

03 | Comments and Responses – Project Wide



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Section 03 Comments and Responses – Project Wide

3.1 Public Respondents

3.1.1 Robyn Adams

3.1.1.1 General

Comment - PW1

From someone living and working in the region, there was not a regional approach. The constant referencing to Clermont and the absence of referencing Longreach and Blackall, and to a lesser extent Barcaldine, which will be greatly affected again reflects a poor understanding of the Alpha regional community.

Response - PW1

Distance between communities such as Blackall and Longreach and the mine reduces the potential for there to be direct social impacts on these communities as a result of the Project. Any communities that are in excess of 100 km from the mine site will be too far to drive on a daily basis to site; therefore, it is not anticipated that the Project will result in significant population growth leading to the associated social and community impacts. There will likely be, however, some level of benefits, primarily around employment and business opportunities. Based on these assumptions the Project study area was determined to be: local - Barcaldine Regional Council (BRC) area (and specifically the community of Alpha) and Regional (the Central Highlands Regional Council [CHRC] and Isaac Regional Council [IRC] areas, in particular the communities of Emerald and Clermont).

This approach was discussed with the councils and several stakeholders, and agreed to as a reasonable approach. Additional consultation has occurred with businesses in Barcaldine, Jericho and Alpha. These have further corroborated the rationale for using the study areas as defined in the Environmental Impact Statement (EIS). The local study area examined Barcaldine Regional Council as a whole with primary focus on Alpha. The Project Description and accommodation strategy indicate the impacts further west will be significantly lower, mainly due to traffic movements from the east not extending past Alpha. Furthermore, discussions with businesses and private citizens in the three communities surveyed indicated that people from Alpha tended to go east for services, whereas people in the rest of the council tended to go west due to the proximity to the services providers: Barcaldine and Longreach in the west and Emerald in the east.

Referencing to Clermont was the result of initial community consultations that indicated Clermont was a key part of the social networks of many residents of Alpha, particularly those residing on the Alpha-Clermont Road. There is a recognition that many services are provided from Barcaldine and Longreach, but also from Emerald. The EIS acknowledges that there will be impacts to the Barcaldine region, which are captured within the local study area. Impacts outside the local area to the south and west could occur, but are more likely to be a result of personal choice to seek employment. This is not an impact to be mitigated.

3.1.1.2 Economics

Comment - PW2

The derivative economic benefits as stated in the EIS are too long term and 'unseen' by the mostly pensioner community.

Response - PW2

The economic impacts estimated in the EIS are economy wide impacts. The stimulus created by the project generates demand across productive sectors and the participating labour force within the economy. Pensioners receive their income through transfer payments, which are the redistribution of national income to welfare recipients.

Those parts of the economy receiving government transfer payments may ultimately experience trickle down benefits from an expanding economy with a greater capacity to make transfer payments.

3.1.1.3 Social Impact Management Plans**Comment -PW3**

The process of community consultation was flawed. It did not seek early cultural advice and hence had poor engagement and response because it used the wrong methodologies and timings. Some content of the EIS reflects this disregard for the community declaring it 'low negative risk'. Key groups were not consulted as stated, such as the Desert Uplands Committee and CICADAS@RAPAD. If positive impacts are to be maximised as stated, then true engagement especially with such proactive community groups is essential.

Response - PW3

The EIS process was inclusive of all stakeholders and offered several opportunities for stakeholders to acquire information on the Project and offer feedback. In addition, all consultation events and activities allowed stakeholders to self identify if they wanted a more active role in consultation. The EIS assessed the potential impacts on the community based on the Project Description, Terms of Reference, and workforce accommodation strategy. These factors and the proximity of the Project to the community of Alpha were important factors in the determination of many impacts.

The EIS also indicated that a Social Impact Management Plan (SIMP) would be developed to address the impacts identified, and potential additional impacts. Stage 2 of the SIMP will be undertaken between April and December 2011 and will incorporate additional feedback from key stakeholders. The SIMP will also examine benchmarks of change to capture impacts that are currently assessed as low or unlikely, but that may occur due to unforeseen or unquantifiable variables.

3.1.2 Doug Carruthers**3.1.2.1 General****Comment - PW4**

The Alpha Coal EIS document includes 4,000 pages of documentation.

Response - PW4

Noted - The length of the document is mainly driven by the final Terms of Reference (TOR) as issued by the government and the size of the proposed project.

3.1.2.2 Cumulative Impacts

Comment – PW5

It is irresponsible not to recognise the relationship between this project and other potential coal mines. Additionally each project will involve construction of rail and port facilities. The cumulative impact of several mines operating within the Galilee Basin will pose enormous environmental, social, and economic impact on the local and national region

Response – PW5

The limitation of the cumulative impact assessment has been noted. Limitations in the cumulative impact assessment are due to the assessment being undertaken solely by the Proponent who can only access publically available information about other projects (including mining operations). In the case of the Alpha Coal Project (Mine) it is the first publically available project in the Galilee Basin and as a result there is very limited publically available information available to the Proponent to undertake an informed cumulative impact assessment.

It is considered that a cumulative impact assessment coordinated by government and engaging the various project proponents would be the most logical assessment method. It is envisaged that there will be the sharing of easements and rail / road corridors.

3.1.2.3 Transport

Comment – PW6

Section 0.12.15 Transport section of the EIS states the transport assessment undertaken of performance of both major and minor road links to proposed Alpha coal project are insignificant. We are geographically dependant on the Hobartville and Alpha-Clermont roads to access goods and services including transportation of livestock for income therefore, we and other property owners (rate payers) place a significant value on these transportation routes.

Response – PW6

A review of personnel numbers and proposed vehicle routes has been undertaken in the updated Transport Impact Assessment (TIA) (SEIS Volume 2, Appendix U) and this has resulted in Hobartville Road no longer being used by any vehicles during the construction and operational phases of the Project as the site is to now be accessed via Degulla Road.

In addition, the revised pavement impact assessment has identified appropriate road upgrades and maintenance programs – particularly for Clermont-Alpha Road and Degulla Road. These upgrades propose these road sections to become an all-weather standard and permit safe two-way passage of vehicles. These upgrades will benefit local residents.

Furthermore, the updated TIA has indicated that while the impact to Clermont-Alpha Road and Degulla Road is above the 5% threshold outlined by the Department of Transport and Main Roads (DTMR) guidelines in relation to increased vehicles, the Level of Service for these road sections should not significantly deteriorate during the construction and operational phases.

Management of stock routes and livestock/vehicle interactions will be further developed in the Road-Use Management Plan (RUMP) (SEIS Volume 2, Appendix U, Section 8.1.4).

Comment – PW7

It has been our experience since HPPL commenced operation in 2008 that there has been a significant impact on these roads. The damage incurred by heavy machinery operating in wet conditions has compromised the condition of the road on many occasions and on some occasions leaving the road impassable. Also, there is no mention in the EIS of HPPL contributing to Local and State roads in the area of development.

Response – PW7

An additional site visit was undertaken in March 2011 and this was during a wet weather period. These observations were incorporated into the pavement impact assessment as outlined in Section 5 of the updated TIA document (SEIS Volume 2, Appendix U). Recommendations from the pavement impact assessment include upgrades to all-weather standards and sealing roads that carry heavy and over-dimensional vehicles generated by the Project. Consultation between the Proponent, DTMR and BRC regarding contributions for road upgrades and ongoing maintenance has occurred during the TIA and will continue through to the development of the RUMP.

3.1.3 Sonya Duus**3.1.3.1 General****Comment – PW8**

I also wish to acknowledge the very limited amount of time that I have been afforded to consider Hancock's EIS. An overall observation of the EIS at hand is that it is sorely lacking details of the likely impacts and how the proponent proposes to address them.

Response – PW8

The concern over the limited time allowed for review of the EIS has been noted. The time allowed for the public review of the document is a statutory timeline. It should be noted that due to the flooding that was experienced in the region surrounding the proposed project during the review time, a number of submissions from the public and government agencies were accepted long after the statutory due date.

The EIS has aimed at addressing all aspects of the TOR and the SEIS has, where submissions dictate, provided additional information to provide additional details regarding impacts.

Comment – PW9

There is an unacceptably small amount of detail on their anticipated impact and response. For instance, on page 14-15, there is discussion of how wind speeds, especially Spring wind, is likely to increase, yet in their 'risk management measures' there is only mention of 'limiting the extent of site disturbance' and undertaking progressive rehabilitation, without any detail of how they anticipate to follow through with this, and what impact it might have on the surrounding area. This is but one example, but it demonstrates that without adequate detail, it is impossible for the public and experts to judge the likely effectiveness of their proposed measures.

Response – PW9

The EM Plan for the Alpha Coal Project has been updated and is attached in SEIS Volume 2, Appendix V. The EM Plan provides a description of the measures proposed for the control of the dust and particulate emissions predicted in the atmospheric dispersion modelling for SEIS phase of the assessment. The updated EM Plan includes details of the revised ambient monitoring program that will provide pollutant concentration data to assess against performance indicators or Project Goals thereby

assessing the effectiveness of the measures implemented to control dust emissions (SEIS Volume 2 Appendix P, Section 7). The EM Plan will be used by Hancock to assist in protecting or enhancing each of the environmental values associated with the impacts on air quality.

