

Matthew Riley - RE: Narrabri Coal Mod

From: "Tom Mackillop" <tmackillop@resourcestrategies.com.au>
To: "Stephen O'Donoghue" <Stephen.O'Donoghue@planning.nsw.gov.au>
Date: 12/11/2012 5:45 PM
Subject: RE: Narrabri Coal Mod
CC: "David Kitto" <David.Kitto@planning.nsw.gov.au>, "Matthew Riley" <Matthew.Riley@planning.nsw.gov.au>, "Richard Kirwood" <rkirwood@ResourceStrategies.com.au>, "Joshua Hunt" <jhunt@ResourceStrategies.com.au>

Steve,

In regard to rail noise impacts, Pacific National and Whitehaven conducted a noise study of rail movements into the Whitehaven rail loop during September 2012. The study involved monitoring noise levels of three trains while on the rail loop (monitoring of two empty trains and one loaded train) with the trains operating under standard conditions (i.e. in accordance with the 5 km/hr speed limit on the rail loop).

The study identified that noise impacts associated with empty trains entering the rail loop could be minimised by increasing the speed limit from 5 km/hr to 15 km/hr (consistent with all other Pacific National rail loops). This increase in speed limit has now been implemented, and train crews have been briefed on best practice for entering and departing the rail loop.

Noise monitoring to be conducted during the emergency trucking campaign will include monitoring at the noise complainant's residence. A follow-up noise study will be conducted in early 2013 to confirm whether the recommendations have decreased noise impacts associated with empty trains entering the rail loop.

Regards

Tom

From: Tom Mackillop
Sent: Tuesday, 11 December 2012 1:04 PM
To: 'Stephen O'Donoghue'
Cc: David Kitto; Matthew Riley; Richard Kirwood; Joshua Hunt; Danny Young; Brian Cullen
Subject: RE: Narrabri Coal Mod

Steve,

Please find below Whitehaven's response to your questions:

1. Whitehaven has consulted with two of the three complainants regarding the trucking campaign. Whitehaven will consult with the third landholder by 14 December 2012 (once discussions with Pacific National have progressed [refer to point 3 below]). The proposed monitoring program has been/will be discussed, as well as the anticipated number of truck and train movements and hours of operations. During the trucking campaign, Whitehaven will continue consultation with the landholders to provide the results of the noise monitoring and discuss the status of the campaign.
2. The emergency trucking campaign will not involve any additional washing of coal from what is currently conducted. The coal from the Narrabri Coal Mine will be dumped onto stockpiles and loaded onto trains (i.e. it is not proposed to be washed by the Whitehaven Coal Processing Plant [CPP]). As the low frequency noise emissions are associated with the coal washing circuit, no increase in the current low frequency noise emissions are anticipated.

Whitehaven is investigating opportunities with a noise specialist to mitigate low frequency noise impacts. This work is on-going.

3. Whitehaven has been discussing the management of rail movements during the campaign with Pacific National. A response to this question will be provided ASAP once Pacific National has provided specific management measures to reduce noise impacts later today.
4. Although there will be more coal delivered to the CPP during the trucking campaign the frequency of train movements will also be increased which will manage the issue of stockpiles reaching capacity. No conditions in the current CPP approval restrict stockpile heights or tonnages.

Stockpiles will not extend beyond the current footprints and standard operating heights. As such, it is anticipated that the existing dust suppression controls will be effective during the campaign.

Whitehaven has identified that an additional 80,000 tonnes per week capacity is available to handle and load out coal from the Narrabri Coal Mine (while maintaining current throughput from the Tarrawonga and Rocglen Coal Mines). It is noted that Boggabri Coal are proposing to transport up to 37,500 tonnes of coal per week to the CPP, however Boggabri Coal will only use any available capacity of the 80,000 tonnes per week cap that is not used by the Narrabri Coal Mine. As such, only up to 80,000 tonnes of coal per week would be received by the CPP from the Narrabri and Boggabri Coal Mines.

Regards

Tom

From: Stephen O'Donoghue [mailto:Stephen.O'Donoghue@planning.nsw.gov.au]
Sent: Tuesday, 11 December 2012 6:02 AM
To: Danny Young; Tom Mackillop
Cc: David Kitto; Matthew Riley
Subject: Narrabri Coal Mod

Danny/ Tom

In relation to EPA submission on the Narrabri Mod additional information is required:

1. What consultation has been undertaken with the 3 complainants regarding the proposed emergency trucking campaign? Provide further details and outcomes of this consultation from the complainants regarding the proposed campaign.
2. What measures are being undertaken or proposed to be undertaken by Whitehaven to comply with the EPL noise limits in relation to LF noise at the CHPP, rather than just monitoring.
3. What specific measures will Pac National be undertaking during the campaign to reduce noise impacts from trains entering the Whitehaven loop, noting that there will be a substantive increase in the number of trains entering the loop during the emergency trucking campaign.
4. How are coal bypass stockpiles proposed to be managed differently during the campaign. What are the current tonnage and height restrictions and is it intended to increase the size or height of these stockpiles during the campaign. That is how much additional storage capacity is there at the CHPP for bypass coal stockpiles. It is noted that Boggabri have also requested the ability to transport up to 37,500 tonnes per week potentially in conjunction with Narrabri Coal indicating that additional stockpiling of coal may be undertaken. Please provide further details on how bypass coal stockpiles are to be managed on site based on cumulative loads from Narrabri and Boggabri.

