

Modification Notice - Regulation 22

Interest Holder	Imperial Oil and Gas Pty Ltd	EMP Title	2021 Carpentaria 1 Work Program EP187	Unique EMP ID No.	IMP3-4	Mod No.		Date	Revised submission 14/12/23
Brief Description	<p>Imperial seeks to modify how flowback fluid storage and transportation will occur in IMP 3-4.</p> <p>The proposed modification is to allow the transfer of flowback fluid from the Carpentaria 1 above ground tank to the Carpentaria 2 above ground tank, both of which are on in the same Exploration Permit, but on different well pads. Transferring fluid will be completed by transferring fluids with hoses and pipes to and from the tanks from a heavy vehicle / tanker. This requirement to make such a transfer has arisen as a result of the requirement to empty the Carpentaria 1 tank of fluid to investigate the damage of its liner. The proposed modification maintains compliance with the Code of Practice: Onshore Petroleum Activities in the Northern Territory (the Code) as per Section A of this Reg 22 submission.</p> <p>Currently EMP 3-4 allows for wastewater transport for disposal; detailing controls and outlining potential spill scenarios tied to the transportation, storage, and transfer of wastewater to a licensed disposal site by heavy vehicle / tanker. Notably, IMP 3-4 Table E1: Key components of the regulated activity, allows for up to 200 truck movements for wastewater transport. Given the comparable environmental risks linked with the transfer, storage, and transport of wastewater—be it for disposal or to another storage vessel within EP187—this Reg 22 proposal aims to explicitly sanction transport between Carpentaria 1 and Carpentaria 2 tanks using heavy vehicles. This amendment introduces no additional risks beyond those covered by the EMP. The risk associated with transporting wastewater to an off-site disposal location is equivalent to that of transporting it between sites. In either case, the wastewater must be transferred from tanks to trucks, and unsealed access tracks will inevitably be utilized. Consequently, there is no increase in risk from one transport scenario to the other. Similarly, the risk of a transport vehicle becoming stuck due to mechanical or weather events and an incident causing localised contamination of the soil is already outlined in Risk #16 of EMP 3-4. The residual risk rating remains low when applying the proposed modification and is demonstrated in the below Section B page 5. Therefore, no revision of this EMP under Regulation 17 is required.</p> <p>To enhance the clarity of this notice, we have re-assessed the risks associated with wet season transport and provided additional controls. Furthermore, we have incorporated an extra auditable measurement criterion into the environmental outcomes, performance and measurement standards.</p> <p>This amendment will facilitate more efficient local fluid management through evaporation and lessen the need for long-distance interstate fluid transportation, and consequently reduce environmental risk and impact.</p>								
Geospatial Files Included?	Not applicable								
Does the proposed change result in a new, or increased, potential or actual environmental impact or risk?	If an INCREASE in an existing potential or actual environmental impact or risk is it provided for in the approved EMP?	Does the proposed change require additional mitigation measures to be included?	Has additional stakeholder engagement been conducted?	Does it require additional environmental performance standards and measurement criteria?	Does it affect compliance with Sacred Site Authority Certificates?	Does it affect current rehabilitation, weed, fire, wastewater, erosion and sediment control, spill or emergency response plans?	Will the environmental outcome continue to be achieved and will the impacts and risks be managed to ALARP and acceptable?		
No.	Not Applicable.	Yes. See below for detail.	No	Yes. See below for detail.	No	Yes. Wastewater Management Plan, Spill Management Plan and Emergency Response Plan are all affected.	Yes. See Section C of this submission.		

