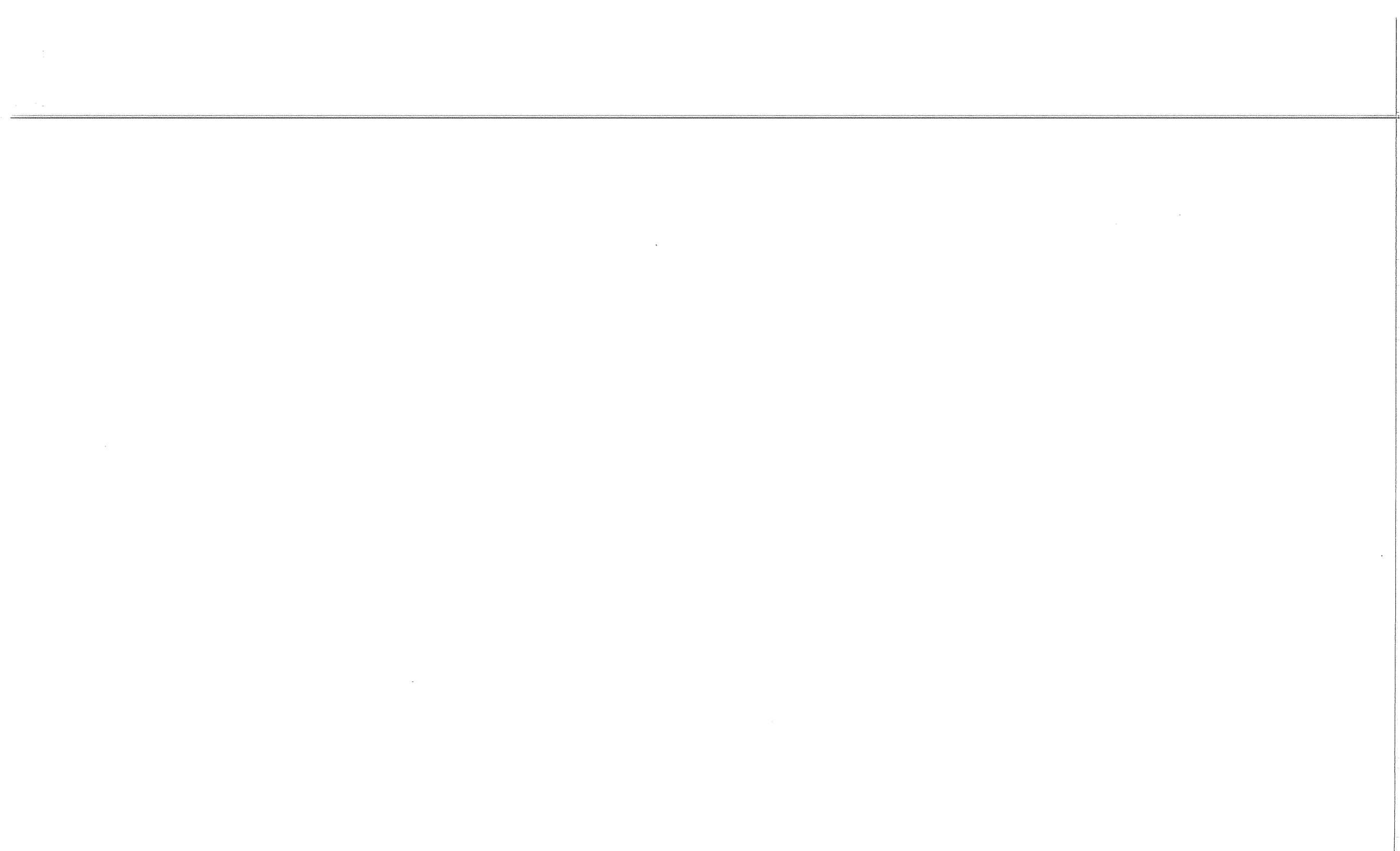


132.	WHISSEL DAM SEEPAGE STATION Sudbury	10/3/83	Tailings seepage	Caused by overflow; unknown reason. The Meat Bird River was impacted.	PB	#83-468
133.	SUDBURY SEWAGE TREATMENT PLANT Sudbury	10/3/83	Raw sewage	Overflow from flood. The raw sewage is being treated with chlorination.	PB	#83-463
134.	FARMS SILAGE HEAP Maidstone Township	9/27/83	1816-2070 litres or 400-500 gals. of corn alcohol	Corn alcohol seeped out of a silage heap on a Maidstone Township farm contaminating the Puce River. Two weeks and several rain showers later, the spill moved north and dispersed into Lake St. Clair. Hundreds of fish were reported killed. The residents nearby want preventative actions taken. Pillsbury Canada Ltd. have been asked to supply a list of destinations for its silage to sites where the material will be stored over long periods that can be inspected. Farmer will be allowed to store silage on the Maidstone Twp. property as long as proper runoff collection facilities are maintained. For more information see Windsor <u>Star</u> , 9/27/83.	F	#83-462

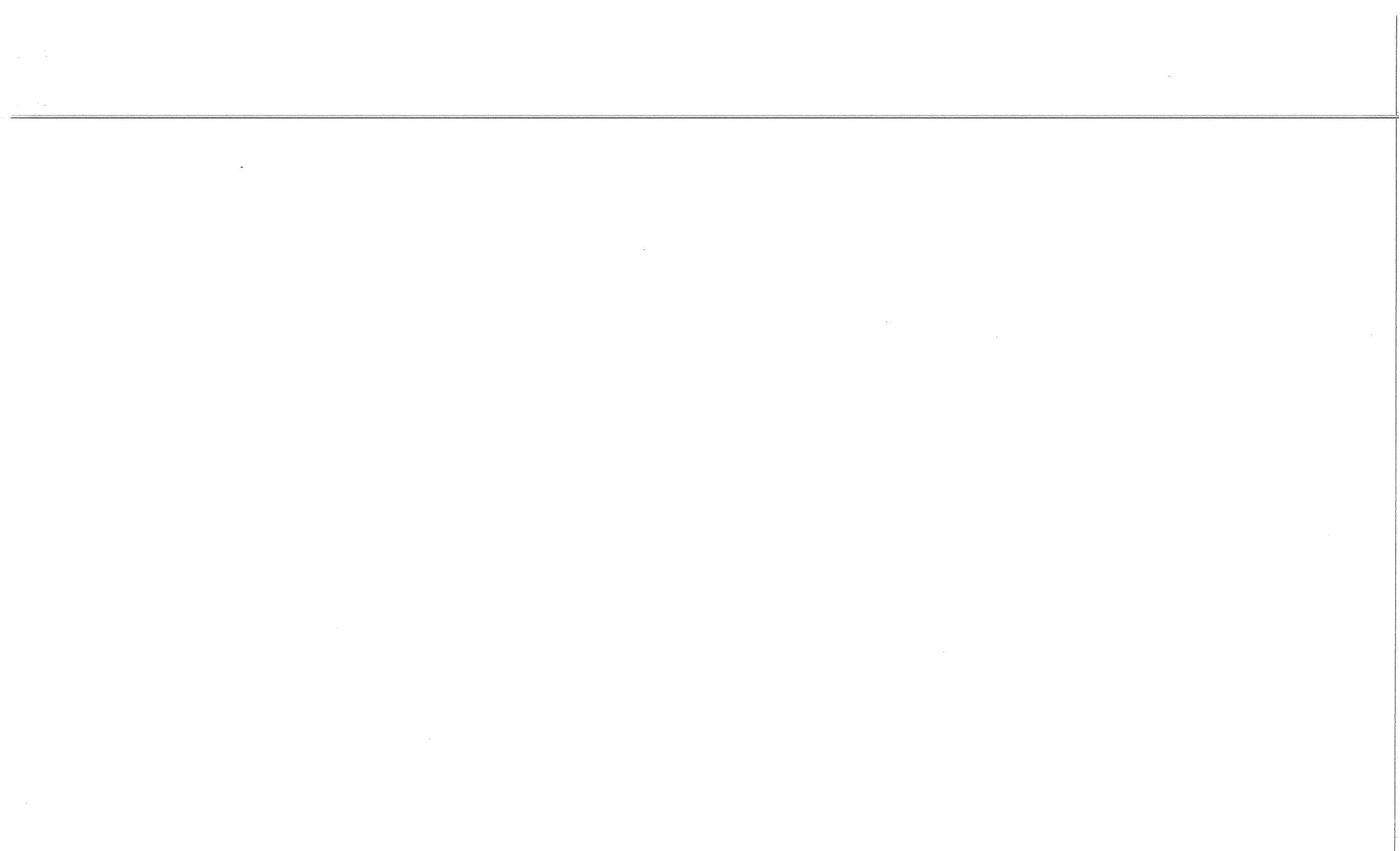
135.	STELCO Hamilton	8/31/83	Approx. 1100 of alkalai cleaning solution (6000 pts./million PO ₄)	A valve failure caused by a gasket and joint rupture. The spill immediately went to the sewer and eventually into Hamilton Harbour. About 66 lbs. of PO ₄ was discharged. Stelco had a contingency plan but did not implement it. There was no clean-up.	L	#83-460
136.	PETRO CANADA - ANDY HUNTER Tank owned by Jeremiah Masonry and Repair 500 Green Street Guelph	9/1/83	Unknown amount of gasoline spilled over a prolonged period of time	Reason for the spill was a pipe leak due to an elbow joint suction line holding 500 gals. in an underground tank having a leak. 100% cleaned-up.	S	#83-443
137.	FIRESTONE CANADA Hamilton	9/6/83	Diesel fuel up to max. of 200 gals.	Fuel coupling on semi-trailer truck broke; cause unknown. The coupling on the truck may have been damaged by road debris on the Queen Elizabeth Way on the Beach Rd. overpass in the city of Hamilton. The approx. 200 gals. of diesel escaped into a curb storm sewer and into the Windermere Basin of Hamilton harbour.	L	#83-439
138.	BORG WARNER CHEMICALS LTD.	9/19/83	2500 gals. of Styrene	Spill resulted because of a problem with the valve fitting and the gasket and joints. Styrene is volatile and some of it was lost to the atmosphere.	L	#83-461



139.	KINGSWAY TRANSPORT 174 North Queen St. Toronto	8/18/83	Approx. 150 gals. of #2 diesel fuel over 15 min.	Spill occurred because of a container leak due to a leak in the saddle tank. 100% cleaned- up.	L	#83-459
140.	BAXTER TRAVENOL TRUCKING Alliston	9/18/83	Diesel fuel	A truck owned by the company hit a raccoon which is presumed to have damaged the fuel tank which leaked approx. 500-600 litres of diesel fuel down the side of the road, Hwy 50 between Bolton and Palgrave, Township of Caledon.	S	#83-454
141.	WILSON COMPANY TRACTOR TRAILER	19/14/83	Diesel fuel	Accident took place on the QE Way Eastbound just east of Hwy. 25. A Wilson Company tractor trailer hit a dumptruck at a speed putting the dumptruck on its side into the ditch. Only diesel fuel from the trucks was spilled and that was either burnt or flushed by the Fire Dept. No recovery possible.	S	#83-453
142.	P.N. HAYES TRUCKING Orangeville	9/14/83	180 litres of gasoline	Spilled as a result of a fuel tank punctured by a fire hydrant during a collision.	S	#83-452
143.	CNR/C.I.L. TANK CAR MacMillan Yard Concord	9/9/83	240 gals. at rate of 1 gal./min. of 50% caustic soda	Spill occurred as result of a tank leak. No clean-up.	L	#83-449



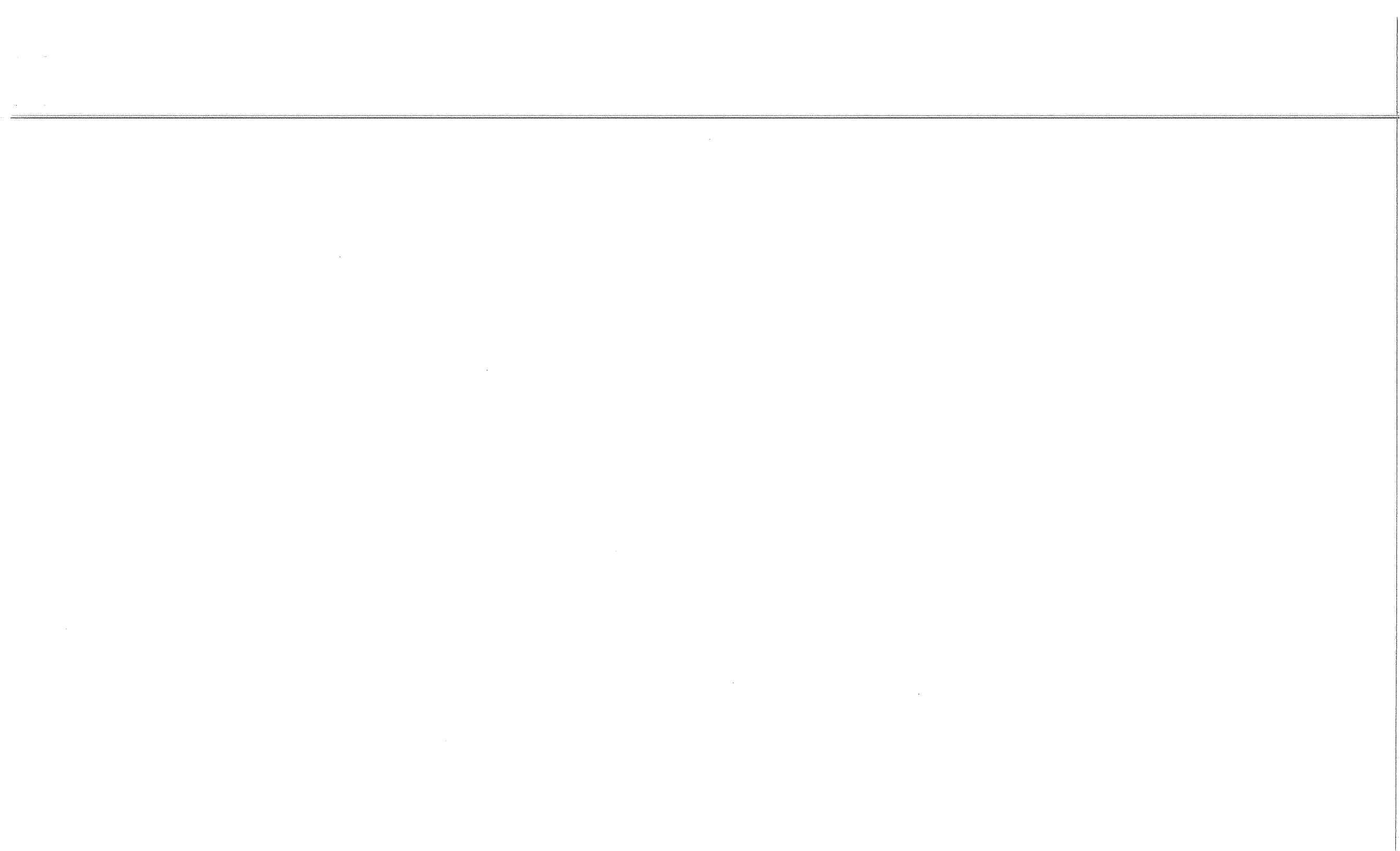
144.	GULF OIL Town of Markham	9/2/83	Oil; amount unknown	Spill was detected when a resident complained of an oily smell from the Don River East near his home in the Town of Markham. The apparent problem was with the distribution system in a storage tank used by Gulf.	L	#83-440
145.	ONTARIO HYDRO PICKERING NUCLEAR STATION Region of Durham	8/29/83	A fine oil slick in Lake Ontario near a beach, seen for approx. 3/4 mile west of the Ont. Hydro station; amount unknown	The area resident who complained reported that his dog became ill after swimming in the water and required vetrinarian services. Ont. Hydro subsequently reported that 180 gals. of turbine lube oil was discovered to have been lost into Lake Ontario from a leaky turbine lube oil heat exchanger.	L	#83-435
146.	TRAFALGAR TEXACO STATION SELF SERVE	8/28/83	80 gals. of gasoline	The car filled and drove away with the nozzle; the nozzle broke away but the dispenser broke allowing gas to escape.	S	#83-434
147.	ZOCHEM 1 Tilbury Court Brampton	8/20/83	1200 lbs. of zinc oxide powder for 1/2 hr.	Spill occurred during a process upset caused when Ont. Hydro shut down power for 30 mins. without notice. Approx. 50% escaped to the atomosphere and was lost. Spill caused by operator error in not starting standby electric plant to maintain full plant operation.	S	#83-433



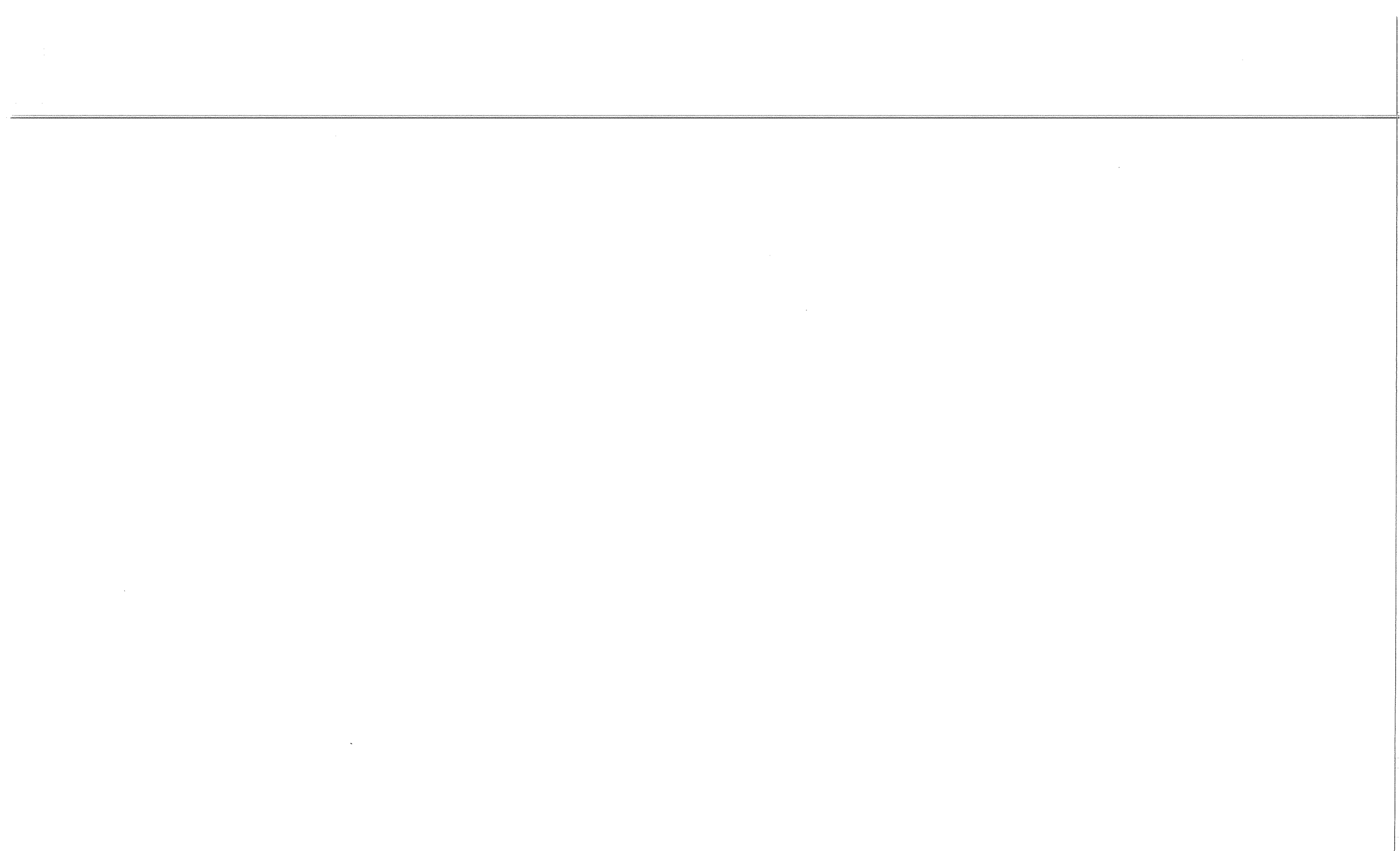
148.	SUN CANADIAN PIPELINE LTD.	6/1/83	Fuel oil; amount unknown	Pipeline damage during road construction caused the spill. The damage to the pipeline occurred during operations to take the pipeline out of use. Sun Canada Pipeline Ltd. appears to have followed a good procedure for conducting clean-up. Costs: totalled \$60,000; damage to pipeline - \$3500; another \$150,000 was also spent. Clean-up time took 120 days.	L	#83-432
149.	COURTAULDS CANADA Canada	9/15/83	20,000 litres over 1 hr. of 18% NaOH	Spilled occurred from a tank leak caused by an error when an operator left the drain plug in a new tank open. None of the material was recovered.	L	#83-458
150.	NETWORK TRANSPORT LTD. (Quebec) and HANK SACKULA TRUCKING (Buffalo, N.Y.) Hwy 401 & MacConnell Exit Long Sault	9/6/83	Approx. 1100 litres of diesel fuel from tractor trailer saddle tanks	The spill was caused by collision of the two tractor trailers. The saddle tank of one was ripped open. A tractor trailer owned by Network Transport (Quebec) Ltd. was westbound on 401 when it jumped the median and proceeded west on the eastbound lane; it then sideswiped the tractor trailer owned by Hank Sackula Trucking from Buffalo.	S	#83-450
151.	TEXACO CANADA INC. Nepean	8/29/83	300 litres of #2 fuel oil	Spill occurred when a crack developed in a half inch copper line pipe. Contaminated soil was removed; 90% of oil recovered.	L	#83-441

152.	CPW DISPOSAL Snow Valley Rd. RR 3, Barrie	9/2/83	A negligible amount of waste acid at Gulf Service Centre, Hwy 401 east of Toronto (approx. 10 gals. over 1 hr.)		S	#83-437
153.	GULF CANADA Gardiner Rd. Kingston Twp.	9/3/83	1800 litres of gasoline	Spill when a fracture or break occurred in a storage tank.	L	#83-436
154.	UNKNOWN Sault Ste Marie	9/19/83	Oil	No known cause or reason for spill. Oil was observed on the southeast shoreline of the Great Lakes Power Co.	U	#83-457
155.	LAIDLAW TRANSPORT Sault Ste Marie	9/14/83	Automotive oil in small quantities		L	#83-456
156.	SUDBURY SEWAGE TREATMENT PLANT	9/20/83	Raw sewage		PB	#83-455
157.	ONTARIO HYDRO North Bay	8/26/83	150 gals. of capsule HE250	Spill caused by a crack in the weld in the transfer pipe.	L	#83-451
158.	INCO LTD. Sudbury	9/8/83	Tailings caused by a leak in a pipe; reason unknown. 100% clean-up		L	#83-448

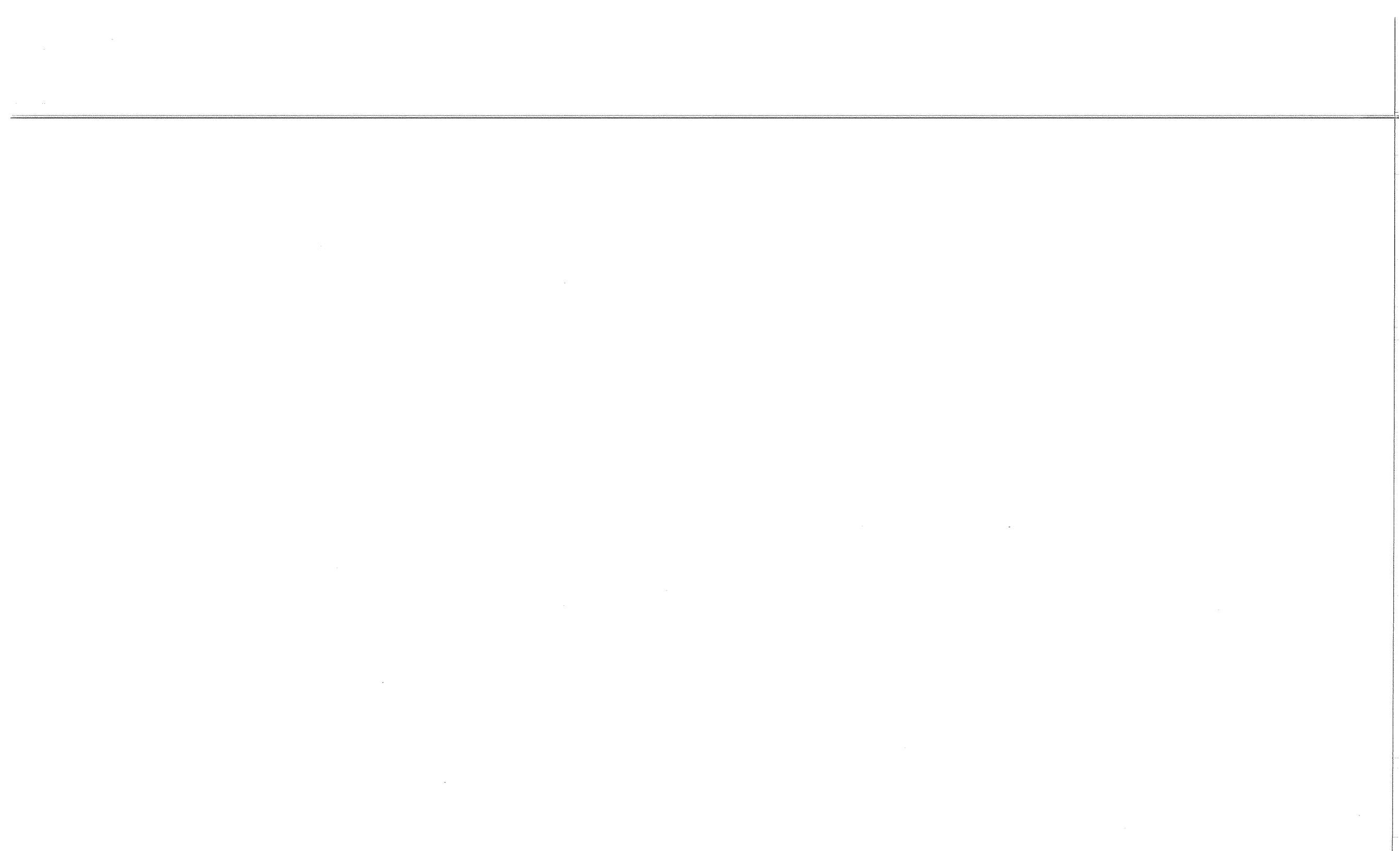
159.	INCO LTD. Sudbury	9/3/83	Burning of Pyrotites, 10 litres/ min.	Old pyrotites became uncovered and started to burn. Loader B sent to the area to bury the exposed pyrotites.	L	#83-447
160.	RIO ALGOM Elliot Lake	8/26/83	Tailings, decant water and BaraSO ₄ sludges over 15 hrs.; 1000 gals./min.	A microcomputer malfunction caused the spill, resulting in an emission to McCabe Lake from pretreatment plant.	L	#83-446
161.	DENNISON MINES LTD. Elliot Lake	8/3/83	100 gals. of process water	Spill caused when there was a process upset due to operator error. Quirke Lake was impacted. None of the material was cleaned up.	L	#838-445
162.	DENNISON MINES Elliot Lake	7/18/83	Not clearly stated; solution 5 gals./min. for 2 3/4 hrs., approx. 5000 gals emitted	Spill occurred because of tank leak due to corrosion. Material subsequently identified (many people said) as sulphuric acid. The Serpent River was impacted. None of the sulphuric acid was recovered.	L	#83-444
163.	INCO LTD. Sudbury	9/7/83	Effluent from tailings pond; quantities unknown	Spill due to a pipe leak.	L	#83-442
164.	HURON BROADCASTING CO. Sault Ste. Marie	8/31/83	2 qts. resistor fluid (PCBs suspected)	Spill because a coolant leak due to overheating.	S	#83-4388



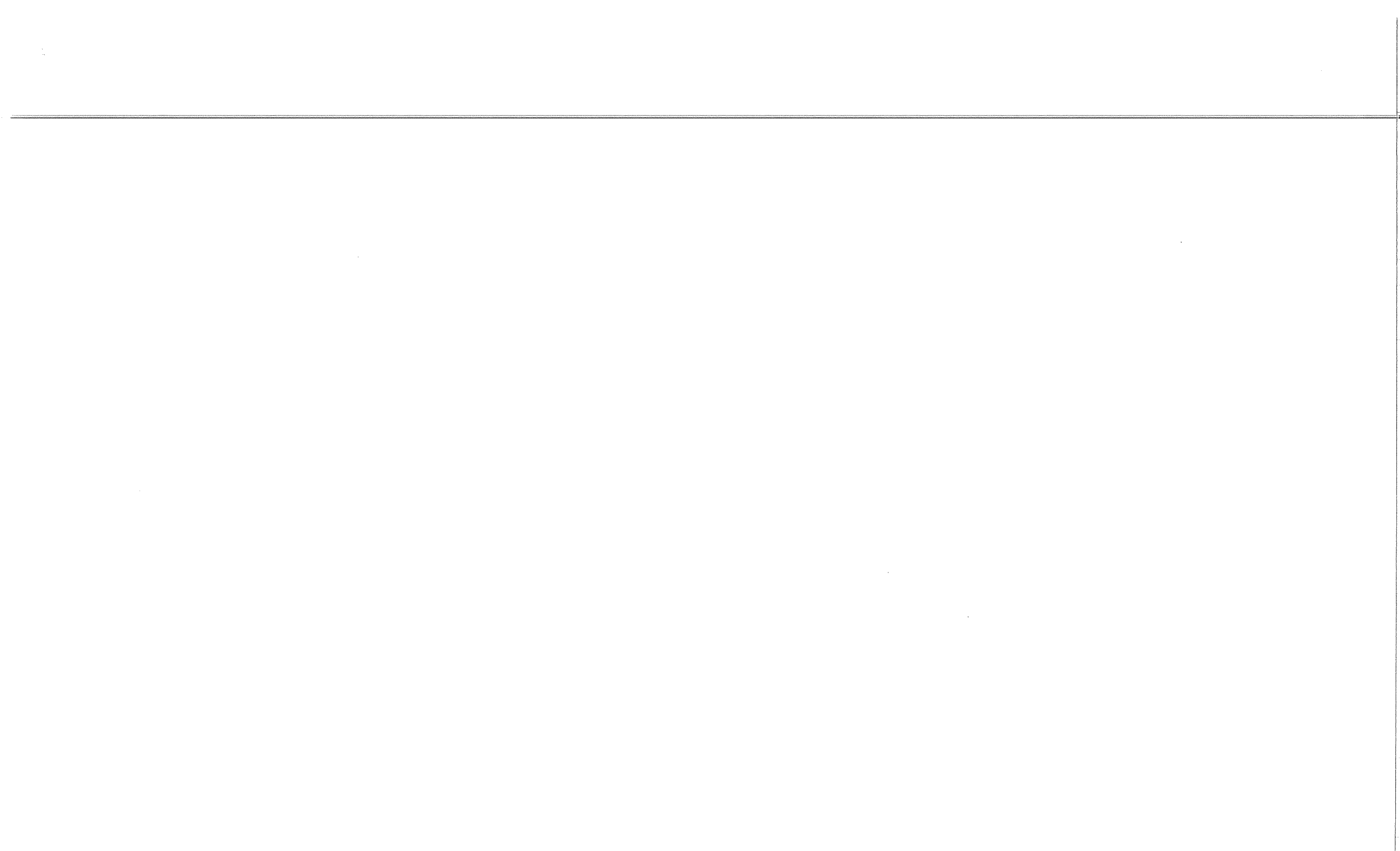
165.	CNR Windsor	8/15/83	100-150 gals. of diesel oil	Spill caused by a small leak in an underground fuel pipe.	L	#83-421
166.	LOCAL FARMER and CYANAMID LTD. Watford	7/20/83	1200 gals. 20% solution of aqua ammonia	Spill of aqua ammonia at corner of Hwy 79 and 12th concession Rd. of Brook Twp. south of the village of Watford. Farmer hauling 1200 gals. of 20% aqua ammonia was run off road by transport truck; tank overturned; contents spilled into a roadside ditch. Upon arrival at site, ammonia fumes were very strong. Cyanamid personnel from Watford were in the process of pumping out the ditch. 80% recovered. The incident was unfortunate result of a careless transport driver. No injuries. Fast action by Cyanamid clean-up crew and the OPP helped prevent significant environmental damage.	F	#83-420
167.	CNR Twp. of Sarnia	7/22/83	Spent sulphuric acid, 3-4 gals.	Spill caused by overflow due to gasket failure.	L	#83-414
168.	POLYSAR LTD. Sarnia	7/7/83	Est. 20 kilograms of mainly hydroxides of iron	Spill caused by a process upset as a result of material failure. A brown plume was reported in the St. Clair River; it was traced back to the sewer outfall at the Polysar plant. Origin was placed to the Butyl #1 unit. No clean-up was undertaken. St. Clair River was impacted.	L	#83-410



