Appendix 5

SEPP 33 Risk Screening and Preliminary Hazard Analysis

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1.1 INTRODUCTION

The Secretary's Environmental Assessment Requirements (SEARs) nominate that the *Environmental Impact Assessment* should consider all relevant environmental planning instruments. One of these instruments is State Environmental Planning Policy (SEPP) 33 which has been prepared to assist developers determine whether they are a hazardous or potentially hazardous industry. In accordance with the risk screening method and management measures provided by the Department of Planning and Infrastructure (DP&I) document "Applying SEPP 33 Final" (2011), this appendix presents the details of the determination regarding the classification of the Karuah South Project under SEPP 33.

Industries or projects determined to be hazardous or potentially hazardous require the preparation of a Preliminary Hazard Analysis (PHA) in accordance with Clause 12 of SEPP 33. No further assessment under SEPP 33 is required for projects not considered potentially hazardous following a SEPP 33 Risk Assessment.

1.2 HAZARDOUS MATERIALS ON THE PROJECT SITE

Hazardous materials are defined within DP&I (2011) as substances falling within the classification of the Australian Code for Transportation of Dangerous Goods by Road and Rail (Dangerous Goods Code). Based on this definition, the hazardous materials to be stored on the Project Site, quantities and storage location are summarised in **Table A5.1**.

Table A5.1
Hazardous Materials Storage on Site

Hazardous Material	Classification	Description	Storage Quantity	Storage Location
Diesel Fuel	Class 3 C1	Combustible liquids: flashpoint above 61°C but not exceeding 150°C	2x 10 000L tank Total = 20 000m^3	Workshop Area
Lubricating oils and greases	Class 3 C2	Combustible liquids flashpoint above 150°C	1 x 4 000L waste oil tanks 1 x 4 000L product oil tanks	Workshop Area
Ammonium Nitrate	Class 1.1	Substances and articles which have a mass explosion hazard (a mass explosion is one which affects almost the entire load virtually instantaneously) [1]	All explosives would be transported to site by a blast contractor on the day of each blast	None
Note 1: Australian Dangerous Goods Classification (2011)				
Source: Wedgerock Pty Ltd				

Transportation, storage and handling of all chemical products would be undertaken in accordance with the relevant codes of practice such as *Storage and Handling of Dangerous Goods Code of Practice 2005* and *National Work Health and Safety Act 2011*.

Table A5.2 lists the projected average number of loads of diesel fuel and ammonium nitrate that would be delivered to the Site during production levels of 300 000tpa and 600 000tpa.

Table A5.2
Hazardous Materials Transport to the Site

	Projected Average No. of Loads per Year		
	300 000tpa	**600 000tpa**	**Load Size**
Diesel Fuel	25	50	20 000kL
Ammonium Nitrate	10-15	15-20	9t

1.3 MANAGEMENT MEASURES AND STAFF TRAINING

The diesel fuel, oils and lubricants would be stored within a bunded and covered storage shed. Furthermore, the diesel tanks would be self-bunded to reduce the risk of rupture in the event of an incident with a vehicle or mobile plant. Quarry personnel would be provided with instruction as to the correct refuelling, vehicle maintenance and other activities involving these materials to minimise the potential for spillage. Smoking or operation of open flames within and around the storage facility would be strictly prohibited.

Ammonium nitrate would only be imported to the Quarry on the day of blasting and would not be stored on the Site. Transportation of the ammonium nitrate would be by a licensed and accredited blast contractor.

1.4 SEPP 33 DETERMINATION

As the diesel fuel (Class C1) and lubricating oils and greases (Class C2) are not stored adjacent to any other hazardous materials, DP&I (2011) does not require these to be considered further.

1.5 CONCLUSION

Based upon the information presented in Sections 1.3 and 1.4, SEPP 33 does not apply to the Project.