

NSW Department of Planning, Industry and Environment

NSW Planning Portal

12 May 2020

NCIG Coal Export Terminal – MOD3 – Capacity Increase Project – submission of support

Please accept the following supportive submission for the NCIG Coal Export Terminal – MOD3 – Capacity Increase Application.

ARTC operates the Hunter Valley rail network from mine sites to the Port of Newcastle, including NCIG Coal Export Terminal. ARTC was created after the Commonwealth and State Governments agreed in 1997 to the formation of a 'one stop shop' for all operators seeking access to the National interstate rail network and in 2004 secured the lease with the NSW Government to operate within New South Wales.

ARTC not only manages the rail network but also develops new business opportunities, provides capital investment, and undertakes maintenance of the rail network. Further information about ARTC can be found at artc.com.

As part of the ARTC's network management obligations, ARTC leads a consultative process with the industry to assess and produce the Hunter Valley Corridor Capacity Strategy. This strategy considers forward volume projections from mines, including new mines or expansion of existing mines, and is developed to deliver a balance between capacity and cost to the industry. The strategy is produced utilising established and documented internal capacity models and aligns to the Hunter Valley Coal Chain Co-ordinator's (HVCCC's) whole of system modelling, including current export coal terminal capacity. The 2020 strategy will be published shortly with prospective volume forecasts at Newcastle Ports in excess of the current approval limits of the export coal terminals. Previous simulations that increase the flexibility and capacity at NCIG supports the ability to smooth demand for the supply side of the export supply chain and reduces network peaking demand at points and across days, increasing the efficiency of invested capital across the supply chain. This benefit is clearly seen in the single line sections of the network west of Muswellbrook. Improvements that support smoothing demand creates robustness in the supply chain and improves Hunter Valley coal chain benefits for all stakeholders.

ARTC notes that the SEE predicts minimal change to the approved air and noise emissions as a result of the Modification 3 and is confident given NCIGs past strong performance that mitigation measures will continue to be implemented to mitigate impacts.

Sincerely



Kamaile Stevens
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Hunter Valley