169.	L.H. GRAY & SON LTD. 30 Ebenezer St. Bridgetown	8/4/83	20 gals. diesel fuel from truck	Result of a traffic accident. No major environmental damage evident.	S	#83-409
170.	STERLING FUELS St. Thomas	8/2/83	Gasoline and furnace oil; very small volume	Spill caused by overflow when 30 yr. old storage tank was removed.	S	#83-403
171.	FREDRICK TRANSPORT LTD. Chatham	7/27/83	20 tons of lime	Result of an accident on a gravel parking lot approx. 100' from Catfish Creek. Accident occurred when driver tried to negotiate turn in town of Elmer and upset in an automobile dealer's parking lot where a number of new cars were parked. It demolished several cars and dumped a load of lime or dolomite pebbles into the lot.	S	#83-394
172.	POLYSAR Sarnia	8/15/83	Ethyl benzine (a flammable liquid used in plastics industry)	Spill occurred from outside storage tank which overflowed when pump failed. For more details refer to Cambridge, Ontario newspaper, Wed. 8/17/83.	L	#83-411
173.	IMPERIAL OIL Twp of Dumfries	8/3/83	5000 litres of unleaded gasoline	Overflow due to equipment failure. 99% recovered.	L	#83-395
174.	STEETLEY INDUSTRIES Hwy #5 Dundas	7/22/83	310 gals. of #4 crude oil	Reason appears to be a valve failure due to equipment failure when valve at bottom of tank began to leak.	S	#83-392

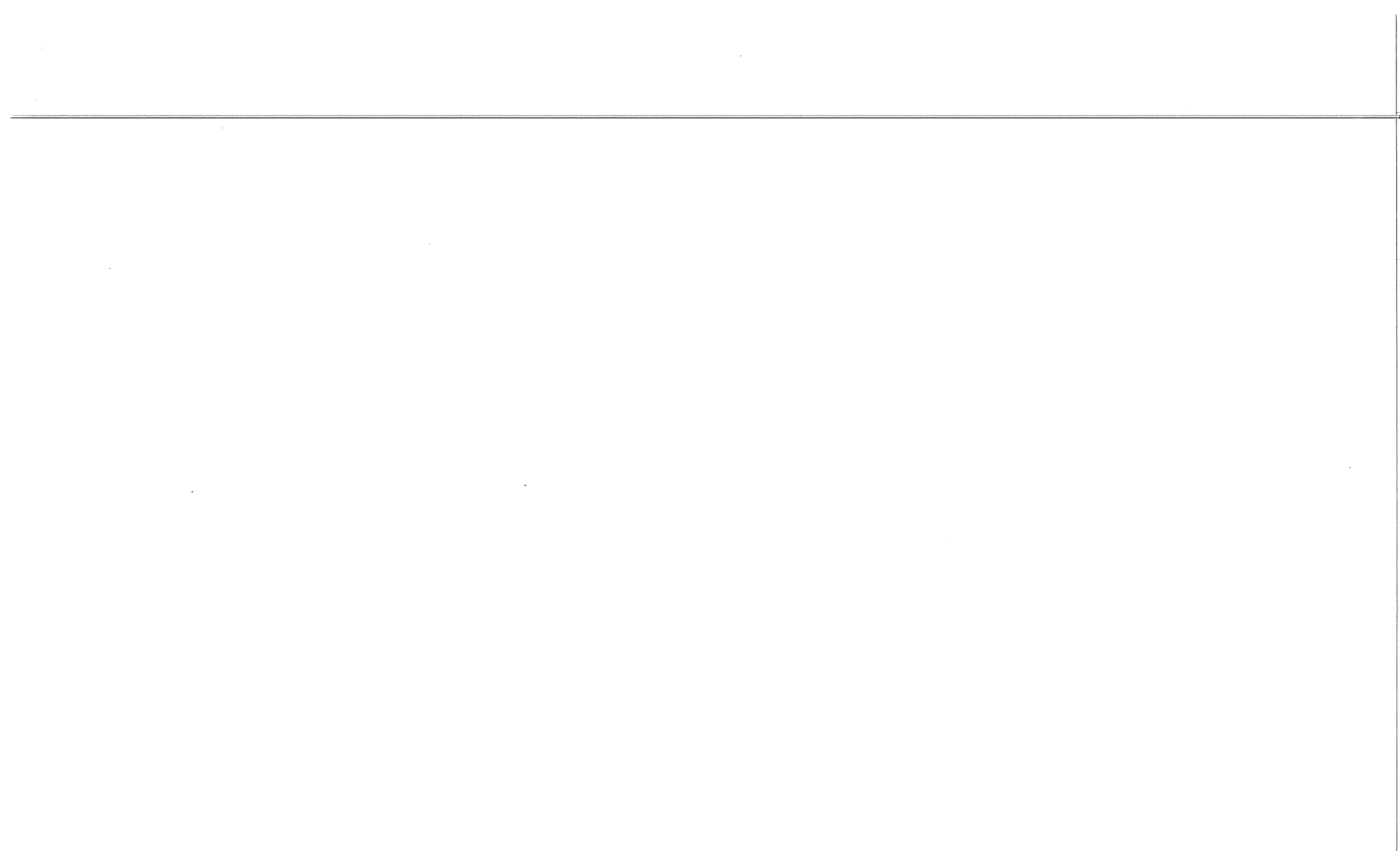


175.	BRISTOL PLATING LTD. 43 Advance Rd. Toronto	8/24/83	Approx. 200 gals. of spent acid	Lost during maintenance work being performed on faulty valve on a tank.	S	#83-426
176.	CANADIAN EXPRESS TANKER TRUCK Hwy 427	8/23/83	200 gals. of a tank carrying 5200 gals. of latex onto hwy.	Latex was manufactured by Polysar, who was contacted and agreed to pay for clean-up costs. Tanker emptied with est. 4000 gals. recovered and 1200 gals. lost to Etobicoke Creek.	L	#83-425
177.	IMPERIAL OIL SERVICE STATION Steeles Ave. Brampton	8/23/83	Gasoline; 25 litres over 1 min.	The filling station storage tank leaked.	S	#83-424
178.	UNKNOWN STORM SEWER SYSTEM Curity Ave. Toronto	8/22/83	White material, possibly an adhesive; amount unknown	White discolouration found itself discharged into Taylor Creek and then the Don River.	U	#83-423
179.	UNKNOWN OIL IN LAKE ONTARIO Near Ajax	8/19/83	Oil slick	Oil spotted 200 yds. offshore Lake Ontario was seen near mouth of Duffin Creek.	U	#83-422
180.	TORONTO INTERNATIONAL AIRPORT	8/18/83	200 gals. of aviation fuel	Spilled from a Lufthansa aircraft fueling at Terminal 2. Spill gained access to a storm sewer which discharges to Mimico Creek.	PB	#83-415



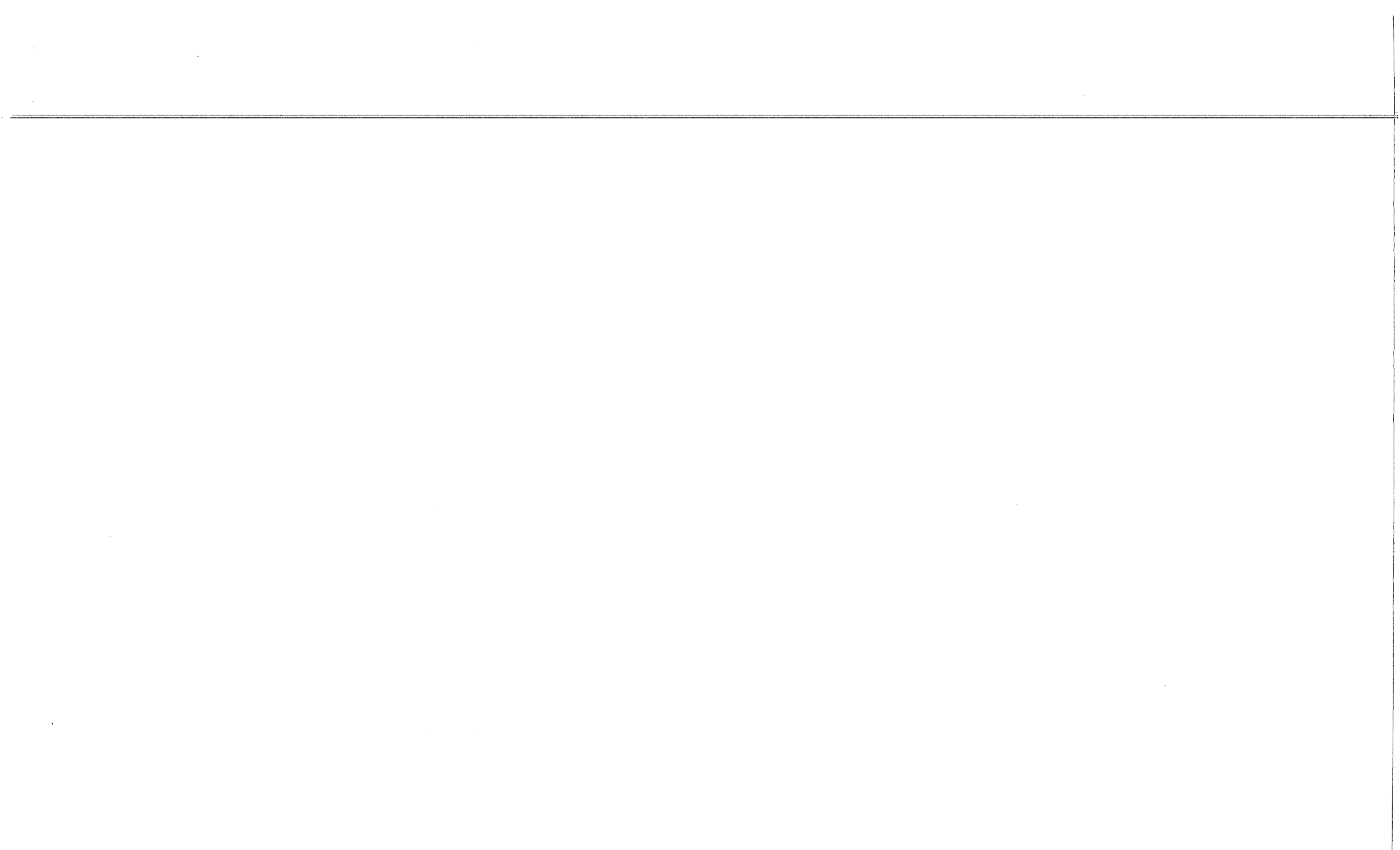
181.	TEXACO CO. Port Credit PROVOST TANKLINES	8/8/83	290 gals. of regular gasoline	Contractor left the vent pipe disconnected. 100% cleaned-up.	L	#83-406
182.	MAPLE LODGE FARMS RR. 2 Norval	8/11/83	Sludge from Maple Lodge Farms went into Levi Creek	Spill came from 2 sources. The #2 pond water containing sludge.	F	#83-404
183.	TEXACO STATION Lindsay st. Twp. of Ops	7/18/183	Gasoline	Leaking as a result of old gasoline storage tanks at Burnet's Texaco station. There are 3 wells on this property: one serves garage, one serves banquet hall, one serves restaurant and 60-unit motel. It is believed that well #2 is heavily pumped in order to service the restaurant and motel.	S	#83-401

184.	EAGLE TRANSPORT LTD. Mississauga	7/7/83	2000 gals. over 1 1/2 hrs. of gasoline	Gasoline spilled when the support legs on a tanker trailer failed. Full tank contained 10,000 gals. of gasoline so it is possible that more than 1250 gals. were spilled. Nearby Mead Creek was impacted.	L	#83-393
185.	KEN'S CARTAGE CO. Kingston	8/25/83	202 litres of 40% caustic soda, also known as ridoline	Spill occurred at the loading docks. Liquid was contained in low section of parking lot. Spill was neutralized by addition of water.	S	#83-430
186.	DUPONT CANADA Maitland	8/22/83	2700 litres over 3 mins. of fire- fighting foam	Spill caused by human error when a workman failed to drain tank prior to removing pump. Liquid was discharged to shop floor into a grease trap where 1800 litres were contained. The remainder travelled via open ditches to St. Lawrence River. Liquid in diluted state causes no measurable affect on the river.	L	#83-429
187.	CHASE NUCLEAR (CANADA) LTD. Arnprior	8/11/83	50% solution of nitric acid; about 900 litres of 36 hrs.	Leak occurred when a lined storage tank developed a leak. Tank contained 6350 litres. None of it was cleaned-up.	L	#83=428

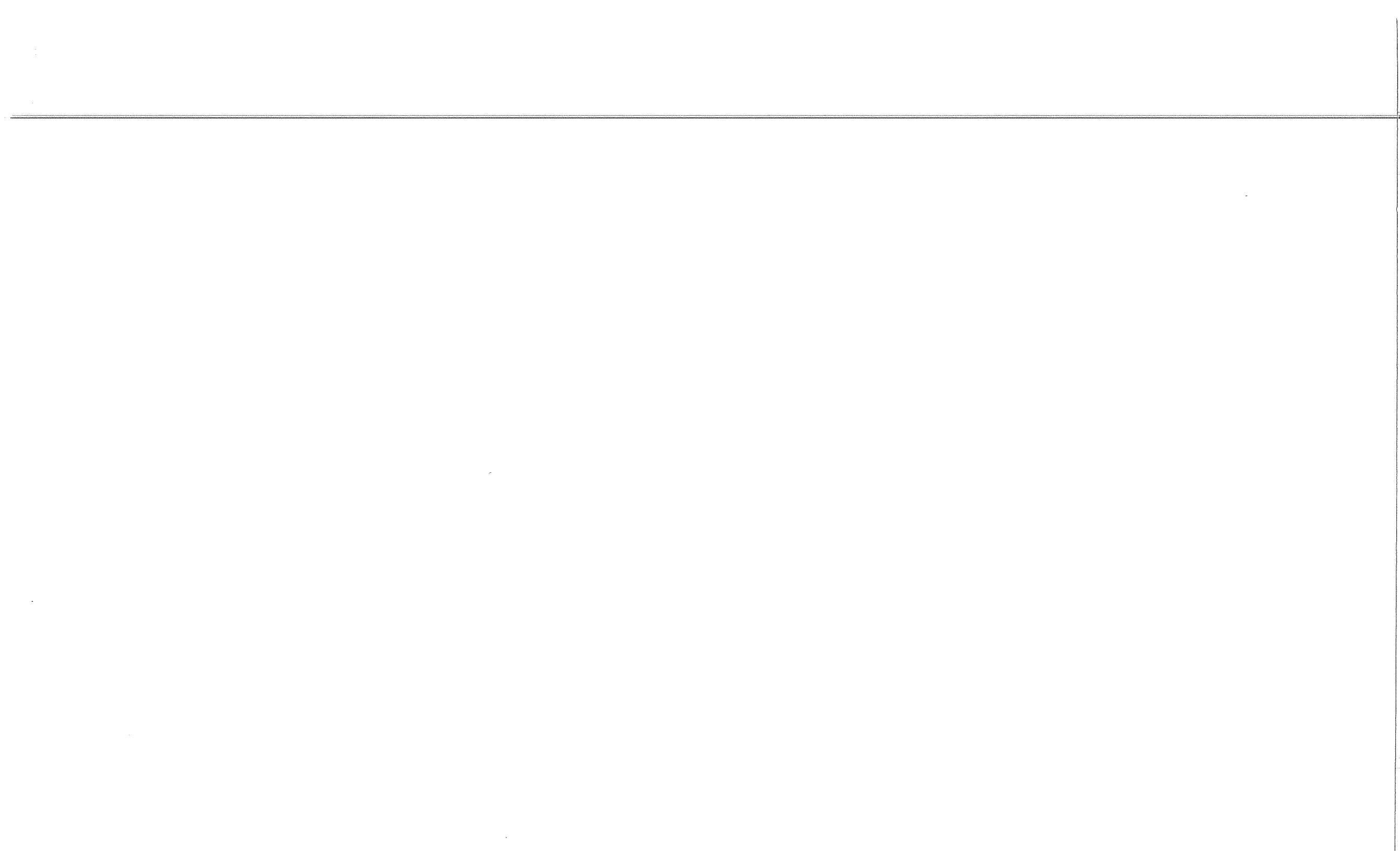


188.	TRENT VALLEY PAPER BOARD CO. Town of Glen Miller	8/18/83	Pulp and white water; amount unknown	Two pumps feeding the stock tank failed. The Trent River was impacted. 75% recovered.	S	#83-427
189.	ONTARIO HYDRO RAPIDS DES JOACHIM GENERATING STATION	8/12/83	3300 litres of oil into Ottawa River	Municipalities with water intakes downstream were notified as a precaution.	L	#83-419
190.	INDIVIDUAL Cornwall Island Reserve	8/11/83	2200 litres of furnace oil	Occurred at south end of the International Bridge linking the City of Cornwall to Cornwall Island. A fuel truck owned by the individual was proceeding south on the bridge, collided with a van with boat in tow. Tanker flipped over onto its roof on top of the boat. Several holes were cut into the truck storage tanks allowing the release of the furnace oil.	I	#83-418
191.	E.E. SEEGMILLER LTD. 699 Charles St. Kitchener	8/10/83	5000 litres of liquid asphalt	Tanker owned by Seegmiller Co. was forced off the road and overturned. Material 100% removed.	S	#83-417
192.	COURTAULDS CANADA INC. Cornwall	8/10/83	93% sulphuric acid; over 8000 kg over 16 hrs.	Cause was identified as a pinhole leak in an acid feed line. St. Lawrence River was impacted.	L	#83-416
193.	CHINNOCK CHEMICAL CO. Sombra	8/10/83	32% muriatic acid; approx. 100 gals. (maybe more)	Acid lost through a small phlange leak of a bulk carrier tanker #929 carrying 32,060 kg load. Truck loaded at Dupont Canada, Maitland Ont. Maitland, Ont.	L	#83-408

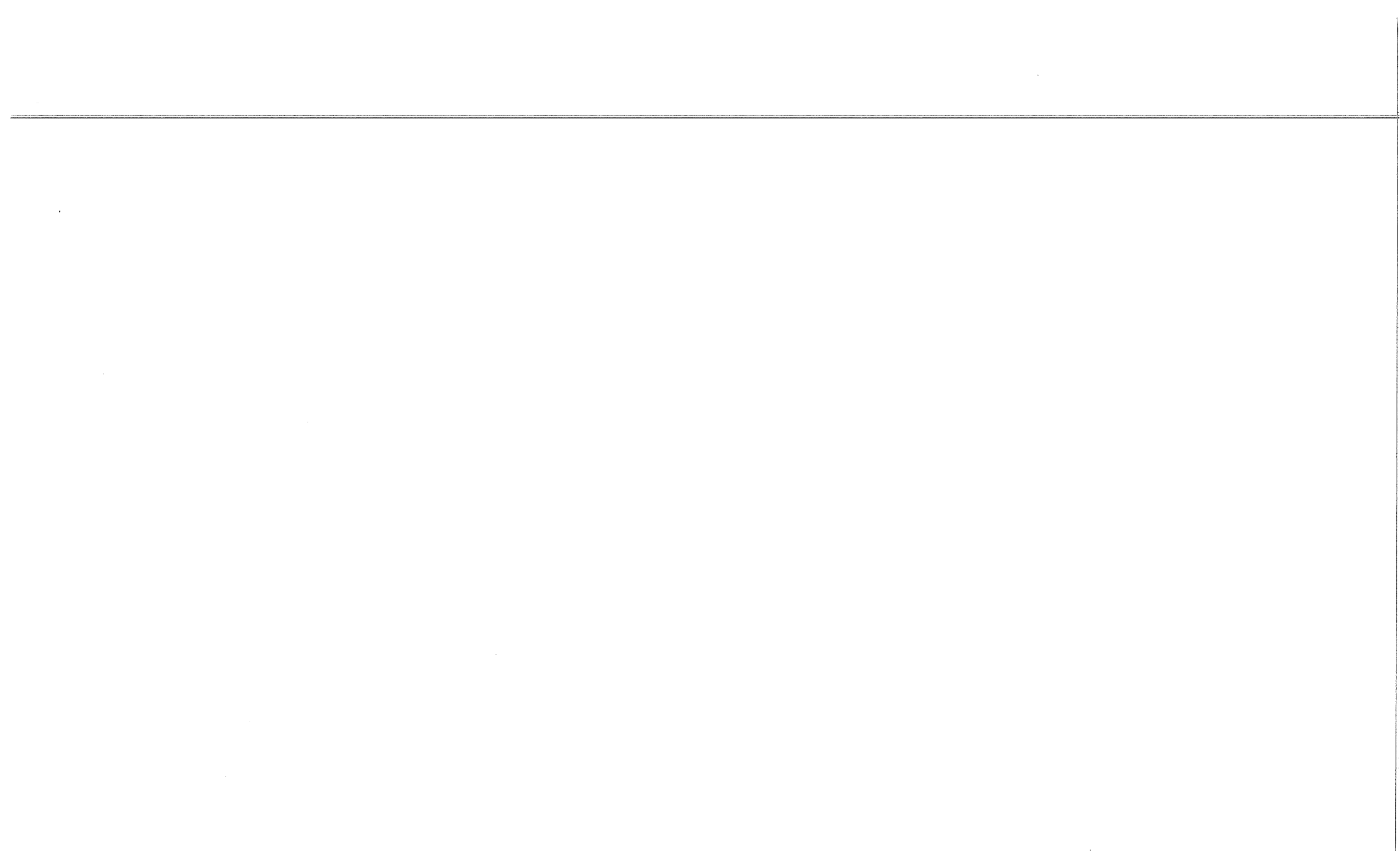
194.	SHELL CANADA Albion & Bank St. Ottawa	7/15/83	11,000 litres of gasoline	Spill due to damage by back hoe while levelling lot for paving. 90% cleaned-up.	L	#83-396
195.	ONTARIO HYDRO RED ROCK GENERATING STATION	7/23/83	40 gals./yr. of lubricating oil HE250	Caused by valve failure due to equipment failure. Some of the oil spilled into the Mississagi River.	L	#83-431
196.	SUDBURY SEWAGE TREATMENT PLANT	8/17/83	Raw sewage	Caused by an overflow during a storm.	PB	#83-431
197.	CONNISTON SEWAGE TREATMENT PLANT	8/17/83	Raw sewage	Occurred from overflow caused by a storm.	PB	#83-412
198.	LIVELY SEWAGE TREATMENT PLANT	8/16/83	Raw sewage	Type leak due to material failure.	PB	#83-407
199.	Accident between Transport Tanker & Pick-up Truck Hwy 17 East & Pine Island Turnoff	7/7/83	Muriatic acid, hydrochloric acid; approx. 18 tons (2/3) of muriatic acid lost	Insurance company (Sault Ste. Marie Insurance Adjusters Ltd.) failed to make arrangements to have the spill babysat, therefore the OPP was left with duty of remaining onsite. Residents downstream of accidents were notified immediately; residents upstream were warned of possible irritation from chlorine fumes; one resident west of scene complained about fume irritation. The acid was bound for Algoma Steel.	S	#83-402
200.	CONNISTAN SEWAGE TREATMENT PLANT	8/4/83	Raw sewage	Caused by overflow during storm.	PB	#83-398



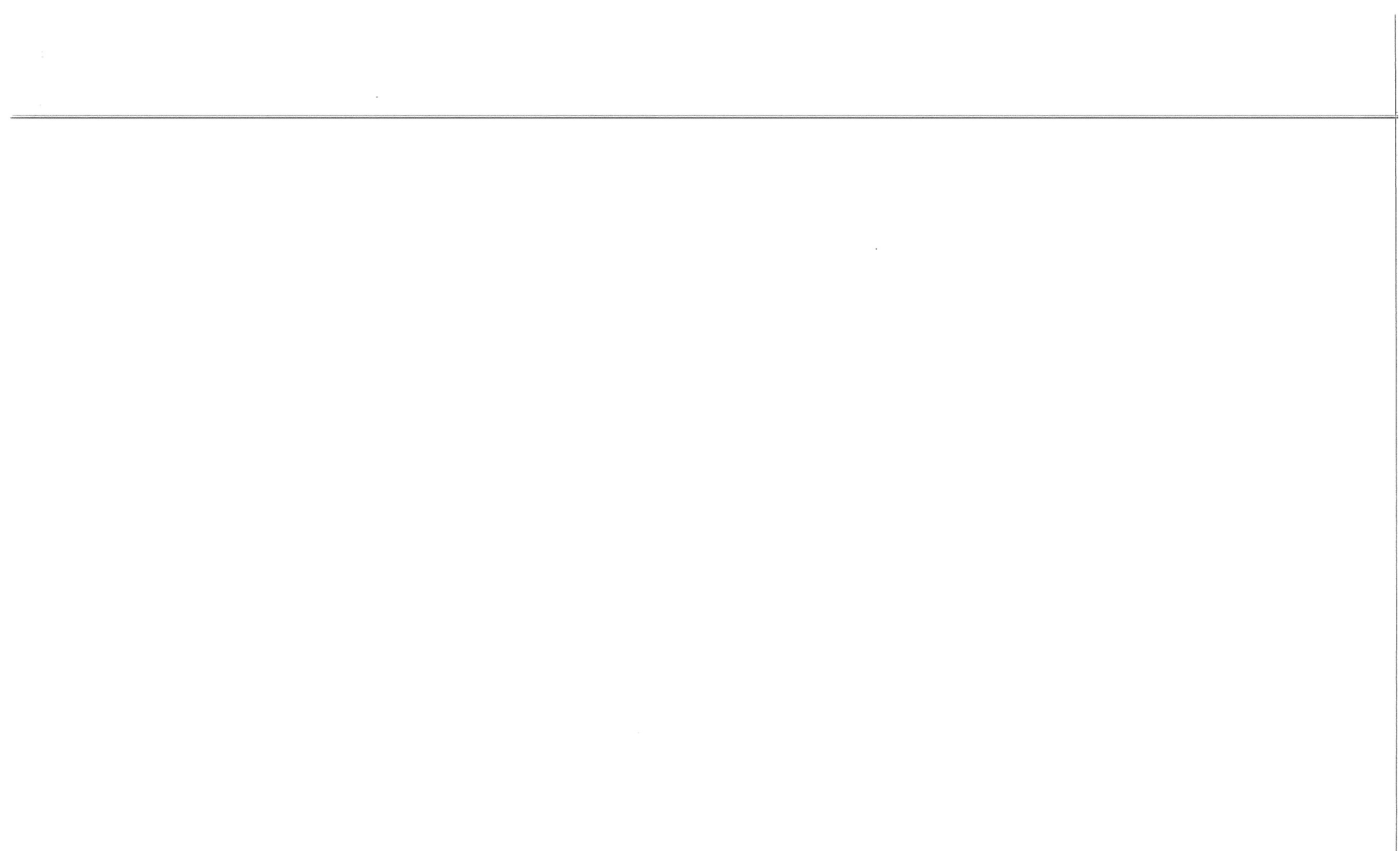
201.	TEXACO BULK STORAGE STATION Kirkland Lake	7/26/83	540 gals. of furnace oil	Cause was a tank leak due to corrosion when the riveted seam on the tank gave out. 67% of oil recovered.	L	#83-397
202.	DENNISON MINES LTD. Elliot Lake	7/5/83	250 litres of nitric acid	Overflow due to operator error. Commercial Transport Ltd. delivered 2 loads of nitric acid; 2nd load was started when tanks at 80% full level; nitric acid tank #5 overflowed and lost 250 litres.	L	#83-391
203.	ALGOMA STEEL Sault Ste. Marie	7/27/83	Dephenolized liquor from coke gas	Cause was a tank leak due to corrosion and material failure. Material went into St. Mary's River.	L	#83-389
204.	SHELL OIL SPEEDY LUBE Timmins	7/18/83	Heavy lubrication oil of unknown quantity	Oil is probably from an historic leak from an underground service station.	L	#83-389



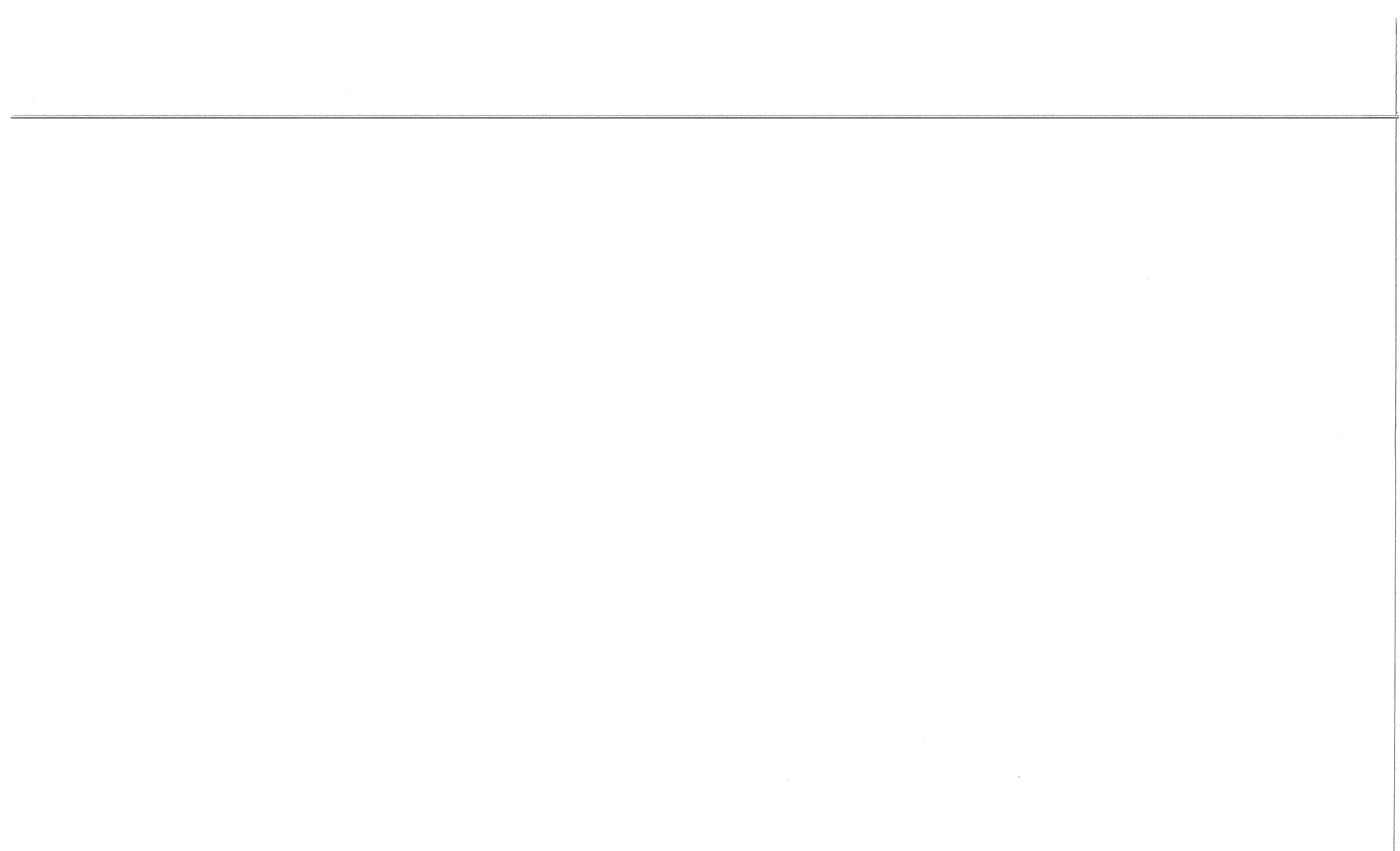
205.	GREAT LAKES FOREST PRODUCTS Thunder Bay	6/3/83	Between 160-180,000 gals. of weak, black liquor	Highly alkaline solution with high BOD, suspended solids and toxicity. BOD load will rob water of dissolved oxygen and may deplete dissolved oxygen to levels harmful to aquatic species. The spill poured into the Kaministiquia River. Spill is on same scale as E.B. Eddy spill on the Spanish River near Espanola.	L	#83-399
206.	UNITED CO-OP OF ONTARIO Woodstock	7/25/83	5-10 gals. of gasoline	Caused by delivery truck carrying approx. 1000 gals. overturning. Some gasoline spilled into the Thames River Watershed.	L	#83-381
207.	ETHYL CANADA LTD. Moore Twp.	7/4/83	Solution of methylene chloride plus 5-P-Toluoyl-1- methyl pyrrole- 2-Acetonitrile (2/3 methylene chloride); approx. 800 litres	Spill caused when overload of a condenser resulted in a rupture of a disc vent.	L	#83-371
208.	IMPERIAL OIL REFINERY Sarnia	7/14/83	2 gals. of oil	Leak in still collection pan identified as sump at north header of lower dock.	L	#83-364
209.	TRICIL Sarnia	7/7/83	Fumes emanating from Tricil company truck	Truck en route to Corunna plant. fumes were noticed in village of Piberton, Ont.	L	#83-363



