

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

Date and Time of Notification:	Initial notification (Call) – 30 January 2025 at 18:06						
Person / Company:	Lana Treasure on behalf of McArthur River Mining Pty Ltd (MRM)						
Incident:	Spillage of bulk 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 road train travelling from the Mine to the BBLF spilled approximately 1 kilogram (kg) of concentrate on the roadside of the Carpentaria Highway. All concentrate was confined to the road and roadside.						
(b) the place where the incident occurred	The Global Positioning System (GPS) points for the incident location are provided in Table 1 below and shown in Figure 1. <i>Table 1 – GPS Coordinates of spill</i> <table border="1"> <thead> <tr> <th>Incident Location</th> <th>Easting*</th> <th>Northing*</th> </tr> </thead> <tbody> <tr> <td>Carpentaria Highway</td> <td>644025.20</td> <td>8257280.83</td> </tr> </tbody> </table> <p><i>*All coordinates were taken using the MGA Zone 53 (GDA94) coordinate reference system.</i></p>	Incident Location	Easting*	Northing*	Carpentaria Highway	644025.20	8257280.83
Incident Location	Easting*	Northing*					
Carpentaria Highway	644025.20	8257280.83					


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



Figure 1. Approximate spill location in relation to the BBLF

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

<p>(c) the date and time of the incident</p>	<p>The incident was reported to MRM on 30 January 2025, at approximately 12:45.</p>
<p>d) how the pollution has occurred, is occurring or may occur</p>	<p>On 30 January 2025, a road train transporting concentrate along the Carpentaria Highway from the Mine to the BBLF inadvertently released approximately 1kg of concentrate to the road and adjacent roadside at one location.</p> <p>As demonstrated by Figure 2 and 3, the volume of concentrate spilt was minor and was contained to the bitumen highway and immediate roadside.</p> <div data-bbox="678 728 1120 1283" data-label="Image"> </div> <p data-bbox="619 1290 1209 1317">Figure 2. Extent of spill heading North towards Bing Bong</p> <div data-bbox="673 1319 1131 1924" data-label="Image"> </div> <p data-bbox="611 1937 1153 1989">Figure 3. Zoomed up photo of the spill heading North towards Bing Bong</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>Clean-up Works</p> <p>A pressure hose and bobcat was used to collect the concentrate from the road and roadside at the incident location. A small excavator was then used to collect all potentially contaminated material on the immediate roadside.</p> <p>All potentially contaminated material will be sent to the Tailings Storage Facility for appropriate disposal at MRM.</p>  <p>Figure 4. Post remediation heading North towards Bing Bong</p> <p>Potential for Environmental Harm</p> <p>The risk of environmental harm from this incident is considered low, because:</p> <ul style="list-style-type: none"> • The extent of concentrate loss was limited to the bitumen road and immediate roadside and did not enter any waterways. • No sensitive receptors were impacted as a result of the incident or subsequent remediation works. • Remediation works were completed within 24 hours of the incident being reported to the MRM Environment team, minimising the potential risk of migration beyond the incident location. <p>Validation of Clean-up</p> <p>On 30 January and 1 February 2025, four soil samples were collected at the incident location in accordance with the <i>Australian Standard 4482.1-2005: Guide to the investigation and sampling of sites with potentially contaminated soil</i>. A further four control samples were collected from reference sites > 50 metres (m) from the incident location.</p> <p>Sample results and details of further remediation works will be provided to the Northern Territory Environmental Protection Authority (NT EPA) in due course once laboratory results have been received.</p>
	<p>Prevention</p> <ul style="list-style-type: none"> • Internal investigations are underway to determine the casual and contributing factors that led to the incident. • Speed limits have been reduced in sections of the road that show signs of damage and uneven surfaces to minimise instability in road train tailers carrying concentrate.

	<ul style="list-style-type: none">• MRM will undertake validation sampling to confirm remediation.
(f) the identity of the person notifying the NT EPA	Lana Treasure Health, Safety and Environment Manager