

s14 Incident Notification

Date and Time of Notification	4 June 2026 (8:20AM WST)
Person/Company	CTP JV Pty Ltd (Central Tanami Project Joint Venture)
Incident	Hydraulic oil spill
(a) the incident causing or threatening to cause pollution	Approximately 310 litres of hydraulic oil was spilt from an excavator during transport.
(b) the place where the incident occurred	The primary spill occurred in transit between Derby WA and the Central Tanami Project. A smaller secondary spill occurred at CTP on ML33760.
(c) the date and time of the incident	The excavator was loaded in Derby and shipped out on 29 May 2026. The excavator was received at CTP three days later at approximately 3:30pm on 1 June 2026 Refer Attachment 1 for the transport manifest.
(d) how the pollution has occurred, is occurring or may occur	The excavator was started/run-up in the days prior to transport, with no leaks noted. The machine was trammed around and washed. On the day of loading in Derby WA, a small leak was repaired prior to loading. The cause of the primary spill is attributed to road transport conditions resulting in excessive vibration that damaged the excavator's hydraulic cooling system (refer Attachment 2 for photos of the damaged oil cooler). The origin point of the primary spill is unknown, although it is considered more likely to have commenced on the unsealed Tanami Road after the junction with the Great Northern Highway south of Halls Creek. The damage to the lowest point of the hydraulic oil cooler resulted in an oil leak at the rate of a drop every few seconds (when the machine is off the cooling system is not operating). Note that the rate of the leak is expected to have slowed over time due to the loss of head pressure as the oil level declined. In addition to the unknown origin point, the distance over which the spill occurred is also unknown. However, if it is assumed that the leak commenced at the beginning of the Tanami Road en route to CTP, then the flow rate is estimated at 60 l/h for a truck travelling 400km at an average speed of 80 km/h. This equates to an estimated spill rate of 0.75 l/km.