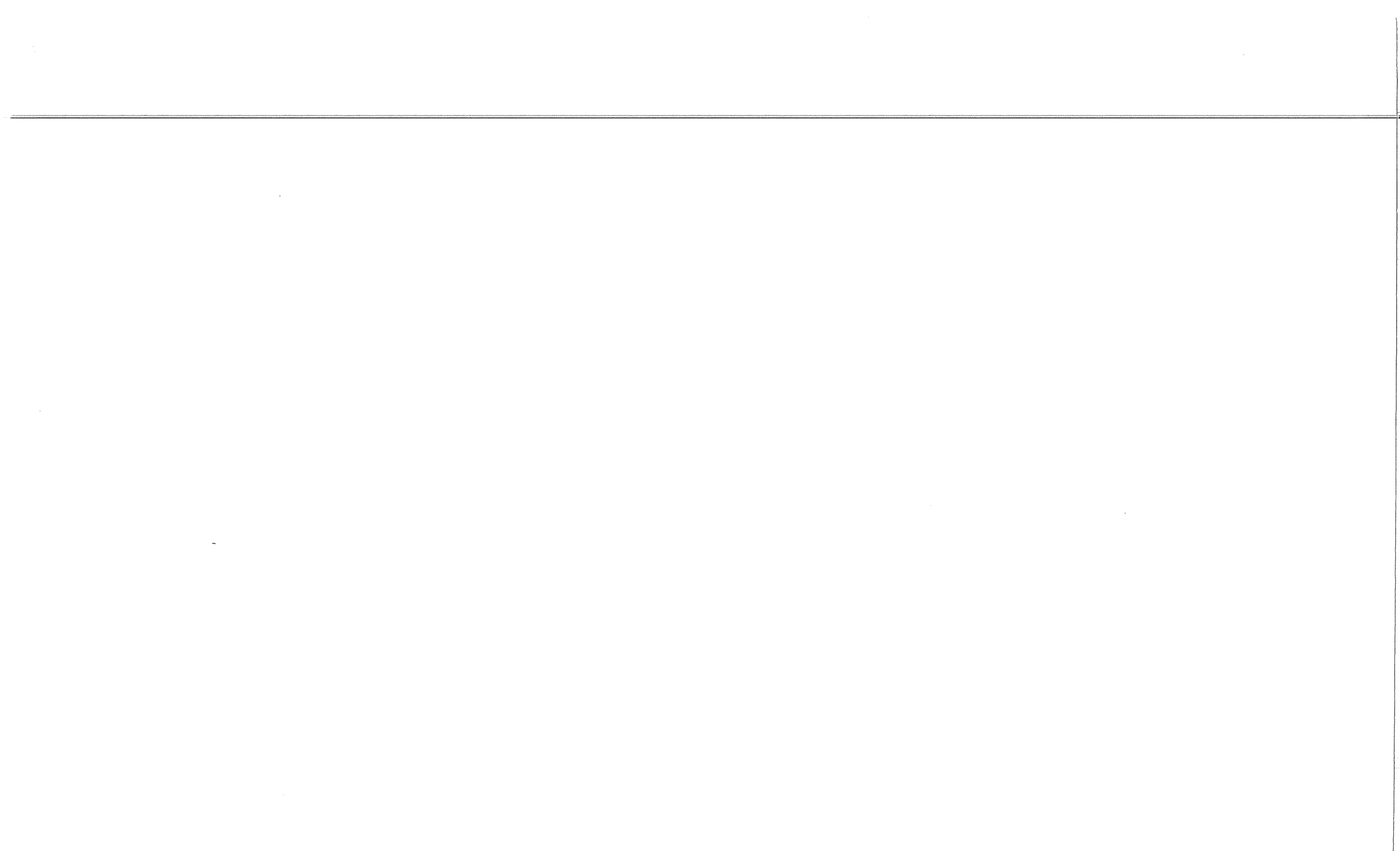
210.	ACHEM PRODUCTS INC. Walker Rd. Windsor	7/8/83	Dexapon-825; 45 gals. (bio- degradable soap)	Container fell off truck, split open, allowing discharge. Some of the substance found its way into the storm sewer system which drains into a Grand Marais drain.	L	#83-359
211.	CNR Petrolia Jct. near Strathcona	6/9/83	Approx. 4500 litres of diesel along several miles of track		L	#83-355
212.	ETHYL CANADA Moore Twp.	6/30/83	950 imp. gals. of isopropyl alcohol and caustic solution from amide	Spill occurred from a discharge caused by a valve failure. Partial open valve which was initially plugged became unplugged and resulted in a discharge into a plant drainage ditch. Some of the material found its way into the St. Clair River.	L	#83-342
213.	ESSO CHEMICAL Sarnia	6/27/83	Approx. 1.5 barrels of heavy oil	Spill occurred as result of overflow during a storm.	L	#83-341
214.	BCM TECHNOLOGIES Amherstburg	5/31/83	Sodium dichromate crystals; 10-20 lbs.	Spill occurred when 1 50 lb. bag was torn while moving pallet of material.	S	#83-337



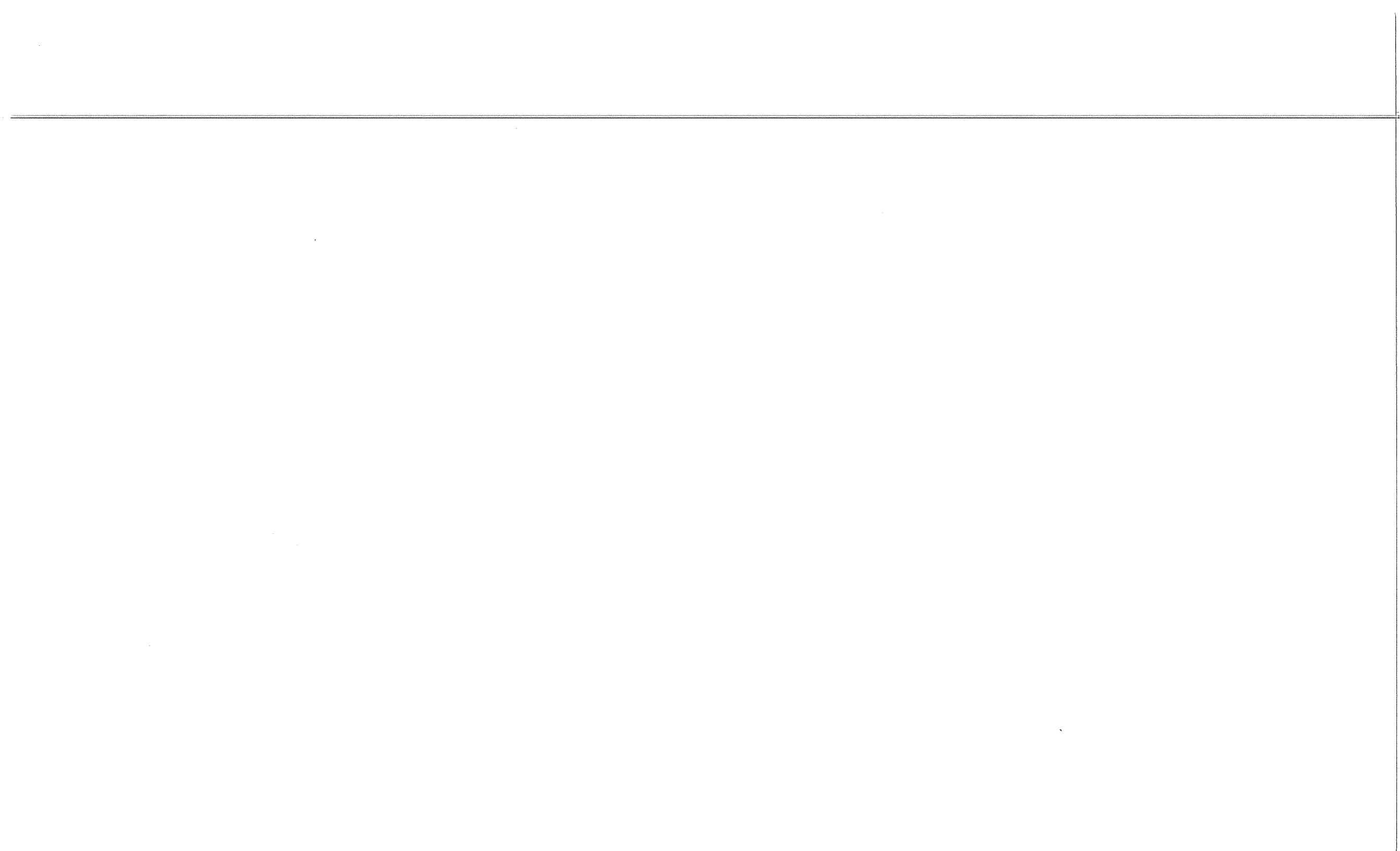
215.	ROTHSAY RENDERING PLANT Rothsay	7/27/83	Ammonia leak into nearby creek (potential health hazard)	Accident occurred when Rothsay Concentrates was spray irrigating partially-treated waste water from its rendering process onto a nearby land. Water contained high levels of ammonia and seeped through leaks in the field's pile drainage system into a municipal drain which leads into Moore Field Creek killing hundreds of fish. See <u>Kitchener-Waterloo Record</u> , 7/27/83 for detailed story.	S	#83-383
216.	Spill into Cedar Creek Near Ayr	7/11/83	No information contained		U	#83-384
217.	CAREEN DANDY LAWN R.R.#4 Mount Bridges	7/11/83	10 litres of diesel fuel and small amount of 24D	Spill occurred during an accident when truck pulled too far off road.	S	#83-382
218.	UNKNOWN Lynn River near Simcoe	7/13/83	Oil		U	#83-367
219.	TEXACO CANADA NANTICOKE REFINERY Jarvis	6/25/83	Approx. 4.5 litres of PCBs	Spill occurred when Canadian General Electric capacitor at main substation exploded at approx. 1700 hrs.	L	#83-366
220.	TEXACO CANADA NANTICOKE REFINERY Jarvis	6/9/83	350 litres of middle distillate	Spill occurred when pressure gauge on a pipeline internally failed. 100% cleaned-up.	L	#83-365



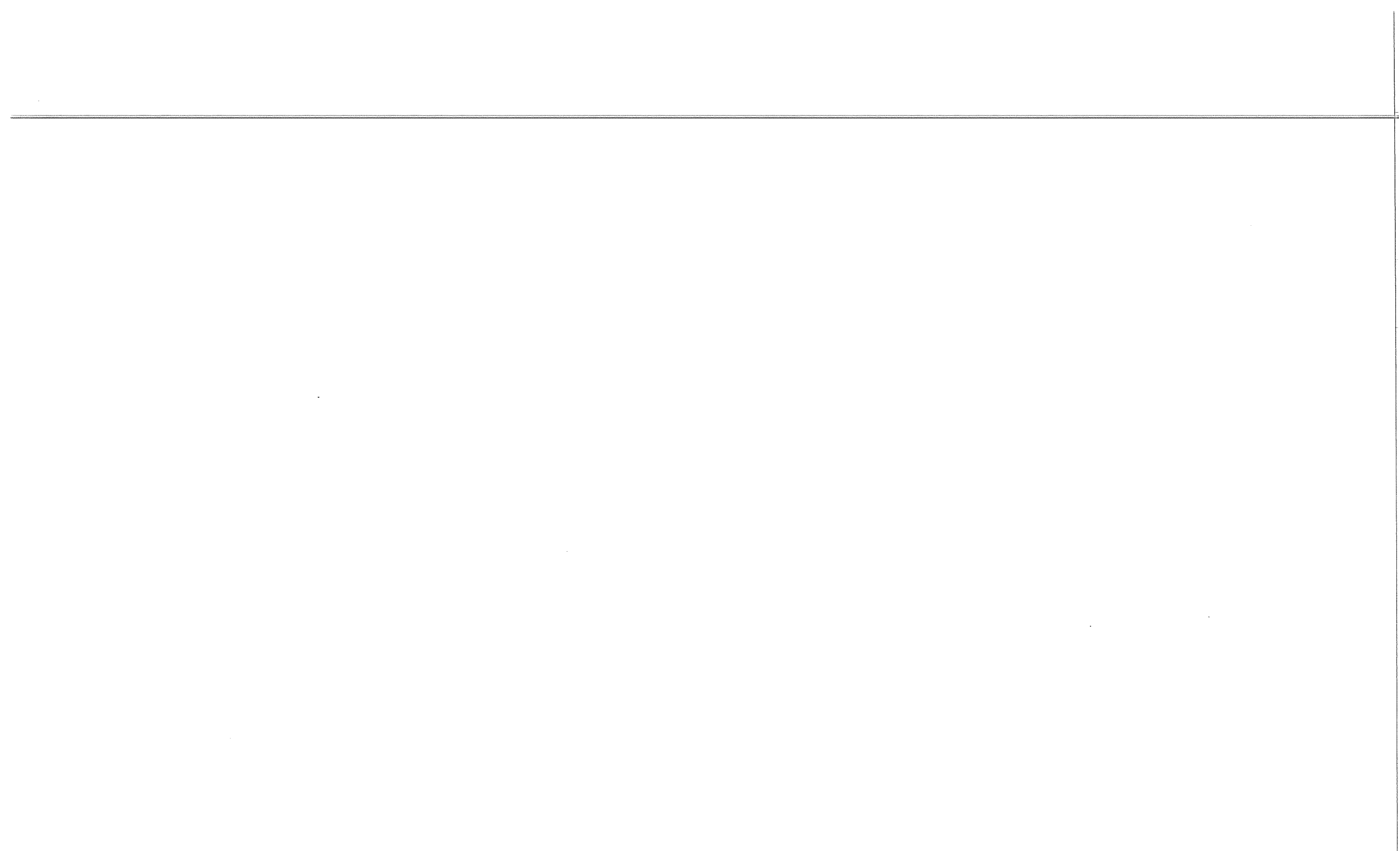
221.	CNR Stuart St. Yards Hamilton	5/5/83	Gasoline	From a leaking dome on a car.	L	#83-354
222.	CNR Stuart St. Yards Hamilton	3/31/83	Anhydrous ammonia	Apparent defective packaging around a gauging rod.	L	#83-351
223.	HURON FORWARDING CO. Dixie Rd. Missisauga	7/22/83	Alodine, 95% caromic acid, 5% HF acid; approx. 1 pt.	Spill occurred when forklift truck damaged 45 gal. drum.	S	#83-385
224.	SHELL CANADA Commissioner St. Toronto	7/19/83	2500 litres of Cyclo-Sol 5l	Product spilled when contractor conducting a pressure test and failed to close a valve upon completion of test.	L	#83-378
225.	SHELL CANADA Commissioner St. Toronto	7/19/83	6895 litres of Isopropyl Alcohol	See #224 above.	L	#83-377
226.	CNR McMillan Yard Concord	7/19/83	5 gals. of 92% tert-butyl cumyl peroxide	Spill occurred when there was a movement in the bulk shifting containers and a cap popped off a plastic container.	L	#83-375
227.	GORD BREAK R.R. #3 Gravenhurst	7/19/83	2 gals. of hydraulic oil	Caused by valve and material failure.	U	#83-374
228.	TRANS NORTHERN PIPELINE Region of Peel	7/19/83	Approx. 10-20 imp. gals. of J.P.4	Spill occurred due to relief valve collector tank overflow.	L	#83-373



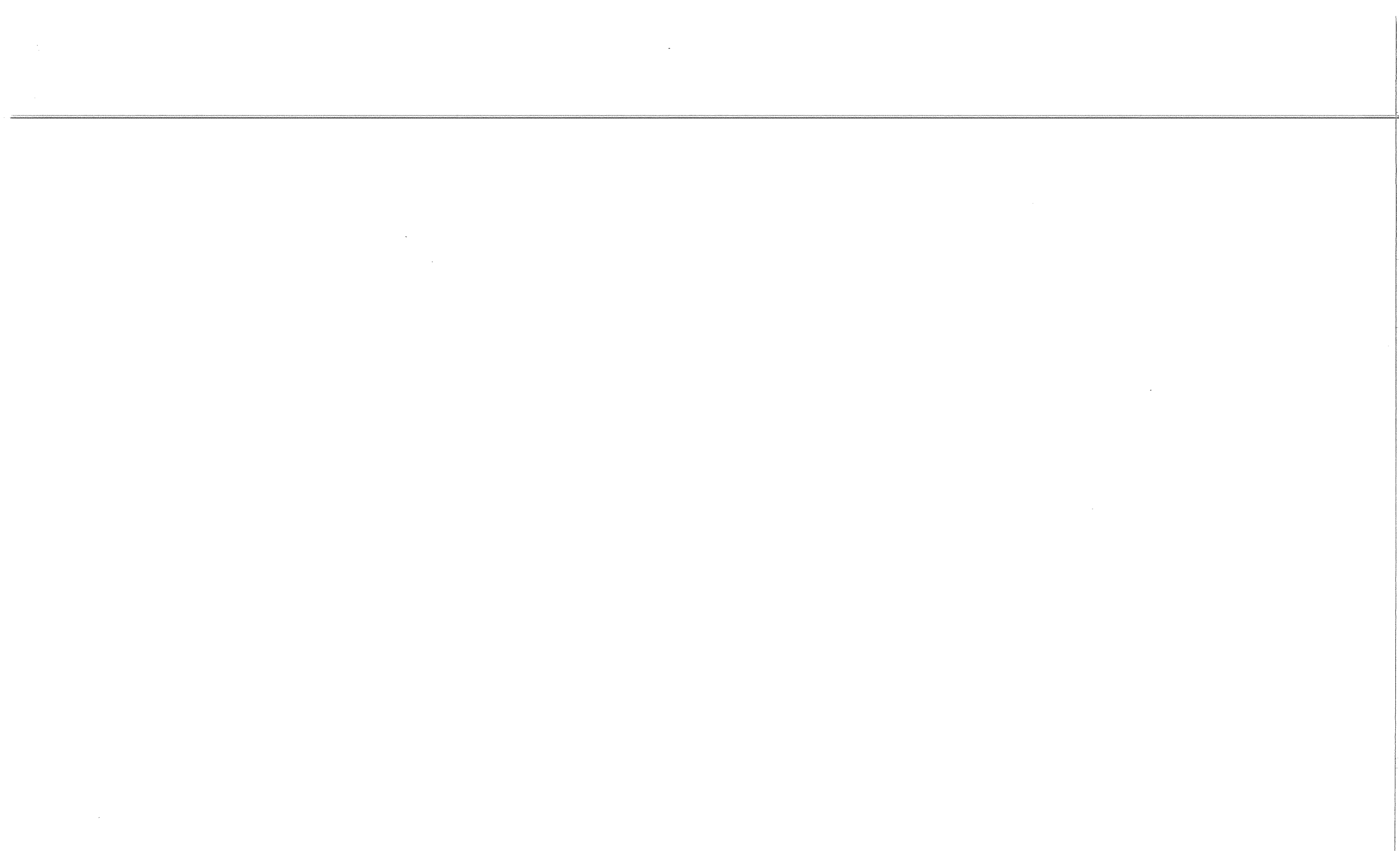
229.	OAKVILLE WOOD SPECIALTIES Oakville	7/18/83	40 gals. of Rodamine B dye	Spill caused by container leak when plant worker drained dye into a storm line connection in the plant. Dye entered 16 Mile Creek which turned red.	S	#83-372
230.	MULCO INC. Scarborough	7/12/83	Soapy brown substance	Reported in Lawrence/Midland area. Subsequently traced to company.	S	#83-368
231.	ROCLAR CARTAGE FOR SHELL CANADA Markham	7/12/83	4000 gals. of diesel fuel	Spill occurred when pup trailer overturned into roadside ditch for unknown reason. Tanker truck with gasoline remained upright. Leaks from pup trailer contained in ditch by an earthen berm.	S&L	#83-360
232.	CNR Newmarket Subdivision	6/20/83	Anhydrous ammonia	No spill occurred, but strong odour detected.	L	#83-358
233.	CNR MacMillan Yards Concord	6/10/83	Gasoline; amount not specified	Cause was the dome loose, possibly insufficient outage caused by excessive heat.	L	#83-357
234.	CNR MacMillan Yard Concord	6/10/83	Miriatic acid, hydrochloric acid	Caused by a defective valve.	L	#83-356
235.	CNR MacMillan Yard Concord	4/22/83	Propane	Caused by leaking from top dome and defective valve.	L	#83-353



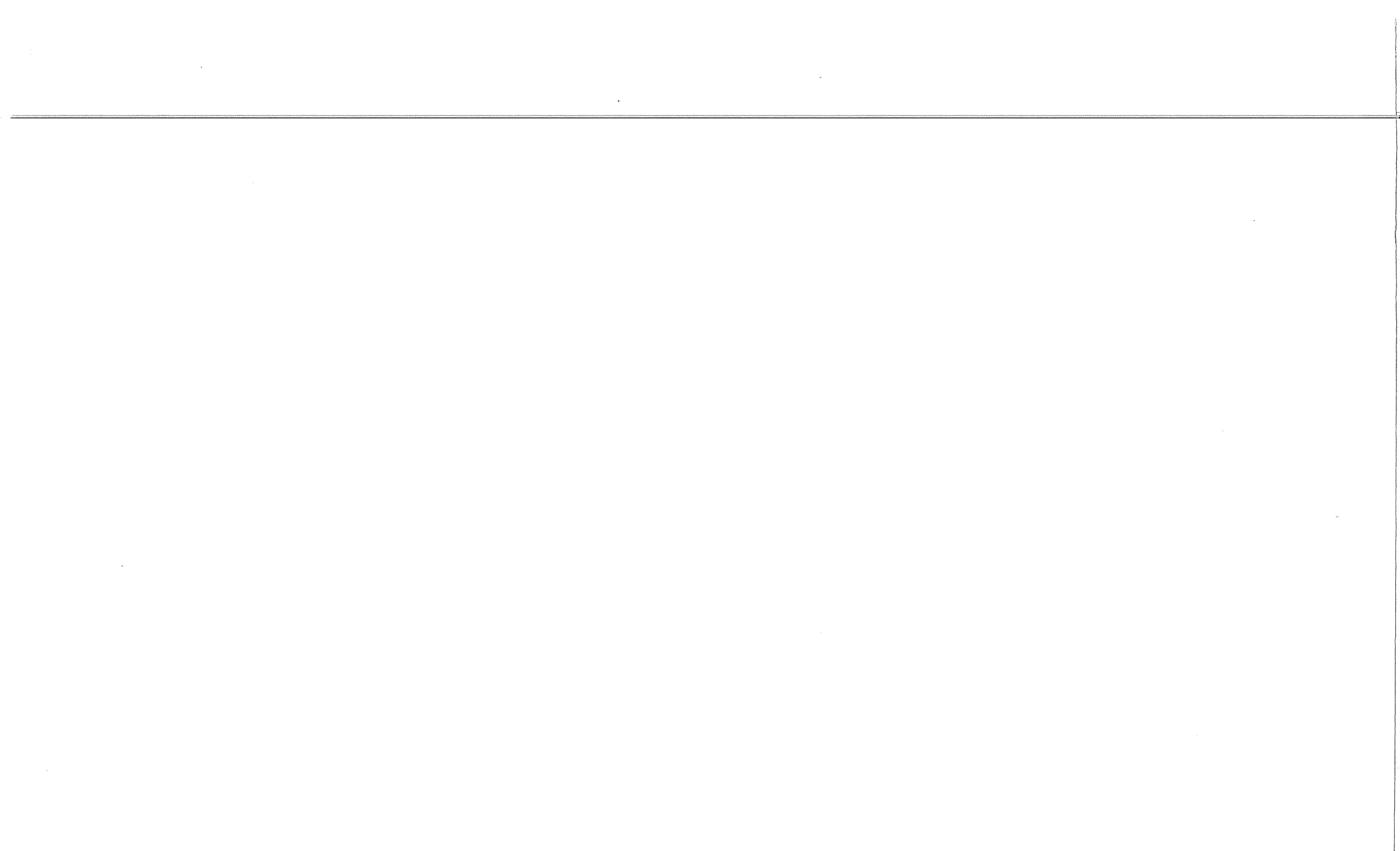
236.	ONTARIO HYDRO WARDEN TRANSFORMER STATION	6/14/83	Approx. 6 litres of askarel PCB		L	#83-348
237.	ONTARIO HYDRO LEASIDE TRANSFORMER STATION	7/6/83	5.9 litres of PCB (of askarel variety)	Result of capicitor blowing up.	L	#83-344
238.	YORK DISPOSAL SERVICES	6/30/83	70 gals. of hydraulic fluids	A severed hydraulic line due to mechanical failure.	L	#83-343
239.	MILLER PAVING LTD. Unionville	6/23/83	600 gals. of ashphalt		S	#83-338
240.	DUPONT CHEMICALS Maitland	7/27/83	220 lbs. of ammonia	When ammonia stream converted to water during recovery start-up process.	L	#83-388
241.	GLENGARY TRANSPORT	7/28/83	40 litres of diesel fuel	Result of truck accident.	L	#83-387
242.	SHELL CANADA Albion Rd. & Bank St. Ottawa	7/22/83	1400 litres of gasoline	Result of a fibreglass broken by asphalt equipment.	L	#83-386
243.	GLEDHILL EQUIPMENT Ingersoll	5/16/83	250 gals. of diesel fuel	Spilled in L'Original, Ont.	S	#83-369
244.	UNIVERSAL TERMINALS LIMITED Harbour Rd. Cornwall	6/28/83	Freshly oiled terminal yard washed away during heavy rainstorm		S	#83-346



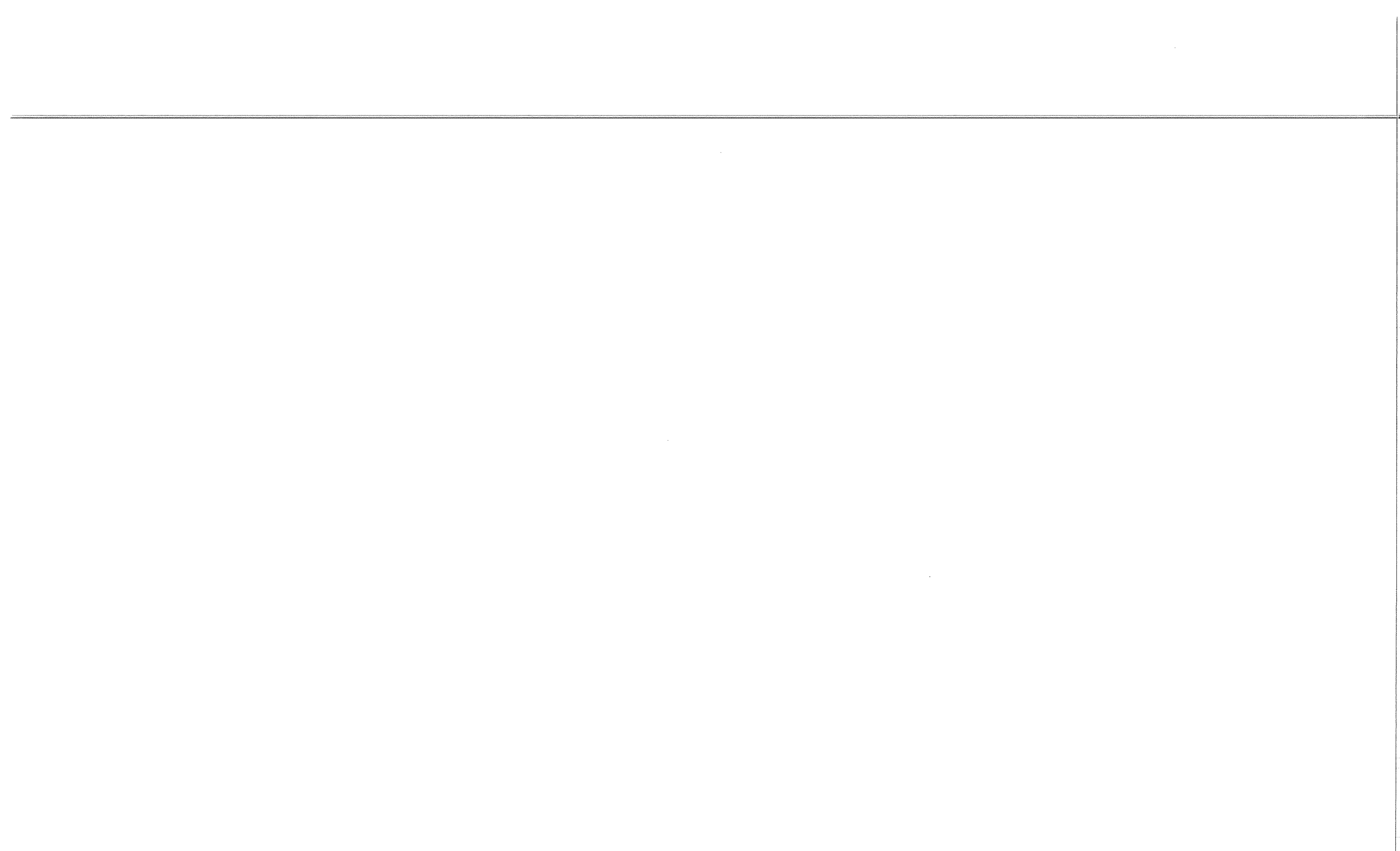
245.	1867 SHELL SERVICE STATION Hwy 401 Westbound West of Trenton	6/22/83	40 gals. of oil	Self-contained generator slipped off flatbed trailer as the westbound rig was entering service centre and ruptured fuel line in the fall.	L	#83-349
246.	DIBBLE CONSTRUCTION and MACTAGGARD CONSTRUCTION Kingston	7/6/83	840 litres of diesel or gasoline	Spill occurred due to collision between 2 construction trucks.	S	#83-346
247.	REPEAT OF #246					#83-345
248.	FINES FLOWERS Rideau & North Gower Ottawa	6/28/83	5-6 gals. of diesel	Small leak from 200 gals. diesel tank washed down to creek during heavy rainfall.	S	#83-339
249.	SUDBURY SEWAGE TREATMENT PLANT	7/25/83	Approx. 3 million gals. of raw sewage	Caused by an overflow during a storm.	PB	#83-379
250.	MACMILLAN BLOEDEL Sturgeon Falls	7/20/83	Approx. 45 gals. of hydraulic oil	Paper machine broke down resulting in release of hydraulic oil from Bowser system to the mill sewer.	L	#83-376
251.	SUDBURY SEWAGE TREATMENT PLANT	7/14/83	Approx. 600 gals. of digested sewage sludge	Caused by an overfilled tank truck.	PB	#83-370
252.	DENNISON MINES/ COMMERCIAL TRANSPORT Elliot Lake	7/5/83	Approx. 200 imp. gals. of 93% sulphuric acid	Caused by operator error when acid tank overflowed while being unloaded from tanker.	L	#83-362



253.	DENNISON MINES	6/24/83	200 imp. gals. of 33% solution of sodium chlorate	Spill occurred as result of overflow due to operator error.	L	#83-361
254.	CNR CAPEREOL YARDS	4/2/83	Approx. 200 gals. of diesel fuel	Caused by defective valve.	L	#83-352
255.	INCO LTD. Levack	7/14/83	Tailings reclaimed water; unknown quantities	Spill occurred due to equipment failure.	L	#83-347
256.	E.B. EDDY Espanola	7/5/83	Soap, resins and fatty acids from pulp mill	Spill occurred during mill modernization program to convert a storage tank to mud storage. Soap pumped to a tank and coated the top the liquor, level indicator read improperly and 2' of soap flowed into Spanish River. High BOD in substance led to fish kills. MOE laid 4 charges against company and 2 charges against 2 company officials under federal Fisheries Act, Ont. Federation of Anglers & Hunters insisted that company pay all costs to rehabilitate the Spanish River.	L	#83-340
257.	ONTARIO HYDRO Timmins	6/27/83	Small quantities of oil (no PCBs present)	Spill occurred because of a leak in container due to equipment failure.	L	#83-347
258.	INCO LTD.	6/5/83	Sewage from plant	Caused by heavy rainfall.	L	#83-336

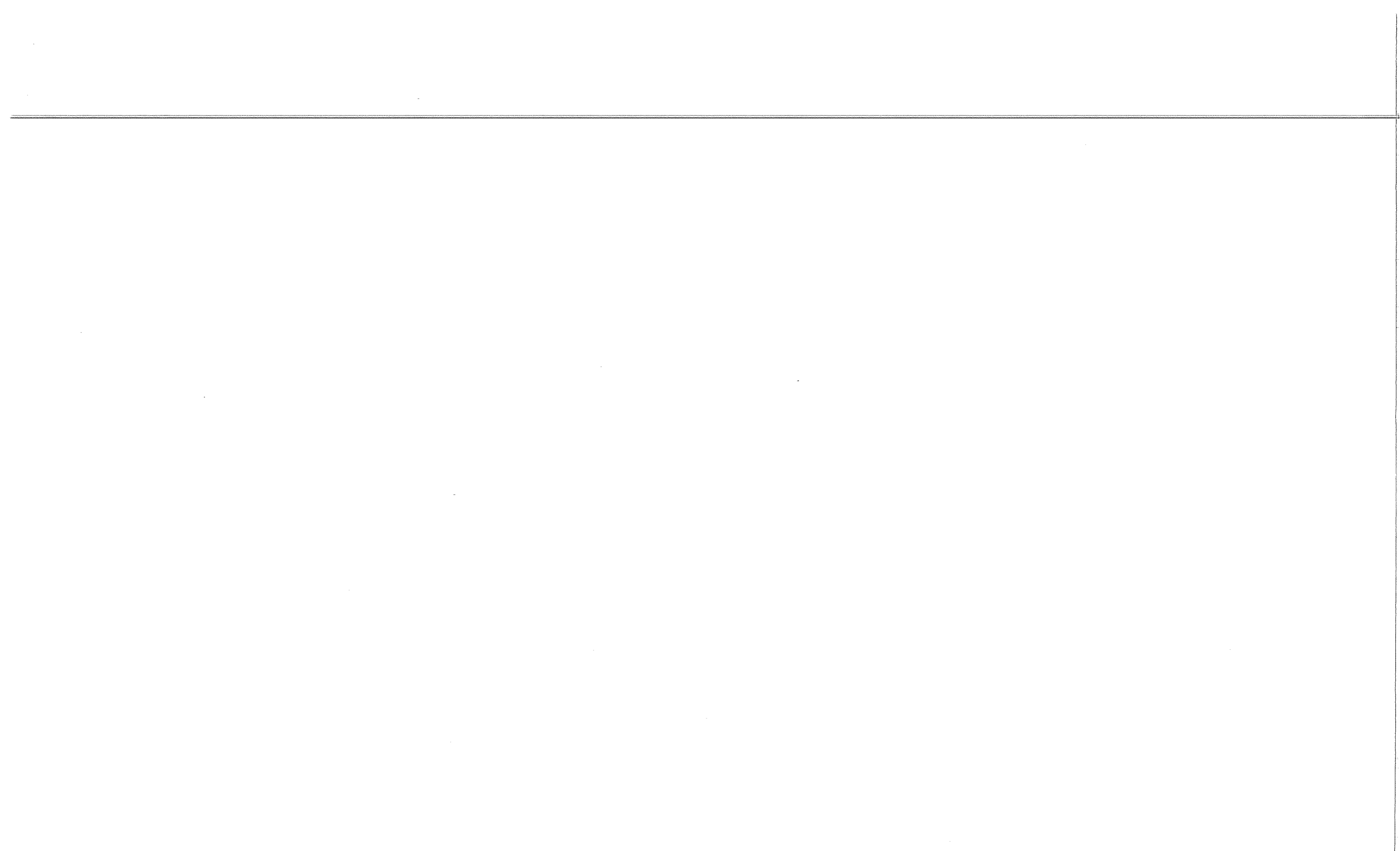


259.	GULF CANADA Smooth Rock Falls	6/21/83	91 litres of gasoline, 477 litres of diesel fuel	Result of a tank truck accident due to a tire blow-out.	L	#83-334
260.	UNITED COOPERATIVES OF ONTARIO Port Elgin	6/14/83	500 gals. of anhydrous ammonia	Caused by operator failing to cap a pipeline when truck being unloaded. London <u>Free Press</u> , 6/15/93, has story that states: "Mt. Eglin angry after deadly gas forces evacuation. 18 homes were evacuated, 34 residents on 4th St. were evacuated from their homes at 3 a.m. by fire fighters responding to a resident's call. There were no injuries."	L	#83-310
261.	O'CEOLAR PRODUCTS Stratford	6/7/83	15 gals. of #2 crude oil	Leak sprang when oil storage tank being removed.	S	#83-309
262.	HOLMES FOUNDRY LTD. Sarnia	6/13/83	1-2 gals. of diethylmethyl amine (DEMA)	Result of accidental spillage from 45 gal. drum.	S	#83-303
263.	UNKNOWN	6/10/83	Herbicide spray mixture containing atrazine and alchlore	Pesticide spill into drainage ditch near Parkhill. A nearby stream leading to Parkhill reservoir was slightly contaminated and a number of young fish killed. Two downstream farmers notified to keep cattle from stream for few days. Quantity and toxicity of herbicides would not cause adverse effects in reservoir which is not used as a source of drinking water.	U	#83-297

