

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

Date and Time of Notification:	Initial notification (phone call) – 14 April 2021 15:45						
Person / Company:	McArthur River Mining Pty Ltd (MRM)						
Incident:	Spillage of bulk concentrate on the Carpentaria Highway 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	Less than 100 kg of bulk concentrate was released at one location on the Carpentaria Highway, between the Mine and the BBLF. The concentrate was confined to the sealed bitumen, and occurred at one location within an approximately 50 metre (m) length of road.						
(b) the place where the incident occurred	The Global Positioning System (GPS) points for the spill location is provided below in Table 1. The location is presented in Figure 1. <i>Table 1 – GPS Coordinates of all spill locations.</i> <table><tr><th>Spill location</th><th>Easting*</th><th>Northing*</th></tr><tr><td>1</td><td>641 227</td><td>8 239 189</td></tr></table> <i>*All coordinates were taken using the MGA Zone 53 (GDA94) coordinate reference system.</i>	Spill location	Easting*	Northing*	1	641 227	8 239 189
Spill location	Easting*	Northing*					
1	641 227	8 239 189					
(c) the date and time of the incident	The incident occurred on 14 April 2021 at approximately 10:25						



Figure 1: Approximate spill location in relation to the Mine and BBLF.

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

On 14 April 2021 at approximately 10:25, a road train operator carrying bulk concentrate was travelling from the Mine to the BBLF, when the operator overcorrected the road train around a bend in the road, resulting in bulk concentrate escaping the trailer. The operator immediately notified the Transport Contractor Supervisor of the incident.

The Transport Contractor Supervisor and MRM personnel inspected the incident location immediately. Grey material (indicative of bulk concentrate) was observed at one location within an approximately 50 m length of the Carpentaria Highway.

The concentrate was confined to the sealed bitumen and the roadside (Figure 2) presenting a low risk of pollution or environmental harm. Based on the inspection, less than 100 kg of concentrate is estimated to have been spilt.



Figure 2: Bulk concentrate observed on the road surface prior to clean-up efforts.

(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 April 16, clean-up of the bulk concentrate commenced, and was completed later that day. An excavator was used to remove any impacted soil within the roadside (Figure 3). The road surface was cleaned using a vacuum truck and a high pressure cleaner. All impacted material was transported back to the Mine and was disposed of within the Tailings Storage Facility.

MRM personnel inspected the Carpentaria Highway on 17 April 2021 and did not identify any visible signs of bulk concentrate along the transport route.



Figure 3: Incident location during clean-up efforts.

Potential for Environmental Harm

No rainfall was recorded at the Borroloola Bureau of Meteorology station during the spill occurring on 14 April 2021 and the completion of clean-up works on 17 April. Additionally, there was no visible evidence of rain at the incident location during the inspections on 14 and 17 April 2021.

Based on the visual inspections, the potential for material environmental harm is considered to be low due to the small volume of concentrate released across the spill location, as well as the timely remedial response.

Validation of Clean-up

On 17 April 2021, soil samples were collected at the incident location (Figure 4) 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 relevant 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 determine whether the soil is suitable for the current land-use.

Follow-up correspondence confirming the final soil results will be provided to the Department in due course.



Figure 4: Soil sampling locations at the incident location.

	Prevention The incident investigation concluded the main cause of the incident was related to driver error, specifically a lapse of concentration whilst travelling around a corner. The road train veered from the road and required sudden correction, causing the fourth trailer to sway considerably which resulted in bulk concentrate escaping from the trailer. Training was provided to the driver, reiterating the driving requirements as outlined in MRM's <i>Concentrate Transport Procedure</i>. Additionally, MRM have recently implemented set trailer load fill limits to prevent concentrate spilling out. MRM will now conduct trailer inspections at the Mine Security Gatehouse, where the trucks will be visually inspected to confirm that the trailer lids are in working order and no concentrate is sitting on the external body of the trucks. If the truck fails the inspection, arrangements are to be made to ensure the truck is in a suitable condition before being approved to leave site.
(f) the identity of the person notifying the NT EPA	Simon Longhurst Acting Superintendent - Environment