It should be noted that the impact of particulate emissions resulting from variable wind speeds has been represented in the atmospheric dispersion model. This includes emissions from disturbed land surfaces, stockpiles and the tailings dam (SEIS Volume 2 Appendix P, Section 6.2.2). Therefore, the anticipated peaks in emissions associated with high wind speeds are represented in the short term averages when assessed against the Project Goals.

Comment – PW10

It must be considered what will happen to the region once the coal is gone in 30 years time, or once the world gets serious about renewable energy and the thermal coal of the Galilee Basin becomes defunct. Considering the prime location of the Galilee Basin, being centred around the Tropic of Capricorn, for solar energy development, it must also be considered what alternative futures may exist for the region that are more sustainable and far more long-term than coal developments.

Response – PW10

Noted - The scope of this comment is not within the scope requirements presented within the Project's TOR. The project proposes development of Queensland's coal resources for export purposes, not for local power generation.

3.1.3.2 Executive Summary

Comment – PW11

A serious concern that several other key components of the project such as water and power supply and the export port are not encompassed in this EIS. Without these components included, the EIS does not provide an adequate representation of the full impact of the proposed development.

Response – PW11

The Alpha Coal Project is dependant on a range of additional key services and facilities for effective implementation. Those additional services and facilities include the following projects that are currently the subject of separate environmental approvals:

- Water for Bowen Project – SunWater is proposing the development of a water transport system that would provide up to 60 gigalitres of water annually from water allocations sourced from the Burdekin Falls Dam. This system will provide a raw water supply service to the Alpha Coal Project and other water users in the Galilee Basin. SunWater is conducting separate environmental assessments of this work, and information is available on their website.
- Galilee Basin Transmission Project – Powerlink is proposing the development of a new 275kV transmission line from its existing Lilyvale Substation (near Emerald) to a new substation near Alpha. This system will provide a high voltage power supply service to the Alpha Coal Project and other water users in the Galilee Basin. Powerlink is conducting separate environmental assessments of this work, and information is available on their website.

Comment – PW12

Provides an over-view of anticipated impacts on local air quality and of noise and vibration. The identified 'receptors' of these impacts are identified as the people in the surrounding homesteads. Not considered here are the deleterious impacts that dust can have on vegetation (including pasture grass and consequently cattle and meat quality) and native fauna. Similarly, noise and vibration is likely to have an impact on the native animals in the area.

Response – PW12

The scope of the Alpha EIS air quality assessment was to compare the predicted impact of particulate and dust emissions against the Project Goals. The Project Goals are the objectives of the Queensland DERM's Environmental Protection (Air) Policy 2008. These objectives are designed for protection of the health and well being of humans, therefore, this assessment cannot be used to determine the impact of air pollutants on pasture grasses, animal health and meat quality.

Predictive atmospheric dispersion modelling of dust deposition, which refers to the dust that drops out of the air and 'deposits' on the surface, showed no exceedances of Queensland DERM's objective of 140 mg/m²/day. However, as these are predictions the monitoring programme will cover dust deposition to the land surface at sensitive human receptors to provide an indication as to whether the deposition of dust can be considered as a nuisance or is excessive.

Hancock is committed to the consultation process and is happy to pursue a dialogue regarding access to the monitoring datasets for landholders as part of the community consultation programme. If additional studies indicate that the deposited concentrations of dust are likely to impact upon pastures, animal health and or meat quality, Hancock will engage with landholders to discuss further mitigation and potential compensation measures.

3.1.3.3 Cumulative Impacts**Comment – PW13**

The proponent fails to mention Adani's proposed Carmichael mine, which needs to be included in any assessment of cumulative impacts in the Galilee Basin.

Response – PW13

The Adani project is included for consideration in the EIS (Volume 4 Appendix G). It was not included in the cumulative impact assessment due to the lack of publically available information.

Comment – PW14

Important to include the potential gas and petroleum developments in the basin which would be likely to increase the cumulative environmental and social impacts.

Response – PW14

Noted - There is currently not enough publically available information on the oil and gas activities in the region. If oil and gas projects are to be initiated they would be expected to undertake a cumulative impact assessment as part of their approvals process.

Comment – PW15

It is deeply problematic that the various projects planned in the Galilee Basin are being considered on a one-by-one basis, rather than beginning with a comprehensive regional assessment of what might be appropriate development in the region. On a one-by-on basis, it is likely the full cumulative impacts will not be discovered.

Response – PW15

The Proponent does not control the timing of the other prospects in the Galilee Basin because each proposed project is the subject of its own risk-based technical and commercial-based assessment. The overall responsibility of cumulative impacts, based on authorisations, rest with the government who have access to proposed project submissions. The Proponent has compiled the required information requested in the TOR to aid the relevant authorities in assessing the Project.

3.1.3.4 Groundwater**Comment – PW16**

Hancock's EIS it is stated that 'no regional groundwater modelling has been carried out' and that the proponent intends to model groundwater for the proposed Alpha and Kevin's Corner projects as part of the Kevin's Corner EIS. The proponent's deferring of this essential survey is of serious concern, and they should be required to undertake this as part of the Alpha Mine EIS before approvals are considered.

Response – PW16

Noted - The delay in the modelling is to ensure the cumulative impacts of both proposed mines are predicted. The groundwater modelling study is ongoing and is utilising site specific data obtained from the Alpha bulk sample test pit. This pit required in-pit and out-of-pit dewatering, which has provided accurate data regarding aquifers to be intercepted during mining. Modelling calibration, using this site specific data, is discussed in SEIS Volume 2, Appendix N

Following further model refinement based on ongoing groundwater studies and successful calibration using the site specific data for the testpit dewatering program, the model will be used to better predict the impacts of mine dewatering and depressurisation (of the sediments below the D coal seam) on the different aquifers within and adjacent to the proposed mine.

3.1.3.5 Social Impacts**Comment – PW17**

The new developments in the Galilee Basin will translate into significant disruption for those not part of the mining industry, as real estate and the cost of living increases beyond the modest wages of council and agricultural employees.

Response – PW17

The Proponent proposes to develop the following as a means of addressing potential impacts associated with the project or a combination of projects as outlined in Section 8 of EIS Volume 5, Appendix M:

- Hancock Consultative Committee;
- Project Community Liaison; and
- Social Impact Management Plan (SIMP);

Potential social impacts not addressed in the EIS will be discussed during Stage 2 of the SIMP and within the Hancock Consultative Committee (HCC).

3.1.4 Joanne Salmond

3.1.4.1 Terrestrial Ecology

Comment – PW18

Although provisions have been made for controlling pests and weeds inside the mining lease, landholders adjacent or downstream from the project are at increased risk of weed infestations. During the current mining development phase of the project, Parthenium weed has already been introduced to the areas of activity. The proposed mine has a life in excess of thirty years, in that time the possibility of exotic weeds being introduced to the immediate and downstream (weed and seed travelling on water) is highly likely. Exploration in the 1970's brought Lantana to the Alpha Coal and Kevin's Corner project areas. Since then it has been up to land holders in this area to provide the necessary means to combat this introduced evasive woody weed.

Response – PW18 (Project Wide & Coal Mine)

The management of weeds is covered in the EIS Volume 2, Section 9.1.3.4.2 *Management Strategies for Non-native Flora Species*. This section states that the management of weeds will be coordinated with programs led by local government, community or landowners. The mine will employ an environmental officer that will be available to liaise with landholders over weed and pest control.

In aiming to remove the potential for weeds to be spread to adjacent land, the following strategies are specified:

- Washdown facilities will be constructed at access points for vehicles arriving and departing from the Project site. These facilities will be bunded and located away from drainage lines to minimise the risk of weed spread;
- All vehicles entering the Project site and leaving properties known to contain declared weeds will be thoroughly washed down before entering clean areas;
- Radiators, grills and vehicle interiors will be cleaned for accumulated seed and plant material; and
- Monitoring in the form of annual observations by site personnel for weeds of management concern will be undertaken. These will also be conducted following significant rain events particularly in disturbed areas, roadsides, riparian zones and washdown facilities.

EIS Volume 2, Section 9.1.3.4.2 also provides for the preparation of a site-specific Weed Management Plan (WMP). The WMP will describe how the weeds are to be managed in accordance with the *Land Protection (Pest and Stock Route Management) Act 2002* (LP Act) and/or local government requirements for weeds not declared under state legislation. Consideration of other factors such as landholder inputs, unusual weather patterns and increased traffic will be undertaken when writing the WMP. Any provisions for assistance in managing or eradicating weeds or pests on neighbouring properties deemed to be caused by mining activities will be subject to individual agreements between the Proponent and the landholder. These provisions may include:

- Access to weed control chemicals;
- Having their property included in pest fauna monitoring and management programs; and/or
- Financial assistance for weed and pest control.

Response – PW18 (Railway Corridor)

The spread of weeds will be managed and controlled in accordance with the Weed Management Plan for the Alpha Coal Project (Rail) (SEIS Volume 2, Appendix AG, Section 2.5). Ongoing impacts that may be observed outside of specific management plans associated with the Project can be identified and examined through the Social Impact Management Plan (SIMP) process.