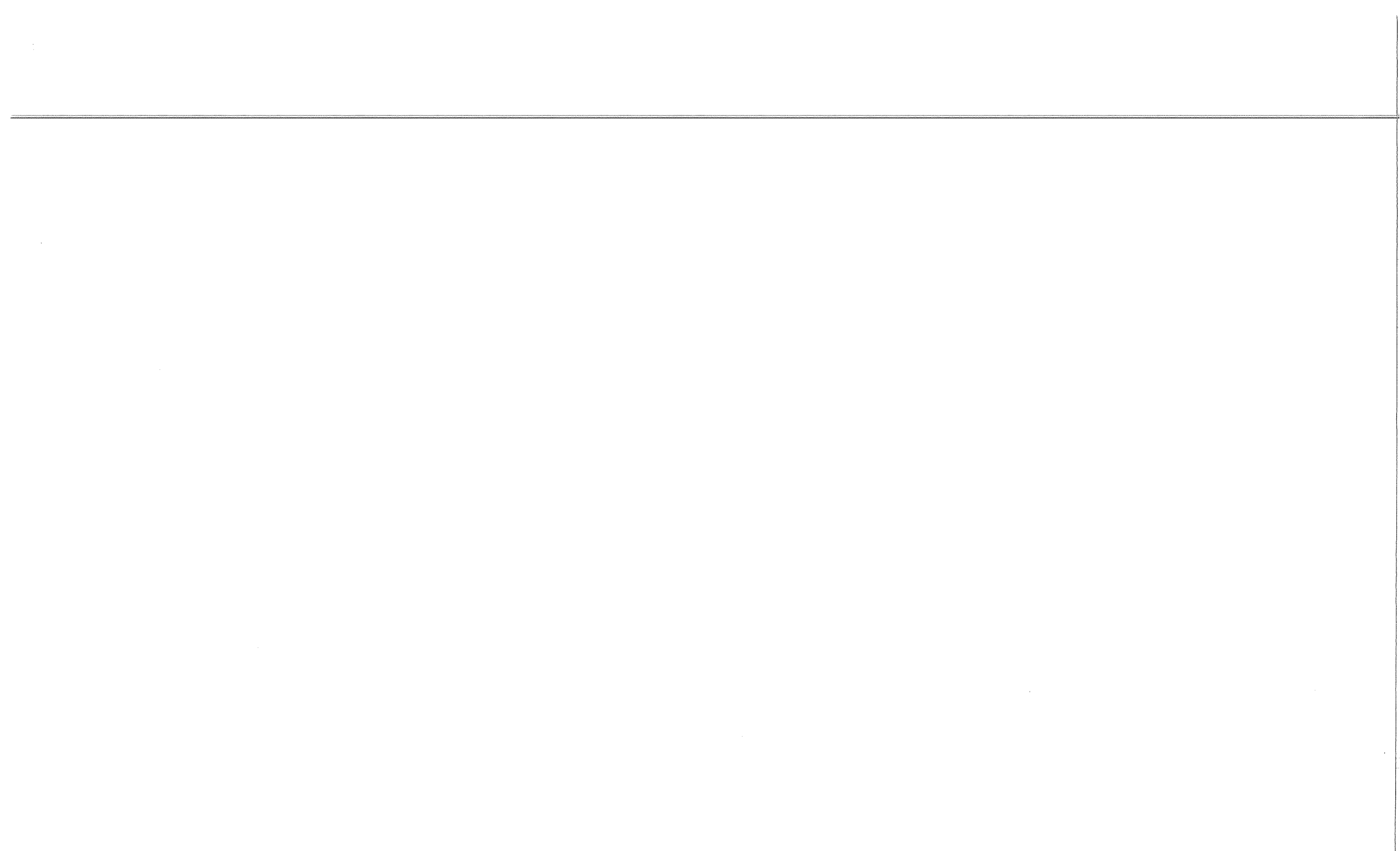


264.	CYANAMID CANADA Harrow	6/1/83	Approx. 200 gals. of 8% nitrogen, 25% phosphate, 3% potash in water solution	Caused when company employee did not properly carry out duties and caused an accident.	L	#83-289
265.	INDUSTRIAL CHEMICAL CLEANING Sarnia	6/6/83	Less than 5 imp. gals. of hydrochloric acid	Caused by tank leak.	L	#83-277
266.	SHELL CANADA Twp. of Moore	6/3/83	Less than 5 imp. gals. of oil	Caused by corrosion of 6" dia. pipe beneath road adjacent to Shell dock.	L	#83-276
267.	CNR Sarnia Yards	6/1/83	10-20 imp. gals. of diesel oil	Caused by leaking pipe.	L	#83-275
268.	ESSO CHEMICAL Sarnia	5/7/83	Caustic solution; quantities not stated	In subsequent letter Imperial Oil states that substance spilled was known as 50 Be Caustic; an estimated 18.6 metric tonnes lost. Caustic material had high pH of 11.5.	L	#83-274
269.	POLYSAR Sarnia	5/16/83	Approx. 1000 gals. of 60% tertiary butyl alcohol	Spill occurred when acid switched into non-acid section and pipes were eaten up by acid. In ensuing confusion operator discharged liquid to ? system by mistake. St. Clair River affected.	L	#83-273
270.	UNKNOWN Lake Erie just off Port Stanley	6/3/83		Coastguard suspects spill caused by bilge pumping from unidentified vessel.	U	#83-269

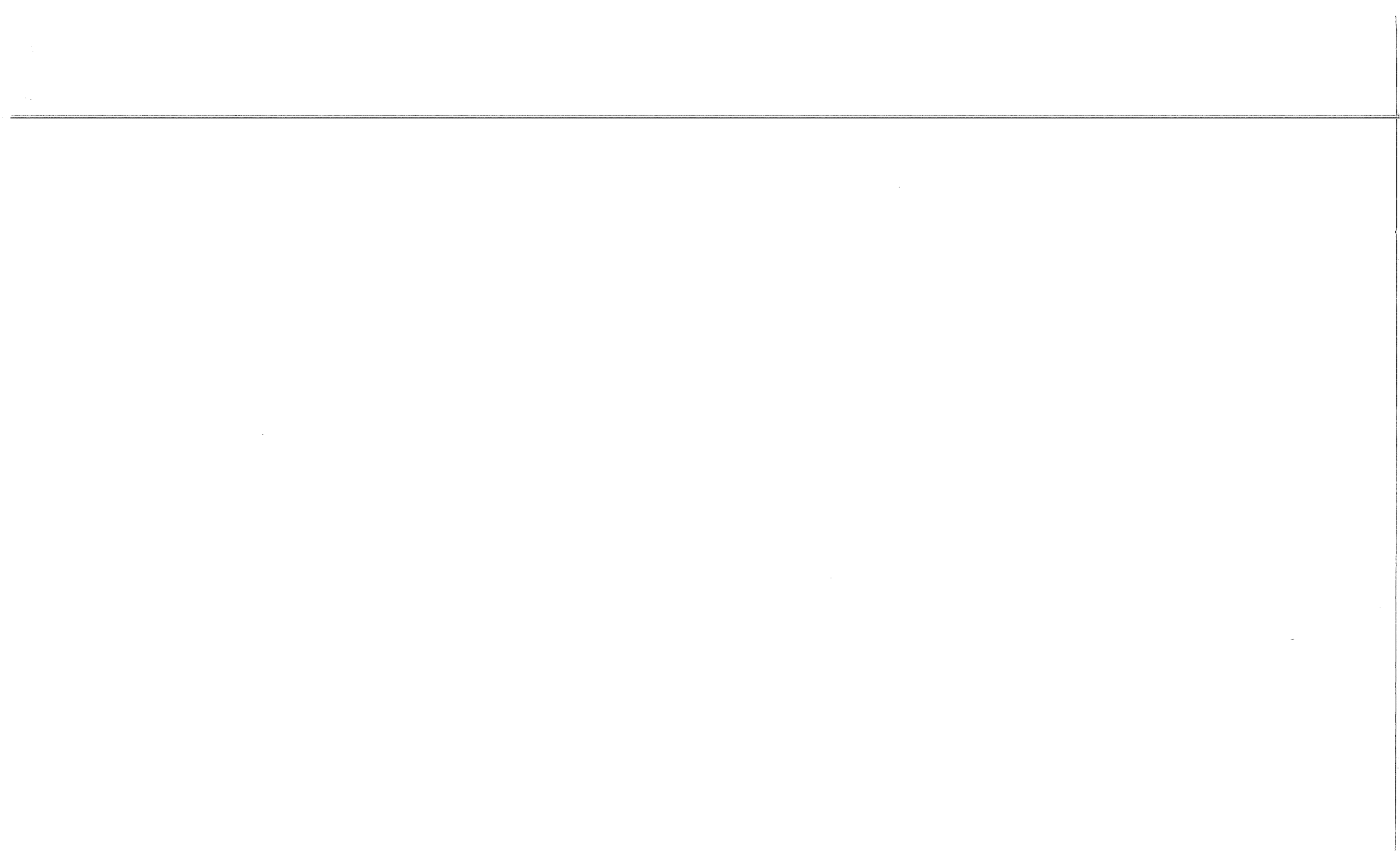
271.	HENDRICKS FARM EQUIPMENT Wyoming, Ont.	5/25/83	Approx. 200 imp. gals. of diesel fuel	Caused when vandals released nossle that allowed fuel to drain into storm sewer.	S	#83-265
272.	BUDD HEAT TREATING Windsor	5/30/83	10 gals. of lubricating oil	Caused when holding tank overflowed.	S	#838-262
273.	POLLARD BROS. LIQUID TANKER Kent County	5/30/83	1000 imp. gals. of liquid calcium chloride, 35% solution	Spill occurred when tanker overturned.	S	#83-260
274.	WESTINGHOUSE Hamilton	6/23/83	150-200 gals. of lacquer	Caused when pressure switch failed to operate properly.	L	#83-330
275.	SCOTLAND AGRO MART & DEPAAW FARMS Scotland	6/22/83	1000-1500 kg of anhydrous ammonia	Spill occurred when pin connecting wagon to applicator broke and dislodged the two from each other, stretched and eventually broke hose. Ammonia was being applied to corn. A small apple orchard may be affected.	F	#83-329
276.	UNITED COOPERATIVES OF ONTARIO Dunnville	6/17/83	600 gals. of aqua ammonia (agricultural fertilizer)	Tanker had recently been overhauled.	L	#83-315
277.	DON HARPER HAULAGE Freeltan	5/20/83	Approx. 10 gals. of diesel fuel	Reason because tractor trailer jacked and punctured saddle tank.	S	#883-314



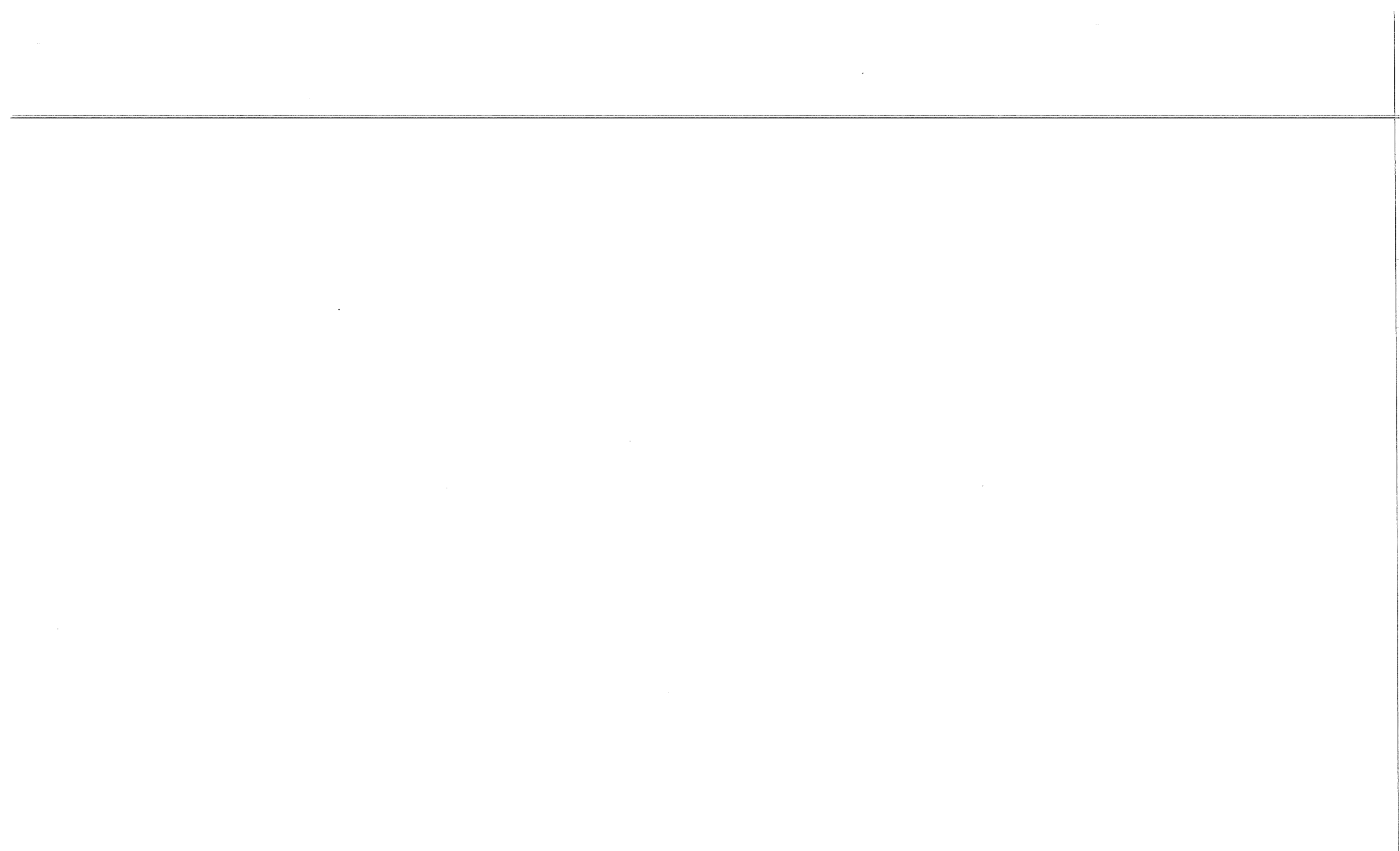
278.	ALGOCAN TRANSPORT Milton	6/7/83	75 gals. of diesel fuel	Result of truck accident involving car; truck's saddle tank ruptured.	S	#83-311
279.	STELCO HILTON WORKS Hamilton	6/13/83	1900 gals. of tin plating electrolite	Caused when operator turned wrong valve.	L	#83-299
280.	ARNOLD TRANSPORT Dundas	5/24/83	25 gals. of diesel fuel	Occurred at fleet filling station. Truck drove over underground tank valve and cracked it.	S	#83-298
281.	H & S TRANSPORT	5/10/83	Approx. 300 gals. of liquid fertilizer	Occurred when hitch broke on trailer causing tank to overturn.	S	#83-266
282.	UNKNOWN Stoney Creek	5/21/83	Diesel or light fuel oil		U	#83-263
283.	CLARK STASILA SHELL SERVICE STATION Burlington	6/16/83	Unknown quantity of unleaded gasoline	Caused by slight leakage from pipe elbow on buried link to the pump island.	S	#83-323
284.	IMPERIAL OIL SERVICE STATION Markham Rd. Scarborough	6/16/83	2500 gals. of gasoline	Caused by pipe leak due to corrosion and material failure.	S	#83-322
285.	COTTAGER Twp. Muskoka Lakes	6/15/83	Unknown quantity of oil	Flowed to neighbour's property and down to lake. Owner held responsible for clean-up of neighbour's beach area.	I	#83-321
286.	POWER TANK LINES Toronto	6/17/83	10 gals. of diesel fuel	Caused by overfilling of ferry fuel tank.	L	#83-319



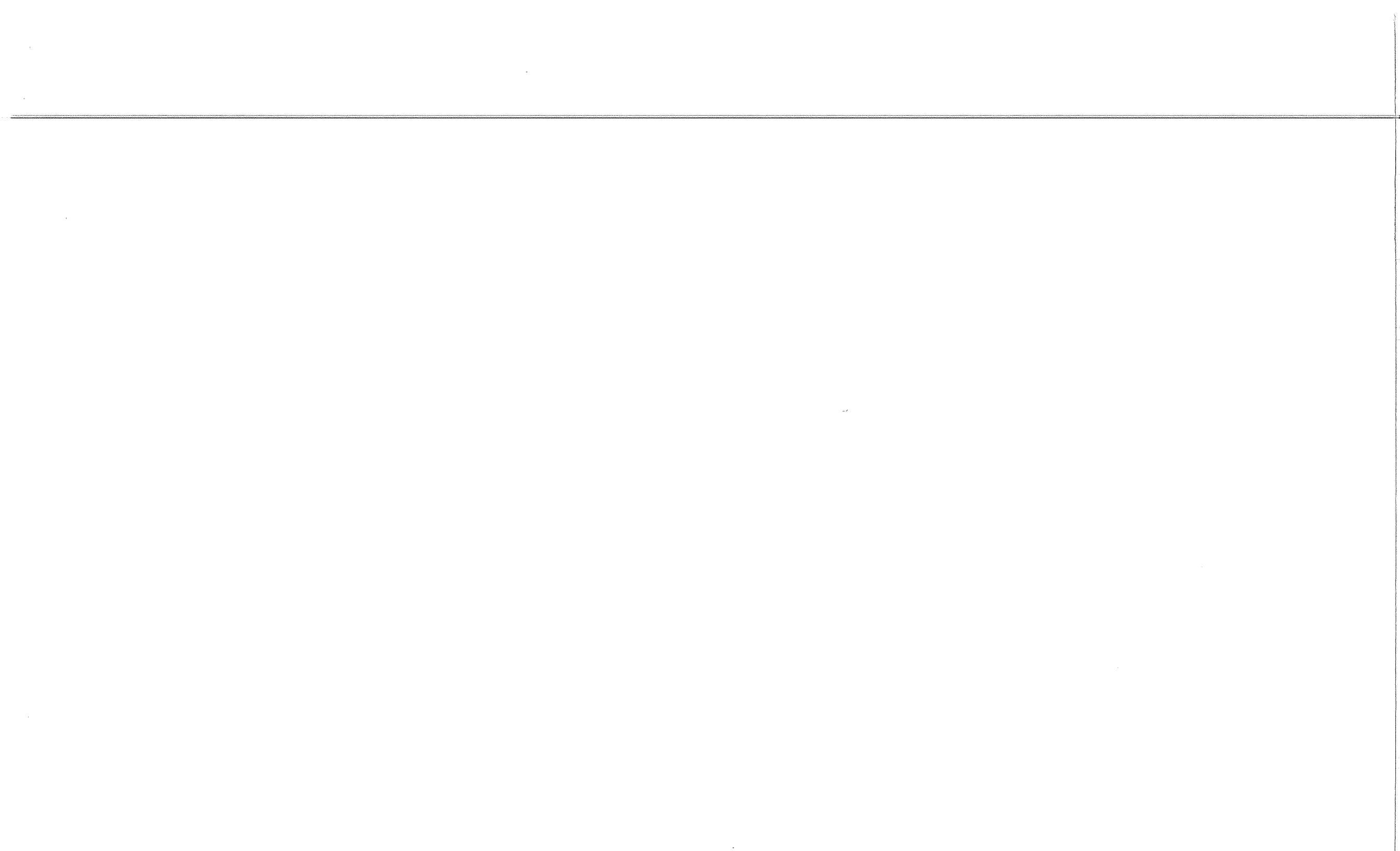
287.	CAYUGA QUARRIES Cayuga	6/7/83	Approx. 200 gals. of hot tar	Leaked into ditch before tanker was pumped.	S	#83-317
288.	SIMCOE CO-OP Barrie	6/15/83	Minimal amount of odour detected of anhydrous ammonia	Problem was a leaking valve.	S	#83-316
289.	TORONTO LIFE GUARD POOL SERVICES	6/13/83	Approx. 4500 litres of sodium hypochlorite		S	#83-302
290.	LEVER BROS. DETERGENTS Toronto	6/11/83	Max. 2700 gals. of PCB contaminated oil	Occurred when forklift truck accidentally overturned 2 electrical circuit breakers which were each filled with 60 gals. of mineral oil containing PCBs at level of 2700 pts./million and 7000 pts./million respectively. Some may have entered Don River.	L	#83-301
291.	CNR Concord Yards	6/10/83	1 shipping container of pesticide aldrin (approx. 100 gals.)	Caused due to small derailment within MacMillan yards.	L	#83-300
292.	GLIDDON COMPANY/ DAY CARTAGE Wallace Ave. Toronto	6/6/83	Approx. 1 gal. of Cuprous ammonium hydroxide	Spill caused a stain on the road.	L	#883-296
293.	LAKE VESSEL - METIS	6/7/83	Spilled bilge water	Slick was observed approx. 400' long and 20'-30' wide.	Ship	#83-285



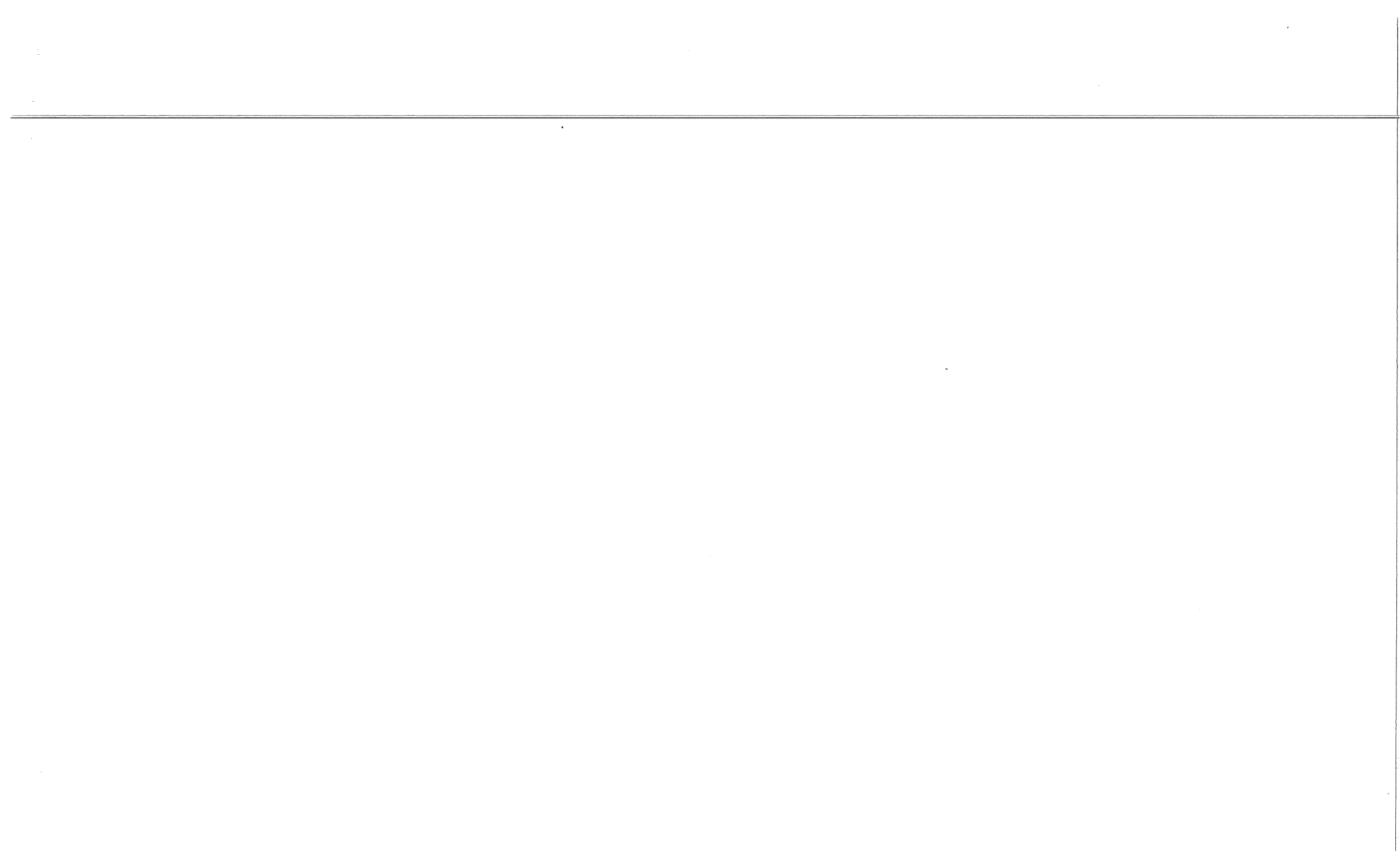
294.	METRO PARKS - SAM MCBRIDE FERRY	6/7/83	5-10 gals. of diesel fuel	Cause due to tank levels not monitored accurately and overflow occurred.	PB	#83-284
295.	THE WEEDMAN Barrie	6/6/83	Approx. 225 litres of 4% solution 24D and mecoprop in water	Cause was a collision where pickup truck overturned.	S	#83-283
296.	DOMINION CONSOLIDATED 15 Atomic Ave. Etobicoke	6/6/83	5 gals. of diesel fuel	Caused when truck overturned and fuel leaked into water.	S	#83-282
297.	CHEM-LAWN Mississauga	6/3/83	600 gals. of lawn spray mixture including Killex 24D, fertilizer, crab grass control chemical	Caused when tanker overturned.	L	#838-281
298.	CANADA CARTAGE SYSTEMS LTD. Queensway Etobicoke	5/31/83	Approx. 20 gals. of diesel fuel	Caused when tractor trailer struck a bridge abuttment.	S	#83-280
299.	NORDAIR AIRLINE	5/29/83	Unknown quantity of aviation fuel	Caused when aircraft overfilled during fueling operations.	L	#83-279
300.	TORONTO INTERNATIONAL AIRPORT	5/29/83	Approx. 20 litres of aviation fuel	Occurred near Gate 95, Terminal 2.	PB	#83-278
301.	JOHN AND JIM'S GULF STATION Coburg	5/4/83	Unknown quantity of gasoline	Caused believed to be due to sloppy filling procedures by delivery track personnel.	S	#83-264



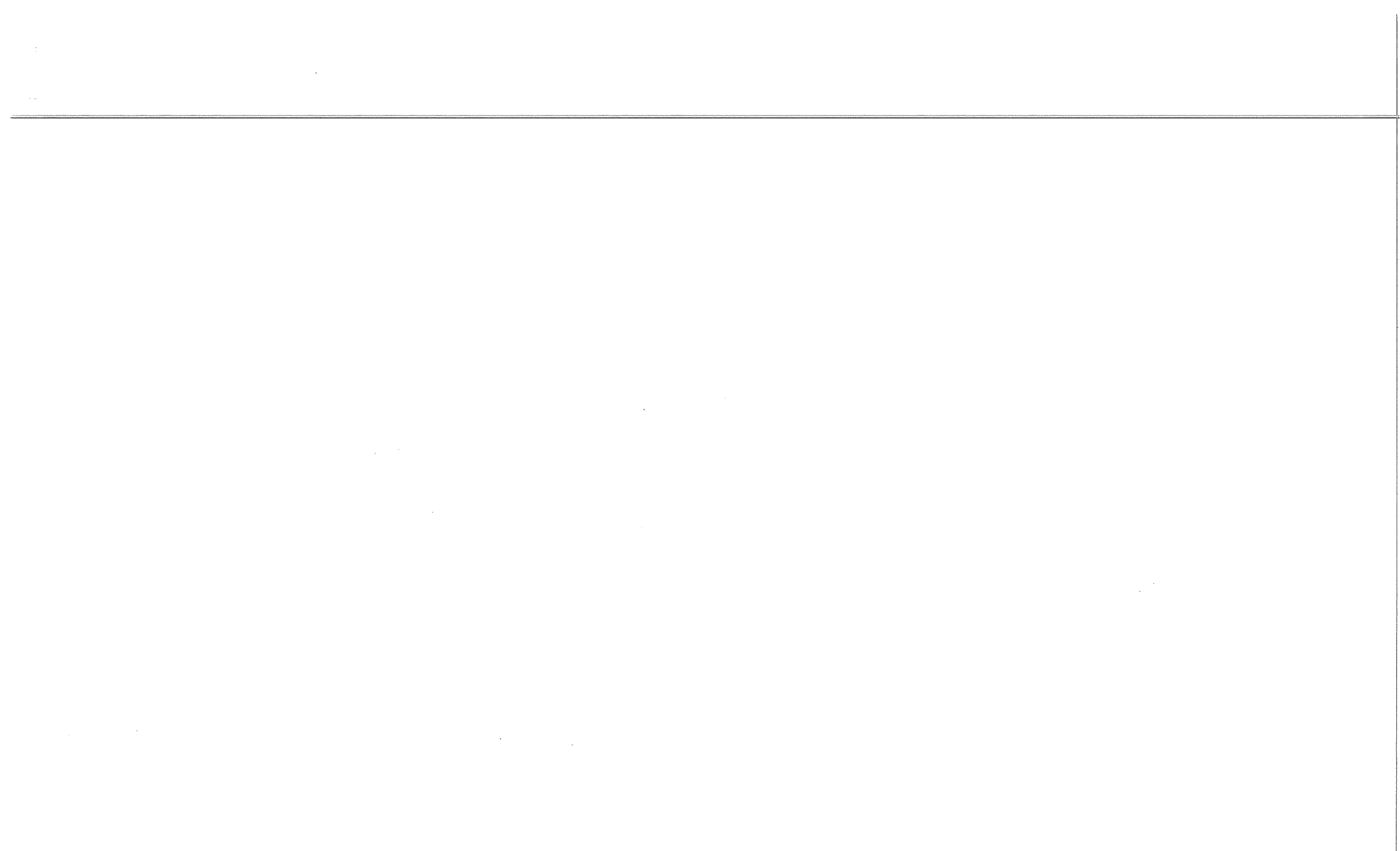
302.	HOMEOWNER Burlington	6/7/83	5 gals. or less of #2 oil	Occurred while removing old underground storage tank.	I	#83-317
303.	UNKNOWN Hwy 62 N.E. of Purdy	6/15/83	100 lbs. of penta chlorophenate	Cause appeared to be when material fell off flatbed truck due to load not being securely tied.	U	#83-324
304.	TEXACO CANADA	6/12/83	Over 1000 litres of lubricating oil	Caused when tractor trailer overturned on median of Hwy 401, 10 km west of Cornwall.	L	#83-320
305.	UNKNOWN Cornwall Harbour	6/16/83	Oil	Oil slick in Cornwall Harbour.	U	#83-313
306.	COTTAGER Drummond Twp.	6/8/83	900 litres of #2 fuel oil	Caused when 200 gal. tank at cottage property upset during winter.	I	#83-304
307.	TEXACO CANADA Ottawa	5/30/83	200-350 litres of #2 fuel oil		L	#83-290
308.	PROVOST CARTAGE Cornwall	5/27/83	25 litres/min. of hydrochloric acid		L	#83-268
309.	FALCONBRIDGE LTD.	6/29/83	8 gals. of sulphuric acid		L	#83-333
310.	INCO LTD. Sudbury	6/21/83	Unknown quantity of pyrotoite tailings		L	#83-332
311.	TRADERS METAL Sault Ste. Marie	6/20/83	Smoke from open burning		S	#83-328