Current EMP Text	Amended EMP Text																				
<p>EMP – Table E1: Key components of the regulated activity</p> <table border="1"> <thead> <tr> <th style="background-color: #D3D3D3;">Component</th> <th style="background-color: #D3D3D3;">Proposed</th> </tr> </thead> <tbody> <tr> <td>Truck load-out: Wastewater transport:</td> <td>Up to 200 truck movements</td> </tr> </tbody> </table>	Component	Proposed	Truck load-out: Wastewater transport:	Up to 200 truck movements	<p>EMP – Table E1: Key components of the regulated activity</p> <p>Amend EMP table to:</p> <table border="1"> <thead> <tr> <th style="background-color: #D3D3D3;">Component</th> <th style="background-color: #D3D3D3;">Proposed</th> </tr> </thead> <tbody> <tr> <td>Truck load-out: Wastewater transport (to licenced facility or above ground tanks within EP 187):</td> <td>Up to 200 truck movements</td> </tr> </tbody> </table>	Component	Proposed	Truck load-out: Wastewater transport (to licenced facility or above ground tanks within EP 187):	Up to 200 truck movements												
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<p>Risk Assessment (Appendix 4) – Row 12</p> <p>Risk Source: Vehicles damaging access tracks from driving while waterlogged</p> <p>Potential Impact: Disturbance to soil.</p> <p>Risk Management Controls:</p> <ul style="list-style-type: none"> • Access track alignment selected to avoid low lying areas • Access tracks will be assessed daily during periods of site activity for the impacts of wet weather • Access tracks will be closed to Imperial heavy vehicles, light vehicles or both, based on this assessment • Load Bearing capacity of access tracks will be assessed after rain events • Imperial will utilize a helicopter if required to carry out personnel movements in case of road closures 	<p>Risk Assessment (Appendix 4) – Row 12</p> <p>Risk Source: Vehicles damaging access tracks from driving while waterlogged</p> <p>Potential Impact: Disturbance to soil.</p> <p>Risk Management Controls:</p> <p>Amend EMP text to remove control:</p> <ul style="list-style-type: none"> • Load Bearing capacity of access tracks will be assessed after rain events <p>Modify EMP text to detail daily assessment process of access tracks :</p> <ul style="list-style-type: none"> • Access tracks will be assessed daily during periods of site activity for the impacts of wet weather. Assessment includes inspection of: <ul style="list-style-type: none"> ○ Visual check that ESC measures are in place and functional ○ Visual check for potholes, ruts, cracks in the tracks. ○ Visual check of any flowing water across the tracks.
<p>Risk Assessment (Appendix 4) – row 16</p> <p>Risk Source: Transport vehicle accident due to weather, Transport vehicle stuck due to mechanical or weather events.</p> <p>Risk Management Controls:</p> <ul style="list-style-type: none"> • Access track alignment selected to avoid low lying areas • Access tracks will be assessed daily during periods of site activity for the impacts of wet weather • Access tracks will be closed to Imperial heavy vehicles, light vehicles or both, based on this assessment • Imperial will utilise a helicopter if required to carry out personnel movements in case of road closures • In the event of a truck being stuck due to mechanical or weather reason, transfer or recovery will only occur once safe, and the risk of spills are ALARP • The proposed activity has a Land Access and Compensation Agreement in place with the landholder • Road conditions for heavy vehicle transport will be assessed before mobilisation on unsealed roads. If the conditions are assessed to be unsuitable for heavy vehicle transport, there will be no transport of chemicals or wastewater • A risk assessment of road conditions for heavy vehicle transport will be conducted before mobilisation on unsealed roads using detailed weather forecasting • Only licenced waste transporters to be used to transport listed wastes, and • Transport of wastewater will only occur in double-lined enclosed tanks to minimise the risk of spills • Implementation of the Waste Management Plan (Appendix 06) and the Spill Management Plan (Appendix 07) to reduce potential consequences. 	<p>Risk Assessment (Appendix 4) – row 16</p> <p>Risk Source: Transport vehicle accident due to weather, Transport vehicle stuck due to mechanical or weather events.</p> <p>Amend EMP text to include additional risk management control:</p> <ul style="list-style-type: none"> • Transport of chemicals or wastewater on unsealed roads during the wet season is only approved by the supervisor when the road is assessed to be in suitable condition, and when no significant rainfall events are forecast. A record of this transport assessment will be kept. <p>Modify EMP text to include reference to Job Hazard Analysis in the control:</p> <ul style="list-style-type: none"> • In the event of a truck being stuck due to mechanical or weather reason, transfer or recovery will only occur once safe, and the risk of spills are ALARP. A Job Hazard Analysis will be undertaken prior to extraction as per ERP Table 4.1-1 Response Scenarios.
<p>Wastewater Management Plan (Appendix 6) – Section 5.2 Transportation</p> <p>Imperial will:</p> <ul style="list-style-type: none"> • Use licenced transport providers under the NT Waste Management and Pollution Control Act 1998 • Use wastewater storage and treatment facilities that are licenced as per the relevant accepting State or Territory 	<p>Wastewater Management Plan (Appendix 6) – Section 5.2 Transportation</p> <p>Amend EMP text to add:</p> <p>Imperial will:</p>

- Transport wastewater interstate to a licenced storage and treatment facility.
 - o When wastewater is required to be transported interstate; a consignment authority as per the National Environmental Protection (Movement of Controlled Waste Between States and Territories) Measure 1998 (NEPM) will be implemented
- Where applicable, tracking and documenting of wastewater disposal as per the requirements of listed wastes under the Radiation Protection Act 2004.

