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# NATIONAL ASSETS AND GOVERNMENT'S PROPERTY COMMISSION (NAGPC)

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## SECOND INSPECTION REPORT

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### **WAGON RESTORATION VERIFICATION & SCRAP METAL FOLLOW-UP – LEONE ROCK MINING COMPANY, PEPEL PORT, KAMASONDO CHIEFDOM – PORT LOKO DISTRICT**

**Prepared by: NAGPC TEAM**

***25<sup>TH</sup> September, 2025***

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## 2 CONTEXT

Following the earlier inspection exercise conducted in July 2025, several key recommendations were made by the NAGPC team concerning the disposal of identified scrap metals and the clarification of Leone Rock Mining Company’s interest in specific assets, particularly the 355 wagons. The main unresolved issues requiring follow-up included:

- Leone Rock’s declared interest in the wagons and other residual items (e.g., sleepers and containers)
- The need to verify the wagon count and physical condition
- Finalization of the handover plan for approved scrap items and the selection of a bidder

Based on these outstanding matters, the Office of the Vice President instructed NAGPC to conduct a follow-up inspection to verify Leone Rock’s restoration proposal and the status of the wagons prior to the commencement of disposal processes.

## 3 INSPECTION DETAILS

On September 25, 2025, a joint field visit was conducted at Pepel Port. The team included:

- The Hon. Member of Parliament and Stakeholders from the constituency
- The Chairman/Commissioner of NAGPC
- The Regent Chief and Community Stakeholders of Kamasondo Chiefdom
- The General Manager and Senior Officials of Leone Rock Mining Company
- NAGPC Staffs
- National Minerals Agency (NMA) Officer Attached to Pepel Ports and Railway

### 3.1 Wagon Restoration Plan and Site Verification

The Leone Rock GM assured the delegation of their technical capacity to repair all 355 wagons and committed to honouring the proposal submitted to the Commission.

A physical verification was carried out across four locations with the following breakdown:

LOCATION	NUMBER OF WAGONS
Stock Yard C	235
Phase II Logistics Centre	56
Railway Yard	20
Near Railway Crossing	44
<b>Total</b>	<b>355</b>

Each site was physically inspected, and all wagons were accounted for, confirming the accuracy of Leone Rock’s inventory.

## **4 ISSUES RAISED DURING INSPECTION**

### **4.1 Use of Railway Metal Sleepers:**

The Regent Chief raised concern that metal railway sleepers, previously identified as scrap, had been removed from the final disposal list. Leone Rock clarified that these sleepers are critical for future maintenance of sections of the railway still reliant on metal tracks (as opposed to the newer concrete sections).

### **4.2 Old Metal Containers:**

The Regent Chief also questioned the status of numerous old metal containers stored on-site. The Leone Rock GM explained that some of these containers were initially delivered with purchased goods to Leone Rock, some to the previous company and some to external contractors and they are meant to be returned to the respective shipping companies.

However, transporting them in small quantities is cost-inefficient. Therefore, the empty containers are stored at the Pepel site until a sizable number is accumulated, at which point they are returned in bulk to the shipper, this approach minimizes transportation cost.

### **4.3 Transition Plan for Scrap Metal Disposal:**

The GM requested a clear logistical plan to facilitate the handover of scrap metals to the National Minerals Agency (NMA), which will oversee community transfer and contractor engagement.

## **5 FINAL RECOMMENDATIONS**

### **5.1 Verify and Monitor Wagon Restoration:**

The government must formalize Leone Rock's servicing proposal via a:

- Memorandum of Understanding (MoU)
- Servicing Agreement with timelines and technical obligations
- A monitoring framework should be established to oversee restoration progress.

### **5.2 Scrap Disposal Handover:**

- All approved scrap items should follow the agreed and approved disposal (handing over) procedures.
- The winning bidder already selected from the previous process should be informed and mobilized.
- The transition should be community-inclusive and well-documented.

### **5.3 Logistics Planning:**

NAGPC should coordinate with Leone Rock and NMA and the winning bidder to draft a disposal transition plan, covering:

- Transportation
- Security
- Phasing (Schedule)
- Community engagement

#### **5.4 Reinforce Local Stakeholder Engagement:**

Continue involving the Chiefdom authorities and Member of Parliament to maintain transparency, consent, and community benefit alignment.

## **6 CONCLUSION**

The second inspection exercises at Pepel Port confirmed the accuracy of the Wagons inventory, clarified community concerns and reaffirmed Leone Rock Mining Company's expressed commitment to restore the Wagons. While this is a positive development, the government must ensure that the process is properly formalized, monitored and safeguarded to protect public interest.

The commission emphasizes that all scrap items must be disposed of transparently, with the full collaboration of Leone Rock, the involvement of NMA and Participation of community stakeholders. With clear agreements, logistical planning, and inclusive coordination, this exercise can serve as a benchmark for how National Assets and Government's Property are safeguarded, restored, and repurposed for the benefit of the state and its citizens.

***25/09/2025***

#### **SUBMITTED BY**

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## 7 PICTORIAL EVIDENCE













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