



Sandy Ridge - Transport of waste

The characterisation, packaging and transport (arrangement and management) of all acceptable waste types to the proposed Sandy Ridge Facility is the waste customer's responsibility and must be undertaken by an appropriately licensed and approved logistics company.



Reputable and licenced logistics companies used for transport

Three modes of transport (road, rail and sea) may be utilised in the supply chain of waste transfer to the proposed Sandy Ridge Facility with most waste materials arriving by rail at Kalgoorlie and then taken by road to Sandy Ridge.

Indicative transport routes into Western Australia are shown on the *Transport of Kaolin Information Fact Sheet*.

Tellus would issue the waste customer with a copy of its waste acceptance criteria (see *Waste Acceptance Fact Sheet*), packaging and transport standards to be met to enable Tellus to accept the waste once it arrives at the proposed Sandy Ridge facility.

This typically includes the following:

Safe transport plan

- A safe transport plan would be prepared for each movement that contains a detailed safety procedure and route that the materials would be transported along from the customer's site to Sandy Ridge with identified rest areas along the way.

Transport method

- Tellus has a preference requesting customers to use rail transport. However, road transport is also recognised as an acceptable method of waste transfer and delivery.
- Tellus proposes to use only reputable experienced transport operators.

Driver standards

- Only licenced drivers who are competent and fit to perform the task.
- Drivers who are operating within agreed driving hours and who have taken their mandatory rest breaks (fatigue management).



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Vehicle standards

- Vehicles in good road condition.
- Vehicles typically kitted with inward (monitoring driver fatigue) and outward facing cameras.

Packaging, transport and shipping containers

- Packaging and transport of wastes would be undertaken in accordance with the numerous Acts, codes and regulations. These are overseen by state and national organisations. The Acts and regulations outline the requirements and controls for the safe transportation of all types of waste materials.
- Waste will be in containers that comply with the Australian Code for the Transport of Dangerous Goods by Road and Rail. For example:

- tightly sealed 200-litre steel drums, secured using either a Kevlar-based strapping system or a cling wrapped and placed on a pallet with a cardboard divider between the pallet and the drums.



- Double lined hazardous waste rated one tonne bulker bags, either loose or on a pallet with a cardboard divider between the pallet and the bag or special customized containers



- Each drum, bag or customised container is registered and recorded with its own unique bar code with its details.

- Most waste will be placed in either 20 or 40 foot sealed shipping container or ISO liquid container



- The containers are then locked and will not be opened, unless for official inspections, until they reach their destination, ensuring the secure movement of the product.
- It is improbable that all protective layers would fail during transit.

What emergency response plans would be established to support transport to the Facility?

- In the unlikely event of a spill as a result of an accident, the material would be collected by trained personnel and repackaged.
- Tellus' preferred transport providers have decades of experience in the safe handling and transportation of dangerous goods and waste materials.
- Using experience gained from many thousands of transport movements and many years of safe operation, the service provider has put into place a number of controls and initiatives to improve both the safety of transport as well as emergency preparedness and response to transport incidents.
- Tellus looks for the following controls and initiatives in its transport service providers:
 - 24-hour emergency telephone service to report any transportation-related incidents.



- Retaining of the services of a professional spill response organisation, available to provide initial response services and support local emergency response organisations within urban and rural areas.



- A process where the transport companies local manager and Occupational Health and Safety Officer immediately depart to the spill site.
- A process where the spill gets escalated immediately to senior management at both the transport company and at Tellus.
- A process where the authorities get notified immediately: example local government authorities, police, Main Roads, FESA and other state and federal agencies like the EPA to ensure a fully coordinated response.
- Tellus reserves the right to refuse deliveries from transport contractors who do not meet Tellus' standards.
- Agreement on the selection of transport contractor would take place prior to commencement of the waste transport.
- Tellus would maintain an active register of transport contractors who have been regularly audited and confirmed as meeting Tellus' standards.



What emergency response plans would be established to support transport to the Facility?

- Once operational Tellus will also have its own first responders program.
- This program will involve Tellus specialists working and training with both professional and volunteer emergency response crews on simulators and along the main transport routes to practice appropriate first response spill containment and clean-up measures.



- Tellus will also conduct our own spill response exercises in conjunction with emergency services to trial spill response procedures.

Transport of low level radioactive waste (LLW)

- Tellus is planning on accepting naturally occurring radioactive material up to LLW within Western Australia. Any radioactive waste transport would be carried out in accordance with the Australian Code for the Transport of Dangerous Goods by Road & Rail as class 7 Dangerous Goods if it is being transported as a consignment carrying additional classes of Dangerous Goods.
- In certain circumstances, radioactive wastes may need to be transported as "exclusive use" consignments in accordance with the ARPANSA Code for the Safe Transport of Radioactive Material (2014) which adopts the International Atomic Energy Agency Regulations for the Safe Transport of Radioactive Material 2012 Edition (SSR-6).

