



The Chandler Proposal - Transport of waste

The characterisation, packaging and transport (arrangement and management) of all acceptable waste types to the proposed Chandler 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 Chandler Facility with most waste materials arriving by rail at the proposed Apirnta Facility and then taken by private haul road to the Chandler Facility.

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 Chandler Facility.

This typically includes the following:

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

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 Chandler Facility.

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).

Vehicle standards

- Vehicles in good road condition.



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Packaging, transport and shipping containers

Packaging and transport of wastes would be undertaken in accordance with the Dangerous Goods Code. These are overseen by state and national organisations. The legislation outlines the requirements and controls for the safe transportation of waste materials which are classified as dangerous goods.

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 cling wrapped and placed on a pallet.



- 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 customised 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 Chandler 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 providers have 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 transportation-related incidents.
 - Retaining 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, NT Police Fire and Emergency Services, NT Department of Infrastructure, Planning and Logistics 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 Chandler Facility?

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



Reputable and licenced logistics companies