Regards

Steve

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Matthew Riley - Fwd: Response to Submissions for Trucking Modification

From: Stephen O'Donoghue
To: Matthew Riley
Date: 12/13/2012 12:43 PM
Subject: Fwd: Response to Submissions for Trucking Modification

>>> Danny Young <DYoung@whitehavencoal.com.au> 12/13/2012 9:11 am >>>
 Hi Steve,

Please find below responses to the Narrabri and Gunnedah Shire Councils, RMS and Front Line Action on Coal submissions.

Narrabri Shire Council Submission

- All loads transported from the Narrabri Coal Mine to the Whitehaven CHPP will be covered.
- Trucks departing the Narrabri site will not be washed down. The trucks will only travel on a very small section of gravel to access ROM stocks, before departing via the sealed Narrabri Mine entrance road. Any build up of gravel/grit from the ROM access will have time to detach from the truck wheels and undercarriage before entry onto the highway. It is considered washing wheels may have a negative effect and create greater hazard on the highway. With this in mind, site will review any build up of material from the Narrabri site and if necessary will arrange for a street sweeper to clean up in the early hours of the morning prior to commencement of trucking to ensure no impact on highway traffic. This process already occurs at the CHPP end of the transport route.
- Trucks will adhere to a temporary 40 km/hr speed limit through Boggabri in accordance with RMS requirements. Drivers will be required to adhere to all speed limits.
- Mobile signs will be placed in Boggabri displaying the temporary speed limits in accordance with RMS and Narrabri Shire Council requirements.
- No trucks will be parked in Boggabri/Narrabri as part of the trucking campaign. All trucks will be parked up at either Toll/Daracon Depots, or at the Narrabri Mine Site. There will be no additional impact from trucks parking up in town areas.

Gunnedah Shire Council

Whitehaven acknowledges that the Gunnedah Shire Council does not object to the proposed modification.

The cumulative total volume of coal delivered from both the Narrabri and Boggabri Coal Mines will not exceed 80,000 tonnes per week.

Roads and Maritime Services

- Whitehaven will update the Supplementary Trucking Management Plan and provide this to the RMS in advance of the trucking campaign to describe:
 - The length of the right turn lane into the CHPP.
 - How the length of stored vehicles will not exceed the length of the above right turn lane.
 - How haulage trucks will not overtake any other heavy vehicle or bus along the haul route.
 - How trucks will display a flashing yellow light on approach to the highway and within reduced

speed zone areas.

- How Narrabri haulage trucks will consider trucks turning out of Blue Vale Road from other mines.
- How truck weights will be monitored.
- Trailer mounted variable message signs will be displayed at the following locations warning other road users that haulage vehicles are on the road:
 - South of the entry to the CHPP.
 - In Boggabri town (both directions).
 - North of the Narrabri Coal Mine.
- Hours of operation of the Gunnedah CHPP and Narrabri Coal Mine will be consistent with current consent conditions.
- Whitehaven will arrange a temporary speed limit of 80 km/hr on the Kamilaroi Highway at the Whitehaven CHPP and Narrabri Coal Mine access points, and a temporary 40 km/hr speed limit through Boggabri. Temporary speed limit signs will be displayed in accordance with RMS and Narrabri Shire Council requirements.
- Any damage to intersections and immediately adjacent to the Kamilaroi Highway as a result of the trucking campaign will be repaired and the highway restored to the condition prior to the trucking campaign. Whitehaven will audit the condition of the haul route prior to commencement of the trucking campaign by way of preliminary inspection of the route and identification of pre-existing condition issues. It should be noted that Whitehaven will not accept liability for all damage to the Highway particularly given the number of additional haulage trucks on the road carrying grain and other general freight.
- Whitehaven has consulted with the Narrabri and Gunnedah Shire Councils, the community and the police. Whitehaven will consult with schools, school bus operators and the Boggabri hospital prior to the campaign commencing.
- The community will be notified prior to the commencement of the haulage campaign.
- The haulage campaign will conclude once rail services are restored. It is expected that in any modified approval, a condition will be applied that will enable trucking to be undertaken if similar emergency situations arise in the future subject to appropriate conditions.

Front Line Action on Coal

- All coal trucks will be loaded to the appropriate legal weight and will be checked through the use of scales at site.
- All loads will be covered.
- A maximum of 80,000 tonnes of coal per week would be transported from both the Narrabri and Boggabri Coal Mines.
- Drivers would operate in accordance with the relevant legal requirements, including shift times.

Regards

Danny Young
Group Environmental Manager

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WHITEHAVEN COAL