

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

Date and Time of Notification:	18 th July 2022, 21:05hrs
Person / Company:	Power and Water Corporation (PWC)
Incident:	Diesel Fuel Spill Palumpa Power Station

(a) the incident causing or threatening to cause pollution	<p>i. Description of the waste that was discharged.</p> <p>Diesel fuel</p> <p>ii. Volume of the waste that was discharged.</p> <p>Based on fuel dips, it is estimated to have been between 1200L and 1500L</p>
(b) the place where the incident occurred	<p><i>i. Description of the PWC asset from which the discharge occurred.</i></p> <p>Fuel storage tanks bund</p> <p><i>ii. GPS coordinates of the discharge point from the PWC asset, and the final coordinates of the final discharge point.</i></p> <p>Discharge Point: 14.3578048 S, 129.8842272 E Final Discharge Point: 14.3579298 S, 129.8840094 E</p> <p>Exact location to be confirmed by PWC Coordinator.</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>The spill is mostly contained within the power station compound, with only a very small, roughly 1 x 1.5 m maximum diesel contaminated soil section being just outside the perimeter fence. All visible contamination has been removed and the site returned to a safe condition; no fencing was necessary.</p>
(c) the date and time of the incident	<p>i. The time and date of commencement and cessation of the discharge.</p> <p>The leak was first detected shortly before 08:14hrs 18 July 2022. The duration of the spill is unknown, but the leak was stopped shortly after 08:14hrs 18 July 2022, once some blanking flange bolts were tightened up.</p> <p>ii. How PWC were notified, or became aware of the discharge.</p>

	<p>The site's Essential Services Operator (ESO) called the PWC Mechanical Technical Coordinator at 08:14hrs 18 July 2022.</p> <p>iii. The process by which the discharge occurred.</p> <p>Unlawful entry to the power station compound and potential theft of diesel fuel directly from one of the bulk fuel tanks, via a blanked off pipe flange.</p> <p>Secondly, as per advice from the onsite ESO, the fuel bund stormwater outlet valve was closed tight, however it appears that the valve is faulty resulting in diesel exiting the bund into the environment.</p> <p>iv. The reason why the discharge occurred.</p> <p>Unlawful access to the power station's bulk fuel tanks, along with the fuel bund stormwater drainage valve being faulty and allowing diesel to escape.</p>
(d) how the pollution has occurred, is occurring or may occur	As per (c) iii & (c) iv.
(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><i>i. Confirmation signage and fencing has been erected, as appropriate.</i></p> <p>All visible contamination has been removed and the site returned to a safe condition; no fencing was necessary.</p> <p><i>ii. Decontamination of the site as appropriate.</i></p> <p>Upon becoming aware of the spill, the ESO stopped the leak from the source by tightening the bolts on the flange. He then advised the PWC Mechanical Technical Coordinator, who requested that all visible contaminated soil be dug up and placed within a plastic lined area. Our environmental consultants (Ecoz) will also be engaged to undertake a site investigation and assist with remediation of the site as required.</p>
(f) the identity of the person notifying the NT EPA	PWC Environmental Team on behalf of Power Services

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Appendix A – Location map



Appendix B: Site Photos



Pic 1: Bulk fuel tank flange that was tampered with



Pic 2: Bulk fuel tank flange



Pic 3: Spill reaching bund sump



Pic 4: Spill exiting oily water separator pipework