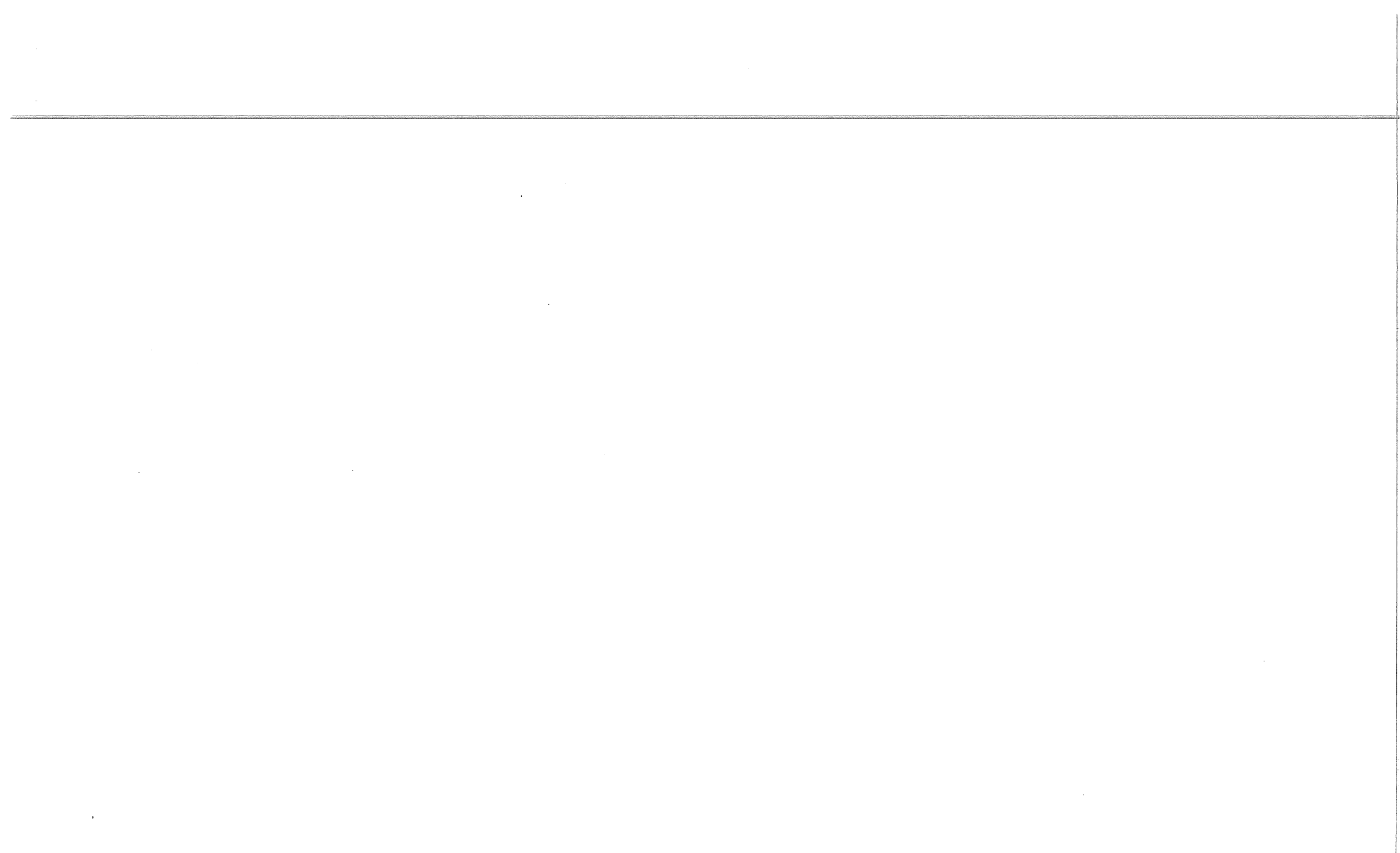
312.	IMPERIAL ESSO BULK PLANT Hearst	6/15/83	1000-1500 gals. of leaded gasoline	L	#83-327
313.	ABITIBI-PRICE Smooth Rock Falls	6/15/83	Unknown quantity of clarifier effluent	L	#83-326
314.	SHELL CANADA Timmins Airport	6/8/83	40 gals. of aviation fuel	L	#83-325
315.	TOWN OF NICKEL CENTRE PUMPING STATION	6/15/83	Raw sewage	PB	#83-308
316.	INCO LTD. COPPERCLIFF REFINERY	6/14/83	Dust emissions; 15 mins.	L	#83-307
317.	CARMAN CONSTRUCTION Sudbury	5/31/83	2 tonnes Ni Calcite on Reg. Rd. 55	S	#83-306
318.	INDIVIDUAL Elliot Lake	6/7/83	200 gals. of home heating oil	I	#83-305
319.	ASSOCIATED PORCUPINE MINES Tisdale Twp. Timmins	5/13/83	575 gals. of transformer oil	L	#83-295
320.	INTERLOX OF AMERICA (DELANE'S ESSO) Kenogami	5/10/83	Unknown quantity of hydrogen peroxide	S	#83-294
321.	SUDBURY SEWAGE T.P.	5/30/83	Raw sewage	PB	#83-293



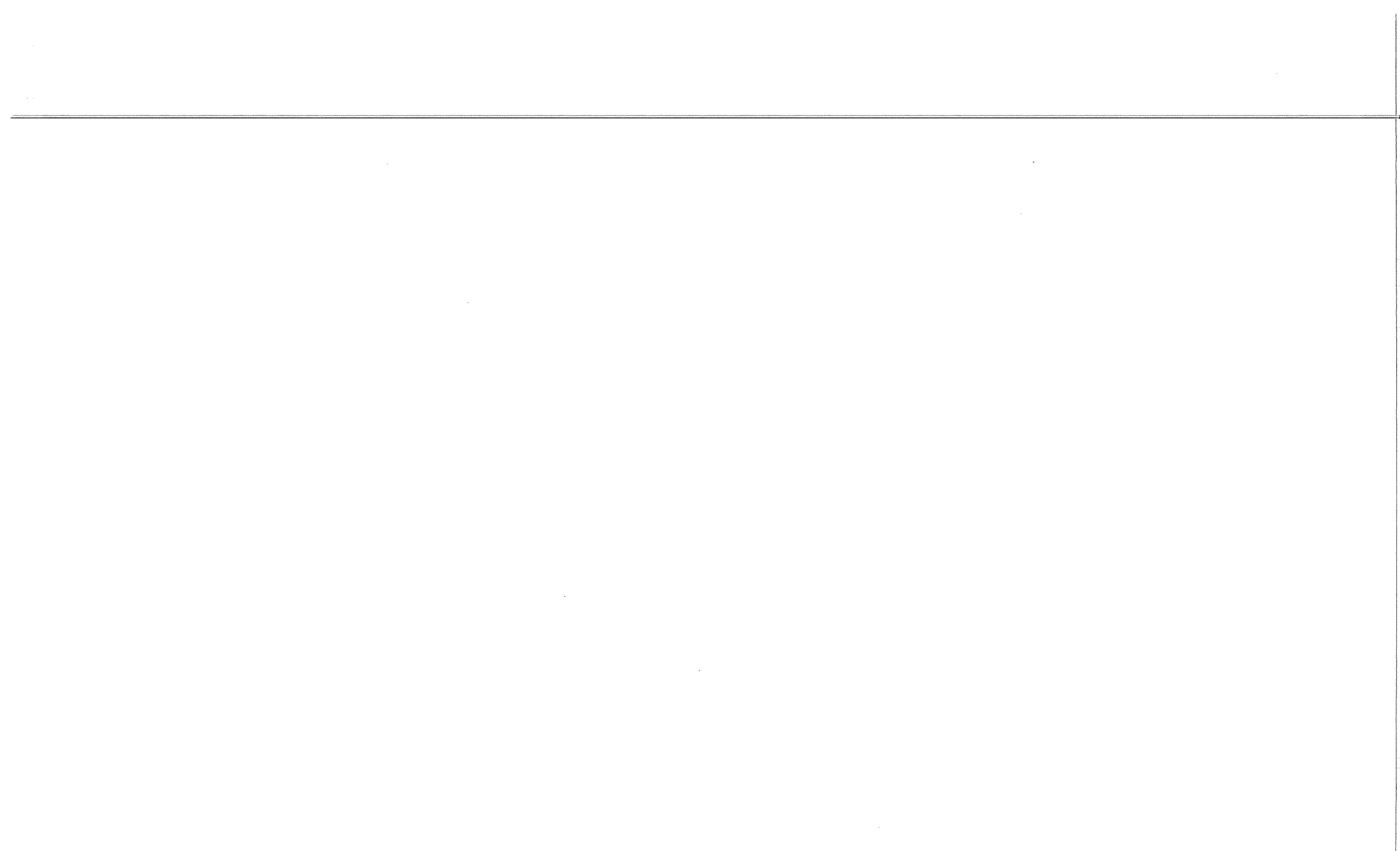
322.	S.S. MARIE SEWERS	5/29/83	Storm sewage		PB	#83-292
323.	DSESBARATS GULF Desbarat	5/28/83	Oil slick in Desbarat River		L	#83-291
324.	INCO LTD. COPPERCLIFF	6/6/83	Minewater		L	#83-288
325.	FLINTOFFS GULF STATION Elliot Lake	5/31/83	Minimal amount of diesel oil		S	#83-287
326.	HUME TRANSPORT & TALLMAN TRANSPORT Near Parry Sound	5/26/83	300-400 gals. of diesel fuel	Collision.	S	#83-386
327.	INCO LTD. Frood Rd. Sudbury	5/19/83	Mine tailings		L	#83-272
328.	FALCONBRIDGE	5/14/83	Slimes		L	#83-271
329.	UNKNOWN Jacques, Ont. (Hearst)	5/14/83	Oil	Oil slick seen in ditch in front of home.	S	#83-270
330.	CONNISTON STP	5/25/83	Sewage		PB	#83-267
331.	SUDBURY STP	5/25/83	Sewage		PB	#83-no number
332.	INCO LTD. COPPERCLIFF	5/30/83	Tailings decant		L	#83-261
333.	TRIMAC TRUCK ERCO CHEMICALS Ignace	6/29/83	Several hundred gals. of phosphoric acid	Accident.	S	#83-312



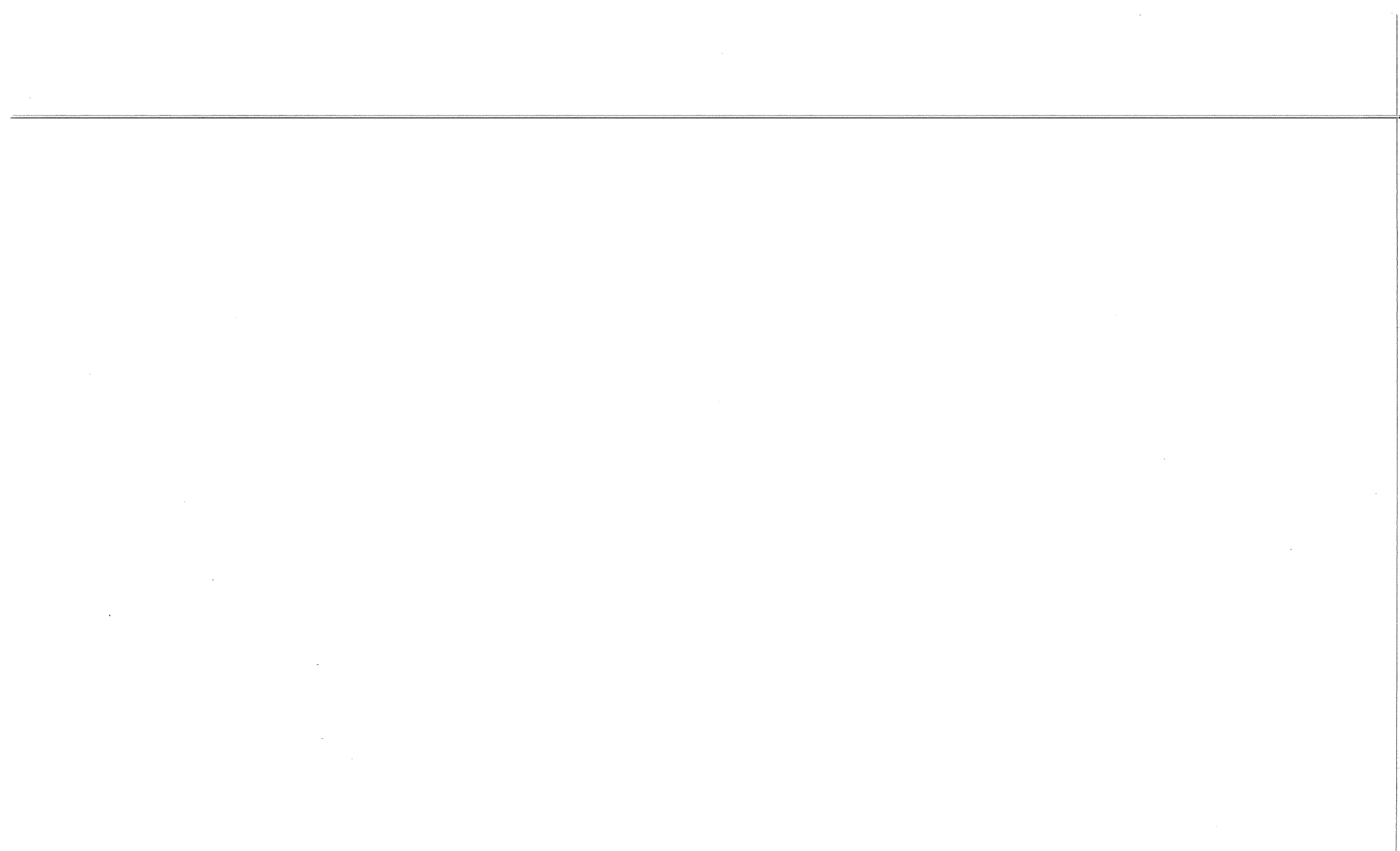
334.	UNKNOWN London	5/27/83	Oil slick	Oil slick traced to storm sewer on southeast side of Pottersberg Creek.	U	#83-255
335.	NORTH AMERICAN PLASTICS & PROVOST TANKERS Town of Wallaceberg	5/20/83	Approx. 300 imp. gals. of muriatic acid		L	#83-247
336.	CARGHILL GRAIN CO. R.R. #3 Princeton	5/14/83	160 gals. of liquid nitrogen		L	#83-240
337.	UNKNOWN Sarnia	5/7/83	Slick, possible mixture of petroleum and sewage	In St. Clair River.	U	#83-227
338.	COLES FUELS London Airport	5/6/83	3-5 gals. of aviation fuel		S	#83-209
339.	FROMET LTD. London Hamlet of Croton	4/28/83	1800 imp. gals. of diesel fuels		S	#83-203
340.	CNR Sarnia	4/27/83	1 gal. of nitric acid		L	#83-202
341.	FORMAC PUMPING SERVICES LTD. Sarnia Twp.	4/18/83	1-10 gals. of diesel fuel and glycol		S	#83-189
342.	CAMEO INC. Hamilton	5/24/83	75-100 gals. of diesel fuel	Caused when steel plate flipped up from wheels, breaking fuel lines.	S	#83-249



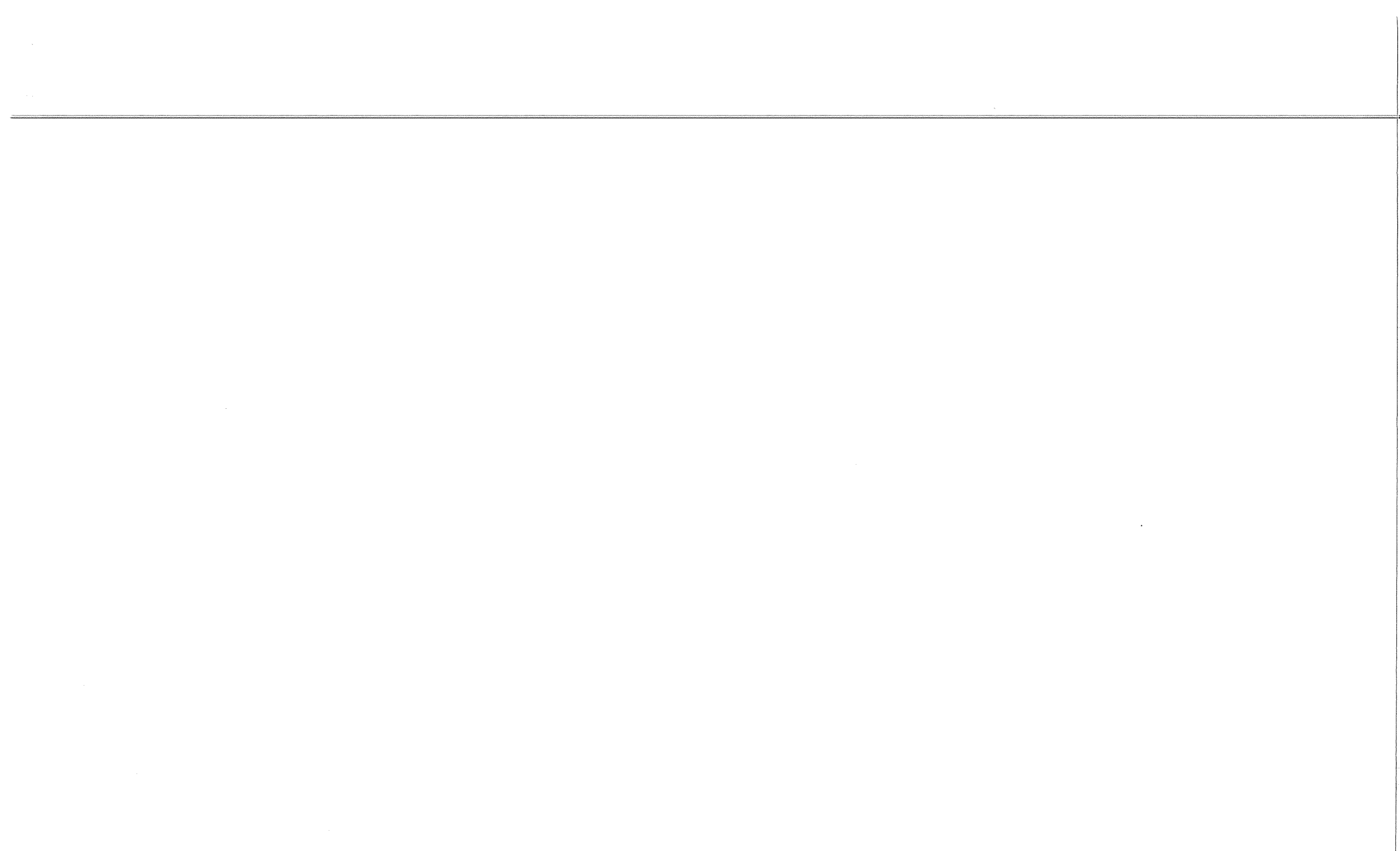
343.	CANADA COACH LINES Hamilton	5/18/83	40 gals. of diesel fuel	Tank leak caused by damage to equipment.	L	#83-249
344.	UNKNOWN Flamborough Twp.	5/13/83	Oil	From car in roadside ditch.	U	#83-235
345.	ESSO STATION Ayr	5/8/83	400 gals. of gasoline	Tank leak due to corrosion.	S	#83-235
346.	M AND T CHEMICALS Hamilton	5/4/83	5 gals. fo anhydrous tin (tetra chloride) liquid	Employee spilled material.	S	#83-234
347.	UNITED COOPERATIVES OF ONTARIO Flamborough	5/2/83	4000 litres of liquid urea, ammonium and nitrate fertilizer	Caused by valve failure due to corrosion.	L	#83-233
348.	CNR St. Catharines	4/26/83	40 gals. of fuel oil	Caused by pipe leak due to vandalism.	L	#83-224
349.	UNKNOWN Cootes Paradise Hamilton	5/7/83	Unknown		U	#83-215
350.	BRESLUBE TRUCK	5/3/83	50 gals. of hydrochloride	Caused when container fell on truck.	L	#83-212
351.	UNKNOWN Flamborough	4/26/83	Approx. 100 gals.	Cause unknown.	U	#83-204
352.	GULF CANADA Markham, Thornhill York	4/21/83	Unknown quantity of light oil	Caused by pipeline leak.	L	#83-252



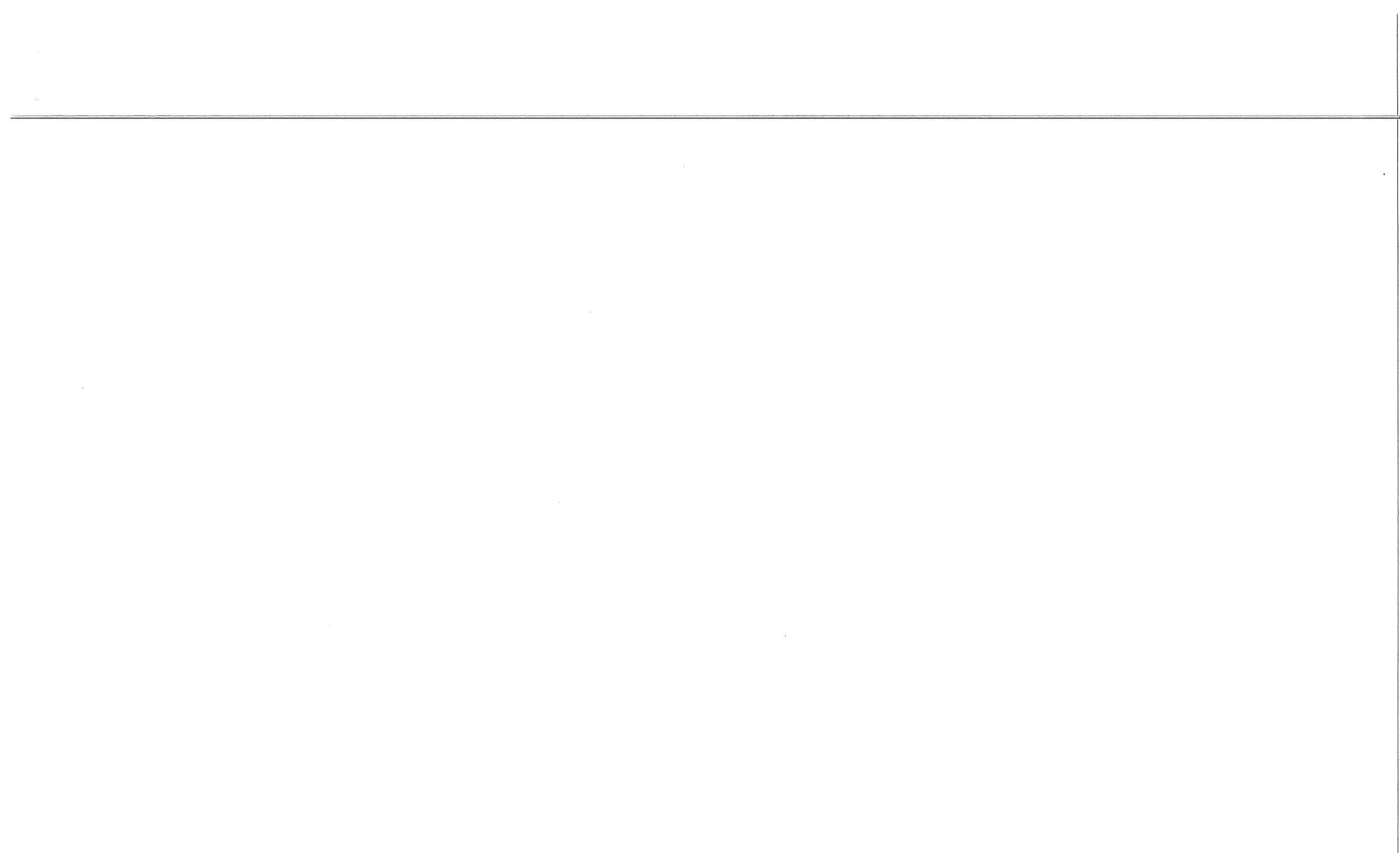
353.	MOGILIE CONCRETE SERVICE Pickering	4/19/83	Unknown quantity of processing lime	Cause due to improper handling of waste during disposal.	S	#83-251
354.	BP CANADA, DAVID GRANT FUEL TERMINAL Collingwood	5/5/83	4909 litres (1090 gals.) of diesel fuel	Pipe leak due to equipment failure as McKeen Quarries Truck was being loaded.	L	#83-248
355.	ROBERT WILLIAM ENTERPRISES Youngsville, PA	5/18/83	20-30 gals. of diesel fuel	Caused when tractor trailer rolled onto its side; cargo was wood.	S U.S.	#83-243
356.	PETRO CANADA Barrie	5/16/83	30 gals. of gasoline	Overflow caused by errors: overfilling by delivery truck driver.	L	#83-242
357.	FREDRICK TRANSPORT Cambridge	5/11/83	150 gals. of diesel fuel, 125 tons of corn germ	Underinflated tire caused tractor to veer off into roadside on a curve.	L	#83-241
358.	LIDLAW TRANSPORT City of Barrie	5/12/83	40 gals. of hydraulic fluid	Caused when hydraulic hose failed.	L	#883-232
359.	IMC INDUSTRY GROUP CANADA LTD.	5/4/83	22,000 imp. gals. of nepheline, syonite mill tailings	Caused by overflow during storm.	L	#83-225
360.	UNKNOWN Toronto	5/6/83	#2 oil in sewer	Cause by tank leak due to corrosion	U	#83-219
361.	COPPERSMITHING PLANT OR O'HARA LTD. Scarborough	5/4/83	600 gals. of nitric acid	Caused when tank overturned due to employee error.	S	#83-218



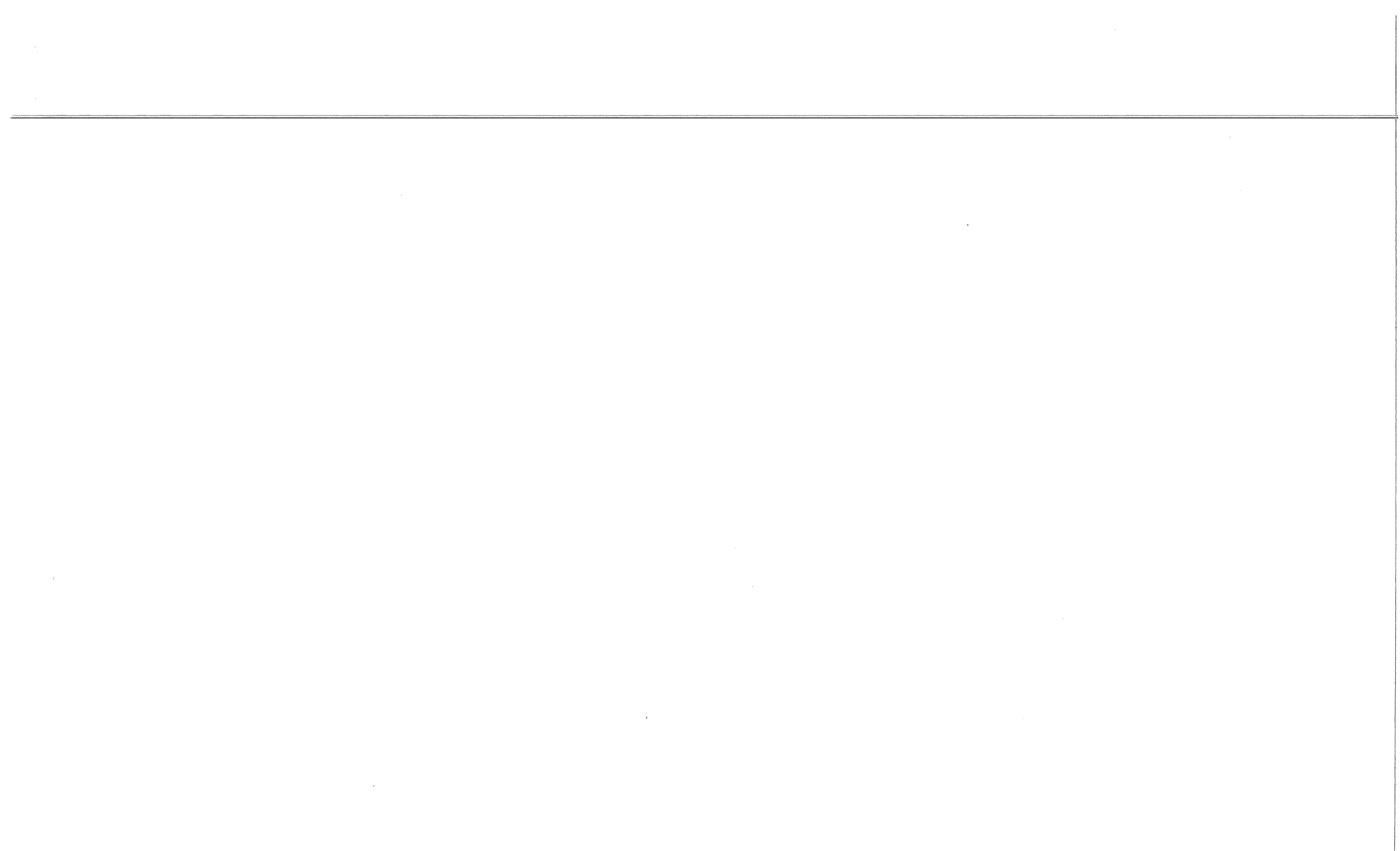
362.	KEN SHAW GULF Fife Bay Rd. Near Peterborough		Unknown quantity of gasoline	Caused when supplier overfilled tank.	S	#83-205
363.	VAN MEEMS FARMS Halton	4/29/83	7000 gals. of digested sludge	Caused by valve failure; possible equipment failure. Tanker truck discharged load into Bronte Creek. (B and H Haulage)	F	#83-192
364.	PETRO CAN TANKER Hwy 400 Simcoe County	4/26/83	100 gals. of diesel fuel	Tank leak caused by broken driveshaft which punctured fuel tank.	L	#83-191
365.	SHELL CANADA RESEARCH CENTRE Lakeshore Rd.	4/24/83	20 gals. of fuel oil	Caused by underground tank leak due to corrosion.	L	#83-190
366.	IVACO STEEL L'Orignal	4/21/83	25 litres of PCB (inerteen)	Caused when capacitator bank ruptured.	L	#83-256
367.	PEEBLES PRODUCTS Cornwall	5/13/83	13,500 kg over 3 hrs. of condensed whey	Caused by valve failure.	S	#83-249
368.	UNKNOWN St. Lawrence River	5/22/83	20,000 gals. of #5 black oil	Oil released by salt water vessle, M.U. <u>Beograd</u> , in the Iroquois lock.	Ship	#83-244
369.	UNIVERSAL TERMINALS LTD. Matilda Dundas County	5/6/83	80 litres of #2 il	Caused by pipe leak due to corrosion.	L	#83-236
370.	SUNOCO GAS BAR Gloucester	4/28/83	500 litres of diesel oil	Caused when pipe fitting on a retail diesel fuel dispenser leaked.	S	#83-226



