

SECTION 14 INCIDENT REPORT (*Waste Management and Pollution Control Act*)

Date and Time of Notification:	Friday 24 th February 2023, 13:48hrs
Person / Company:	Power and Water Corporation
Incident:	Milikapiti (Snake Bay) barge landing diesel fuel spill

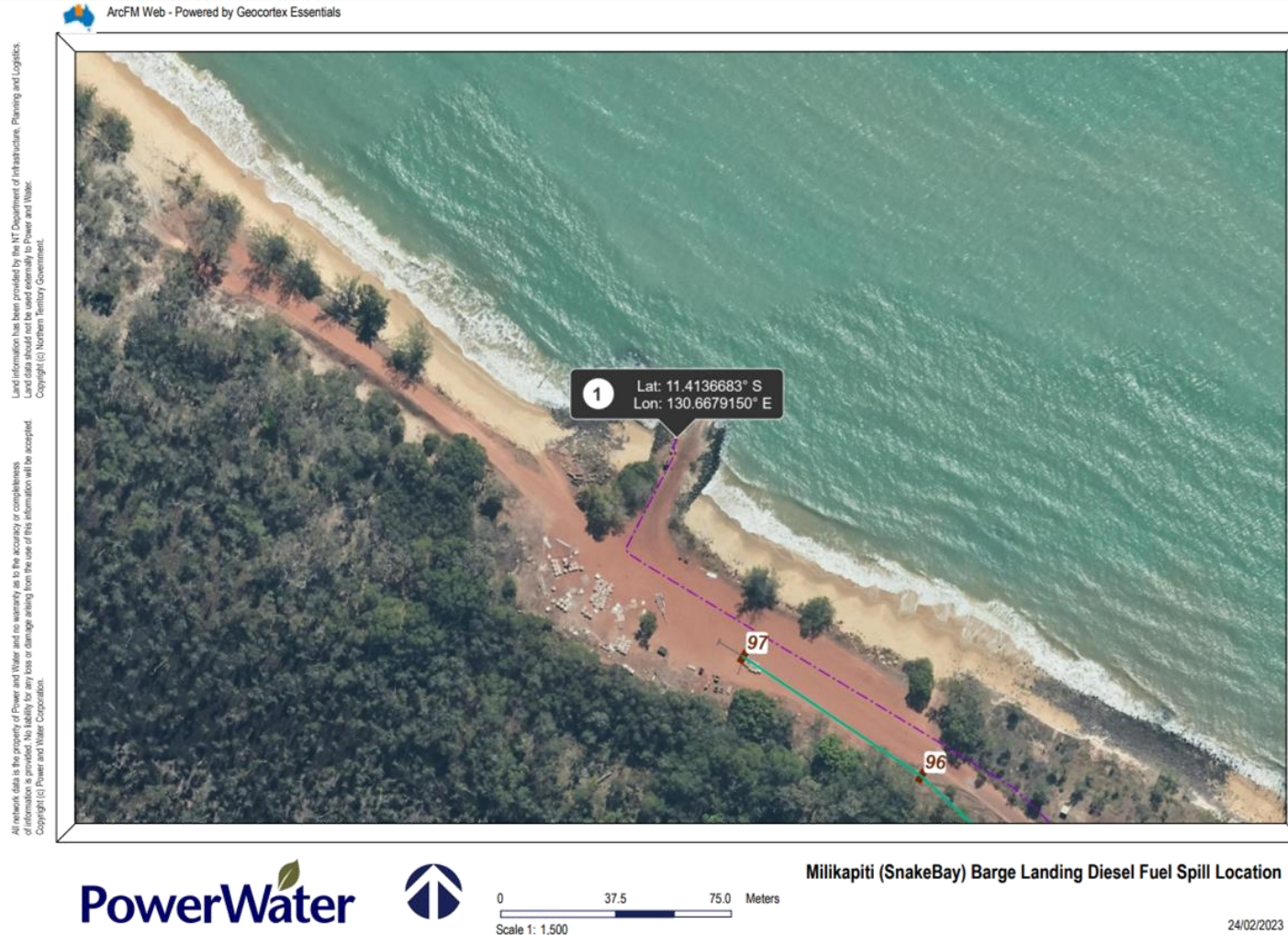
<p>(a) the incident causing or threatening to cause pollution</p>	<p><i>i. Description of the waste that was discharged.</i></p> <p>Diesel fuel</p> <p><i>ii. Volume of the waste that was discharged.</i></p> <p>The volume of the diesel spilt was estimated using a combination of fuel dips of the receiving tanks and volume of fuel pumped based on the delivery barge's flow meter, which came to 2,500 litres; minus two 220 litre drums of diesel that were recovered from the initial excavation, comes to approximately 2,060 litres.</p>
<p>(b) the place where the incident occurred</p>	<p><i>i. Description of the Power and Water asset from which the discharge occurred.</i></p> <p>A pipeline elbow connection associated with a fuel pipeline at the Milikapiti barge landing diesel fuel delivery point.</p> <p><i>ii. GPS coordinates of the discharge point from the Power and Water asset, and the final coordinates of the final discharge point.</i></p> <p>Discharge Point: 130.6679150 E, -11.4136683 S Final Discharge Point: 130.7500000 E, -11.3000000 S (random location Arafura Sea)</p> <p><i>iii. Indicate any locations nearby to the discharge point where public can gain ready-access, such as public open spaces through which the discharge moves.</i></p> <p>It is unlikely that members of the public would have contacted any of the spill. The spill location on the barge landing was fenced off as can be seen in figure 2. This was done to prevent falls into the excavation as well as to prevent contact with the diesel.</p> <p>Given the inclement weather on the day, presence of Power and Water staff and contractors on the day of the spill, it is unlikely that the public will have contacted any diesel spilt to water. Since the spill occurred the diesel will have dispersed widely, evaporated and begun to breakdown.</p>