3.1.4.2 Groundwater**Comment – PW19**

Baseline assessment and routine monitoring to potentially affected private bores as well as the Proponents monitoring bores is required. Without baseline data and monitoring history, if a dispute arises over whether a private bore is adversely affected and whether the "make-good" obligation is triggered, it is very unlikely the owners of those bores could have sufficient evidence for a successful claim. Without baseline data and regular monitoring, it is impossible to prove and adverse change.

Response – PW19

In order to ensure all existing groundwater use and users are identified within the Alpha Coal Project (Mine) study area, a bore survey has been conducted by an independent consulting company.

The bore survey recorded all available groundwater data on the following properties: Hobartville, Wendouree, Forrester, Surbiton, Surbiton South, Burtle, Tresillian, Mentmore, Monklands, Kia Ora, Spring Creek, and Glen Innes. Groundwater levels, yields, usage, and samples were collected during the bore survey. These baseline data will be used for comparison purposes when assessing possible impacts on mining on the groundwater resources. The results of the bore survey are included in SEIS Volume 2, Appendix N.

Groundwater monitoring and modelling predictions will be undertaken and reviewed annually, and this will allow for the identification of neighbouring bores that could be affected by dewatering. The Proponent's make-good commitment would then ensure that a replacement water supply of equal or better quality will be made available, at no development cost to the impacted groundwater user (SEIS, Volume 2, Appendix V).

3.2 Agency Respondents**3.2.1 Barcaldine Regional Council (Robert Bauer)****3.2.1.1 General****Comment – PW20**

The timeframe for response was restrictive and further discussions and planning will be required to meet the requirements of council, community, businesses and residents of the region. BRC acknowledge that an extension of time to provide a preliminary response was granted by DIP to include in the request for information to Hancock Coal Pty Ltd.

Response – PW20

The restricted time frame for response to the EIS is noted.

Comment – PW21

Barcaldine Regional Council request that the Co-ordinator General provide assistance and direction for development of collaborative partnerships with state agencies and representatives to progress the development and implementation of a sustainable and community focused mining program within the region of Barcaldine whilst recognizing the diversity and culture of the area.

Response – PW21

It is noted that this comment from Barcaldine Regional Council is directed to the Coordinator General.

3.2.1.2 Executive Summary

Comment – PW22

As the mine is located within Barcaldine Regional Council they are a significant stakeholder and an ongoing partnership and support will be required to ensure that the mine meets the social, environmental and economic needs to ensure a sustainable region for now and future generations.

BRC asks the Co-ordinator General to ensure that all provisions agreed between Hancock Coal and Barcaldine Regional Council will remain in place throughout the establishment, LOM and disestablishment and that any such agreement will persist were the mine to change ownership, majority or merge with any other entity.

Response – PW22

It is noted that this comment from Barcaldine Regional Council is directed to the Coordinator General. The Proponent recognises Barcaldine Regional Council is a key stakeholder in the project and through ongoing dialogue and inclusion in the SIMP process a positive ongoing relationship between the two parties is envisioned.

3.2.1.3 Introduction

Comment – PW23

It is noted that 'with sufficient Joint Ore Reserves Committee (JORC) compliant resources there is the potential to extend the project life beyond 30 years.' The potential extension of timeline does not appear to be fully addressed within the EIS.

Response – PW23

The approvals application of this Project is for 30 years. Any extension of this proposed operation will be required to go through the appropriate approvals process and be assessed at that time.

Comment – PW24

Tailings and management of rejects coarse and fine present a challenge due to the nature and the proximity to the receiving environment.

Response – PW24

The Proponent's management strategies for coarse reject and tailings are documented in both the EIS and SEIS. The management strategies are designed to appropriately manage the tailings and so protect the receiving environment.

The tailings will be managed at the Tailings Storage Facility (TSF) for at least the first five years of the mining operation using standard mining industry practice to ensure that they are not released to the environment. If feasible, the tailings will report to the open-pit along with coarse rejects after Year 5

and be encapsulated with non-acid forming (NAF) overburden. If this is not deemed to be a feasible option, the tailings will continue to be placed in the TSF.

The Proponent will adopt the Precautionary Principle when designing and constructing water and waste storage facilities so as to minimise the risk of environmental harm.

Comment – PW25

Due to the sensitivity of the site it is considered that additional management actions are required for protection of human health, general amenity and the environment. Variations in weather and climate can also affect the management of rejects and these needs to be reflected within the reporting.

Response – PW25

The management strategies developed for mining materials (including rejects) at the Alpha Coal Project have taken into account potential variations in climatic conditions and the location of the adjoining community to ensure that the risk of interaction of the mining materials and the adjoining community is minimised.

Comment – PW26

The additional demands from the proposed mine and increased workforce are placing additional pressures on the Barcaldine Regional Council and surrounding infrastructure. In order to meet the predicted demands and provide the infrastructure planning, working agreements including forward funding for major upgrades are required.

Response – PW26

The Project currently does not intend to house the construction or operations workforces in the community. The limiting factors identified will reduce the likelihood of people moving to Alpha (or Jericho), as will the lack of state services. The SIMP will examine benchmarks for population growth and identify appropriate government authorities responsible for the delivery of these services. The Project will consider the establishment of a community development fund where moneys donated by the Project will be used in ways identified as priority by stakeholders. A community development fund is not impact management, and has therefore not been included in the EIS.

It is important to note that the project will be introducing power and water supplies into the region and there may be opportunities for those services to be extended to the community of Alpha by the utility suppliers.

Comment – PW27

The additional demands from the proposed mine and increased workforce are placing additional pressures on the Barcaldine Regional Council and surrounding infrastructure. In order to meet the predicted demands and provide the infrastructure planning and working agreements including forward funding for major upgrades are required.

Response – PW27

This comment is directed to the Coordinator General.

3.2.2 Department of Employment, Economic Development and Innovation (Sandra Baxendell)

3.2.2.1 Executive Summary

Comment – PW28

Currently the statement is “It is anticipated that all water removed from the water table will be utilized as a component of the mine water supply” Water removed from the water table over commercial coal seams is likely to contain BTEX chemicals and hence should not be allowed in the food chain.

Response – PW28

Groundwater monitoring will include for organic compounds, which include Total Petroleum Hydrocarbons (TPH) and BTEX (Benzene, Toluene, Ethylbenzene and Xylenes).

The groundwater ingress into the mine voids has the potential to contain organic compounds, associated with the exposed coal. This water will be used in the mine operations and is not to be discharged from site.

Any surface water discharge from site, during high rainfall events, will be subject to stringent receiving water requirements. The revised Environmental Management Plan (SEIS Volume 2, Appendix V, Section 3.4.7.1) includes objectives and strategies regarding controlled discharge of water off-site. These include:

- Control all active discharges of waters from the mine water management system, including timing is controlled by flow rates in the receiving waters, rate of discharge is controlled and measurable, and discharge waters comply with end-of-pipe discharge criteria;
- Segregate and manage mine water streams according to their quality;
- Reuse mine water from the mine water management system to supply the mine operations water demands. This will ensure that storage capacity can be continually maintained to provide capacity to contain heavy rainfall events; and
- Ensure controlled discharges are compliant with controlled discharge criteria that have been developed to protect the downstream environment.

Comment – PW29

This section only discusses the tailing storage area being designed to stop seepage into the aquifer. However, in NW Qld after unseasonal floods seepage occurred from over 10 mines into natural water courses used for livestock watering.

Response – PW29

The surface water and mine water management on-site, with regards to storage facility sizing based on flood risk, is included in SEIS Volume 2, Appendix L, Section 2.3.1.

The design of the Tailings Storage Facility, along with the other waste and water storage facilities, includes consideration of seepage prevention in order to minimise the potential impacts of seepage on the underlying groundwater resources. The design includes management for overflow during high rainfall events.

The revised Alpha Coal Tailings Storage Facility Concept Design (SEIS Volume 2, Appendix T, Section 1.3.2) includes consideration of the annual exceedence probability of rainfall and a tailings decant water dam.

3.2.3 Department of Employment, Economic Development and Innovation (Celeste Bownds)

3.2.3.1 Introduction

Comment – PW30

Table 1-1: This table of relevant legislation fails to identify that key approvals will be required under the Fisheries Act 1994.

Response – PW30

Revamped approvals tables have been prepared (SEIS Volume 1, Section 01 Introduction, Table 1-5 and Table 1-6) that set out:

- Approvals sought as an outcome of the Coordinator General's report
- Subsequent or future approvals.

The tables include references to Waterway Barrier Works required under the *Fisheries Act 1994*.

3.2.4 Department of Employment, Economic Development and Innovation (Nicole Brizuela)

3.2.4.1 Terrestrial Ecology

Comment – PW31

Risk of pest weed spread as a result of movement of vehicles in and out of infected areas to clean areas. Similar risk of weed spread as a result of rail carriage.