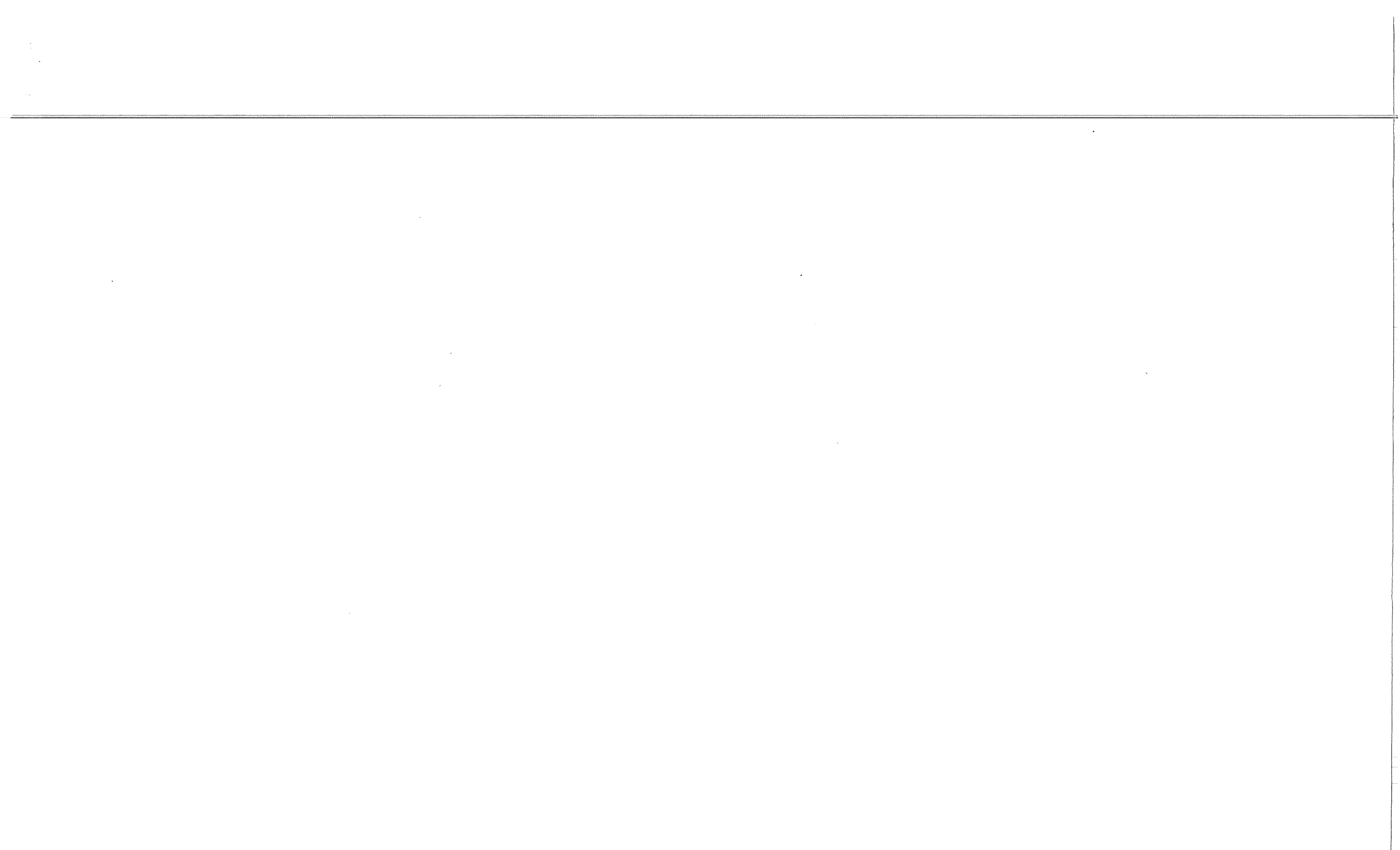
371.	CNR Near Pettawawa	5/8/83	Alcohol, diesel fuel, caustic #8	Caused when 2 cars loaded with acetone derailed as result of a track washout.	L	#83-217
372.	BULK SYSTEMS (CANADIAN PACIFIC)	4/22/83	13,500 litres of liquid sugar	Caused when tractor overturned on Hwy. 401.	L	#83-208
373.	TEXACO CANADA INC. REGENT GAS BAR Ottawa	4/19/83	3000 litres of gasoline over 12 months	Caused by faulty valves on underground tank.	S	#83-207
374.	ST. GABRIEL SCHOOL Carleton Separate School Board	3/12/83	2500 litres over 4 days of #2 fuel oil	Caused by tank leak due to corrosion.	L	#83-206
375.	KELLEY LAKE SEWAGE T.P.	5/30/83	Raw sewage	Discharged during storm.	PB	#83-259
376.	INCO LTD. NOLIN CREEK WASTE WATER T.P.	5/29/83	Industrial waste water	Discharged during storm.	PB	#83-258
377.	HOMEOWER Charron	5/29/83	15 gals. of oil	Caused when old tank was used as a dock float.	I	#83-257
378.	C.I.L. Nobel	5/26/83	1 ton of sulphuric acid	Caused by leak from storage tank.	L	#83-254
379.	CONNISTON S.T.P.	5/26/83	Raw sewage	Caused by overflow during storm.	PB	#83-253
380.	FALCONBRIDGE NICKEL	5/24/83	30 gals./hr. of mine water	Caused by pump failure.	L	#83-246
381.	INCO LTD. COPPERCLIFF	5/17/83	Tailings water	Caused by pipe leak.	L	#83-239
382.	UNKNOWN Near Powasson	5/13/83	18 tons of lime	Caused when tractor trailer broke through bridge with load of lime and ended in the South River.	U	#83-231



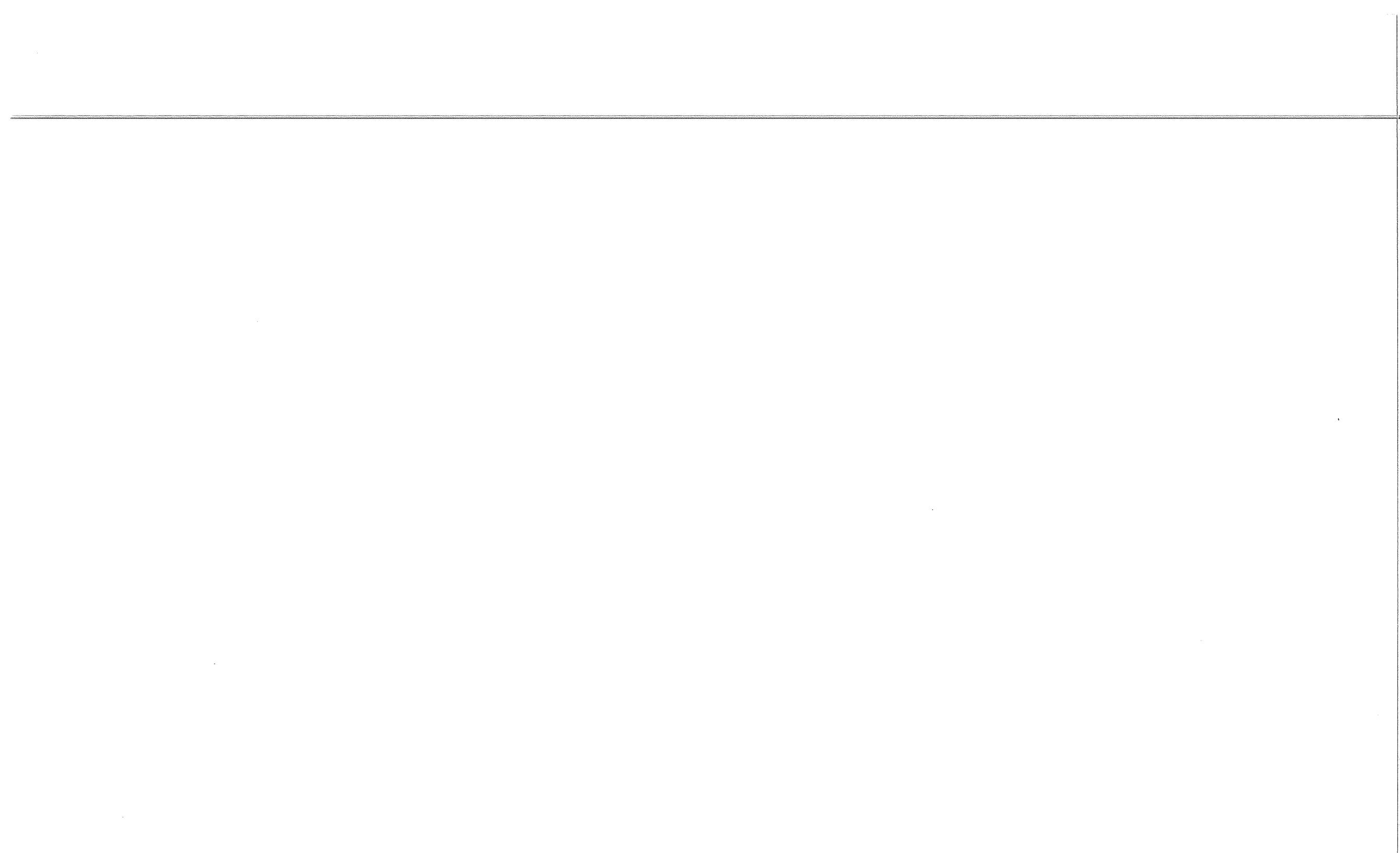
383.	ONTARIO HYDRO Timmins	5/12/83	Askarel	Caused when 1 1/2 gal. capacitator exploded.	L	#83-230
384.	EMPIRE PUMPING AND HEATING Timmins	5/5/83	5 gals. of oil/water	Caused when oil tank on truck overturned.	S	#83-229
385.	SAUVE AUTO REPAIR Timmins	5/5/83	15 gals. of waste oil	Caused when drum was accidentally overturned.	S	#83-288
386.	UNKNOWN	4/13/83	Bunker C, quantity unknown		U	#83-223
387.	SUDBURY SEWAGE TREATMENT PLANT	5/7/83	Raw sewage	Caused by overflow.	PB	#83-222
388.	INCO LTD.	5/7/83	Blowing tailings dust		L	#83-221
389.	INCO LTD.	5/7/83	Tailings water	Overflowed. 3 spills: May 7 (2), May 8 (1).	L	#83-220
390.	RENTAWAY CANADA LTD. GULF CANADA	5/4/83	1000 litres of gasoline	Caused when truck slammed into bush lot.	S&L	#83-216
391.	CONNISTON SEWAGE TREATMENT PLANT	5/10/83	Raw sewage	Caused by overflow from suspected leak.	PB	#83-214
392.	SWEET WATER INN North Bay	5/4/83	Unknown quantity of fuel oil	Caused during removal of underground tank.	S	#83-213
393.	CONNISTON SEWAGE TREATMENT PLANT	5/7/83	Unknown quantity of mixed liquor	Caused by overflow during storm.	PB	#83-211



394.	CONNISTON SEWAGE TREATMENT PLANT	5/9/83	Raw sewage	Caused by overflow.	PB	#83-210
395.	INCO LTD.	5/3/83	Tailings seepage		L	#83-210
396.	RIO ALGOM Elliot Lake	4/28/83	1000 imp. gals. of pregnant solution	Caused by overflow due to error.	L	#83-200
397.	CONNISTON SEWAGE TREATMENT PLANT	5/3/83	Sewage overflow	Caused by broken pumps.	PB	#83-199
398.	SUDBURY SEWAGE TREATMENT PLANT	5/2/83	Raw sewage	Caused by overflow.	PB	#83-198
399.	SUDBURY SEWAGE TREATMENT PLANT	5/2/83	Raw sewage	Backed up into basement of a house.	PB	#83-197
400.	SUDBURY SEWAGE TREATMENT PLANT	5/2/83	Dilute sewage	Caused by overflow during storm.	PB	#83-196
401.	CONNISTON SEWAGE TREATMENT PLANT	5/2/83	Raw sewage	Discharged during storm.	PB	#83-195
402.	INCO LTD.	4/30/83 5/2/83 (4)	Mine water	Caused by overflow during storm.	L	#83-194
403.	M. LOEB LTD. Sudbury	4/26/83	45 gals. of diesel oil	Caused by fuel pump rupture.	S	#83-193
404.	COUNTRYWIDE TRUCKING SERVICE Pomona, California U.S.A. North Dorchester, Hwy. 401	4/18/83	2-3 gals. of diesel fuel	Caused when trailer rolled over onto its side.	L	#83-188



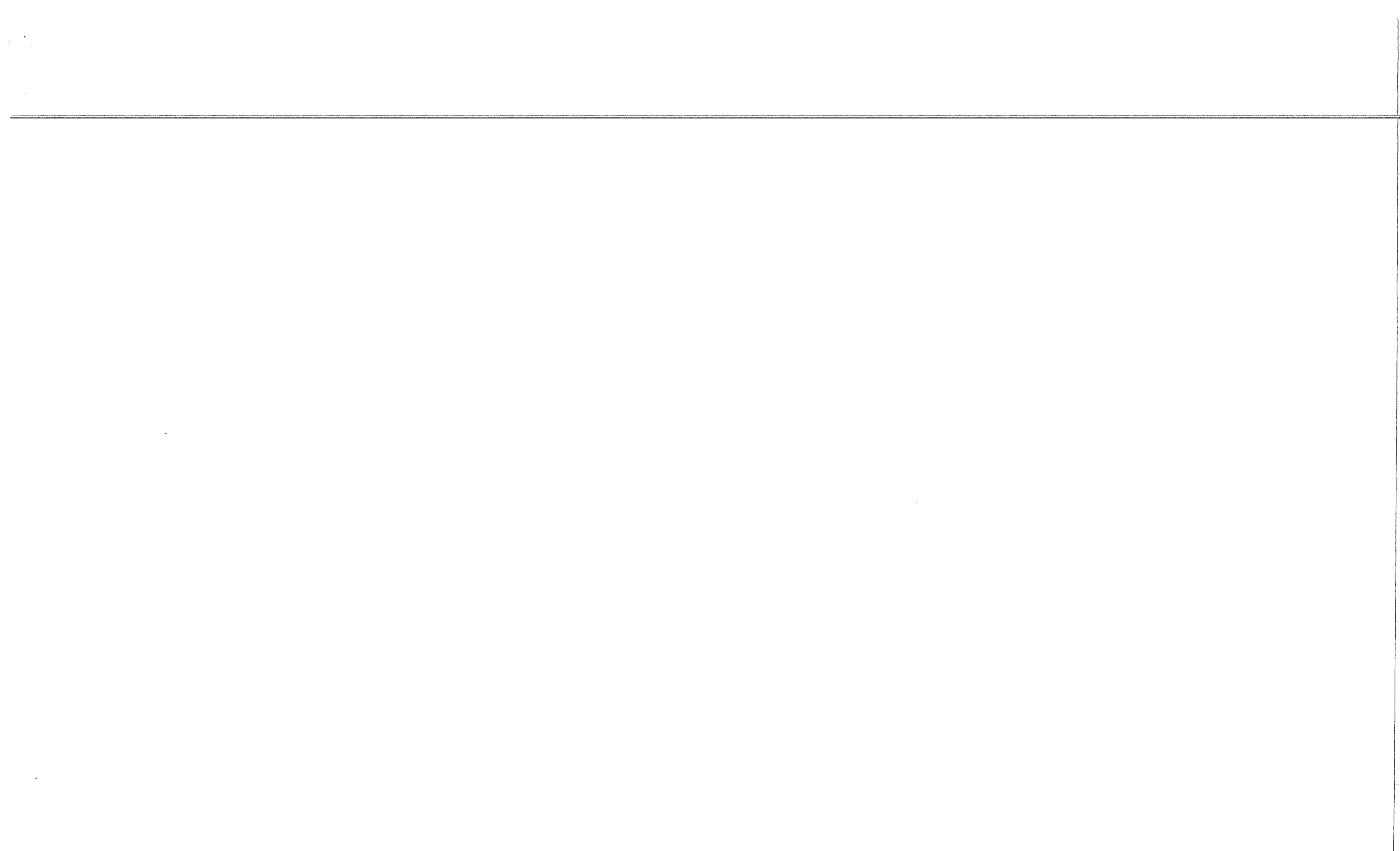
405.	DOW CHEMICAL Sarnia	4/18/83	19,600 lbs. of propylene chlorohydrin	Caused by operator error.	L	#83-182
406.	ETHYL CANADA LTD. Corunna	4/14/83	20-25 gals. of toluene	Caused by operations error; tank overflowed. 100% cleaned-up.	L	#83-181
407.	DUNLOP TRANSPORT Hwy. 21 Petrolia	4/8/83	Diesel fuel and oil	Caused by transport truck accident involving 4 trucks. 95% cleaned-up.	L	#83-153
408.	ACKERMAN-FOWLER IMPLEMENTIS Blenheim	4/9/83	35-40 gals. of hydraulic oil	As a result of vandalism to tomato harvester when pressure gauges stolen. No clean-up.	S	#83-148
409.	TEXACO CANADA NANTICOKE PLANT	4/7/83	2 gals. of oil/gasoline mixture	Caused when hose slipped off sump grating and oil/gas went into drain.	L	#83-185
410.	GULF CANADA and GENERAL TIRE	4/13/83	50 imp. gals.	Caused when reserve tank was overfilled. 95% cleaned-up.	L	#83-175
411.	SUNOCO SERVICE STATION 540 Main St. Dunnville	4/6/83	10 gals. of gas	Caused by valve failure. 80% cleaned-up.	S	#83-170



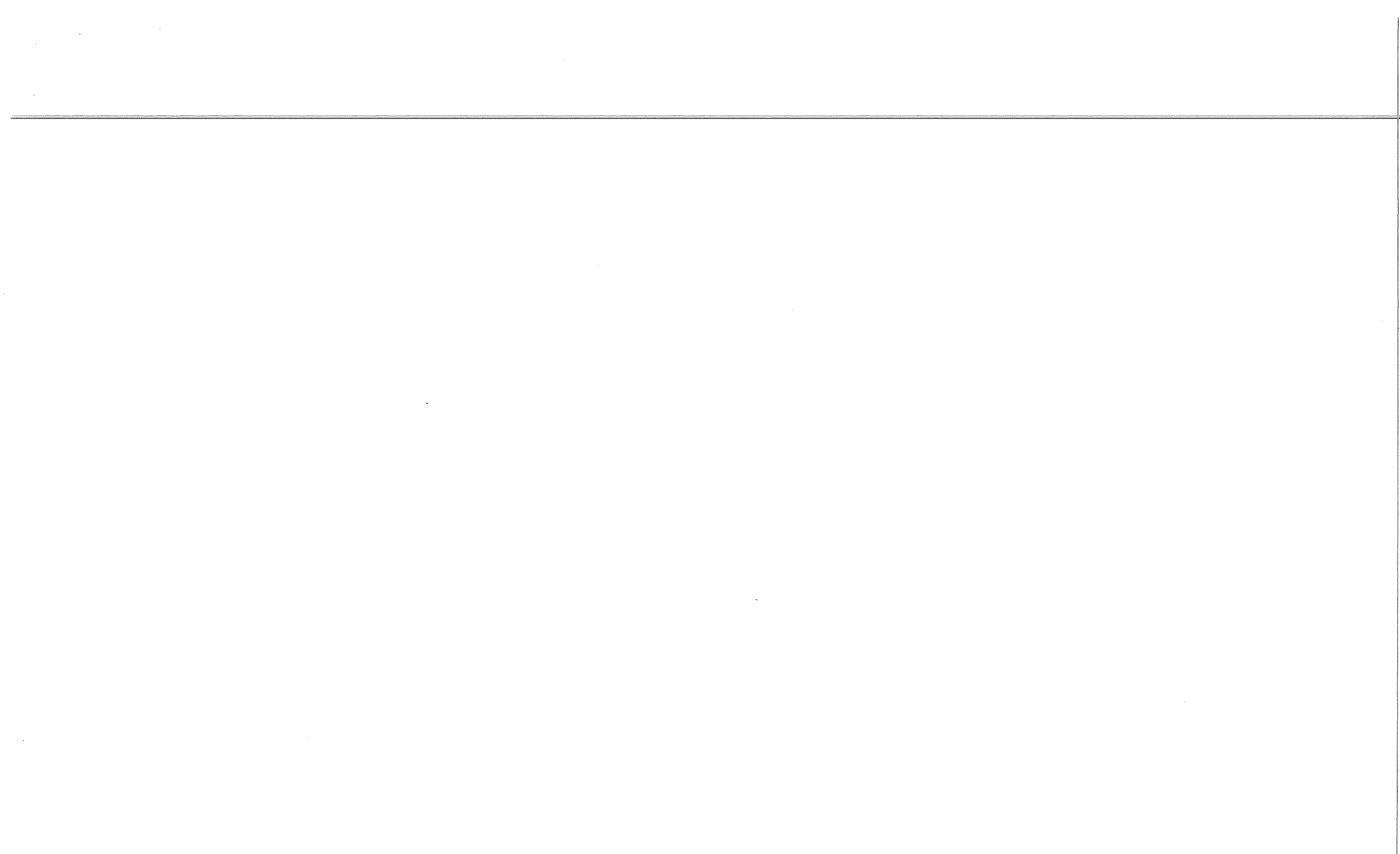
412.	MOLSON'S BREWERY Fleet St. Toronto	4/20/83	2500 gals. of refrigeration compressor oil	Oil was being stored for recycling when thermostat failed and oil boiled out of tank and into a sewer. 100% cleaned-up.	L	#83-178
413.	METRO ZOO	4/12/83	150 gals. of gasoline over 7 days	Caused by corrosion of storage tank. 100% cleaned-up.	PB	#83-176
414.	UNKNOWN TRAILER Manvers Twp. Hwy. 35	4/19/83	30-50 gals. of oil.		U	#83-174
415.	UNKNOWN Barrie Kemperfelt Bay	4/17/83	oil slick	Reported on Kemperfelt bay. 100% cleaned-up.	U	#83-173
416.	TEXACO STATION/ HILLTOP RESTAURANT Hwy. 27 Barrie	4/8/83	1 gal. of gasoline	Caused by leak in fuel pump supply line.	S	#83-172
417.	UNKNOWN Markham	3/31/83	Gasoline odour	Noticed in several homes on Pepperell Cresc.	U	#83-171
418.	CONSOLIDATED FAST FRATE 2225 St. Clair W. Twp. of Hope	4/14/83	100 gals. of diesel fuel	Caused by debris hitting truck's tank.	L	#83-163
419.	GLIDDEN PAINTS Brampton	4/11/83	5 gals. of contaminated mineral water	Unknown persons opened a valve.	L	#83-146



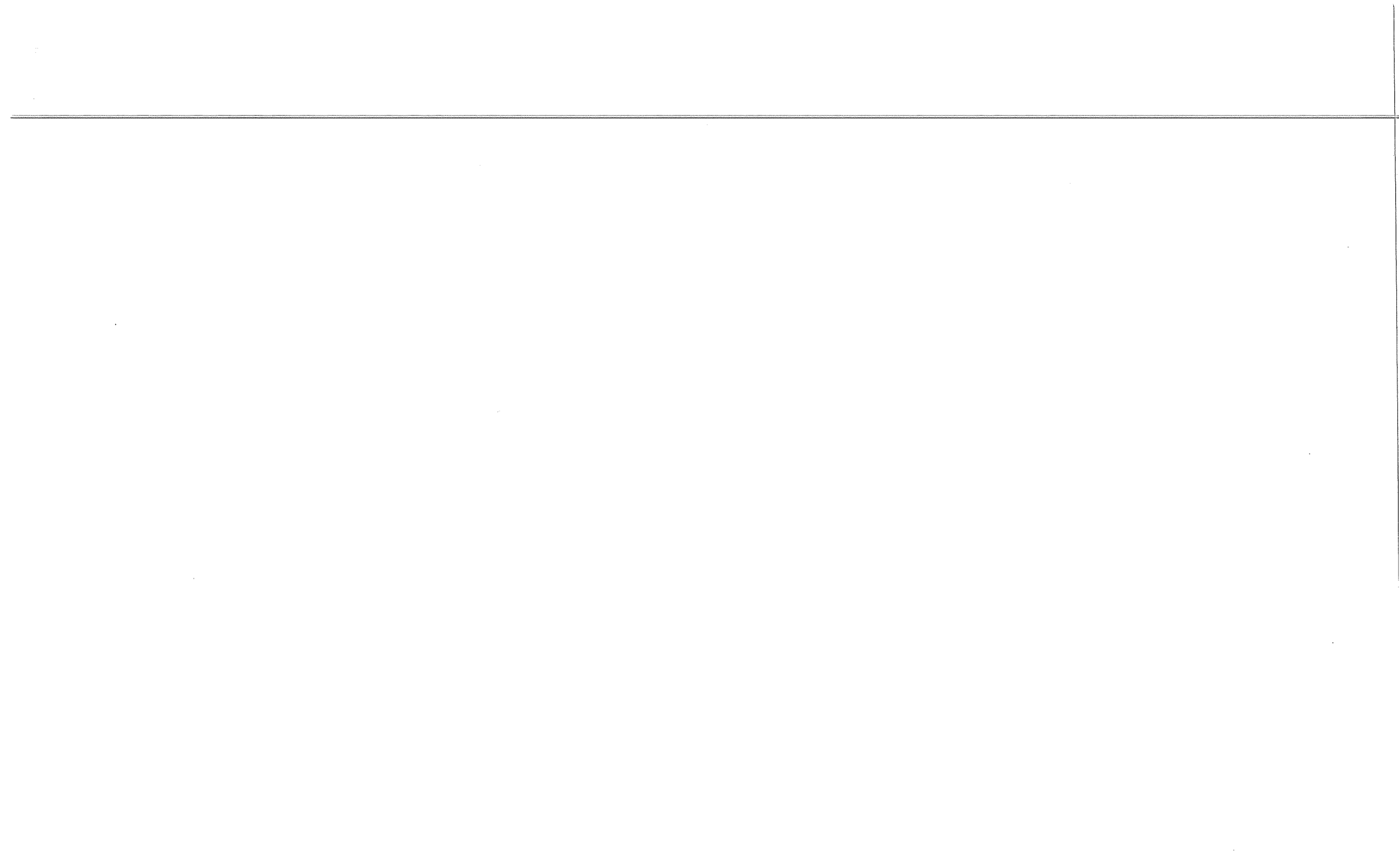
420.	GLIDDEN PAINTS 370 Wallace Ave. Toronto	4/6/83	400 gals. - Toluene, vinyl polymer, methyl isobutyl ketone, methyl ethyl keton, acetone	Glaze used in pop cans. Spill contained in catch basin but strong odour given off noticed in nearby residential area. Suspected cause due to unknown persons opening tank valve. 75% cleaned-up.	L	#83-145
421.	OWEN KING CONSTRUCTION Walkerton Coldwater	4/1/83	Diesel fuel	Caused by careless handling of diesel fuel at tank located on a new bridge. Led to discharge to Coldwater River.	S	#83-137
424.	FORD MOTOR CO. Oakville	3/3/83	5864 gals. of #2 fuel oil during 11 weeks	Caused by tank leak and dyke drain left open. 1% cleaned-up. Lake Ontario impacted.	L	#83-132
425.	CANADA WIRE INC. Belleville	4/20/83	90 litres of husol WD4X lubricant, 4500 litres of solution over 12 hrs.	Caused by overflow in storage tank. 99.9% cleaned-up.	L	#83-186
426.	INDIVIDUAL Huntley Ward	4/11/83	45 litres of non-PCB transformer oil	Property owner backed up his truck into a pole, mounted transformer. 50-60% cleaned-up.	I	#83-164
427.	CNR Ernestown	4/11/83	4540 litres of furnace oil	Caused by vandals breaking off copper fittings from truck	L	#83-161



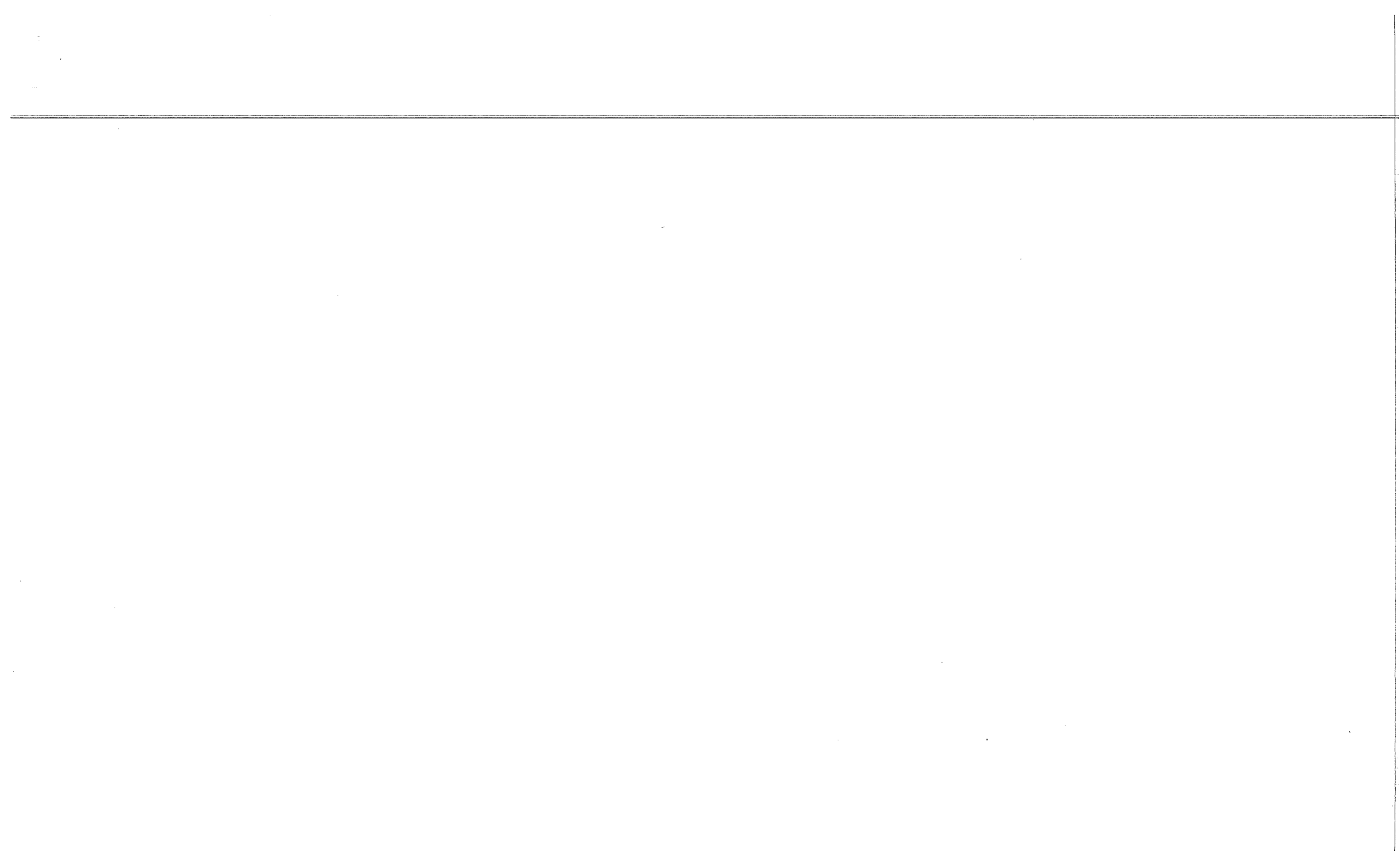
428.	PROVOST TRANSPORT LTD. and ATLANTIS TRANSPORTATION SERVICES	4/12/83	Atlantis: 500 litres of diesel; Provost: 4.5 litres of ammonium ether sulphate	Caused by collision. Hwy. 401 closed due to hazard.	L	#83-154
429.	PETRO CAN Kingston	4/11/83	1000 litres of #2 fuel oil	Gasket on pipeline blew. No clean-up.	L	#83-d139
430.	HUSKY TRUCK STOP Sault Ste. Marie	4/22/83	150-200 imp. gals. of diesel fuel	Discharge from fuel pump.	L	#83-187
431.	INCO LTD. Sudbury	4/25/83	10 gals./min. of leachate seepage into Meatbird Creek	No known cause.	L	#83-184
432.	RIO ALGOM Elliot Lake	4/14/83	Unknown quantity of brown material (muddy water)	Into Sheriff Creek and Elliot Lake.	L	#83-183
433.	SHELL CANADA North Bay	4/22/83	215 gals. of gasoline	Caused by overflow due to overfilling of tank during delivery.	L	#83-179
434.	IMPERIAL OIL Timmins	4/20/83	10 gals. of heating oil	Caused by delivery hose leak.	L	#83-177
435.	CONNISTON SEWAGE TREATMENT PLANT	4/4/83	Sewage	Caused by overflow.	PB	#83-169
436.	GOVERNMENT RD. LIFT STATION Nicel Centre	4/19/83	Raw sewage	Unknown cause.	PB	#83-168



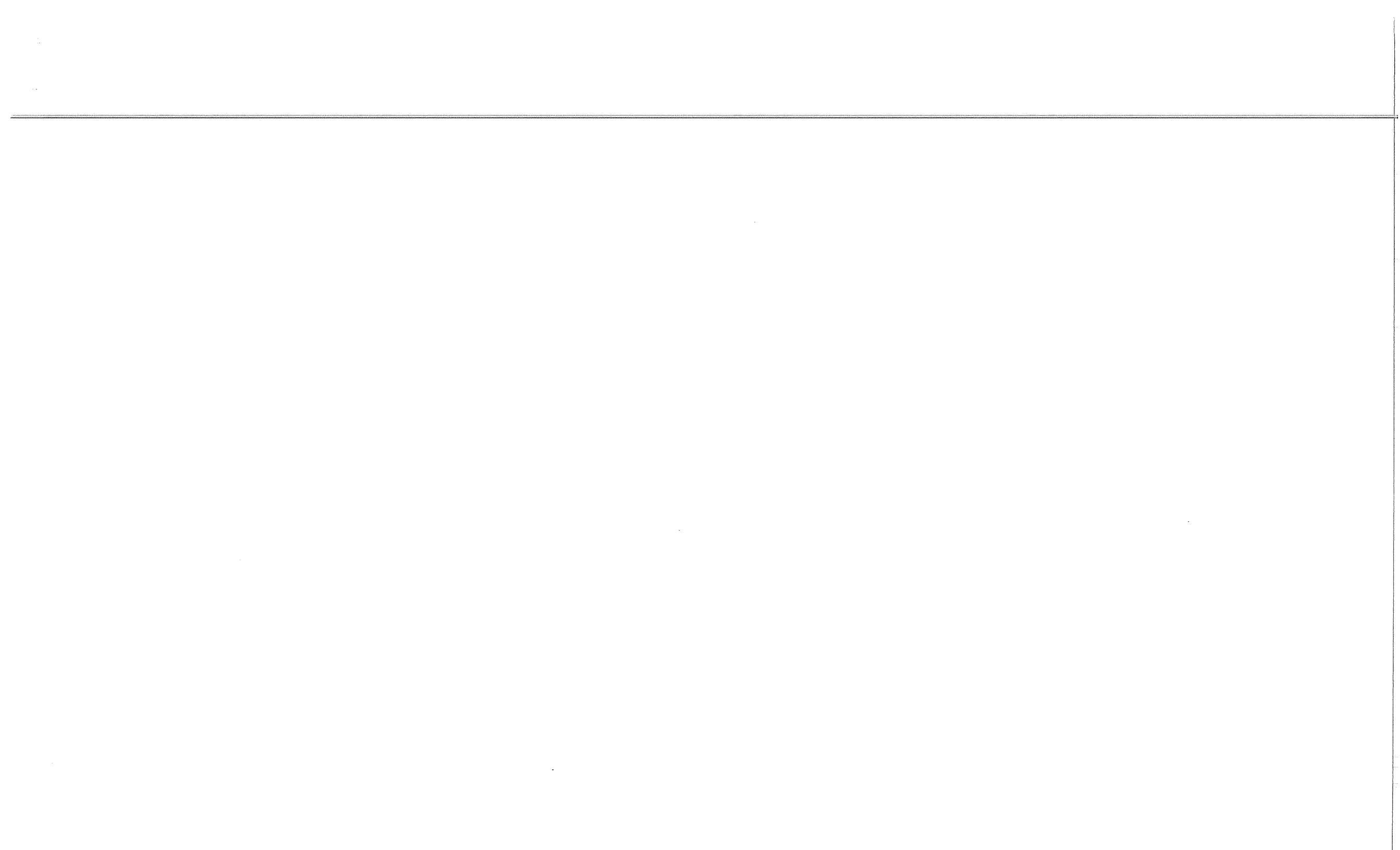
437.	INCO LTD. Sudbury	4/12/83	100 gals./min. of mine water	Caused by overflow.	L	#83-167
438.	FALCONBRIDGE	4/11/83	20 gals./min. of mine water	Caused by overflow.	L	#83-166
439.	INCO LTD. COPPERCLIFF	4/4/83	Runoff water	Caused by overflow.	L	#83-165
440.	ONAPPING SEWAGE TREATMENT PLANT Onapping Falls	4/15/83	200 gals. of sewage sludge	Caused by pipe leak due to corrosion.	PB	#83-160
442.	CONNISTON SEWAGE TREATMENT PLANT	4/15/83	Raw sewage	Caused by overflow during storm.	PB	#83-159
443.	GOVERNMENT RD. PUMPING STATION, CONNISTON S.T.P., NICKEL CENTRE S.T.P.	4/14/83	Raw sewage	Caused by overflow during storm.	PB	#83-158
444.	CONNISTON SEWAGE TREATMENT PLANT	4/14/83	Raw sewage	Caused by overflow during storm.	PB	#83-157
445.	CONNISTON SEWAGE TREATMENT PLANT	4/10/83	Raw sewage	Caused by overflow during storm.	PB	#83-156
446.	CONNISTON SEWAGE TREATMENT PLANT	4/7/83	Raw sewage	Caused by overflow during storm.	PB	#83-155
447.	CHELMSFORD SEWAGE COLLECTION SYSTEM	4/14/83	Sewage	Caused by overflow during storm.	PB	#83-152
448.	TOWN OF LIVELY SEWAGE COLLECTION FACILITY	4/14/83	Sewage	Caused by overflow during storm.	PB	#83-151