- Transport wastewater within EP187 from Carpentaria 1 to Carpentaria 2 above-ground wastewater storage tank to manage freeboard or loss of containment risk.

Wastewater Management Plan (Appendix 6) – Section 5.4 Disposal
5.4.1 Wastewater

Wastewater volumes will be reduced as much as practical on-site by evaporation; residues will be transported off-site to licenced waste facilities, as shown in Table 6

Table 6

Type of waste	Disposal Location
Flowback Fluids and Produced water	<ul style="list-style-type: none"> • On site treatment to reduce waste volume • Off-site disposal via licenced facility

Wastewater Management Plan (Appendix 6) – Section 5.4 Disposal
5.4.1 Wastewater

Amend EMP text to:

Wastewater volumes will be reduced as much as practical on-site by evaporation. To assist with evaporation wastewater may be transported via truck from Carpentaria 1 to Carpentaria 2 above-ground wastewater storage tanks. Residues will be transported off-site to licenced waste facilities, as shown in Table 6

Table 6

Type of waste	Disposal Location
Flowback Fluids and Produced water	<ul style="list-style-type: none"> • On site treatment to reduce waste volume • Transfer from Carpentaria 1 to Carpentaria 2 above-ground wastewater storage tank. • Off-site disposal via licenced facility

Wastewater Management Plan (Appendix 6) – Section 6

Waste Stream	Avoid	Reduce	Reuse	Recycle	Treat	Dispose
Flowback fluids and produced water	Cannot avoid	Recycling of fluids reduces consumption of additives and therefore the production of waste	No reuse of fluids is proposed	No recycling of fluids is proposed.	Maximise evaporation rates to reduce volume	Remaining fluid will be assessed by licenced waste management service provider. It will be transferred to a third-party process facility for further treatment and/or disposal in accordance with NT Waste Management and Pollution Control Act.

Wastewater Management Plan (Appendix 6) – Section 6

Amend EMP text to:

Waste Stream	Avoid	Reduce	Reuse	Recycle	Treat	Dispose
Flowback fluids and produced water	Cannot avoid	Recycling of fluids reduces consumption of additives and therefore the production of waste. .	No reuse of fluids is proposed	No recycling of fluids is proposed.	Maximise evaporation rates to reduce volume. To facilitate evaporation fluids may be transported by appropriately licensed heavy vehicles from Carpentaria 1 to Carpentaria 2 above ground tank within EP187	Remaining fluid will be assessed by licenced waste management service provider. It will be transferred to a third-party process facility for further treatment and/or disposal in accordance with NT Waste Management and Pollution Control Act.

Appendix 07 Spill Management Plan
Table 3. Potential Spill Scenarios

Spill Scenario	Activity Duration	Mechanisms	Quantity	Quality of spill	Location	Key Management Controls
Spills from chemical and wastewater during transportation	HF chemical • transfer 4 truckloads of chemicals per week for ~2 weeks • Wastewater disposal over 4 weeks- up to 50 truck movements total over the duration.	<ul style="list-style-type: none"> • Transport spill • Traffic accident (total or partial release) 	25m ³ (1 truckload)	Potentially hazardous. Saline wastewater Various chemicals as listed in Table 2 to Table 5	<ul style="list-style-type: none"> • Offsite along the highway • Flowback storage tanks • Well testing equipment • Chemical storage area 	<ul style="list-style-type: none"> • Sites are manned during operations • WWMP in place • Designated storage areas with appropriate segregation of incompatible containment. • Secondary containment to be deployed under high risk spill/leak storage and handling areas. • All transport companies to be appropriately licenced to transport chemicals and waste (Dangerous goods and Waste Management and Pollution Control Act) • Access tracks will be assessed daily during periods of site activity for the impacts of wet weather

Appendix 07 Spill Management Plan
Table 3. Potential Spill Scenarios

Amend table to insert:

Under "Quantity" modify "25m³ (1 truckload)" to "75m³"
(NB: Standard truck volume is ~25m³, however there is the possibility of a road-train being utilised which could involve a triple configuration truck)"

Under "Location" add "unsealed access tracks".