Response – PW31

The management of weeds for the mine site is covered in EIS Volume 2, Section 9.1.3.4.2 *Management Strategies for Non-native Flora Species*. The following strategies will be implemented to reduce the risk of weeds being spread through vehicle movement:

- Monitoring in the form of annual observations by site personnel for weeds of management concern will be undertaken. These will also be conducted following significant rain events particularly in disturbed areas, roadsides, riparian zones and washdown facilities once safe access can be provided;
- Washdown facilities will be constructed at access points for vehicles arriving and departing from the Project site. These facilities will be bunded and located away from drainage lines to minimise the risk of weed spread;
- All vehicles entering the Project site and leaving properties known to contain declared weeds will be thoroughly washed down before entering clean areas;
- Radiators, grills and vehicle interiors will be cleaned for accumulated seed and plant material;
- All materials will be certified as weed-free prior to acceptance on-site;
- Soil and fill material from weed-affected areas will not be transported to clean sites;
- If weeds of management concern are identified, they will be eradicated from the site in accordance with local best management practice from the Burdekin Dry Tropics Regional Pest Management Strategy (Burdekin Dry Tropics Board, 2005) and/or the Department of Employment, Economic Development and Innovation (DEEDI) Pest Fact Sheets;

- Monitoring and evaluation of treated areas to assess the success of declared weed eradication will be undertaken;
- Weed management will be included in the site induction to promote the awareness of weed management issues; and
- Preparation of a site-specific Weed Management Plan (WMP), which will describe how the weeds are to be managed in accordance with the LP Act for Declared weeds and / or local government requirements for weeds not declared under state legislation.

EIS Volume 3, Section 9.3.1.6.2 *Mitigation and Management Measures* covers weed control measures for the rail component of the Project. Strategies to reduce the risk of introducing pest species to the local area include:

- Development of a Weed and Pest Management Plan (WMP) for the construction phase including:
 - Vehicle washdown stations located along the study area, particularly where the Project footprint enters/leaves known parthenium hotspots such as black soil plains, or ecologically sensitive areas such as major waterways, wetlands and native grasslands;
 - Development of procedures for washdown and ensuring all staff are trained in them;
 - Regular monitoring of pest species and weed inspections; and
 - Weed and pest control where necessary;
- Conducting a weed audit of the entire Project footprint prior to construction after the Project footprint has been marked out;
- Clearing all declared weeds within the Project footprint;
- Signing parthenium hotspots along the Project to advise staff of the need to undertake weed control measures to arrest its spread when entering or leaving infestation hotspots;
- Certifying that all construction machinery and materials brought onto site will be weed free and keeping compliance records; and
- No moving soil in areas known to contain parthenium and other declared weeds elsewhere.

3.2.5 Department of Employment, Economic Development and Innovation (Phil Ferenczi)

3.2.5.1 Project Description

Comment – PW32

The proponent has not shown the coal resource areas on any project maps required in the Terms of Reference (page 28). “Maps should show the precise location of project areas but should not be limited to the following:

- *the location of the rail corridor, port and resource to be explored, developed or mined”.*

Response – PW32 (Coal Mine)

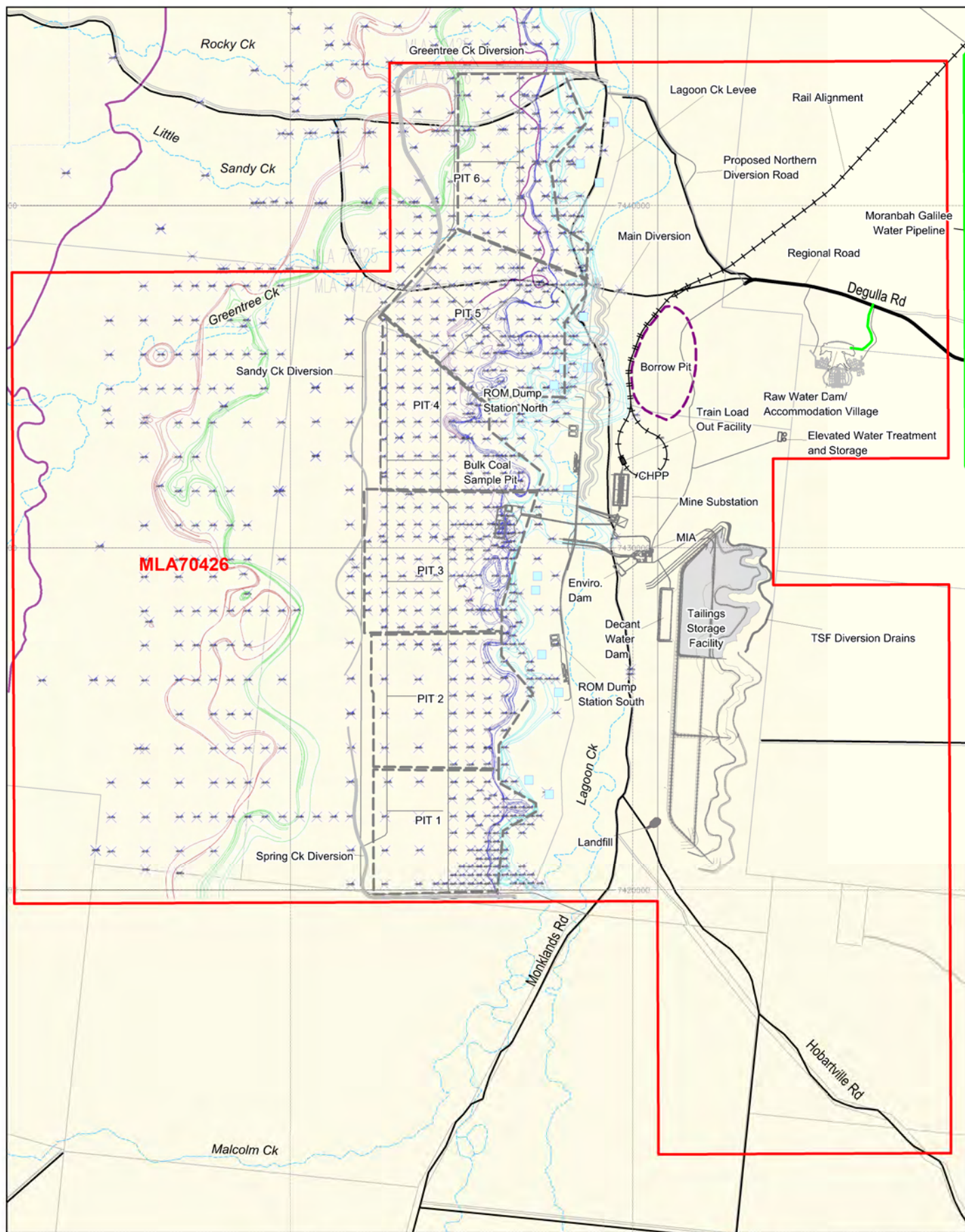
A 1:150,000 scale map (Figure 3-1) has been compiled, containing:

- The proposed mine (open-cut) plan; and
- The sub-crop of the coal seams.

A map of the coal resources to be explored is provided below in Figure 3-1.

Response – PW32 (Railway Corridor)

A map of the rail corridor and location of coal resources along the rail corridor is provided below in Figure 3-2.



- | | | | |
|--------------------|----------|-------------------|--|
| ✕ Exploration Bore | — A Seam | — Rewan Formation | ▭ Mining Lease Application (MLA70426) Boundary |
| | — B Seam | — Water Pipeline | ▭ Pit Outline |
| | — C Seam | — Drainage | ▭ Borrow Pit |
| | — D Seam | — Road Network | ▭ Water Dam |

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0 2 4Km
Scale 1:150,000 (A4)
Datum: GDA94, MGA Zone55



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Supplementary Environmental Impact Statement