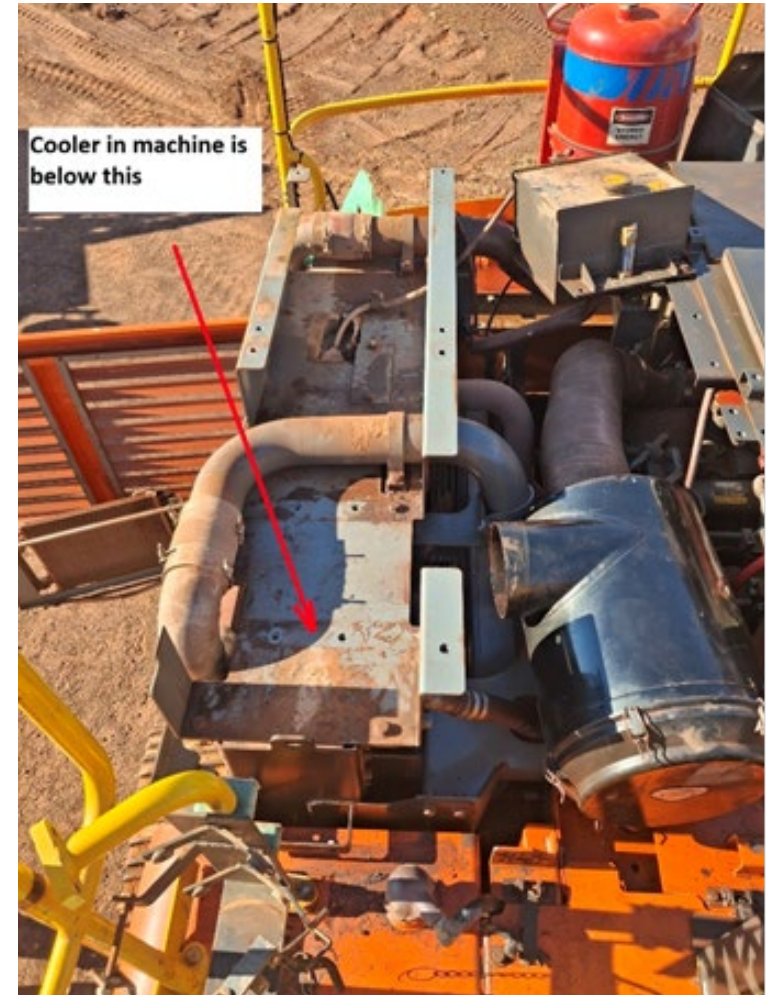
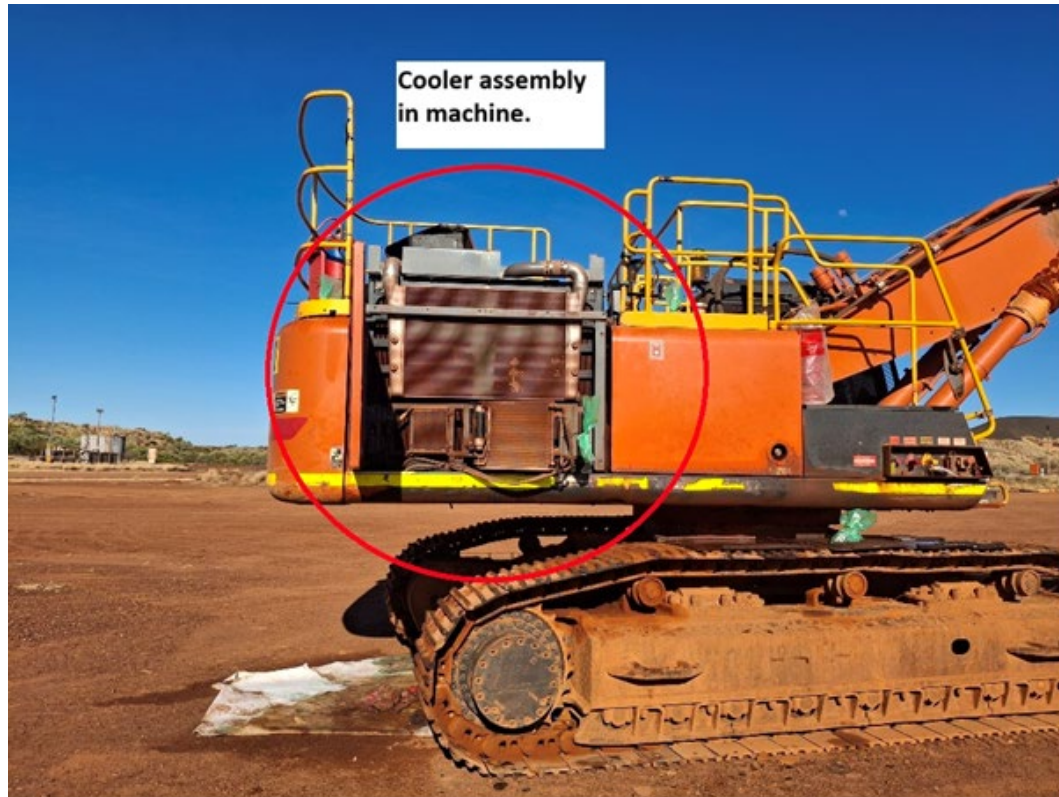
	The secondary smaller spill (estimated <10 litres) occurred beneath the excavator upon start-up and operation of the hydraulic system, before it was realised that the hydraulic system had been damaged. The oil cooler is not visible from the exterior of the excavator and the leak was only detected once oil had leaked onto the ground below the excavator.
(e) the attempts made to prevent, reduce, control, rectify or clean up the pollution or resultant environmental harm caused or threatening to be caused by the incident.	Clean up of the primary spill could not practically be undertaken on the basis that the origin point was unknown and occurred somewhere on the approximate 900km journey between Derby and CTP. Despite the example above being based on the Tanami Road, it remains possible that this leak began between Derby and the Tanami Road turnoff near Halls Creek. Reporting of this spill has been undertaken in accordance with the CTP's Hydrocarbon and Chemical Spill Clean Up Procedure, which requires spills over 200 litres to be reported to the NT EPA. Clean up of the secondary spill occurred in accordance with the above procedure, including placement of drip trays and a layer of absorbent material over the affected area (refer Attachment 3). Used soaker pads have been collected and disposed to a hydrocarbon bin, and fresh pads put in place as a precaution until the machine can be reassembled. Once the excavator can be repaired and moved, the affected soil beneath the excavator will be picked up and treatment at the bioremediation area.
(f) the identify of the person notifying the NT EPA.	David Temple Smith Manager Environment and Approvals 0436 361 478 david.temple-smith@mgx.com.au

INTERNAL CENTURION ROAD MANIFEST NUMBER		CTPJV RUN 14	DEP. DATE:	29-May-26	PAGE 1 OF 1
MOUNT GIBSON IRON ROAD MANIFEST NUMBER			ARRIV DATE:	02-Jun-26	
TRANSPORT PROVIDER		DSS			
COMPANY NAME	MGI	COMPLETED BY:	JOHN ANYON	SIGNED :	

