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Ian Munro
Manager
Inspection Compliance Branch
Department of Environment and Conservation

Dear Ian,

16 November 2009

RE: Container Incident – 26th October 2009

Background

A truck within the North Quay Rail Terminal (NQRT), adjacent to the Port of Fremantle, reversed into a shipping container, causing a tear in the container wall on Monday 26th October 2009. Intermodal Link Services (ILS) has operational control over the NQRT and has prepared an Incident Report, titled '*Initial Investigation Report – Dangerous Goods Incident North Quay Rail Terminal 26 October 2009*' (see attached).

Notification

The Magellan Transport Emergency Response Plan was activated immediately after the incident by the ILS shift supervisor. Intermodal Link Services contacted the Fire and Emergency Services Authority (FESA), who advised that they would not attend the scene. Intermodal Link Services also contacted the Approved Responder for the Project and Magellan, both attending the scene after notification.

Magellan also notified the Pollution Response Unit, the regional Swan office and the Proposal Implementation Monitoring Section of the Department of Environment and Conservation (DEC). Fremantle Ports was notified by both ILS and Magellan.

Outcome

The incident did not compromise the structural integrity of the container. The bags were not damaged and there was no product spill. The container was returned to the Magellan mine site, where its contents were unpacked. The container was returned to the container supply company.

Regards



Kane Blackman
Occupational Health, Safety and Environment Manager
Magellan Metals

Attachment

Initial Investigation Report – Dangerous Goods Incident North Quay Rail Terminal 26 October 2009'.



Initial Investigation Report

Dangerous Goods Incident North Quay Rail Terminal 26 October 2009

Overview

On the 26th October 2009 at approximately 11am the Terminal Supervisor, who was in the process of preparing the terminal for the arrival of train 2194, noticed that container TTNU1811510 located in bay D15 had a tear in the side. Having identified that the container was placarded with a dangerous goods diamond the supervisor implemented the Emergency Response Procedure pertaining to a dangerous goods incident.

Initial inspection of the container confirmed that the tear in the container sidewall had not resulted in damage being sustained to the bulker bags contained therein and that there was no spillage of product inside or outside the container. The damaged area was subsequently covered with plastic and tape on both the inside and outside surfaces and expanding foam was used to fill the void.

A representative from Magellan Metals attended the site and provided instructions for the container to be returned to the mine site so the product could be unloaded and the container either repaired or replaced. Arrangements have been made by ARG to rail the container from the terminal on the 27th October on service 3195.

Factual Information

The container arrived at the terminal on the 21st October on train 4194. The container was inspected prior to unloading and no visible signs of damage were noted. The container was placed in Bay D15 where it remained until the time of the incident. Yard inspections were completed on the 22nd, 23rd and 26th October and no damage was noted to containers in the yard.

The Terminal Supervisor ensured that the surrounding area was secured immediately becoming aware of the container damage. During this process a plastic reflector, similar to that used on road transport equipment, was recovered from an area in the immediate vicinity.

Given that access to the rail terminal is relatively limited, the Supervisor conducted an inspection of all trailing equipment in operation on site that day. A trailer was identified that showed signs of a recent collision at a height that appeared to match the height of the damaged area on the container. It was noted that this trailer was missing a reflector and that the reflector recovered from the incident area matched the other reflector still in place on the trailer on the opposite side of the collision damage.

The driver of the suspect road train was initially interviewed by the Terminal Supervisor. In that discussion the driver claimed that he was unaware that he had struck the container. In accordance with company policy, however, the driver was immediately removed from operation for the remainder of the day to assist with the incident investigation. Mandatory Drug & Alcohol testing was conducted on the driver and subsequent results were negative.

The driver of the truck was employed by a Contract Carrier engaged by ILS for terminal transport services. Upon hearing of the incident and after reviewing the relevant details and surveying damage to the transport equipment the Contract Carrier terminated the driver's employment.

Due to the prompt disciplinary action taken by the Contract Carrier, however, the driver is now not willing to assist further on investigation into this matter. The Contract Carrier has advised that the driver maintains that he did not reverse his truck in the area, did not hit any containers and is not willing to provide a written statement. The writer has subsequently spoken directly to the driver and received the same response.

Fremantle Port Authority was advised of the incident and members of the security team attended. After inspecting the site the FPA concluded that, as no spill of product had occurred, there was no further need for their involvement in on-site management of the incident.

Two representatives of the Department of Environment and Conservation also attended the terminal at 5.30 pm. Once again, as there was no spillage of product from the container, they limited their enquiries to a review of the incident. The DEC officers inspected the damaged container and surrounds, and the trailer that struck the container. A number of photographs were taken together with relevant information for the DEC's own reporting requirements.

The security camera footage was reviewed with the relevant vision appearing at 10.32am. Given that the incident occurred some distance away from the camera, the quality of the vision is poor and it is not possible to confirm if the truck reversed or remained stationary. The truck does appear to have pulled up in the area concerned; however, the first noticeable movement is of a forklift passing in front of the truck into bay D10 with a container. A second forklift, which is also loaded with a container, waits for the first forklift to exit the bay and then proceeds to unload. The first forklift then returns to the truck to remove the final container and the truck departs the terminal.

Weather on the morning of the 26th at 10.30 am: overcast, no rain, light was good.

Analysis

Based upon the information and vision available from the security cameras, the evidence would indicate the truck driver in question has reversed his vehicle into the respective container. The driver has not noticed the proximity of his rear trailer to the DG container stacks and, whilst in the process of reversing to provide clearance for the forklift to enter the storage bay, the trailer has struck the container.

Initial Recommendations

- Development of a revised traffic management plan for North Quay Rail Terminal that minimises the need for trucks to reverse within the facility. If implemented, this requirement would require changes to the current operating procedure for loading and unloading of trucks within the terminal.
- In circumstances where reversing is necessary, that the reversing vehicle be preceded by a pedestrian escort or be directly supervised by the respective forklift operator.
- Installation of a clearance line on the container bay side of the terminal as a reference point to assist in maintaining a safe working clearance between trucks and containers.
- Upgrade of the security cameras to provide legible vision of the north end of the terminal.
- Re-induct the drivers to the terminal highlighting the above changes.

Regards

Sean Dunlop