Under "Key Management Controls" add "Transport assessment must be undertaken and documented prior to chemical or wastewater transfer".

Section A - Code of Practice: Onshore Petroleum Activities in the Northern Territory (the Code)

The proposed modification is consistent with the requirements of the Code of Practice: Onshore Petroleum Activities (the Code) in the NT.

Environment Management Plans are required by law to demonstrate how the Code will be complied with in the proposed activities. This modification to IMP3-4 aligns with the Code which states:

A.3.8 Containment of contaminants:

(b) During the wet season, the transport of chemicals and wastewater on unsealed roads must not be undertaken unless the risk of spills is demonstrated to be ALARP and acceptable. This assessment must be included in the EMP and established through a specific assessment of spillage risks in the circumstances. Where it has been determined that wet season transport is ALARP and acceptable and included in the EMP, the outcomes of the risk assessment must be reflected in an emergency contingency plan.

The risk profile has been assessed as per Section B of this Reg 22 submission. The impact and risk remain at ALARP and through meeting requirements of the Code and implementing all reasonably practicable site specific controls as per Section C below. An updated emergency response plan for EP 187 is included in Section E of this submission with an updated emergency contingency plan in Table 2: Response Scenarios to include 'Transport of Chemicals and Wastewater in the wet season.' Undertaking Transport Assessment Checklist as per Section D also reduces the risk to ALARP.

Section B – Risk Profile

The proposed modification does not inadvertently change the risk profile.

Imperial has assessed the potential or actual change to the impacts and risks and provides the following evidence to demonstrate that the risk profile (ie likelihood and consequence ratings) will not increase with the addition of the new control.

Current risk profile of risks in IMP3-4 Appendix 04 – Risk Assessment which relates to wastewater transfers:

Risk #	Risk Source	Potential Impact	Risk Management Controls	Likelihood	Consequence	Residual Risk
16	Transport vehicle accident due to weather, Transport vehicle stuck due to mechanical or weather events.	Localised contamination of soil	As per Appendix 04 text	1 (Practically Impossible)	2 (Minor)	Low

Profile of relevant risks in IMP3-4 Appendix 04 – Risk Assessment when applying the proposed modification of flowback and produced water to be transferred from Carpentaria 1 above ground tank to Carpentaria 2 above ground tank:

Risk #	Risk Source	Potential Impact	Risk Management Controls	Likelihood	Consequence	Residual Risk
16	Transport vehicle accident due to weather, Transport vehicle stuck due to mechanical or weather events.	Localised contamination of soil	Modify Appendix 04 text to add that - Transport of chemicals or wastewater on unsealed roads during the wet season is only approved by the supervisor when the road is assessed to be in suitable condition, and when no significant rainfall events are forecast. A record of this assessment will be kept.	1 (Practically Impossible)	2 (Minor)	Low

Section C - ALARP Demonstration

The proposed modification maintains the risk to ALARP with the addition of risk controls based on good industry practice:

- Transport of chemicals or wastewater on unsealed roads during the wet season is only approved by the supervisor when the road is assessed to be in suitable condition, and when no significant rainfall events are forecast. A record of this assessment will be kept.
- The method of approval is based on the completion of the checklist in Section D.



EP187 EMP 3-4 (Carpentaria 1) Transport of Chemicals or Wastewater Checklist

Must be completed every day for each unique vehicle

Transport of chemicals or wastewater checklist			
Date:		Transporting Company Name:	
Vehicle Licence Plate:		On-site Company Representative Name:	

Transport Assessment – All answers must be <u>YES</u> before transport – Please Circle Answer		
Is the vehicle driver licensed and suitably experienced for the task?	Yes	No
Is the chemical or wastewater hazardous or environmentally damaging if spilled?	Yes	No
Is the vehicle licensed to carry the chemical or wastewater?	Yes	No
Has a consignment note or a transfer certificate* been provided by the transport company?	Yes	No
Have all on-site unsealed tracks on the planned route, including any turnarounds/pull-overs that could be used (the route), been visually inspected and are in good condition (e.g. no major ruts, holes, or washouts)?	Yes	No
There are no crossing of flowing creeks or watercourses on the route .	Yes	No
Has there been less than 20mm of rainfall in the past 24 hours?	Yes	No
Has the Weather forecast been checked and is there no significant rainfall forecast during transport on the route ?	Yes	No
Are emergency response measures (e.g., spill kit, communication tools) available and functional?	Yes	No
Is the Emergency Response Plan readily available?	Yes	No

*The transfer certificate must, specify the vehicle Environmental Protection Licence. Additionally, it should provide a brief description and volume of the chemical or waste being transferred, as well as its origin and destination.