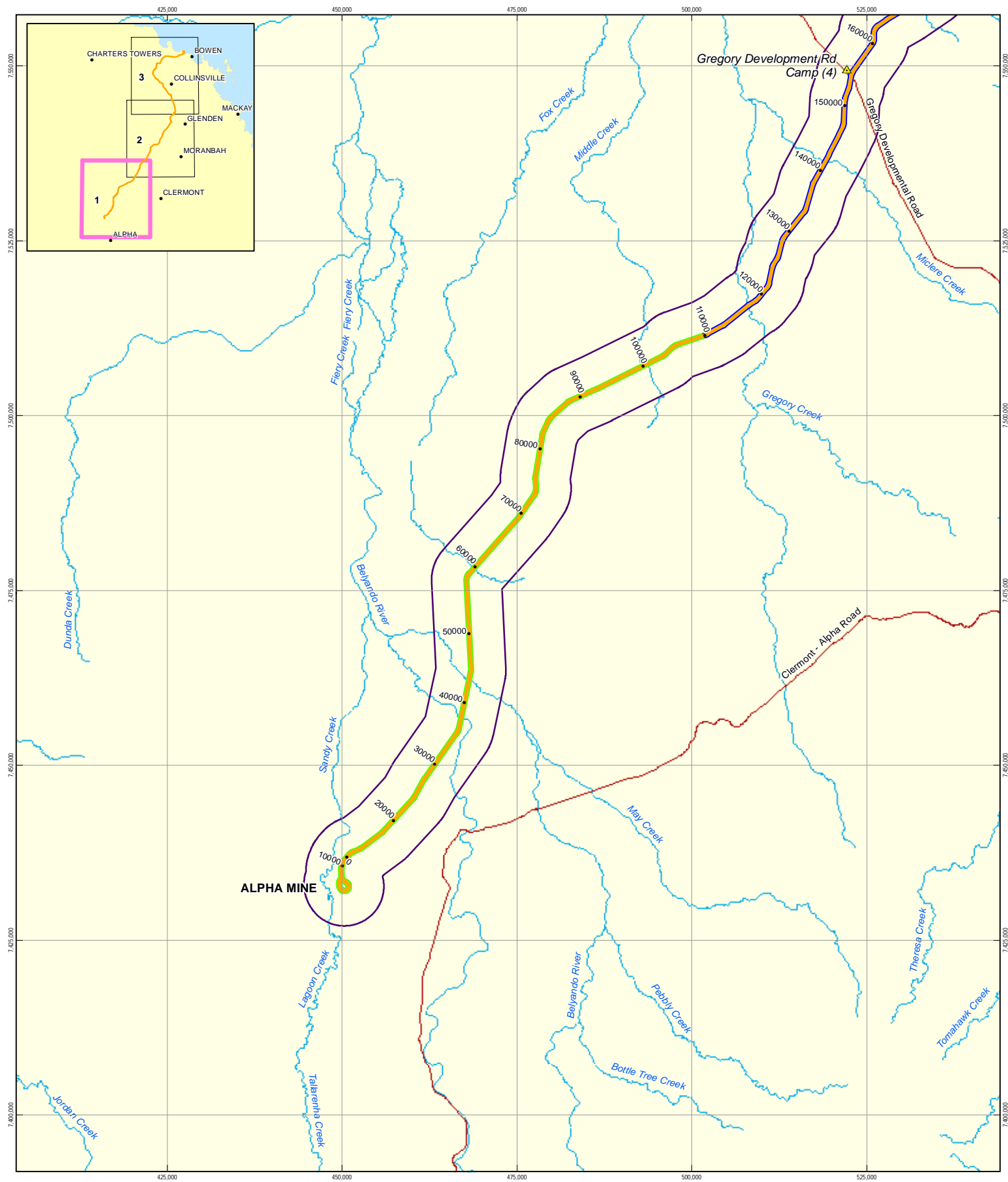
ALPHA COAL PROJECT (MINE) PROPOSED MINE PLAN AND COAL SEAMS

Job Number 4262 6680
Revision A
Date 30-03-2011

Figure: 3-1

File No: 42626680-g-1012.wor

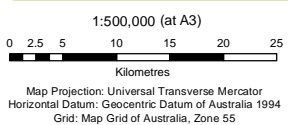
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LEGEND		Proposed Alignment Section		Economic Coal	
	Town		Section 1		Collinsville Coal Measures (Pbc)
	Camp		Section 2		Collinsville Coal Measures (Pbc)
	Marshalling Yards		Section 3		Moranbah Coal Measures (Pwb)
	Depot		Section 4		Faihill Formation / Fort Cooper Coal Measures (Pwt)
	State Road		Skm Alignment Corridor		Rangal Coal Measures / Bandanna Formation / Bralba Coal Measures (Pwt)
	Existing Railway		Waterbody		
	Watercourse				

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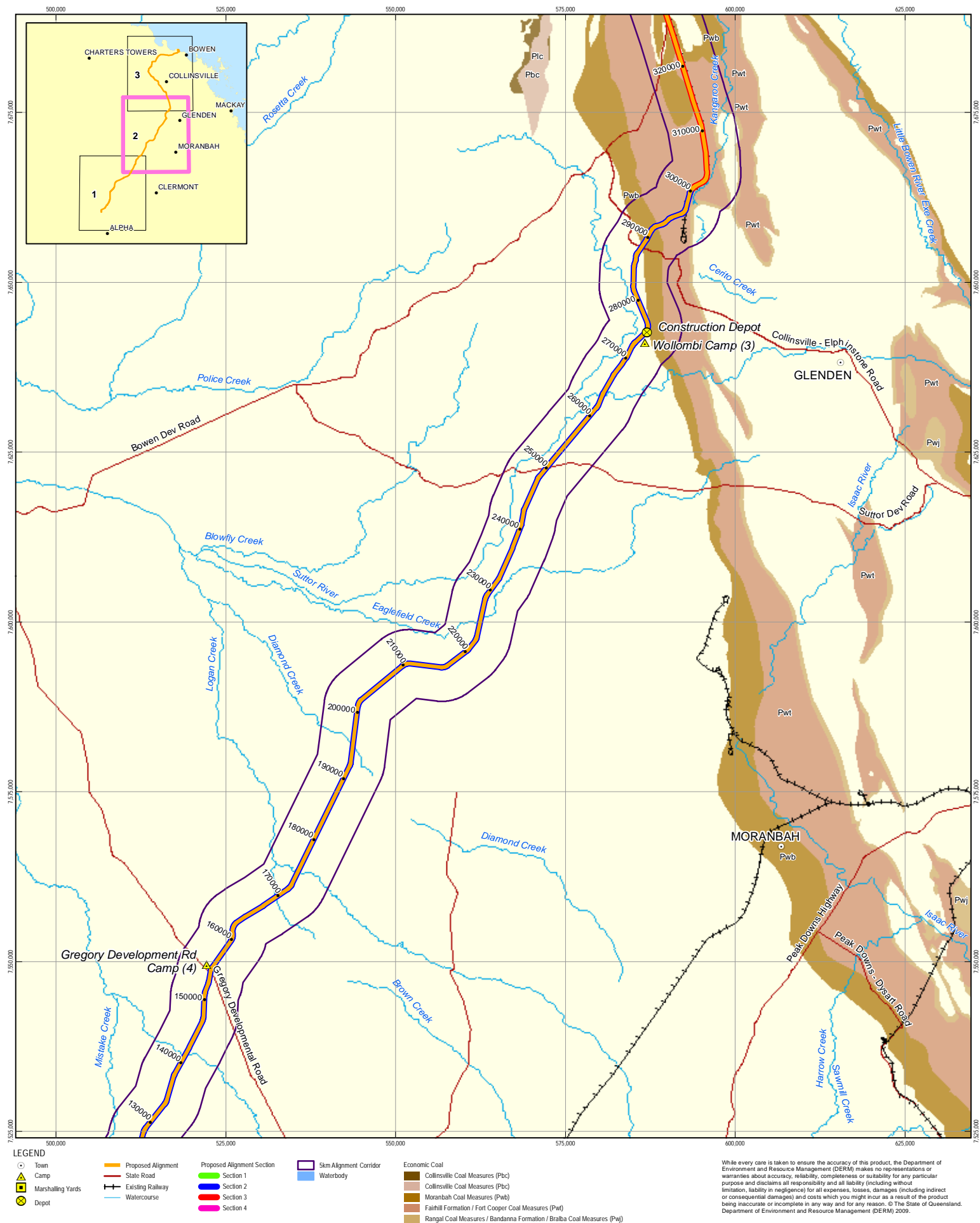


ECONOMIC COAL RESOURCES

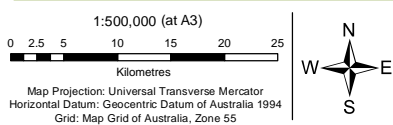
Job Number 41-23742
Revision B
Date 06-04-2011