<p>(c) the date and time of the incident</p>	<p><i>i. The time and date of commencement and cessation of the discharge.</i></p> <p>The exact time that the spill started is unknown, but would have occurred shortly before 07:28hrs 24/02/2023, which is when the Power and Water Technical Coordinator Mechanical was advised of the spill by the Utility Service Contract worker (USCW), formerly known as an Essential Services Operator or ESO.</p> <p><i>ii. How Power and Water were notified, or became aware of the discharge.</i></p> <p>The Power and Water Technical Coordinator was advised of the spill by the (USCW) at 07:28hrs, 24th February 2023.</p> <p><i>iii. The process by which the discharge occurred.</i></p> <p>Initial thoughts are that the spill was caused by a mechanical failure of the pipeline, as there was no obvious reason for the pipe to get damaged, such as an impact. The spill location is believed to be within the barge landing groin structure itself, with some of the diesel having leaked through the soil and entering the marine environment.</p> <p>This has since been confirmed, in that the spill came from a 90 degree elbow near the fill point, below the surface of the concrete.</p> <p><i>iv. The reason why the discharge occurred.</i></p> <p>The cause of the split in the pipeline was caused by corrosion. This section of pipeline had previously been repaired but unfortunately not the entire repaired section was wrapped in a protective tape (Denso™) correctly, which left the poorly wrapped section exposed to corrosion, which in this instance is the section that failed.</p>
<p>(d) how the pollution has occurred, is occurring or may occur</p>	<p>As per (c) iii & (c) iv.</p>
<p>(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</p>	<p><i>i. Attempts made to prevent, reduce, control, rectify or clean up the pollution.</i></p> <p>The barge landing fuel fill point is protected by a large concrete block and supported by another concrete block, as well as being located off to the side of the boat ramp. Upon discovery of the fuel leak, fuel delivery had finished and the pipeline was blown clear with air, as per standard procedure, and all isolation valves were closed. Spill kit booms were then placed around the leaking pipe at the surface of the barge landing and the fuel delivery company deployed their marine spill booms around the spill that was visible on the surface of the water.</p> <p>The success of the containment and clean-up of diesel spilt to water was initially limited due to the fast flowing spring tides that resulted in the marine boom being drawn below the surface of the water. As the flow of the tides eased, the booms resumed to work as designed and started to absorb the spilt diesel that was on the water's surface. Until eventually the booms were washed up onto the beach, due to the inclement weather.</p>