Transport of chemical or wastewater sign-off		
Have all Transport Assessment questions been circled 'Yes'	Yes – Transport is permitted	No – Transport is <u>NOT</u> permitted
On-site Company Representative Signature:		

Form must be submitted to [redacted] upon completion.

Transport of Chemicals or Wastewater Checklist _ Version 1 _ 2023

Section E – Updated EP 187 Emergency Response Plan

The EP 187 Emergency Response Plan has been updated for this Reg 22 submission.

Table 4.1-1 Response Scenarios, now includes ‘Transport of Chemicals and Wastewater’.

Table 4.1—1 Response Scenarios

Category	Response	☐
Basic Emergency Response	Remove yourself and others from danger.	☐
	Raise the alarm – notify the Site Supervisor through the available channels of communication (e.g., radio):	☐
	<ul style="list-style-type: none"> • Report location. • type and extent of the incident. 	
	Stop all work and makes sure the area is safe.	☐
	Activate emergency shutdown devices/isolate equipment as necessary if safe to do so.	☐
	Provide First Aid to any injured persons (DRSABCD).	☐
	Account for people.	☐
	Escalate incident to Site Supervisor.	☐
	Contact emergency services if required.	☐
	Follow the directions of emergency services or response personnel and assist as required if you feel safe and capable to do so.	☐
	Follow the Emergency Response Plan and gather information	☐
	Emergency Response Team Leader to notify appropriate stakeholders (Imperial contacts and contractors).	☐
	Determine the recovery strategy and resources required:	☐
	<ul style="list-style-type: none"> • Check for equipment integrity. • Ensure all protection systems are restored. • Replenish, replace, or return emergency equipment. 	
Environmental Incidents (Hazardous Spill – Chemicals & Wastewater)	Notify Site Supervisor and advise situation and request assistance if needed.	☐
	Consider Emergency Shut Down, – depending on location, proximity, or safety need.	☐
	Ensure all personnel are safe and clear of the area -stay clear of vapour, fumes, smoke, and spills.	☐
	All necessary action should be taken to minimise the size and any adverse effects of the release. Different PPE (face shields, goggles, heavy gloves, gumboots) may be required to perform the task safely.	☐
	If adequate resources are not available to contain the release and if it threatens public health, property or the environment, the state fire brigades should be contacted for emergency assistance by the Site Supervisor as soon as possible- phone 000 .	☐
	Always pay attention to fire and health hazards. Remove all sources of ignition to reduce the potential fire hazard.	☐
	Establish the source of spill/leak and determine the extent of pollution.	☐
	Stop further leakage (e.g., stop pumping or in case of pipeline leak give warnings to stop the flow), close valves, attempt to stop leaks, move the object on its side.	☐

Category	Response
	<p>Activate containment operations immediately to Isolate spill or leak area for at least 100 metres (330 feet) in all directions to prevent the spread of spilled product (if the situation requires- i.e., block drains, dam ditches, boom watercourses, close water intakes). <input type="checkbox"/></p> <p>Divert or stop traffic (do not start vehicles if a low flash-point product has been split). <input type="checkbox"/></p> <p><u>Clean Up:</u> <input type="checkbox"/></p> <ul style="list-style-type: none"> • Refer to SDS for instructions (if available). • Retrieve as much as possible with sorbents or vac truck. • Remove contaminated subsoil to reduce spread of potential contamination. <p><u>Points to Remember:</u> <input type="checkbox"/></p> <ul style="list-style-type: none"> • Always consider safety of yourself and other during a response • Activate containment operations immediately. • Do not allow vehicles to run over any spill saturated areas. • Do not flush the spill down clean drains on areas or other inlets. • Do not use mechanical excavators on areas with free oil on the surface. • Contain & recover at the source. • Complete the spill register
<p>Transport of Chemicals and Wastewater (Spills / release, road haulage – during wet and dry seasons)</p>	<p>Ensure vehicles can safely navigate to and from areas of concern – provide alternate routes if possible. <input type="checkbox"/></p> <p>Ensure all personnel are safe and clear of the area - stay clear of vapour, fumes, smoke, and spills. Use safety-related equipment as required to extract personnel if in immediate danger. <input type="checkbox"/></p> <p>Always pay attention to fire and health hazards. Extricate personnel and team to a safe distance and clear of potentially hazardous fumes (upwind). <input type="checkbox"/></p> <p>Notify Site Supervisor, advise the situation and request assistance if needed. <input type="checkbox"/></p> <p>All necessary action should be taken to minimise the size and any adverse effects of the release. Shut valves – internal/external if safe to do so. <input type="checkbox"/></p> <p>Activate containment operations immediately to prevent the spill from reaching a surface watercourse or groundwater. <input type="checkbox"/></p> <p>Refer to the HAZCHEM code, truck placarding, driver, or Safety Data Sheet for methods of control/management. <input type="checkbox"/></p> <p>Remove all sources of ignition to reduce any potential of fire <input type="checkbox"/></p>