Figure: 3-2
Sheet 1 of 3

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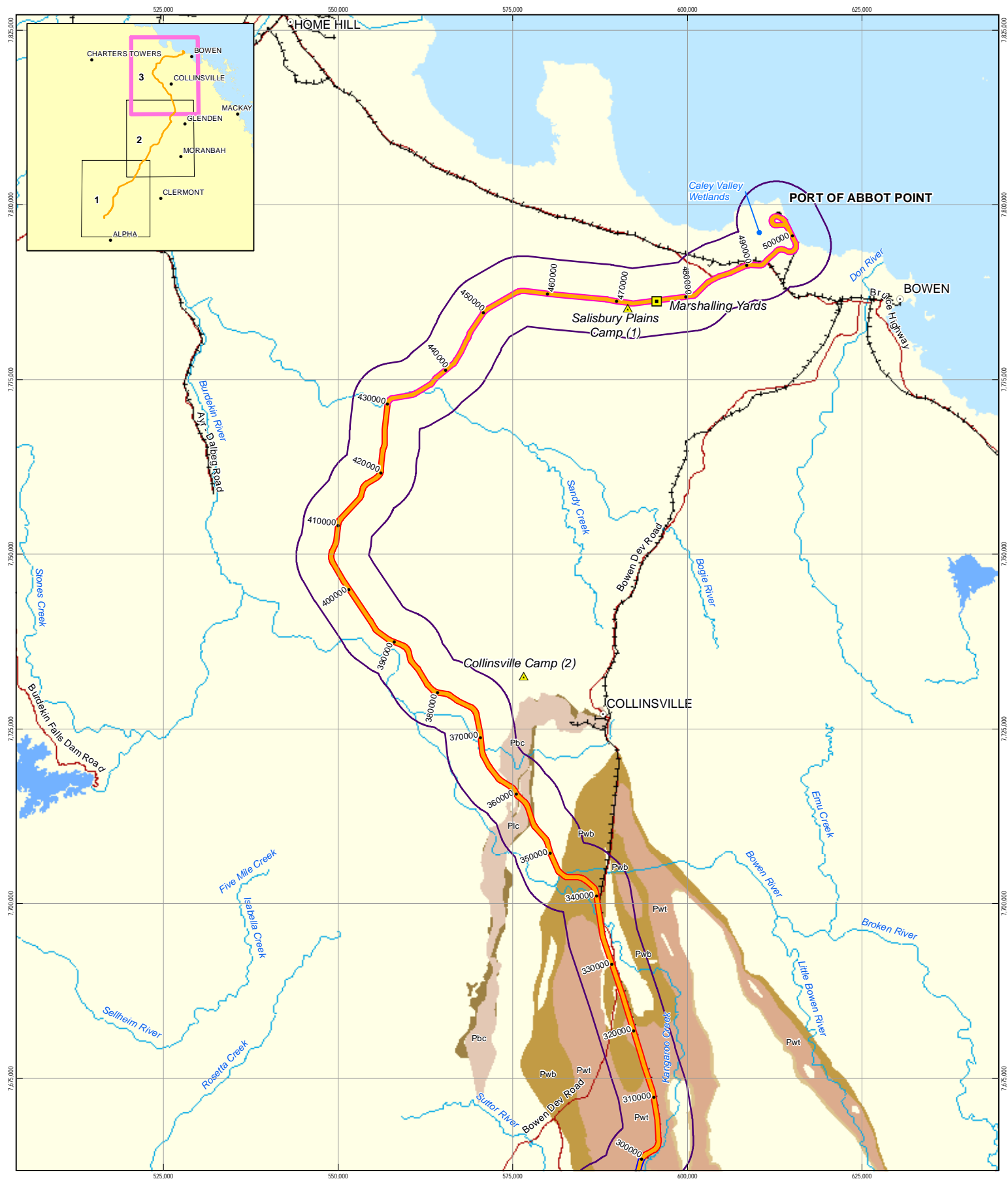
ECONOMIC COAL RESOURCES

Job Number 41-23742
Revision B
Date 06-04-2011

Figure: 3-2
Sheet 2 of 3

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LEGEND

- Town
- ▲ Camp
- Marshalling Yards
- Depot
- Proposed Alignment
- State Road
- Existing Railway
- Watercourse
- Proposed Alignment Section
- Section 1
- Section 2
- Section 3
- Section 4
- Skm Alignment Corridor
- Waterbody
- Economic Coal
- Collinsville Coal Measures (Pbc)
- Collinsville Coal Measures (Pbc)
- Morambah Coal Measures (Pwb)
- Fairhill Formation / Fort Cooper Coal Measures (Pwt)
- Rangal Coal Measures / Bandanna Formation / Bralba Coal Measures (Pwt)

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1:500,000 (at A3)
0 2.5 5 10 15 20 25
Kilometres
Map Projection: Universal Transverse Mercator
Horizontal Datum: Geocentric Datum of Australia 1994
Grid: Map Grid of Australia, Zone 55



HANCOCK PROSPECTING PTY LTD
Alpha Coal Project
Supplementary Environmental Impact Statement

ECONOMIC COAL RESOURCES

Job Number | 41-23742
Revision | B
Date | 06-04-2011

Figure: 3-2
Sheet 3 of 3

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Comment – PW33

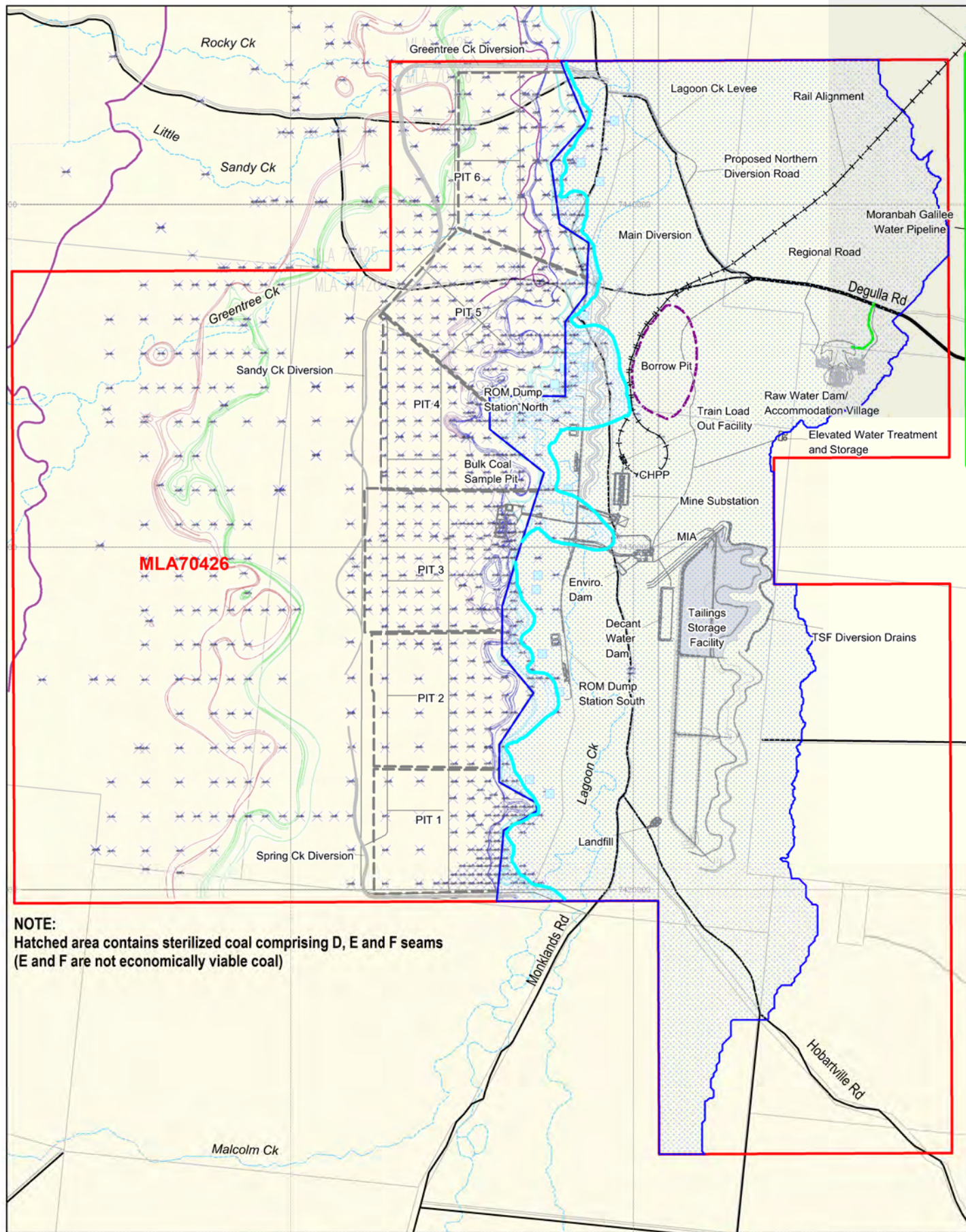
The proponent has not shown parts of the coal resource not intended to be mined or resource areas that may be sterilised required in the Terms of Reference (page 28). “Maps should show the precise location of project areas but should not be limited to the following:

- *any part of the resource's) not intended to be mined and any part of the resource's) that may be sterilised by the proposed mining operations”.*

Response – PW33

Figure 3-3 is a 1: 150 000 scale map indicating:

- The proposed mine (open cut) plan; and
- The sterilised resource areas.



NOTE:
Hatched area contains sterilized coal comprising D, E and F seams
(E and F are not economically viable coal)

- | | | | |
|-------------------|--------|-----------------|--|
| Sterilized D Seam | A Seam | Rewan Formation | Mining Lease Application (MLA70426) Boundary |
| Sterilised Coal | B Seam | Water Pipeline | Pit Outline |
| Exploration Bore | C Seam | Drainage | Borrow Pit |
| | D Seam | Road Network | Water Dam |

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0 2 4Km
Scale 1:150,000 (A4)
Datum: GDA94, MGA Zone55



HANCOCK PROSPECTING PTY LTD

Alpha Coal Project
Supplementary Environmental Impact Statement

**ALPHA COAL PROJECT (MINE)
PROPOSED MINE PLAN
AND STERILISED RESOURCES**

Job Number 4262 6680
Revision B
Date 08-04-2011

Figure: 3-3

File No: 42626680-g-1013b.wor

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3.2.6 Department of Employment, Economic Development and Innovation (Peter McKay)

3.2.6.1 Introduction

Comment – PW34

DEEDI is assisting local disadvantaged jobseekers, under-employed people and working age people who are currently not in the labour force, into employment and training through the Skilling Queenslanders for Work initiative.

