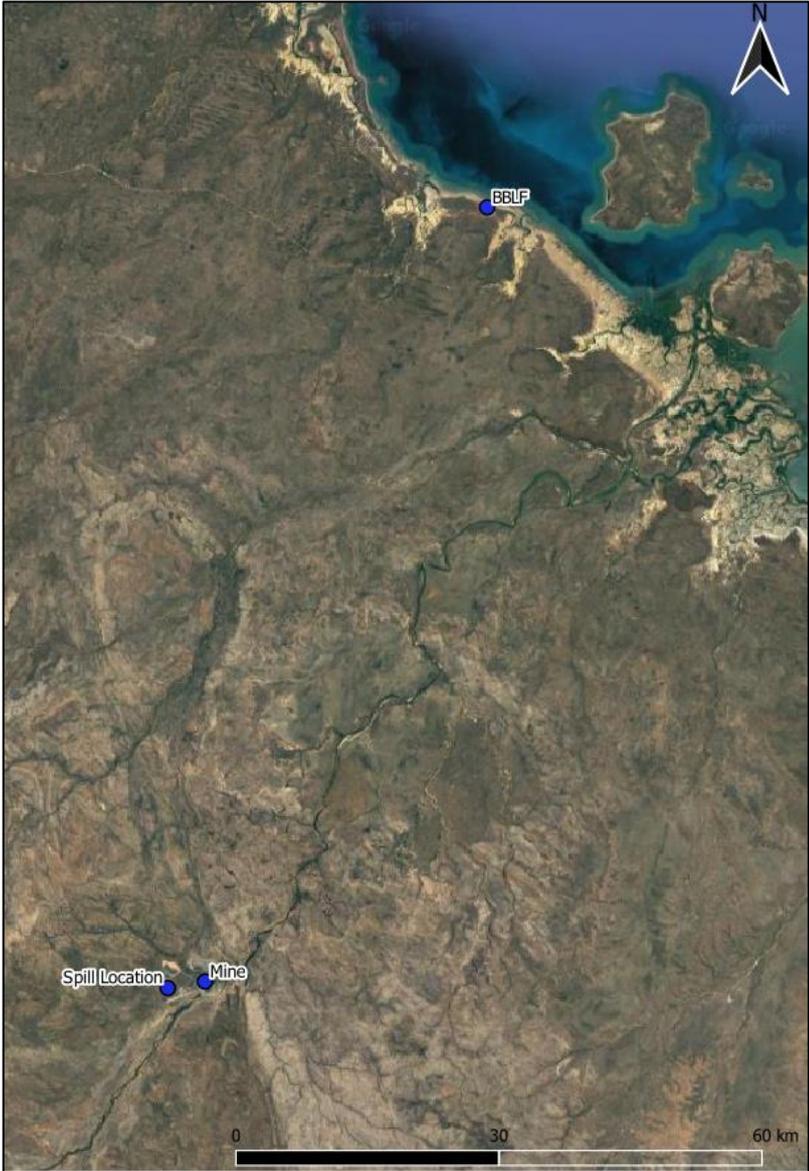


SECTION 14 INCIDENT REPORT (*Waste Management and Pollution Control Act*)

Date and Time of Notification:	Initial notification (email) – 17 April 16:28						
Person / Company:	McArthur River Mining Pty Ltd (MRM)						
Incident:	Spillage of zinc concentrate on the Carpentaria Highway. The source of the spill originated from a road train travelling from McArthur River Mine (the Mine) to the Bing Bong Loading Facility (BBLF).						
(a) the incident causing or threatening to cause pollution	A total of approximately 2 kilograms (kg) of bulk concentrate was released at one location on the Carpentaria Highway, between the Mine and the BBLF. All concentrate was confined to the road.						
(b) the place where the incident occurred	<p>The Global Positioning System (GPS) points for the length of the spill is provided in Table 1 below and shown in Figure 1.</p> <p style="text-align: center;"><i>Table 1 – GPS Coordinates of spill end and start.</i></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Spill Location</th> <th>Easting*</th> <th>Northing*</th> </tr> </thead> <tbody> <tr> <td>Carpentaria Highway</td> <td>613 396</td> <td>8 182 636</td> </tr> </tbody> </table> <p><small>*All coordinates were taken using the MGA Zone 53 (GDA94) coordinate reference system.</small></p>	Spill Location	Easting*	Northing*	Carpentaria Highway	613 396	8 182 636
Spill Location	Easting*	Northing*					
Carpentaria Highway	613 396	8 182 636					

	 <p>The image is a satellite map of a coastal region. It shows a large body of water in the upper right corner, with a coastline that includes several islands and peninsulas. A north arrow is located in the top right corner. Three specific locations are marked with blue dots and labeled: 'BBLF' is on the northern coast; 'Spill Location' and 'Mine' are in the lower-left quadrant, near a river valley. A scale bar at the bottom indicates distances of 0, 30, and 60 kilometers.</p> <p><i>Figure 1: Approximate spill location in relation to the Mine and BBLF.</i></p>
<p>(c) the date and time of the incident</p>	<p>17 April 2022 at approximately 11:00.</p>

d) how the pollution has occurred, is occurring or may occur

On 17 April 2022 at approximately 11:00, a Transport Contractor Supervisor observed grey material (indicative of bulk concentrate) on the Carpentaria Highway on the north bound approach to the Barney Creek Bridge.