Category	Response
	<p>If adequate resources are not available to contain the release and if it threatens public health, property or the environment, the state fire brigades should be contacted for emergency assistance - phone 000. <input type="checkbox"/></p> <p>Divert or stop traffic (do not start vehicles if a low flash-point product has been split) if tanker truck or chemical spill is on fire. <input type="checkbox"/></p> <p>Remove all sources of ignition to reduce any potential of fire. <input type="checkbox"/></p> <p><u>Clean Up:</u> <input type="checkbox"/></p> <ul style="list-style-type: none"> • Refer to Safety Data Sheets for instructions (if available). • Retrieve as much as possible with sorbents or vac <u>truck</u> • Remove contaminated subsoil to reduce spread of potential contamination. <p><u>Points to Remember:</u> <input type="checkbox"/></p> <ul style="list-style-type: none"> • Always consider safety of yourself and other during a response • Activate containment operations immediately. • Do not allow vehicles to run over any spill saturated areas. • Do not flush the spill down clean drains on areas or other inlets. • Do not use mechanical excavators on areas with free oil on the surface. • Contain & recover at the source. • Complete the spill register.
<p>Vehicle Extraction during Chemical and Wastewater Transportation</p>	<p>Initiate Medical Emergency Response if required. <input type="checkbox"/></p> <p>First Responder: <input type="checkbox"/></p> <ul style="list-style-type: none"> • Notify the Site Supervisor and ask for assistance. Never attempt extraction without assistance. <p>Ensure rescue vehicles can safely reach the incident location. Stop traffic or divert away from the incident if required. <input type="checkbox"/></p> <p>Complete a Job Hazard Analysis before attempting extraction. Take action to mitigate hazards identified. <input type="checkbox"/></p> <p>Removal of chemicals or wastewater from the bogged vehicle may be necessary before vehicle extraction. Before chemical or wastewater transfer from a bogged vehicle confirm that: <input type="checkbox"/></p> <ul style="list-style-type: none"> • Significant rainfall is not forecast • Tracks are accessible to the recovery vehicle • Appropriate spill kits are available on site

If Chemicals or wastewater have escaped from containment on the bogged vehicle:

- Advise Site Supervisor immediately and escalate to Emergency Response Team Leader
- If safe, use vehicle placarding.
- Refer to the Safety Data Sheet for safety and environmental risks that must be managed.
- Ensure all personnel are safe from fumes, fire, smoke, and chemical hazards.
- Use safety equipment, if required, to extract personnel from the bogged vehicle.
- Be aware of the potential for fires. Keep ignition sources and personnel away if there is a risk of fire from flammable or combustible chemical spills.
- If safe, activate chemical containment action:
 - Consult the Safety Data Sheet and wear appropriate PPE.
 - If safe and possible, stop the spill at the source. Shut off valves.
 - If the spill is pooling, try to contain it with a spill kit, soil, or other bunds to prevent it from escaping to drainage lines and waterways.

Clean Up:

- Retrieve as much as possible with absorbents.
- Remove contaminated soil. Seal in labelled containers and transport by a licensed contractor to a licensed facility for disposal.

Points to Remember:

- Recordable/ Reportable incidents must be communicated to DEPWS in accordance with Petroleum (Environment) Regulations 2016. This will be done as per Error! Reference source not found. Communication Flow.
- Extraction must be conducted safely and in a manner that prevents loss of contents.