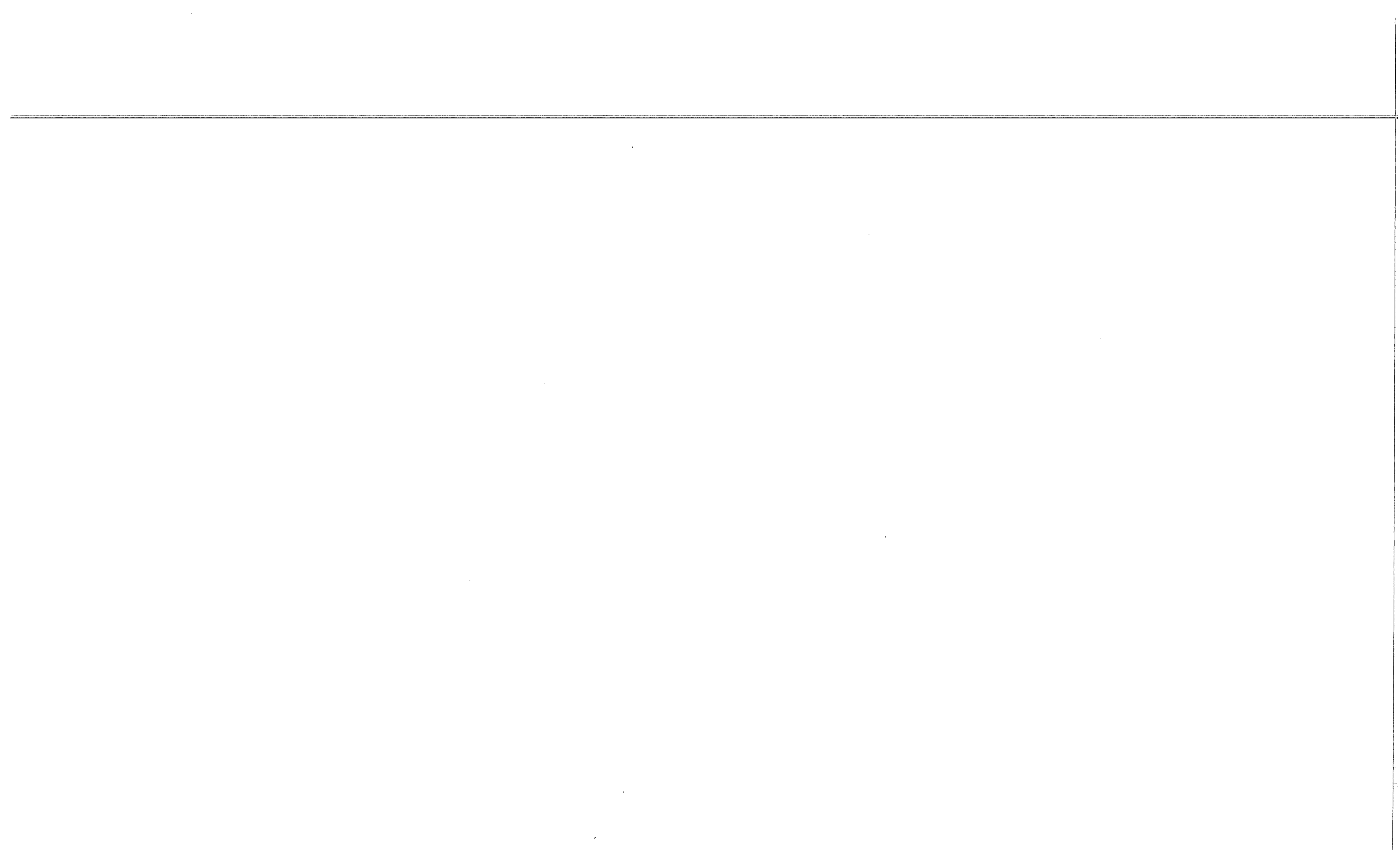
449.	FALCONBRIDGE NICKEL Onapping Falls	4/14/83	200 gals./min. of mine yard drainage	Caused by overflow when power was turned off to repair a pump.	L	#83-150
450.	ONAPPING FALLS SEWAGE TREATMENT PLANT	4/14/83	200 gals. of sewage sludge	Caused by overflow during power failure.	PB	#83-149
451.	MCDUGALL FUELS Thessalon	4/8/83	500 imp. gals. of gasoline	Caused by agent overfilling storage tank.	S	#83-147
452.	INCO LTD. COPPERCLIFF	4/11/83	10,000 gals. of process water	Caused by break in a pipeline.	L	#83-144
453.	SUDBURY SEWAGE TREATMENT PLANT	4/4/83	Sewage		PB	#83-143
454.	TAYLORED DRIVERS INC. Near Ramore on Hwy. 11	3/29/83	3 x 45 gals. of mixture: sodium 6%, ammonium chloride 11%, ammonium hydroxide 40%, urea 23%	Caused when 3 drums fell off truck. 50% cleaned-up.		#83-142
456.	KWIKASAIR EXP. LTD. Mississauga Hwy. 11 near Cochrane	3/23/83	20-40 gals. of fuel	Caused by collision in snowstorm.	L	3/23/83
455.	UNKNOWN Timmins	3/5/83	Truck load of woodchips	Caused by truck overturning.	U	#83-140
457.	INCO LTD. COPPERCLIFF	4/6/83	Tailings water	Caused by pipe leak.	L	#83-138



458.	INCO LTD. COPPERCLIFF	3/8/83	Spring run-off from tailings area	Run-off flows exceeded treatment plant capacity.	L	#83-135
459.	HAMNER PLAZA GULF STATION	2/23/82	50 gals. of gasoline	Caused when cap accidentally removed from storage tank on snow cleaning equipment.	S	#83-134
460.	TRANSX Winnipeg, Man. Hwy. 17 near Kenora	4/22/83	Unknown quantity of vitavax, containing 50% lindane; manufactured by UniRoyal	Potential health problems if directly contacted. Caused by leak from 3 drums inside truck through improper loading.	S&L	#83-180
461.	STEELING FUELS LTD. St. Thomas	3/22/83	35-65 gals. of furnace oil	Caused by leak in storage tank.	S	#83-119
462.	UNKNOWN Walton	3/15/83	Fuel oil		U	#83-118
463.	PRIVATE RESIDENCE Goderich	2/27/83	Fuel oil leaked to sanitary sewer	Caused by corrosion of sewage tank in private residence.	I	#83-088
464.	JOHN VERBUGGEN GASOLINE SUPPLIER R.R. #11, Union & STERLING FUELS Courtland, Hwy. 3	3/22/83	900 litres of unleaded gasoline	Caused by overflow while improperly filling storage tank.	S	#83-125



465.	CUPIDO HAULAGE Burlington Ferry & Wellington Hamilton CNR	3/23/83	120 gals. of hydraulic oil, 90 gals. of diesel fuel	Caused by truck/train collision at crossing.	S	#83-124
466.	UNIROYAL Elmira	3/10/83	130 gals. of 2,4,D amine	Caused when valve not fully closed while filling second tank car. Nearby creek being monitored.	L	#83-103
467.	CYANAMID CANADA Region of Niagara	3/3/83	750-1000 lbs. of nitric acid	Caused by overflow when operator mistimed loading.	L	#83-102
468.	ULTRAMAR-CANADA Hamilton Albion Rd. Stoney Creek	2/4/83	450 gals. of furnace oil	Caused by emergency brake failure on truck. 100% cleaned-up.	L	#83-076
469.	B.P. OIL DEPOT Fort Erie	2/24/83	100 gals. of gasoline	Caused by explosion due to an electrical short. Beaver Creek being monitored.	L	#83-073
470.	TEXACO OIL DELIVERY TO PRIVATE HOUSE Heathbridge Park	3/23/83	699 litres of domestic fuel oil	Caused by delivery to wrong address which had converted to natural gas. Flowed into sanitary sewer.	L	#83-131
471.	ROXUL Milton	3/25/83	Cleaning solution: ammonia, urea, phenol	Caused by overflow.	S	#838-128

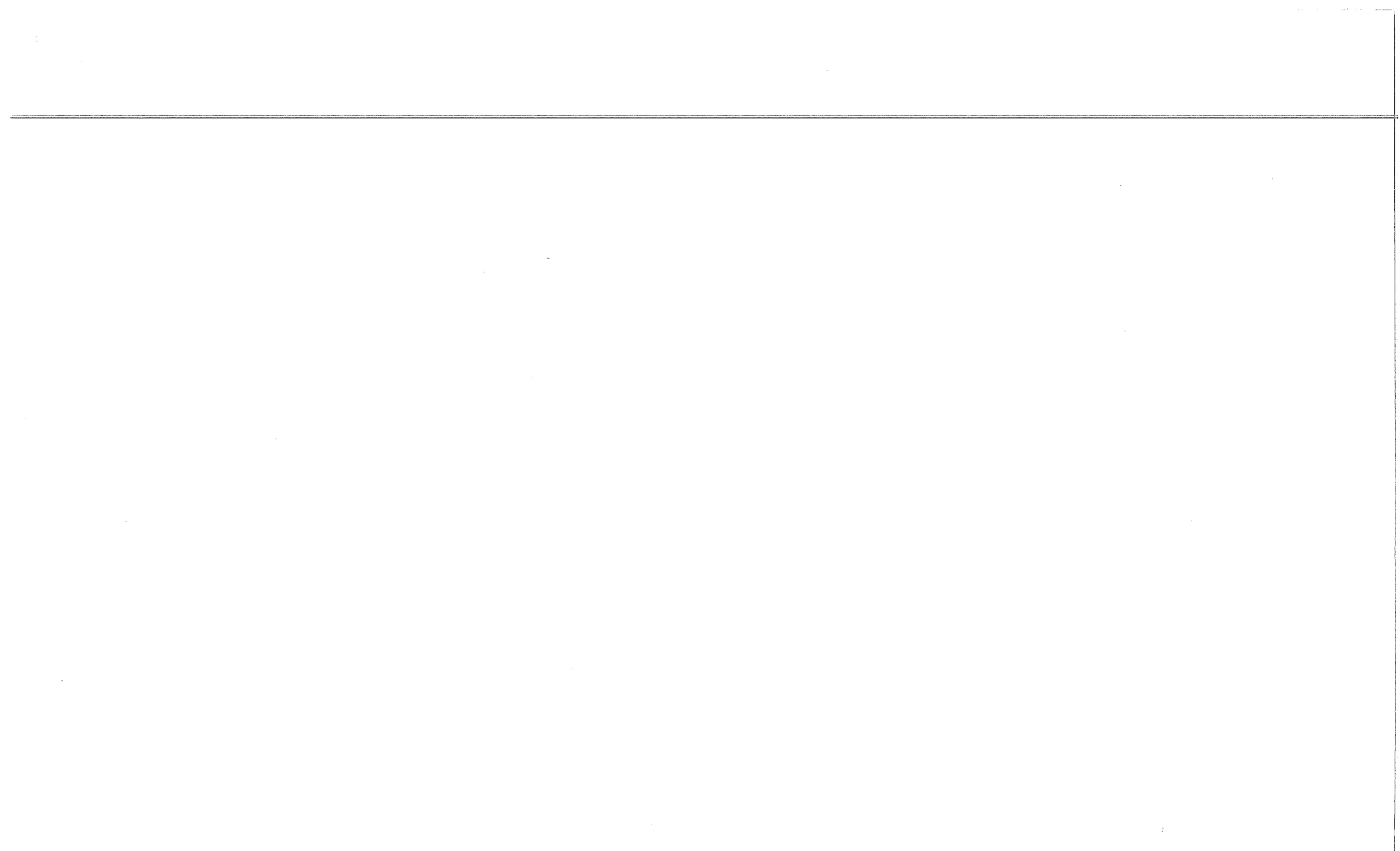


472.	SHELL SELF SERVICE STATION Dixie & Britannia Mississauga	2/28/83	100 litres over 3 weeks of gasoline	Caused by truck collision with fuel pump causing a fracture in fuel tank pipe.	S	#83-126
473.	ONTARIO HYDRO Leaside	3/18/83	5 litres of PCB	Caused by transformer blowout.	L	#83-122
474.	EXPLOSION IN SEWER/CONSUMERS GAS King St. W. at Spadina Toronto	3/14/83	Natural gas	Caused by natural gas pipeline leak.	PB	#83-121
475.	SHELL CANAD 3975 Keele, Toronto PENGUIN PETROLEUM PRODUCTS	3/1/83	1200 litres of gasoline	Caused by operator overfilling storage tank during delivery.	L&S	#83-120
476.	CNR Mileage 315.94	2/10/83	Diesel fuel	Caused by strap and main spring breaking and puncturing fuel tank.	L	#83-111
477.	S.S. BEECH GLEN OIL SPILL Midland Harbour SIMCOE ELEVATORS	3/15/83	200 gals. found in water around ship.		Ship	#83-110
478.	CNR MacMillan Yard	1/25/83	5 gals. of sulphuric acid	Caused by outlet pipe crack.	L	#83-109
479.	CNR MacMillan Yard	11/15/82	Anhydrous ammonia	Caused by leaking dome.	L	#83-108
480.	IGA FOOD STORE Burlington	3/3/83	Approx. 50 gals. of #2 oil	Caused by break in underground fuel line.	S	#83-107

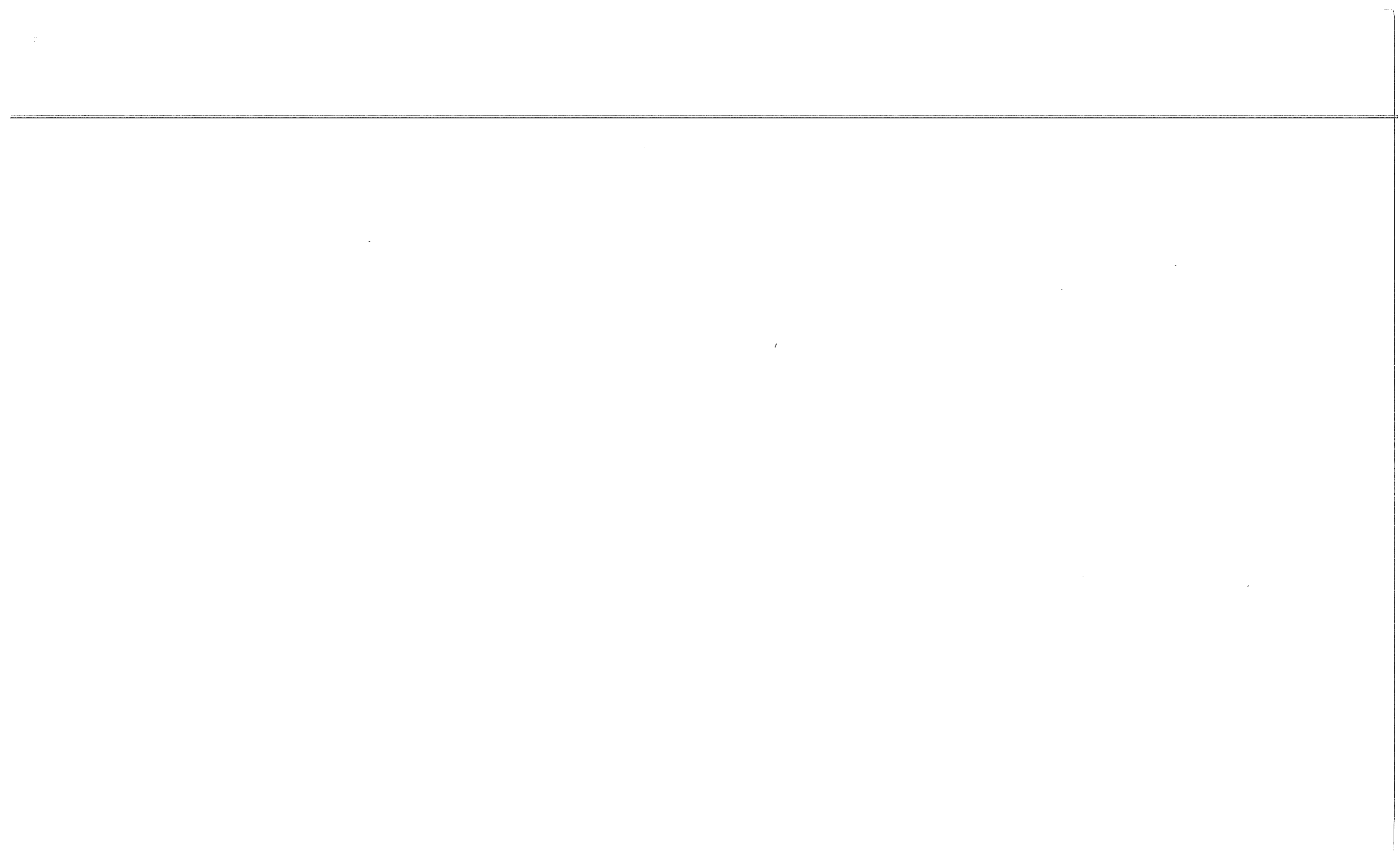


481.	UNKNOWN Ditch, Hwy. 403 Oakville	3/2/83	100 gals. of vegetable oil	Caused by suspected dumping of motor oil in ditch.	U	#83-106
482.	EAGLESBROOK CORP. 101 Commissioners St. Toronto	3/10/83	100,000 gals. of pickling acid	Acid being retained in company berm.	L	#83-104
483.	TANK TRUCK Opposite #5 Regis Cres. Downsview	3/8/83	50 gals. of oil		S	#83-101
484.	LAILAW TRANSPORT Hwys. 400 & 7	3/3/83	40 gals. of fuel from truck/trailer	Caused by driver turning corner too fast. Clean-up cost: \$100.	L	#83-094
485.	BARRIE WELDING AND MACHINE Vespra St. Barrie	2/23/83	1-2 litres of hydraulic oil		S	#83-093
486.	INDIVIDUAL Colborne	2/24/83	180 gals. of furnace oil	Caused by backing car into above-ground storage tank. Spill within 25' of well.	I	#83-089
487.	ESSO SELF SERVICE STATION Queensway Toronto	2/17/83	Gasoline: 13,584 litres leaded, 7023 litres unleaded	Unable to find leak.	S	#83-080
488.	PRIVATE RESIDENCE 171 Leadbury St. Toronto	2/4/83	150 gals. over 5 hrs. of #2 heating oil	Caused by heating tank sitting on ground leaked into soil adjacent to basement wall.	I	#83-079

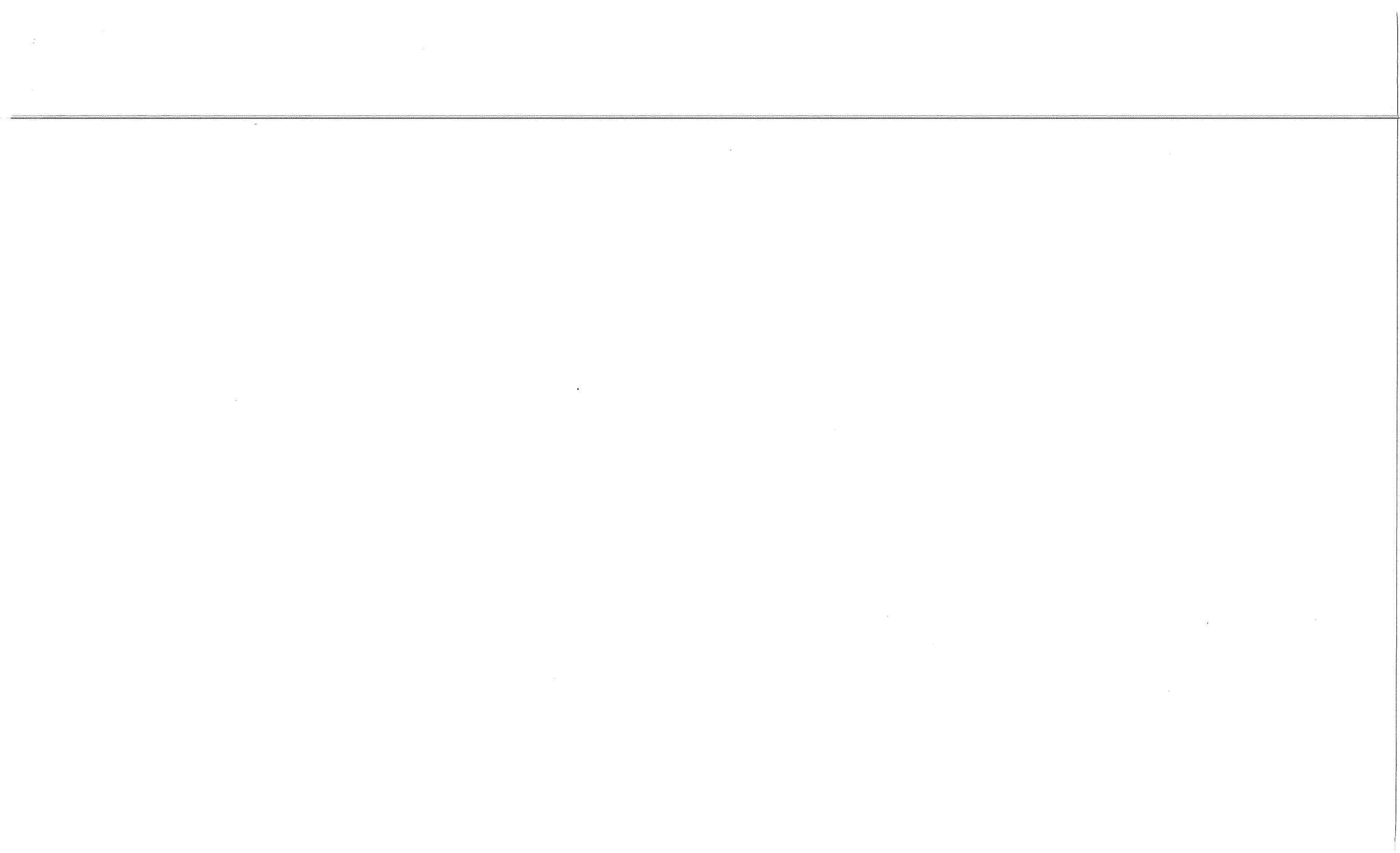
489.	CANADIAN PACIFIC TRANSPORT Twp. of West Giwillimsbury	2/19/83	100 litres of fuel	Caused by trailer overturning.	L	#83-078
490.	SHELL SERVICE STATION Bloor & Spadina Toronto	2/11/83	10 gals. of gasoline	Caused when customer drove off with nozzle still in tank.	S	#83-077
491.	UNITED CO-OPS OF ONTARIO Rivington St. Carp	3/13/83	250 litres of diesel fuel	Caused by vandals disconnecting a fitting.	L	#83-130
492.	AIR-MAC 944 rue Trudeau Beloeil, Quebec Lancaster Twp. Glengary County	2/27/83	50 gals. of hydraulic oil	Caused by restraining clamp breaking.	S	#83-129
493.	DUPONT Maitland	3/4/83	Ammonia and hexamethylene diimine; over 10 mins.	Caused by valve failure during shutdown of #2 NH3 pump.	L	#83-127
494.	TRENT VALLEY PAPER BOARD & LAIDLAW TRANSPORT Hwy. 401	3/18/83	70 tons of waste sheet cardboard (Trent Valley), silicone carbide (Laidlaw)	Caused by Laidlaw truck crossing median and hitting Trent Valley truck head on.	L	#83-123
495.	PETRO CAN Hwy. #2 Ravensview Pittsburgh Twp.	3/14/83	369 litres of #2 oil, 300 litres of gasoline	Caused by leak from corroded underground tank; old gas station recently purchased by new owner.	S	#83-112



496.	MAS WELLS CO. LTD. P.O. Box 119 Westbrook	3/8/83	Diesel fuel	Caused by vent valve on front compartment being opened. City supplied sand over 25 block route.	S	#83-105
497.	NITROGEN INC. Maitland	3/8/83	1000 litres over 15 mins. of 25-35% nitric acid	Caused by overflow when high level alarm failed.	S	#83-095
498.	COFTAGER	3/4/83	25 gals. of furnace oil	Caused when outdoor tank raised by frost heave.	I	#83-092
499.	ROLLY'S GAS STATION (SHELL) Bank St. Ottawa	2/4/83	700 litres of gasoline	Caused by tank leak due to corrosion.	S	#83-091
500.	FRANCIS FUELS contracting for CARLETON BOARD OF EDUCATION Robert Hopkins School	2/4/83	Oil	Francis Fuels asked to pump water from schoolyard. Truck had not been emptied of previous job load. Valve failed, spewing oil onto school yard.	S&PB	#83-090
501.	NITROCLEAN INC. Augusta Twp.	2/23/83	10,000 litres of nitrogen solution	Caused by valve failure when loading transport truck.	L	#83-082
502.	REYNOLDS FUEL Brockville	2/22/83	113 litres of furnace oil	Caused by driver taking off with cap off valve	S	#83-081
503.	UNKNOWN Ten Acre Truck Stop	2/23/83	10-20 bushels of ammonia nitrate	Spilled by unknown trucker.	S	#83-075



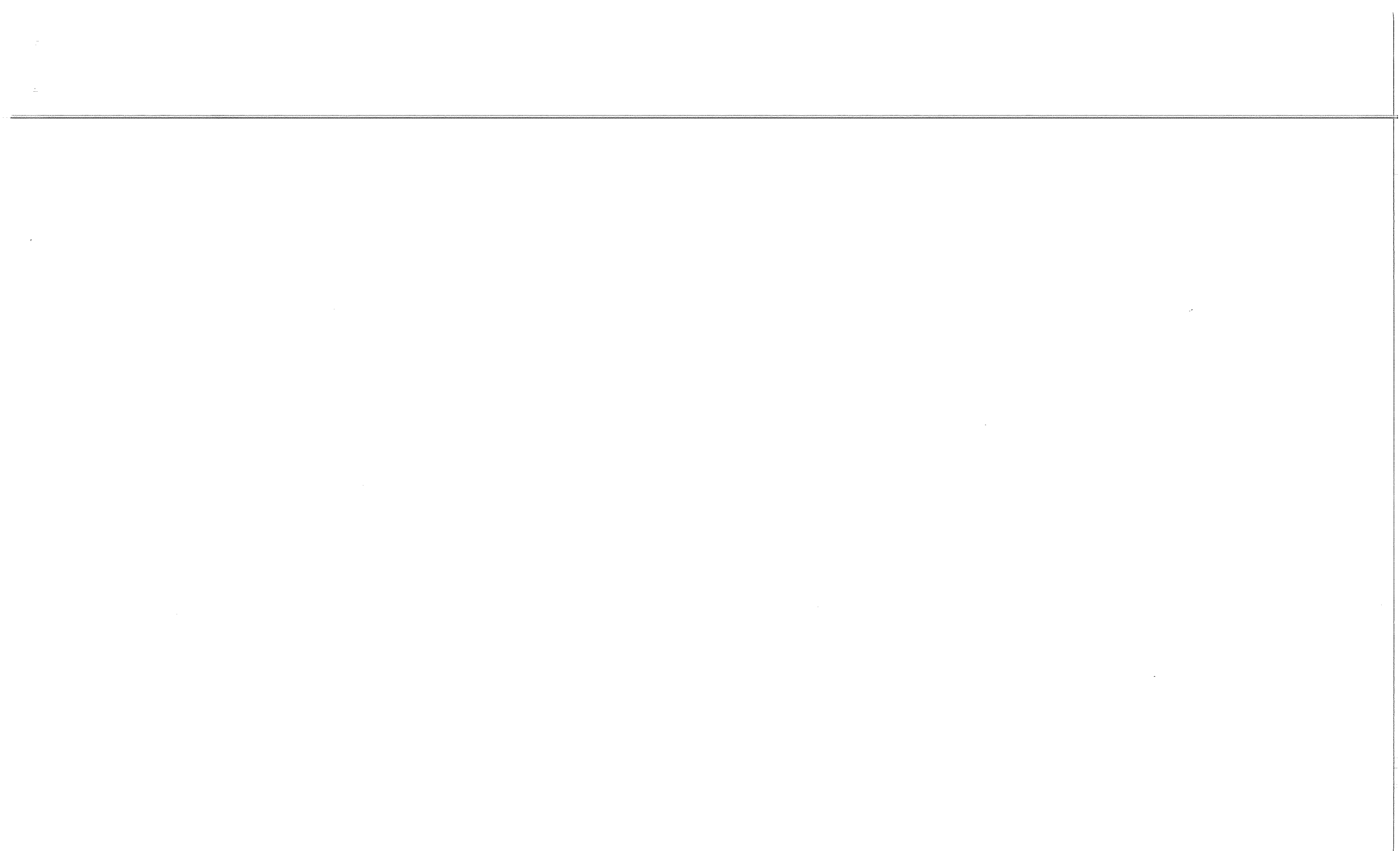
504.	TEXACO STATION Pitt Street Cornwall	2/1/83	5600 litres	Caused by underground pipe and tank leak due to corrosion.	S	#83-075
505.	STANDARD PAVING North Bay	3/11/83	30 gals. of diesel fuel	Caused by filter bowl being loosened by unknown person.	S	#83-117
506.	ABITIBI-PRICE St. Mary's River Sault Ste. Marie	3/9/83	Discharge of waste water	Part of normal operations. No clean-up required.	L	#83-116
507.	CNR Capreol	1/21/83	60 gals. of fuel	Caused by hole on bottom of storage tank.	L	#83-115
508.	CNR Suez Crossing/ Hwy. 69	1/12/83	30-500 gals. of stove oil	Caused by collision of pulp truck into caboose.	L	#83-114
509.	CNR Hornepayne	11/30/83	Unknown quantity of diesel fuel	Caused by broken victaulic coupling in supply line.	L	#83-113
510.	INCO LTD. Sudbury	3/7/83	Unknown quantity of waste water	Caused by overflow during storm.	L	#83-100
511.	INCO LTD. Walden	3/7/83	Tailings area seepage		L	#83-099
512.	FALCONBRIDGE/ STRATHCONA MINE Levack	1/22/83	Tailings slurry	Caused by pipe leak.	L	#83-098
513.	FALCONBRIDGE/ STRATHCONA MINE	1/23/83	5000-6000 gals. of process water		L	#83-097
514.	FALCONBRIDGE Conniston	1/21-22/83	SO ₂ levels increasing	Caused by malfunction in acid plant.	L	#83-096



515.	FALCONBRIDGE	2/20/83	2 gals. of concentrate		L	#83-087
516.	INCO LTD. Sudbury	2/19/83	500 gals. of effluent	Caused by pipe leak.	L	#83-086
517.	SPRUCE FALLS POWER AND PAPER Kapuskasing	2/19/83	800 gals. of oil; 3 spills		L	#83-085
518.	ONAPING MINES Onaping Falls	2/22/83	50,000 gals. of potable water 400 litres of oil	Caused by break in line on tank truck loading mechanism.	L	#83-084 #83-083
519.	TRIMAC TANKER SERVICE Beroot Gain Service Station Windsor	2/4/83	987 litres of gasoline	Caused by blocked vent pipe.	S	#83-067
520.	MAPLE LEAF MONARCH MILLS Windsor	1/13/83	76 tonnes of soyabean oil (Canada)	Caused by gasket failure in plate heat exchanger allowing escape into cooling water side and to St. Clair River.	L	#83-057
521.	ANGELO MASTRONARDI SERVICE STATION Essex County	2/7/83	500 gals. of gasoline	Caused during attempted theft of gasoline. Remote chance of ground water contamination.	S	#83-048
522.	GULF OIL BULK DEPOT Cambridge	2/22/83	1526 litres of heating oil	Caused by overfilling of tank.	L	#83-069
523.	UNIROYAL Elmira	2/21/83	100 lbs. of foam for solvent fines	Caused by valve failure.	L	#83-068