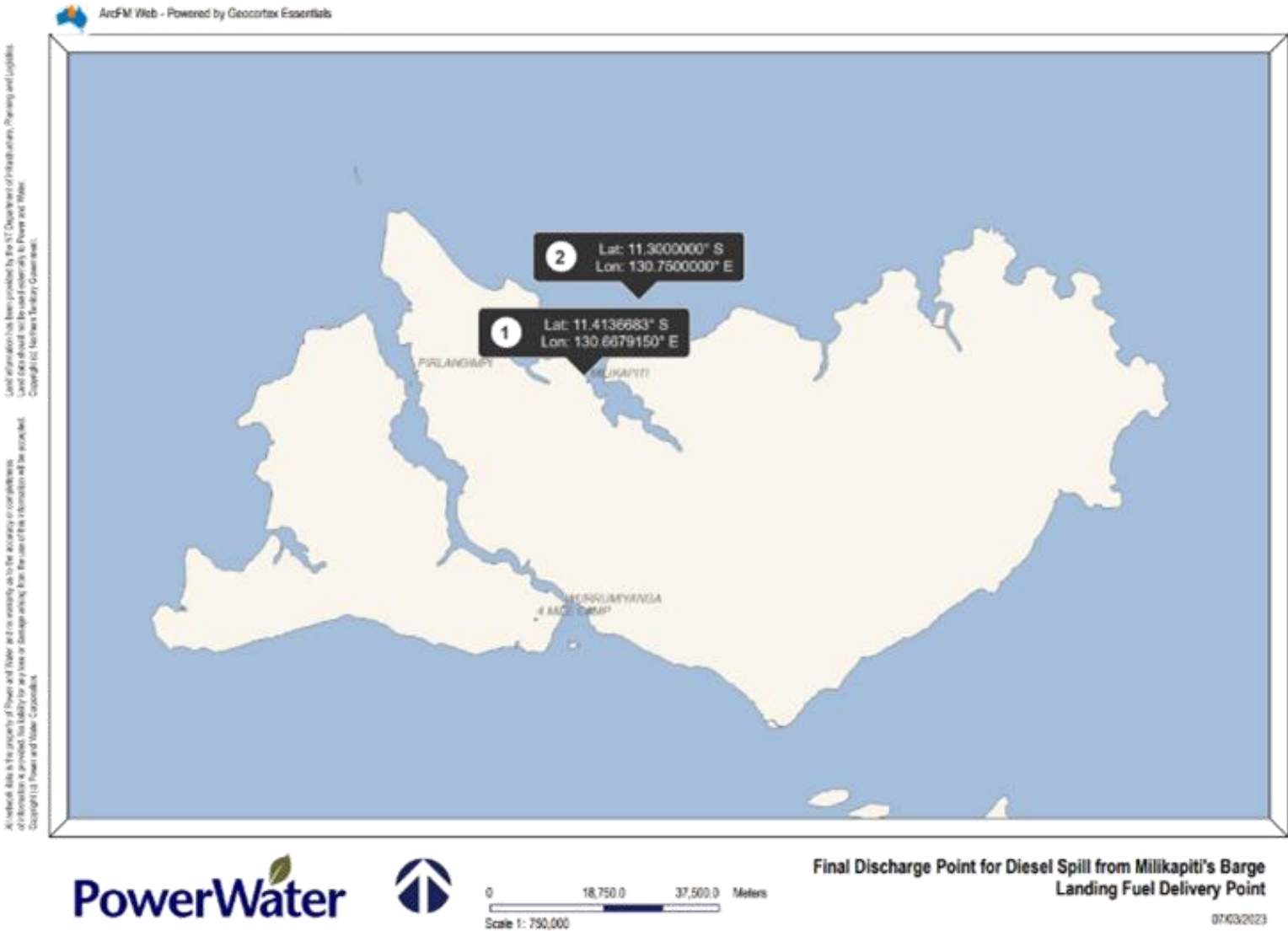
	<p>Soil surrounding the pipeline and any surface soil contamination has been cleaned up as best as possible given the limitations posed by the barge landing structure itself and its operational need by the community. Contaminated soil has been removed off the island by a suitably licenced contractor. The pipe was repaired and pressure tested by midday Thursday 02/03/2023.</p> <p><i>ii. Decontamination of the site as appropriate.</i></p> <p>For safety reasons, and continued use of the barge landing to supply the community, the excavation was backfilled 02/03/2023 using clean fill sourced from the island. We are currently looking at the options available for further investigations with EcOz environmental consultancy.</p>
(f) the identity of the person notifying the NT EPA	Power and Water's Environmental Services team on behalf of Power Services

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Appendix A – Spill Source Location Map



Appendix B – Final Discharge Location Map



Appendix C – Photographs of the Milikapiti (Snake Bay) barge landing



Figure 1. Milikapiti (Snake Bay) barge landing diesel fuel fill point, historical picture.



Figure 2. Initial excavation's contaminated soil covered with plastic, with spill booms just visible behind the mound.



Figure 3. The fuel containment spill boom that washed up on the beach, due to the inclement weather on the day of the incident.



Figure 4. The contaminated soil that was transferred to IBCs and covered with plastic, in preparation for transport back to Darwin.