Response – PW34

As part of the employment and training planning, the Proponent will explore opportunities with DEEDI to support the Skilling Queenslanders for Work Initiative - (<http://www.employment.qld.gov.au/programs/sqw/index.htm>).

Support may include provision of training, employment of trained personnel and in-kind or monetary contributions.

The Proponent in conjunction with DEEDI may also consider opportunities to provide traineeships or apprenticeships through the DEEDI Skilling Queenslanders for Work initiative.

3.2.7 Department of Employment, Economic Development and Innovation (Mick O'Flynn)

3.2.7.1 Description of the Project

Comment – PW35

Section 2–Description of the Project

List of approvals, particularly “second tier”, is not comprehensive but aware that company is currently engaged in sourcing and compiling relevant “whole of project” approvals schedule and timelines. This may have resulted in inadequate consideration of some future approvals (e.g. Fisheries).

Response – PW35

Revamped approvals tables have been prepared and are included in Volume 1, Section 1 that set out:

- Approvals sought as an outcome of the Coordinator General's report
- Subsequent or future approvals.

The table includes references to Waterway Barrier Works required under the *Fisheries Act 1994*.

Like the list of approvals contained in the EIS documents, the table of approvals cannot be fully comprehensive; rather the approach has been to compile a list that covers the approvals required prior to development of the project. To this end building, plumbing and drainage approvals have not been included. Likewise, provisions of other acts, such as the *Queensland Heritage Act 1992* could have been included, but have been deemed to be part of the development process, as opposed to prior to development of the project.

3.2.8 Department of Environment and Resources Management) (John Bradley)

The DERM submission and subsequent responses have been compiled and can be found in Volume 2, Appendix AJ of this SEIS.

3.2.9 Department of Infrastructure and Planning (Damian Pearson)

3.2.9.1 Social

Comment – PW48

The department needs to be satisfied that the project will not result in detrimental social impacts on the existing communities.

Response – PW48

The EIS has a Social Impact Assessment (SIA) (Volume 5, Appendix M) that identifies numerous potential impacts and rates them based on a proven impacts assessment methodology. There is no indication that detrimental social impacts will occur based on the details of the Project and the proximity to the nearest community of Alpha; however, the SIMP will develop benchmarks for population growth during Stage 2 to capture potential impacts that are not assessed as likely to occur. The Hancock Consultative Committee (HCC) will be tasked with monitoring the effectiveness of mitigation, management and enhancement strategies and providing input to update the SIMP on a regular basis throughout the life of the Project.

3.2.10 Department of Infrastructure and Planning (SDA branch)

3.2.10.1 General

Comment – PW49

Consideration should be given to identifying the Kaili (Caley) Valley Wetlands as a water body on all relevant maps within the EIS.

Response – PW49

The extent of the wetland has been identified in Figure 2, Volume 2, Appendix AI of the SEIS.. This figure notes that the Caley Valley Wetland is identified in the directory of important wetlands, and is an Estuarine Waterbody and a Palustine Waterbody.

On other figures of relevant scale the label Caley Valley Wetland has been included.

Comment – PW50

Further clarification is required in respect to all discussion on impacts to the Kaili (Caley) Valley Wetlands, particularly the type of aquatic environment/wetland type being impacted on by the project. DIP's investigations to date have identified the eastern part of the wetlands as fresh to brackish water, rather than marine.

Response – PW50

The EIS Volume 3, Section 10 addresses the characteristics of the Caley Valley Wetland and identifies the potential construction and operation impacts, mitigation and management measures associated with the Project.

EIS Volume 3, Section 10.2.5 (Nationally Important Wetlands) specifically addresses the characteristics of the Caley Valley Wetland. Since compilation of the EIS, aquatic assessment of the

Caley Valley Wetland has been undertaken. Results and impact assessment are presented in Volume 2, Appendix AI of the SEIS.

Comment – PW51

A detailed assessment of the project against the Development Scheme for the APSDA should be provided in a similar way to the assessment undertaken against the relevant local government planning schemes.

Response – PW51

An assessment of the Project against the Development Scheme for the APSDA has been undertaken in Section 1.11.3.2 of the EIS. A more detailed assessment against the objectives of the Development Scheme as well as the land use intents of the relevant land use precincts has been undertaken below (refer to Tables 3-1 to 3-5). This assessment is based on the project information available as part of the EIS and will be further refined as a result of the Project detailed design stage and finalised through the preparation of the MCU development application to Coordinator General (DEEDI) for development within the APSDA.

The northern section of the proposed railway line crosses through the following APSDA precincts:

- Infrastructure and Corridors Precinct;
- Environmental Management/Materials Transportation Precinct;
- Restricted Development Precinct; and
- Industry Precinct.

Table 3-1. Project assessment against the objectives of the Development Scheme for the Abbot Point State Development Area

Objectives	Project consistency
(1) Provide land and plan for the establishment of industrial development of Regional, State and national significance, light industry requiring co-location with industrial development of regional, State and National significance, and associated infrastructure facilities and local utilities.	Consistent The Project has been declared as an Infrastructure Facility of Significance (IFS), which will benefit the industrial development of the Abbot Point State Development Area (APSDA). The Project will utilise the berths located on the approved Abbot Point Multi Cargo Facility Project for export of coal and as such directly facilitate the operation and further development of the industrial developments within the APSDA.
(2) Manage and plan for the establishment of industry at Abbot Point to complement the existing deep water port at Abbot Point.	Consistent The Project complements the existing developments within the Abbot Point State Development Area, by complementing the operations of the existing Port of Abbot Point and utilising the berths of the approved Abbot Point Multi Cargo Facility Project.
(3) Provide land and plan for the establishment of dedicated, efficient and safe infrastructure, including essential services and infrastructure corridors, to adequately service development.	Consistent The Project involves construction of a railway line which will be fully serviced by adequate and safe infrastructure necessary for its operation.
(4) Manage and plan for the impacts of the development on existing infrastructure.	Consistent The Project crosses the Bruce Highway and the existing North Coast railway line. A bridge will be constructed at this point to manage and minimise safety and traffic issues. There may be some short term disruptions to services on these lines during the construction stage of the Project. A Traffic Management Plan and relevant safety plans will be in place so as to minimise disruptions and manage other traffic related issues that may arise. Such plans will be provided to TMR for approval prior to commencement of construction activities.

Objectives	Project consistency
(5) Ensure the integrity and functionality of the Abbot Point State Development Area is maintained and protected from land uses and activities that may be incompatible with, or adversely affect, the continued use of the State development area for industrial development of regional, State and national significance.	Consistent The Project entails construction of a railway line, which is defined as an Infrastructure Facility in the Development Scheme for the APSDA. It is consistent with the land use intents of the precincts within which it goes through as it supports the existing and intended industrial developments of the APSDA.
(6) Ensure the land resource is effectively utilised such that development does not consume land unnecessarily or compromise the future development of the Abbot Point State Development Area by appropriately siting of development and infrastructure.	Consistent Within the APSDA, the Project runs parallel to part of the existing Port of Abbot Point railway line. As such it is utilising the existing land resources effectively. The Project will not compromise the future development of the APSDA as its location has been defined through consultation with DIP to ensure that areas available for future development are not alienated. The Project will utilise the berths located on the approved Abbot Point Multi Cargo Facility Project for export of coal and as such directly facilitate the operation and further development of the industrial developments within the APSDA.
(7) Encourage the development of synergies between industries to minimise waste production and promote re-use and recycling of waste.	Consistent A Construction Waste Management Plan will be prepared and implemented for the Project, which will identify requirements for waste avoidance, reduction, reuse and recycle; provide procedures for handling, stockpiling and storage; identify disposal sites and set out waste management procedures. As such the Project will not compromise the achievement of this objective.
(8) Ensure the physical characteristics of land are considered in determining the suitability and location of development.	Consistent Various engineering investigations have been undertaken in identifying the most suitable alignment of the Project. The physical characteristics of the area within APSDA have been taken into consideration. The current Project alignment is the most suitable alignment for the Project and will not compromise the existing land use within the APSDA.
(9) Ensure development recognises and protects environmental, cultural heritage and community values.	Consistent The Project EIS identifies environmental, cultural heritage and community values of the APSDA and assesses. In cases where negative impacts have been identified, appropriate mitigation measures have been prescribed and will be put in place to avoid or minimise such impacts.
(10) Ensure the impacts of development on the environment, including cumulative impacts are minimised to meet the requirements of applicable government policies.	Consistent The cumulative impacts of the Project have been identified within the EIS. The Proponent is working with relevant government agencies to avoid or minimise such impacts.
(11) Ensure areas of high ecological significance within and adjacent to the Abbot Point State Development Area are protected.	Consistent Comprehensive Terrestrial and Aquatic Ecology impact assessments have been undertaken as part of the Project EIS. The Project is likely to impact upon areas of ecological significance. In addition the Proponent is committed to implementing relevant offsets as a means of mitigating any loss of ecological values. For further information refer to Volume 3 Sections 9, 10 and 11 of the EIS as well as Volume 2, Appendix A1 of the SEIS.
(12) Provide land and plan for adequate areas of open space within the Abbot Point State Development Area.	Consistent The Project alignment has been configured in the most feasible and environmentally sensitive manner. The Project corridor is unlikely to compromise or cause any negative impacts upon the existing or planned open space within the APSDA.