ATTACHMENT 1: Transport Manifest

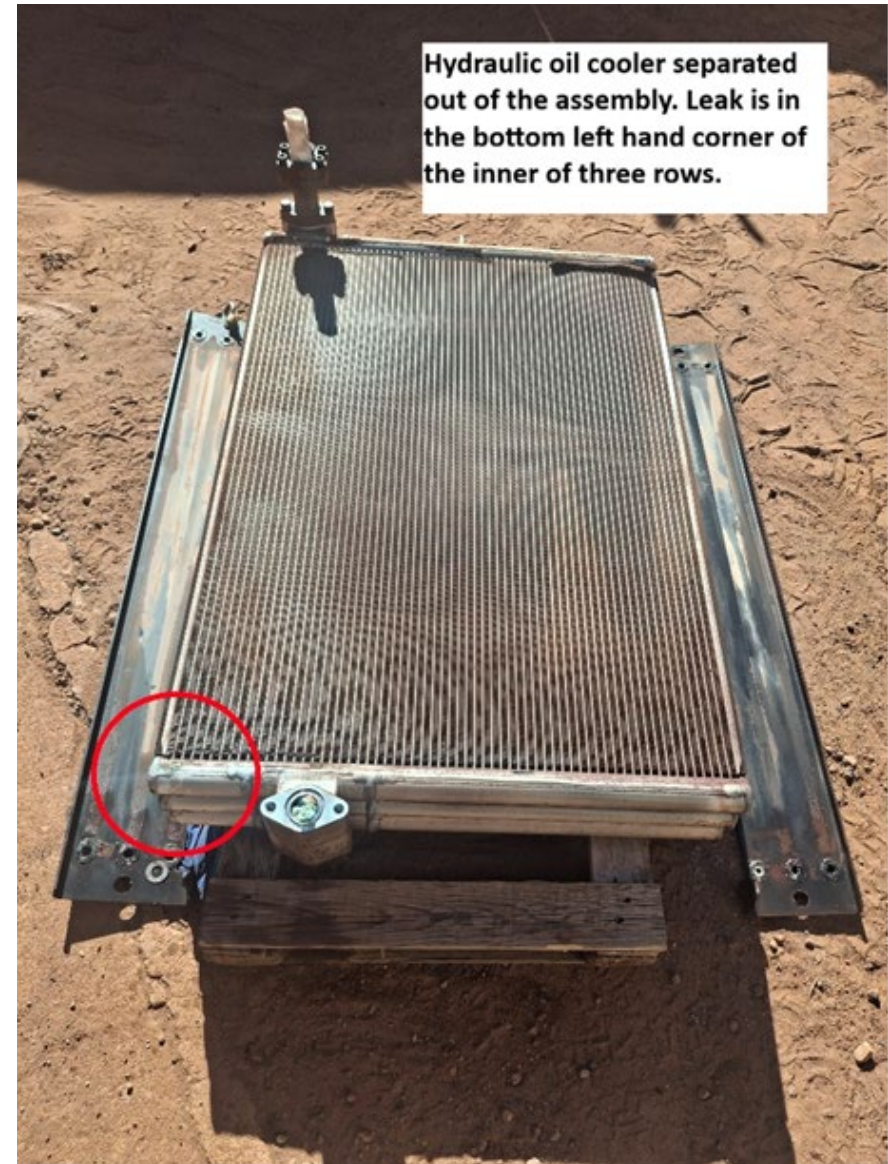
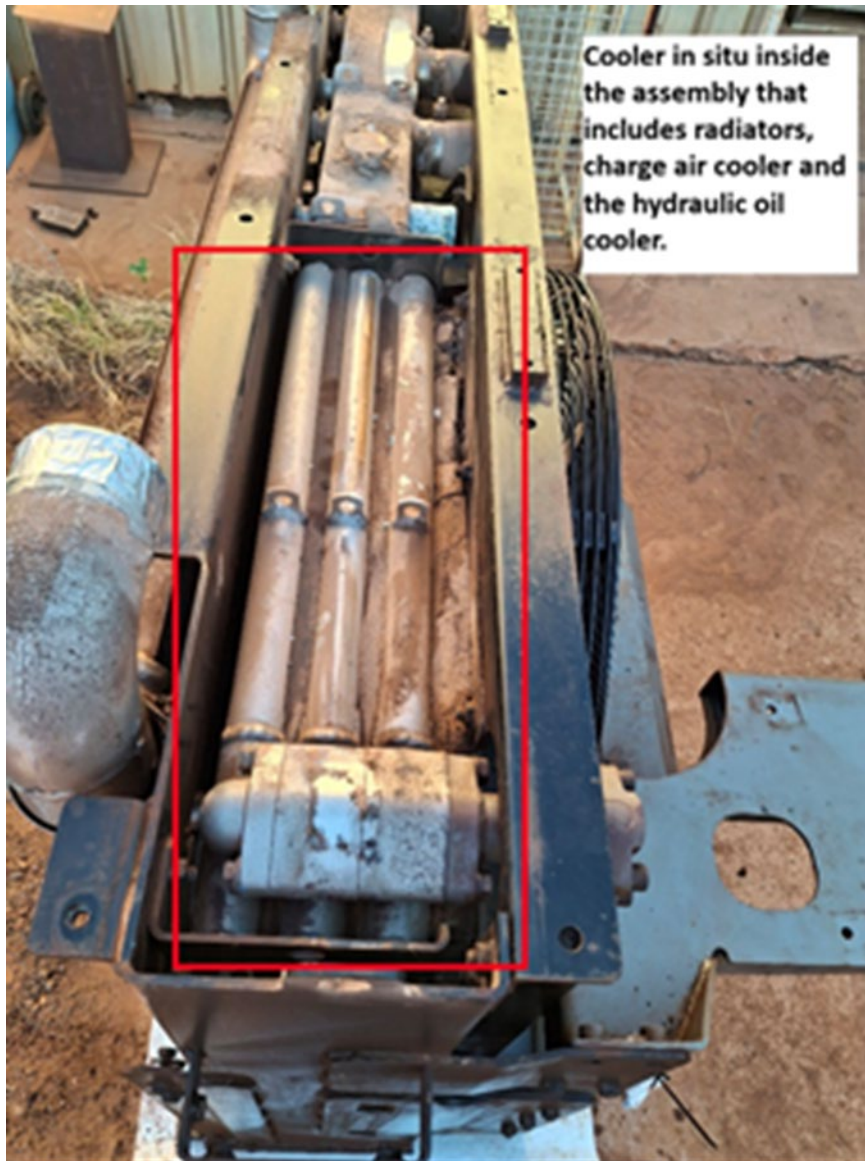
ITEM	REGO	TRAILER	CONTAINER	ORIGIN	RECEIVER	INV/ASSET/V10	DESCRIPTION	No. of ITEMS	DG CLASS	WEIGHT	L	W	H	M2	M3
1.00				DERBY WHARF YARD	CTP JV		50T FLOAT	1		9,000	13.70	2.40	1.20	32.88	39.46
1.01							EX097	1		49,000	11.00	3.80	3.00	41.80	125.40
														0.00	0.00
COMMENTS								FREIGHT	TOTAL	58,000	25	6	4	74.68	164.86
								FUEL		0					
								WATER		0					
		WEIGHT	L	W	H			TOTAL CARGO		58,000					
		4000	6.1	2.4	1.2	20 FT SKELL		TRAILERS ID OR REG NUMBERS			STRAPS USED		0		
		5000	9.1	2.4	1.2	30 FT SKELL				RATCHETS USED		0			
		6000	12.2	2.4	1.2	40 FT SKELL				PALLETS		0			
		6000	9.1	2.4	1.2	30 FT F/TOP				BINDERS USED		0			
		8000	12.2	2.4	1.2	40 FT F/TOP				CHAINS USED		0			
		9000	13.7	2.4	1.2	45 FT F/TOP				ROPES USED		0			
QUARANTINE DECLARATION: The above consignment has been inspected for build up of mud and potential pests and non-declared hazardous substances and is considered as being fit for travel.						NAME:	JOHN ANYON				ROPES USED		0		
						SIGNED:									

ATTACHMENT 2: Oil cooler location and damage



View from below the machine with three rear belly guards removed. Front guard is still in place for reference.
Circled in red is the bottom of the cooler assembly where the oil will run down to.
Black panel is the outside frame of the cooler assembly. Hydraulic oil cooler is inside this frame behind shrouds.







Hole after brushing
debris away is
3 x 1.5 mm

ATTACHMENT 3: Oil spill clean up at CTP (in progress)