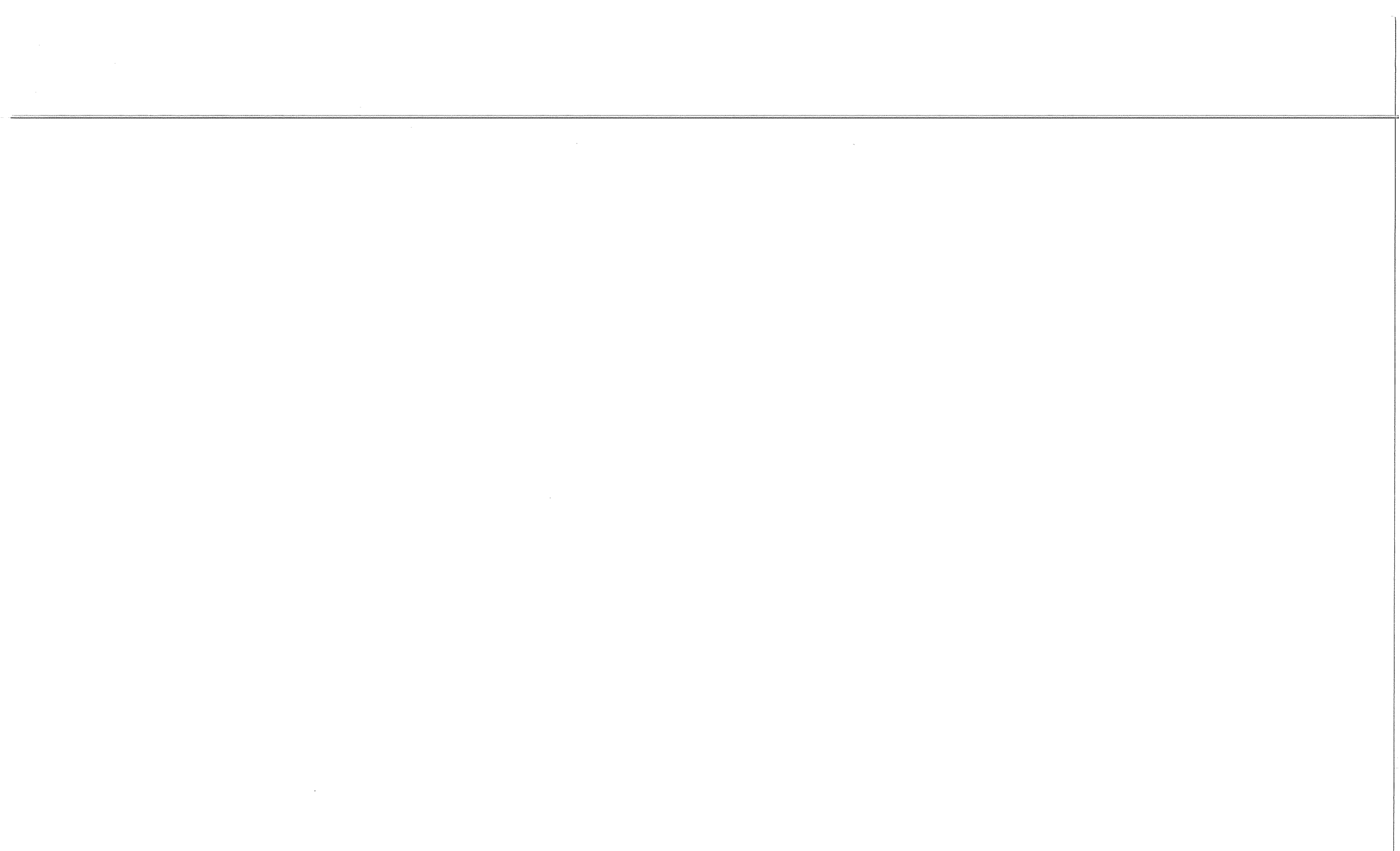


524.	NIAGARA COLLEGE COAST GUARD TRAINING STATION Port Colborne	2/9/83	Oil spill in Port Colborne Harbour		PB	#83-066
525.	UNKNOWN St. Catharines	2/8/83	Toulene	Spill in St. Catharines sewer.	PB	#83-065
526.	UNKNOWN TRUCK Town of Lincoln	2/17/83	1000 gals. of diesel	Caused by truck hitting guard rail.	U	#83-061
527.	CNR/B.P. OIL Hamilton	2/9/83	12 gals. of spent sulphuric acid	Caused by leak in dome hatch of tank car.	L	#83-050
528.	CNR Hamilton	1/27/83	100 gals. of diesel	Caused by break in oil separator during freezing weather.	L	#83-049
429.	NATIONAL PAINT AND DECORATING King St. Hamilton	2/9/83	100 gals. of varsol	Caused by gravity fed hose from varsol tank being thrown on ground.	S	#83-046
530.	UNIROYAL Elmira	2/8/83	5 lbs. of vitava	Caused by trailer being disconnected and 3 cans dumped on road.	L	#83-046
531.	ED WIERSMA TRUCKING 35 Centennial Rd. Kitchener	1/27/83	100 gals. of diesel	Caused by auto shut-off device failure.	S	#83-044
532.	ONTARIO HYDRO Nanticoke	2/1/83	50 gals. of oil		L	#83-043
533.	UNKNOWN Niagara-on-the- Lake	1/21/83		Tank truck car collision.	U	#83-040

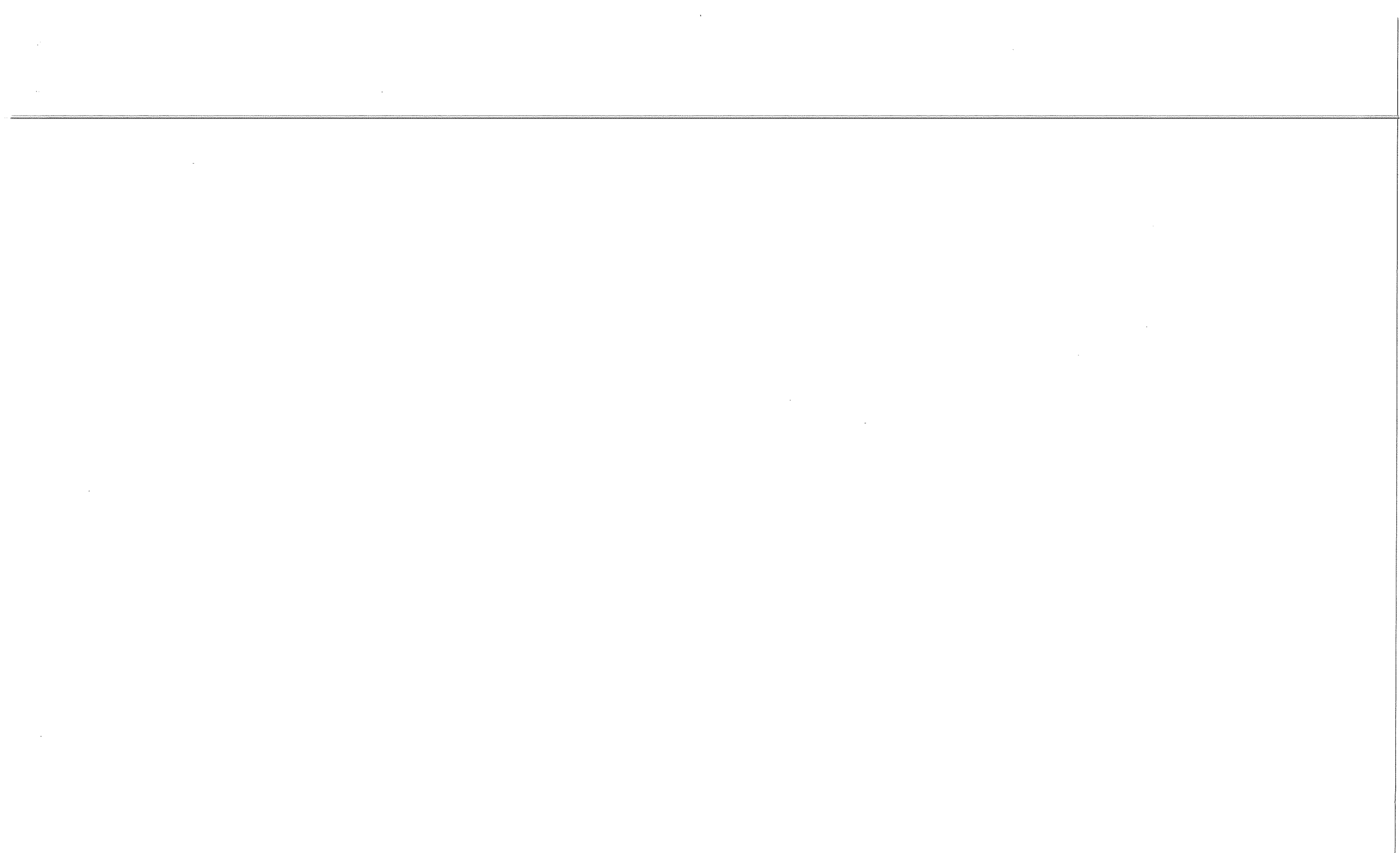


534.	KIMBERLY CLARK St. Catharines	1/10/83	100 gals. of diesel	Caused by truck hitting guard rail.	L	#83-039
535.	JERRY ACHILLERS BULK STORAGE Guelph	1/31/83	136 gals. of #2 oil	Caused by valve left open during filling.	S	#83-037
536.	METRO MARINE Queen's Quay	2/17/83	20 gals. of oil	Caused by vandalism.	S	#83-070
537.	CAL NICHOLS MOVERS STORAGE LTD. Barrie	1/27/83	136 litres of diesel at Comet service station	Caused by valve failure.	S	#83-062
538.	CANADA METALS Eastern Ave. Toronto	2/16/83	Arsine trioxide 10 ppm	Caused by hot drass dumped on battery case, where papers were present.	L	#83-059
539.	THE SHERATON CENTRE Queen St. W. Toronto	2/15/83	3-5 gals. of perchloroethylene	Caused by tank being punctured by trolley.	L	#83-058
540.	CISSO CHEM Selby Rd. Burlington	2/11/83	1 gal. 1,1,1 trichloroethane	Caused by multi-car collision during snow storm.	S	#83-051
541.	BERTHIAUME FUELS Chelmsford Near Innisfil	2/2/83	12,000 litres of diesel	Caused when trucks skidded and collided on shoulder of Hwy. 400	S	#83-047
542.	REDPATH SUGAR Queen's Quay Toronto	2/1/83	300 gals. of molasses	Caused by employee's failure to shut steam off.	L	#83-041
543.	MEL'S EXPRESS Bradford	2/21/83	400 litres of diesel	Caused by driver's loss of control of truck.	S	#83-072

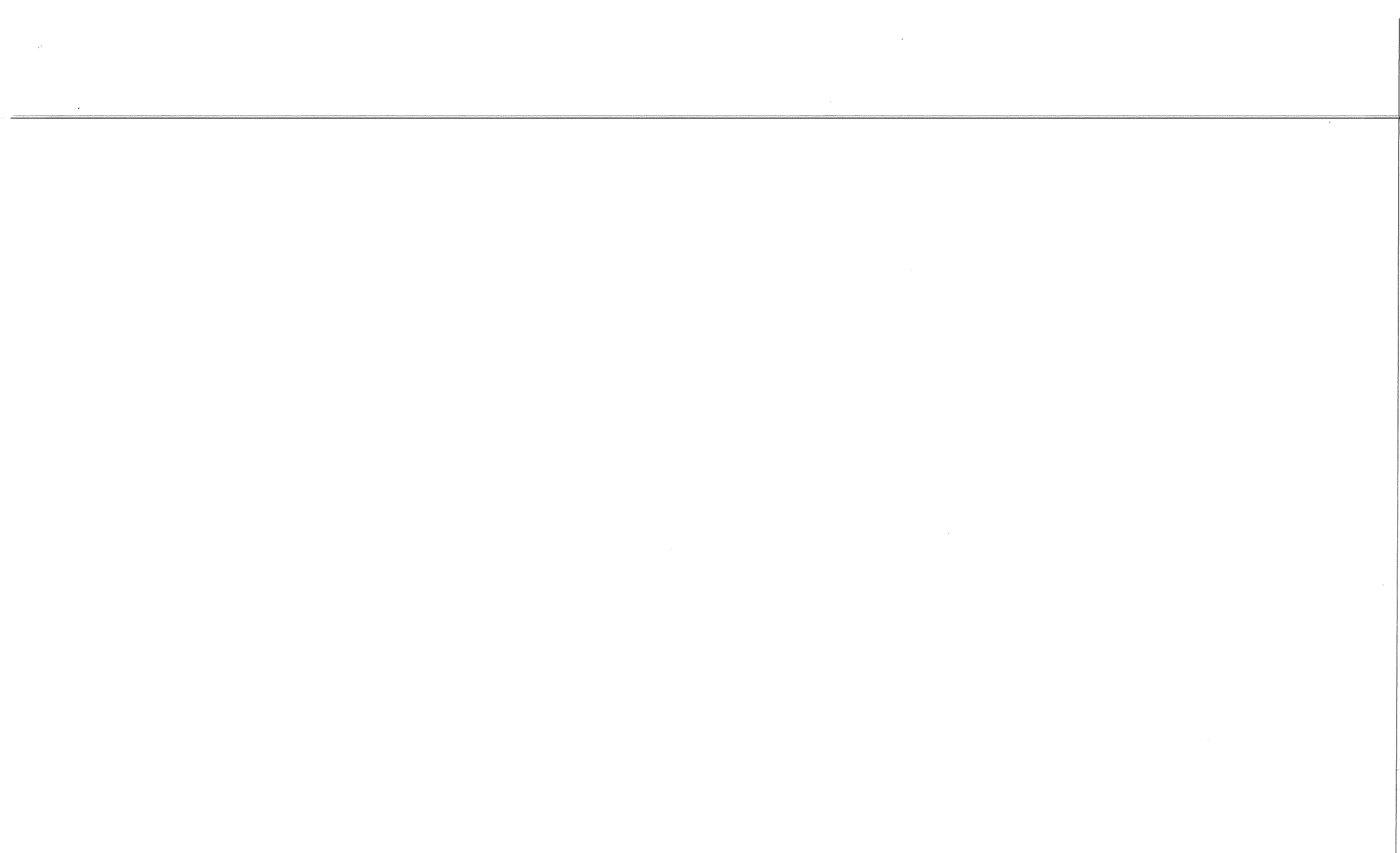
Reg. Rd. 13



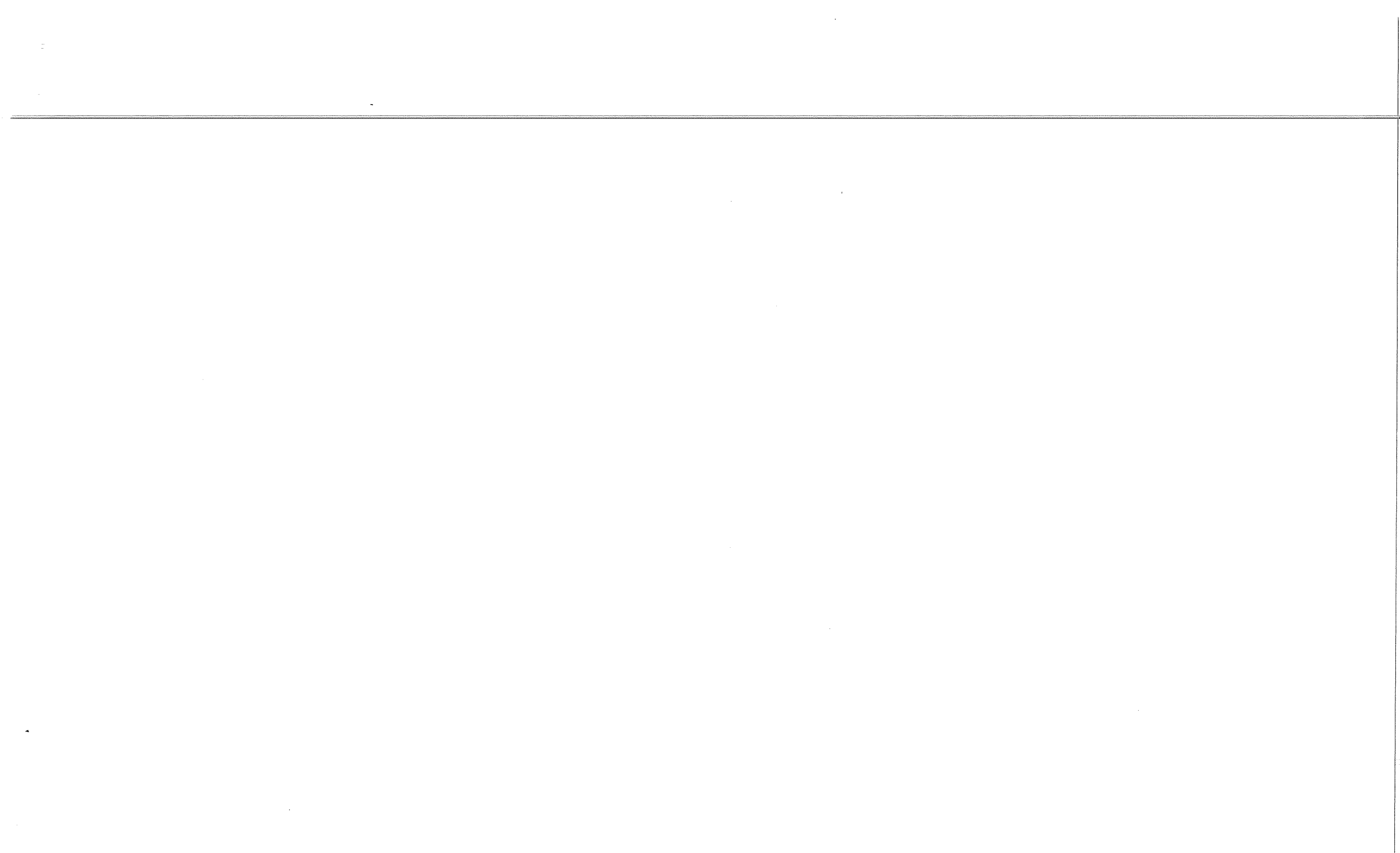
544.	CNR Cornwall	2/16/83	Starchard glass	Caused by derailment.	L	#83-071
545.	C.I.L. Cornwall	2/9/83	5225 litres of 50% NaOH	Caused by leaking sump.	L	#83-066
546.	MARTINS B.P. FUEL SUPPLIERS Napanee Dorland	2/12/83	66 litres of gasoline	Caused by overfilling underground tank.	S	#83-055
547.	J.S. STEWART Madoc	2/10/83	900 litres of heating oil	Caused by leaking pipe due to corrosion.	I	#83-054
548.	FRANCIS FUELS - Ottawa ROBERT HOPKINS SCHOOL - Gloucester	2/4/83	400 litres of fuel oil	Caused by valve failure. Francis Fuels asked to pump flood waters. Old load still in truck was released through valve.	S	#83-053
549.	PRIVATE RESIDENCE Longborough Orchards Invermay	2/1/83	660 litres of fuel oil	Caused by discharge valve cracking open.	F	#83-052
550.	GUIDON PETROLEUM Cornwall	1/31/83	200 litres of gasoline	Caused by valve left open with cap on discharge.	S	#83-038
551.	MCMASTER OIL CO. Sault Ste. Marie	2/18/83	400 litres of non-leaded gas	Caused by closing handle on rack jamming.	S	#83-064
552.	THOMSON SHELL Kirkland Lake	1/29/83	31,624 litres of gasoline	Caused by tripping of loading arm.	S	#83-060
553.	DENNISON MINES Elliot Lake	2/9/83	200 gals. of coarse slurry	Caused by overflow due to error.	L	#83-056



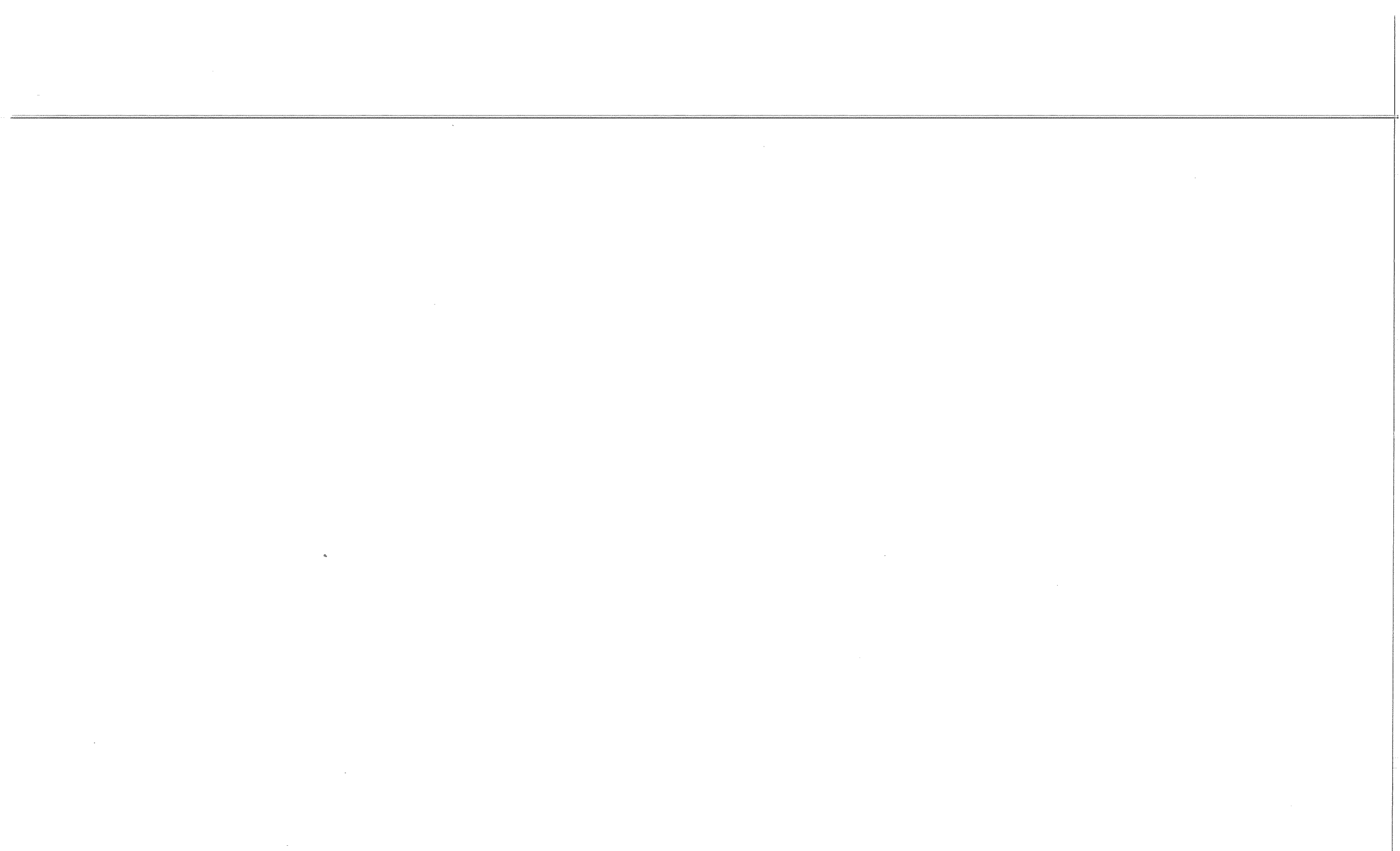
554.	RIO ALGAM Elliot Lake	2/1/83	8000 gals. of wash thickener	Caused by overflow as a result of electrical surge in mill circuit. Entirely contained.	L	#83-042
555.	RIO ALGOM Elliot Lake	1/25/83	330 gals. of diesel into Quirk Lake and Serpent River	Caused by overflow due to error.	L	#83-036
556.	CABOT CARBON OF CANADA LTD. 350 Wilton Sarnia	1/13/83	1000 gals. of heavy oil, pumped by Imperial Oil to Cabot	Caused by a failure of the containment dyke. Oil went to St. Clair River.	L	#83-032
557.	SHELL CANADA Corunna	1/11/83	1 metre ³ of silt contaminated with cyclohexanes, parafins C ₈		L	#83-016
558.	CANADA MORTGAGE AND HOUSING Springfield	1/13/83	40 gals. of furnace oil	Caused by leak in new storage tank.	PB	#83-015
559.	CNR Kitchener & Stratford	12/12/82	Unknown quantity of fuel oil	Caused by leak due to loss of fuel tank plug.	L	#83-004
560.	DOMTAR SALT MIINE Goderich	11/3/82	Few gals. of PCB	Caused by employee dumping large load of salt on transformers	L	#83-003
561.	P AND E OIL RECYCLERS Enniskillen Twp.	12/24/82	1 barrel of crude oil		S	#83-002



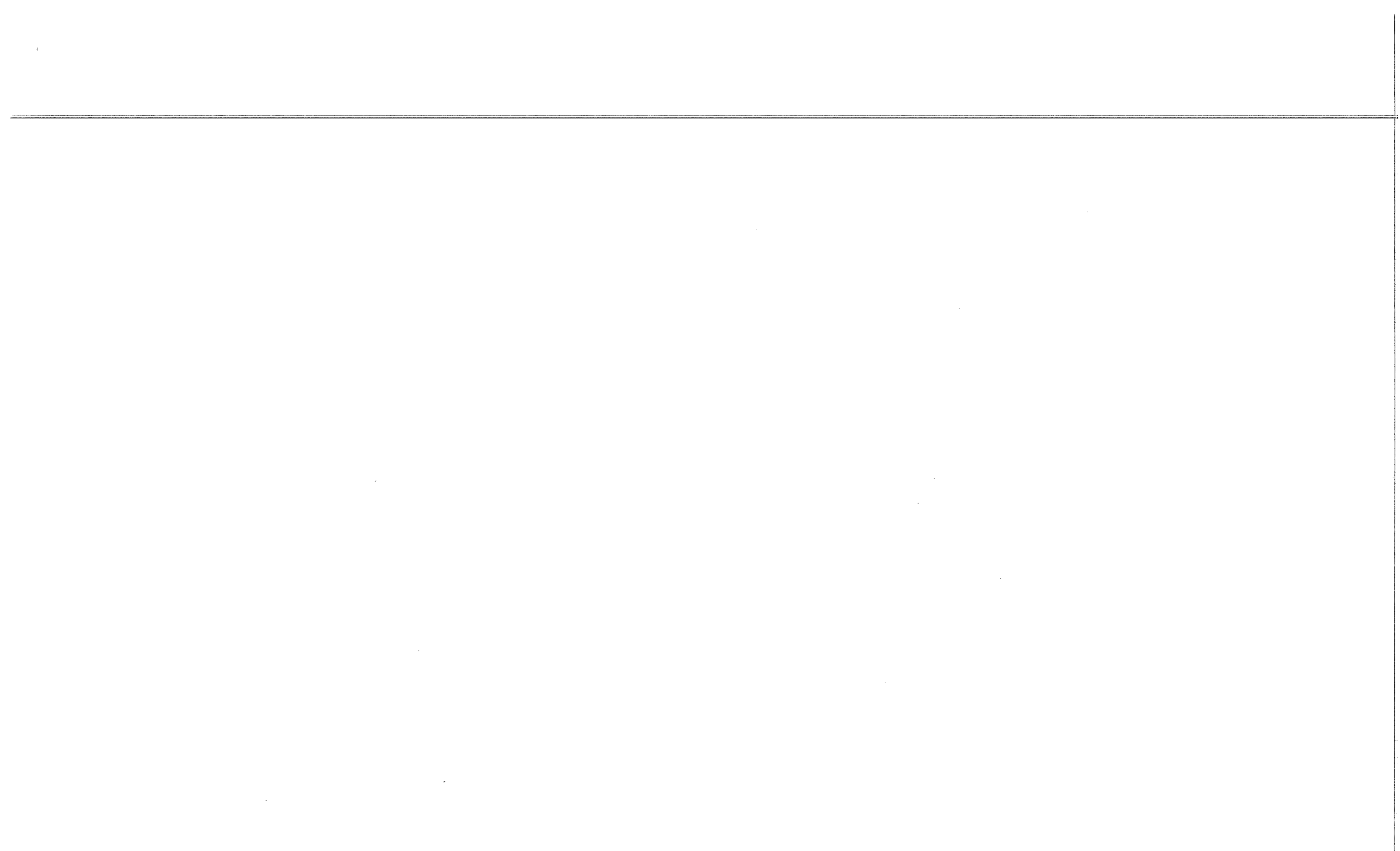
562.	COPE CONST. Sarnia	12/21/82	20 gals. of asphalt emulsions	Caused by pipe rupture.		#83-001
563.	PETROHAUL Oakville Puslinch Twp.	1/7/83	8200 gals. of oil	Caused by overturned tanker truck.	S	#83-027
564.	ONTARIO HYDRO Nanticoke	12/24/82	500 gals. of lube oil	Caused by overflow when water seal failed.	L	#83-024
565.	TEXACO NANTICOKE REFINERY	12/7/82	350 gals. "C" oil	Caused by overflow due to obstruction in waste water sewer and failure of separator system.	L	#83-024
566.	BOEHMERS FUEL Kitchener (Private residence)	1/3/83	2300 litres of heating oil	Caused when delivery man, pumping oil to wrong address, hooked up hoses to filler pipe that was no longer connected.	S	#83-017
567.	RYERSON POLY TECH Toronto	1/27/83	2 litres of ethyl acrylate		PB	#83-035
568.	SHELL SERVICE STATION Albion Rd. Etobicoke	1/24/83	100 gals. of gasoline	Caused by crack on housing of gasoline pump.	S	#83-034
569.	ONTARIO HYDRO Lawrence Ave. E. Transformer Station	1/21/83	10 gals. of transformer oil	Caused by leak in transformer.	L	#83-033
570.	DOMTAR (CHEMICAL DEV. CORP.) Rama Twp.	1/18/83	600 gals. of detergent	Caused by tank leak while operator was loading.	L	#83-029



571.	GULF SERVICE STATION Lake Shore E. Mississauga	1/18/83	25 gals. of gasoline	Overflow caused by ice.	S	#83-026
572.	OOPEN WINDOW BAKERY North York	1/11/83	600 litres of gasoline	Caused by leak in storage tank.	L	#83-025
573.	TOWN OF BRACEBRIDGE	1/11/83	45 litres and 4 m ³ of sand	Caused by sander overturning on icy road.	PB	#83-018
574.	EASTVIEW FUELS Violet St. Ottawa	1/24/83	270 litres of gas	Caused by tank leak due to open valve.	S	#83-028
575.	PETRO CAN Newmarket St. Ottawa	1/17/83	200 litres at bulk plant	Caused by gasket failure.	L	#83-020
576.	CPR CARGO Hwy. 401 at Morrisburg	1/11/83	15 gals. of solvents	Caused by collision.	L	#83-019
578.	TEXACO CANADA Ottawa	1/5/83	1200 litres of oil	Caused by crack in fuel line on Texaco's distribution system.	L	#83-010
579.	IRVING OIL Pembroke	12/24/83	1000 litrs of diesel into Muskrat River	Caused when speeding truck tried to stop at single lane bridge with oncoming car.	L	#83-009
580.	REIMER EXPRESS (Cooksville) Stafford Twp.	12/28/82	225 litres of diesel fuel	Caused when car, going through stop sign and colliding with transport, ruptured diesel tank.	L	#83-006
581.	PIONEER PETROLEUM Cornwall	12/23/82	450 litres of gasoline	Caused by car ran overloading hose.	L	#83-005



582.	LAKEHEAD FREIGHTWAYS Wawa to Sault Ste. Marie	1/20/83	20 gals. of trichloroethylene	Caused by rupture of liner.	L	#83-030
583.	GULF CANADA Parry Sound	1/10/83	Unknown quantity of diesel fuel	Caused by trailer flipping on its side on slippery road.	L	#83-022
584.	CNR Kapuskasung	1/7/83	Small amount of potasium chloride	Caused by derailment in switching yard.	L	#83-021
585.	RIO ALGOM Elliot Lake	1/4/83	200 gals. of ion exchange barren solution	Caused by pipe leak into Serpent River.	L	#83-014
586.	RIO ALGOM Elliot Lake	1/4/83	2000 gals. of dilute barren and pregnant solutions into Serpent River	Caused by operator incorrectly placing valve.	L	#83-013
587.	CANADIAN TIRE CORP. Sudbury	12/27/82	800 litres of gasoline into Ramsay Lake	Caused by failure of automatic shut-off valve after being hit by a car.	L	#83-012
588.	DOMESTIC HEATING OIL TANK Sault Ste. Marie	12/28/82	200 gals. of oil into resident's basement	Caused by leak due to corrosion.	I	#83-011
589.	ONTARIO HYDRO Little Long Rapids	1/1/83	1500 gals. of 12 ppm PCB into Mattagami River	Mattagami River flows into Moose and Abitiber rivers and into James Bay. Smokey Falls and Moose factory water supply being checked. Caused by explosion of transformer.	L	#83-008



590.	PRIVATE RESIDENCE Sault Ste. Marie	12/28/82	2000 gals. of furnace oil	Caused by leakytank due to corrosion.	I	#83-007
591.	BELL CANADA WARWICK LAKE TELECOM RELAY STATION Red Lake	1/17/83	13,000 gals. of diesel fuel	Caused by valve on feeding line being left open. Contaminated Lake Warwick.	L	#83-031

