

# Botany Groundwater Cleanup Project

Fact Sheet 8

Updated January 2005

Fact sheets are designed to provide the community with simple and easy-to-understand information on environmental science and technology. Readers requiring greater detail should contact Orica:

- by email to [info@oricabotanygroundwater.com](mailto:info@oricabotanygroundwater.com)
- by phoning our Community Feedback Line - 1800 025 138
- by writing to - Community Matters, 16-20 Beauchamp Road, Matraville 2036

## Tanker Loading Facility

**This fact sheet is no longer applicable, but remains available online to provide relevant background information on the project and ensure that there is a complete record of Orica's public communications.**

**Trials at the Lidcombe Waste Treatment Facility showed the treatment method not to be technically suitable for the contaminated groundwater and Orica has therefore ceased transporting it to Lidcombe. Pipelines are carrying the groundwater from the primary and secondary containment areas back to the Steam Stripping Unit on the Botany Industrial Park, where it will be treated until the Groundwater Treatment Plant is operational (which is expected to be around October 2005).**

### Why do we need a tanker loading facility?

Orica is planning to trial treating some of the contaminated groundwater at the Liquid Waste Treatment Plant at Lidcombe as an interim measure prior to the Steam Stripping Unit (SSU) being fully operational (See Fact Sheets 1 and 2). Once the SSU is operational, the groundwater will need to be transported by tanker and it is therefore necessary to have a tanker loading facility at Southlands (at the point where the groundwater will be extracted).

Rail transport had been considered, however, there would have been a number of handling points for transporting by rail and tanker transport is considered the best option to minimise risk.

The tanker loading facility will also be used for transporting extracted groundwater from Southlands to the Steam Stripping Unit on the Botany Industrial Park if it is brought on-line prior to a proposed pipeline (see Fact Sheet 9) being completed.

### How will the loading facility operate?

The facility will consist of two deep groundwater wells fitted with submersible pumps, and transfer pipework (including batch metering equipment) from the wells to a surface-sealed loading bay (somewhat like a petrol station filling point). Other minor civil works are required to enable access for semi-trailers. Pressure-rated isotainers (shipping containers used for transporting liquids) will be used to enable filling without any venting of gases from the isotainer.

### What will the hours of operation be?

Tanker deliveries to Lidcombe will be confined to daytime. This will continue for 3-4 months until the Steam Stripping Unit is recommissioned. When the SSU is operational tanker transport will be required 24 hours a day until the proposed pipeline is completed. Given the location on Southlands, there is not expected to be any noise or other amenity impact on neighbours.

### Are there any risks associated with its construction or operation?

The tanker loading facility has been designed to minimise the risk of spills and to ensure that appropriate cleanup resources are available if a spill does occur. There will be no vapour emissions from the filling operation. Each vehicle will be provided with a spill kit suitable for the recovery of both aqueous (water-based) and non-aqueous (organic) fluid spills, and the kit will be maintained so as to ensure that there is always sufficient material on hand for the recovery of up to 100 litres.

The facility will be operated by specially trained contractors. Orica will regularly review the operations to ensure that the facility is being operated safely and in accordance with operating licence conditions.