

## Support for Mt Owen Continued Operations Project

Being a member of the local business community, which services mines in the Hunter Valley, the Mt Owen continued operations project greatly affects supply to mines in a positive way. With upgrades to processing, service and transport in the area, the environmental impact is significantly decreased.

The proposal for Mt Owen continued operations project specifically outlines key aspects to improving the environment by incorporation of natural resources such as raw water, expanding the onsite Fuel farm, onsite Heavy vehicles repair, a larger Coal Handling Preparation Plant (CHPP) and additional rail line to be added with potential of incorporating a side parking bay for trains and upgrades to existing lines.

The use of raw water onsite reduces impact of natural rivers and lakes. This means that rainfall and dams are used as a portion of the water usage. Although rivers and lakes will still be of use to the CHPP onsite, dams and rainfall reduces water carts travelling more to the water source as well as having its own natural rejuvenation process. With time, the environmental impact to rivers and lakes will be reduced allowing them to flow naturally and the community to enjoy them without issue.

Expansion of an onsite fuel farm will benefit to vehicles onsite being able to fill up in a contained environment. Managing tanks and costs are vital to the mine. Having a larger fuel farm will ensure less loads of fuel to site, reducing on traffic as well as less refuelling and less gases released from underground tanks. Having a contained environment also increases safety of employees at refuelling stations.

Heavy vehicle repair onsite is an easy and cost effective operation. This allows most costs to be allocated to parts for vehicles over transportation of vehicle to an offsite workshop for repair. With a larger workshop, this means more opportunity for employment by local community to supply parts, transportation of parts and onsite vehicle repair. Support of local community to supply parts ensures vehicles are not in workshop for more than allocated time to fix issue. Transportation of parts to site become faster and more cost effective by allowing vehicle to stay onsite rather than moving to a secondary location and supply parts to the secondary. More storage becomes available for parts to be kept onsite cutting down once again on traffic and fuel costs to community.

An Expansion of the existing structure of the CHPP will result in contracted work onsite for 18 months thus improving unemployment in the general area. As a result of nearby mine closures, there has been a significant decrease in economy. 18 months work will bring business back to the local community via accommodation, shopping and attraction to the surrounding wineries.

A proposed additional rail line for Mt Owen operations reduces on traffic and fuel but improves quality of roads. Coal trains can be more cost effective to site as more coal can be transported on a regular basis. This cuts Coal Trucks travelling daily for individual runs to and from site. With a reduction of coal trucks, this is less weight on roads

allowing for less wear and tear of daily travels, allowing the public to travel via highways without road corrosion and roadwork interrupting their travels. Train lines have less of an environmental impact to the area as they are limited to where they can go and how they travel. The proposal states a new line created, travelling west of residential areas thus coal trains will emit less noise to the community, as opposed to more Coal trucks travelling highways regularly with air brakes. As there is already an existing line into Mt Owen, it will be reissued as a waiting bay for coal trains that are not in service at the time which will eliminate train delays for both coal trains and public transport. With the addition of an extra railway, this means that the railway running parallel to the highway in the Hunter Valley will be housing more coal trains. Hebden rd currently crosses with the railway holding traffic for up to 20 minutes at a time causing delays on parts to site for breakdowns, start times for workers and residential occupants. Within the proposal, it outlines an upgrade to this line by introducing an overpass for road traffic, which completely cuts wait time to site, and surrounding residencies and safety for vehicles that are usually queuing back to the main highway waiting on trains. In addition, another feature of the proposal allocates an allowance to upgrade the currently single laned bridge on Hebden rd to a duelled lane bridge, which will improve on the road itself and the local community travelling it.

In conclusion, I am in support of the Mt Owen Operations Project and believe that is a positive impact in the mining industry. It will benefit local businesses and bring more work to the area which is in high demand. For existing locals, such as myself it gives an opportunity to supply our services within the area and promotion of business for visiting outside contractors.

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