On 17 April 2022 at approximately 11:30, the Transport Contractor Supervisor and MRM personnel inspected the spill location on Carpentaria Highway to confirm the extent of the spill.

During the inspection, bulk concentrate was observed on the road at the spill location. It was estimated that approximately 2 kilograms (kg) of bulk concentrate had been spilled across one location, totalling approximately 10 metres (m) in length (Figure 2).

The source of the spill was likely from a road train carrying bulk concentrate from the Mine to the BBLF, however the exact time of the spill is unknown.

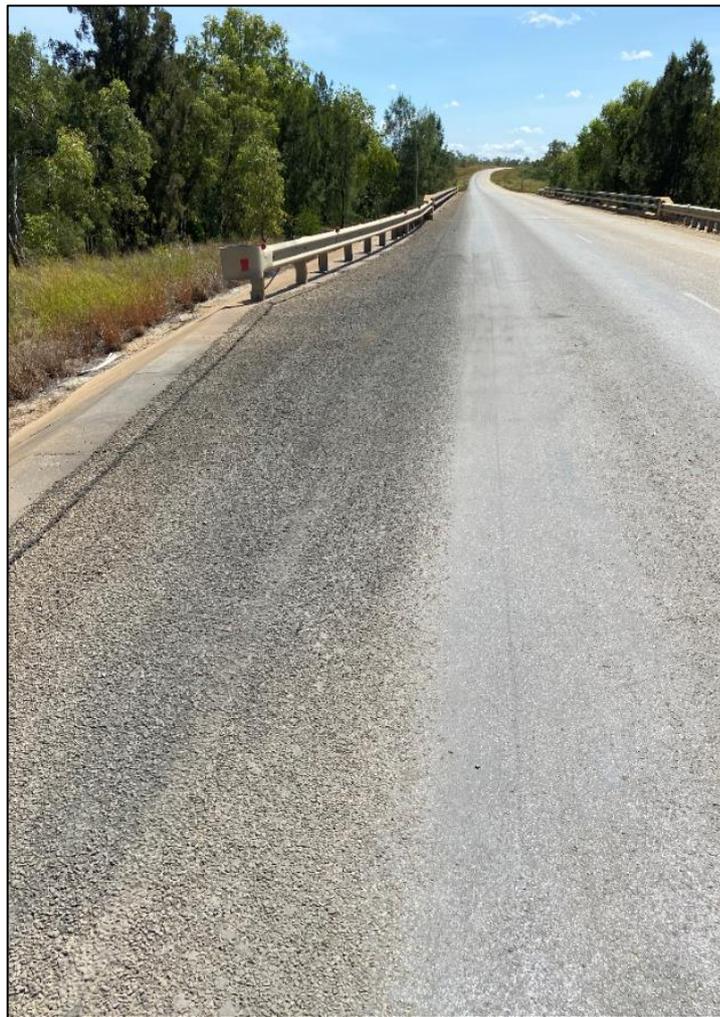


Figure 2: The Carpentaria Highway north bound approach to the Barney Creek Bridge (spill location).

(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 Works

On 17 April 2022 at approximately 13:30, a broom and vacuum truck was deployed to clean up all bulk concentrate from the sealed bitumen (Figure 3). This involved sweeping up the majority of the concentrate while simultaneously using a vacuum truck to collect the residue, of which half was transported to the Mine's concentrate loading shed for re-use and the other half was watered down and disposed of in the Mine's contamination bin.

On 17 April 2022 at approximately 14:50, following the completion of the clean-up works, MRM Environment Team personnel inspected the road and did not identify any visible signs of bulk concentrate at the spill location.



Figure 3: Spill location after clean-up works were completed.

Potential for Environmental Harm

Barney Creek was identified as a potential sensitive receptor, however the spill occurred approximately 40 m from Barney Creek and on close inspection there were no visible signs of concentrate in or surrounding Barney Creek (Figure 4).

No rainfall was recorded at the MRM Bureau of Meteorology Station prior to the completion of the clean-up works, therefore there was no potential for runoff.

The potential for material environmental harm is considered low due to the small volume spilt, the spill being confined to one location on the highway, and the timely remedial response.



Figure 4: Barney Creek, facing north-west. The spill location was approximately 40 metres away from Barney Creek.

Validation of Clean-up

On 17 April 2022, soil samples were collected at four locations within the proximity of the spill location (Figure 5) in accordance with *Australian Standard 4482.1-2005: Guide to the investigation and sampling of sites with potentially contaminated soil*.

All soil samples are being analysed for contaminants of concern (i.e., zinc and lead) and results will be compared against the relevant *National Environment Protection (Assessment of Site Contamination) Measure 1999 (NEPM, 1999) Guidelines* to validate remediation was successful. The findings of the soil results will be provided to the NT EPA in due course.



Figure 5: Soil sample locations at the spill location.

Prevention

The work crews undertook training via a toolbox talk, reiterating the requirements of the MRM Concentrate Transport Procedure. As per the procedure, the operators must sweep all residue concentrate off trailer guards prior to exiting the concentrate shed, and the inspectors at the gate house must thoroughly check the trailers for concentrate, prior to giving approval to exit.

(f) the identity of the person notifying the NT EPA

Simon Longhurst
Superintendent - Environment