Table 3-2 Project assessment against the purposes of the Restricted Development Precinct

Purpose	Project consistency
To restrict incompatible land uses from establishing near the Industry Precinct.	Consistent The Project is an infrastructure facility which will not impact upon the use of the Industry Precinct or compromise the future achievement of this Precinct.
To provide for the physical separation of significant industrial and infrastructure activities within the Abbot Point State Development Area from sensitive land uses outside the Abbot Point State Development Area.	Consistent The Project does not interfere with any major infrastructure or significant industrial activities within the APSDA. Sensitive land uses located within the Project study area have been identified and addressed within the EIS.
To provide for the utilisation of limited areas within the Precinct for uses which will have no adverse impact on premises located outside of the Abbot Point State Development Area and are compatible with being in close proximity to industry.	Consistent The Project is an infrastructure facility and is therefore not a use referred to within this provision.
To provide areas for open space where remnant vegetation, wetlands, waterways and areas of ecological significance can remain and where revegetation can occur.	Consistent The Project is unlikely to impact upon existing open space areas and is not a use requiring the provision for open space.

Table 3-3 Project assessment against the purposes of the Industry Precinct Project assessment

Purpose	Project consistency
To provide for the establishment of industrial development that is of regional, State and national significance. In particular large scale, large plant footprint industrial development, requiring large undeveloped sites is generally encouraged.	Consistent. The Project is an Infrastructure Facility of regional and State significance as it will enable export of coal from the Galilee Basin. As such it complies with the intent of this purpose.
To provide for the establishment of light industrial areas requiring co-location with regional, State and national significance industry and local utilities, waste disposal, extractive industry, and infrastructure facilities; provided they do not compromise the establishment of future industry of regional, State and national significance.	Consistent The Project is an Infrastructure Facility and is not a light industrial use. The project will not impact on the provision of light industrial uses within this precinct.
To prevent the establishment of uses that may be incompatible with, adversely affect, or constrain, existing or future industry of regional, State and national significance within the Industry Precinct.	Consistent The Project is unlikely to affect or constrain development of future industrial developments within this precinct.

Table 3-4 Project assessment against the purposes of the Infrastructure and Corridors Precinct

Purpose	Project consistency
To provide for the establishment of necessary infrastructure for development sites within the Abbot Point State Development Area including essential services and infrastructure corridors. Infrastructure facilities and local infrastructure are given priority over alternate land uses.	Consistent The Project is defined as Infrastructure Facility within the Development Scheme for the APSDA and as such is fulfils this land use intent of this precinct.
To provide for multiple infrastructure users, with priority given to common use infrastructure. Infrastructure facilities envisaged are for the purposes of transporting materials, products, wastes and services by pipe, conveyor, road or rail. Local infrastructure including water, gas, electricity, sewerage and telecommunications will be located in this precinct.	Consistent The Project will transport coal from the Galilee Basin for the purposes of coal export through the Port of Abbot Point. Additionally, third party access will be provided to enable use of the railway line by multiple users. Accordingly, the Project is consistent with this land use intent of this precinct.

Table 3-5 Project assessment against the purposes of the Environmental Management/Materials Transportation Precinct

Purpose	Project Consistency
To recognise, protect and maintain areas of high ecological significance.	Consistent Ecological assessments have been undertaken as part of the Project EIS. The EIS recognised areas of high ecological significance and has configured the alignment as much as possible to avoid these areas. In cases where impact on ecological matters was unavoidable appropriate mitigation measures have been proposed. In addition the Proponent is committed to implementing relevant environmental offsets as a means of mitigating any loss of ecological values.
To provide infrastructure where it is essential for transportation between the Industry Precinct and the port in a manner which ensures areas of ecological significance are recognised and managed taking into account environmental values.	Consistent The Project will not compromise the achievement of this purpose.
To provide areas for open space where remnant vegetation, wetlands, waterways and areas of ecological significance can remain and where revegetation can occur.	Consistent The Project will not compromise the achievement of this intent. The alignment has been configured following an extensive options analysis process to minimise impacts on environmentally significant areas. In cases where this was unavoidable, appropriate mitigation measures have been proposed as part of the EIS. In addition the Proponent is committed to implementing relevant environmental offsets as a means of mitigating any loss of ecological values.
To restrict incompatible land uses from establishing near the Industry Precinct.	Consistent The Project is defined as an Infrastructure Facility which is a compatible land use within this precinct of the APSDA.
To provide for the physical separation of significant industrial and infrastructure activities with the Abbot Point State Development Area from sensitive land uses outside the Abbot Point State Development Area.	Consistent The Project does not interfere with any major infrastructure or significant industrial activities within the APSDA. Sensitive land uses located within the Project study area have been identified and addressed within the EIS.
To provide for the utilisation of limited areas within the Precinct for uses which will have no adverse impact on premises located outside of the Abbot Point State Development Area and are compatible with being in close proximity to industry.	Consistent The Project is an Infrastructure Facility and is not a light industrial use. The project will not impact on the provision of other appropriate uses within this precinct.

Comment – PW52

The EIS should assess the project against the temporary SPP (1/10 Protecting Wetlands of High Ecological Significance in Great Barrier Reef Catchments).

Response – PW52

An intersection with a wetland management area may trigger the temporary State Planning Policy 1/10 Protecting Wetlands of High Ecological Significance in Great Barrier Reef Catchments. The SPP 1/10 has been reviewed and additional mitigation measures in line with the Policy have been identified as part of Volume 2, Appendix AI of the SEIS.

Comment – PW53

Plans showing the proposed multi-cargo facility at the Port of Abbot Point do not reflect the latest design and should be revised accordingly.

Response – PW53

The North Queensland Bulk Ports Corporation (NQBPC) has provided recent layout changes since the EIS publication to the Proponent, which are relatively minor. The updated layout is available as part of the MCF EIS and as such has not been included within the SEIS.

3.2.10.2 Introduction**Comment – PW54**

Table 1-1, reference to the State Development and Public Works Organisation Act 1971, should nominate that a material change of use application will be required to the Coordinator-General for that component of the project within the APSDA. This application would be assessed and decided against the Development Scheme for the APSDA. The third dot point under this table, identifies a community infrastructure designation will be sought for the project on completion of the EIS. Community infrastructure designations are authorised under SPA which has no effect in declared SDAs.

Response – PW54

Figure 1.1 (not Table 1.1) is a DEEDI (formerly DIP) standard flow chart which outlines the EIS process. It is noted that a material change of use application to the Coordinator General will be required for that part of the project contained within the APSDA. An assessment of the project against the provisions of the Development Scheme for the APSDA has been undertaken and included as part of this SEIS (refer to Response – PW51). In response to this comment, EIS Volume 3 Section 1.9.7 has been revised as follows:

1.9.7 EIA Relationship with State Approvals

In general, once an EIS has been completed and the Coordinator-General's report has been finalised, the Coordinator-General distributes the report to the Australian Government, relevant state government agencies and local authorities which are responsible for approvals and overseeing project development. This involves:

- Australian Government approval; and
- State development approvals.

State development approvals are required from local authorities and relevant state government agencies before the proposed development can progress. The proponent will need to seek appropriate approvals through:

- local authorities on such matters as building approvals and change of the material use of land; and
- state government agencies on such matters as gaining an environmental authority.

Local authorities and relevant state government agencies may also be responsible for the ongoing role of:

- overseeing the development of the project; and
- ensuring the conditions outlined in the Coordinator-General's report are adhered to.

Approvals that may be required prior to development of the project include but are not limited to the following:

- Community Infrastructure Designation under the SPA (excluding development within the APSDA);
- MCU under the SDPWOA for development within the APSDA;

- MCU for an Environmentally Relevant Activities (ERA) under the *Environmental Protection Act 1994* (EP Act) and SPA;
- Registration Certificate for ERAs under the EP Act;
- Cultural Heritage Management Plan (CHMP) under the *Aboriginal Cultural Heritage Act 2003* (ACH Act);
- Vegetation Clearing under the *Vegetation Management Act 1999* (VM Act) and SPA;
- Protection of Wildlife and Vegetation under the *Nature Conservation Act 1992* (NCA); and
- Riverine Protection Permit (RPP) under the *Water Act 2000* (WA).

Comment – PW55

Section 1.11.2 should discuss the planning processes under the State Development and Public Works Organisation Act 1971, which acknowledges the APSDA and its development scheme. This section should identify the Sustainable Planning Act 2009 does not apply to the functions and powers of the Coordinator-General.

Response – PW55

EIS Volume 3 Section 1.11.3.1 addresses the approvals process under the provisions of the *State Development Public Works Organisation Act 1971*. There is no reference to the *Sustainable Planning Act 2009* in this section.

Comment – PW56

This section should remove all reference to community infrastructure designations which are not authorised within the APSDA.

Response – PW56

Noted, this section has been amended (refer to response - PW54).

3.2.11 Department of Transport and Main Roads (Patrick Quirk)

3.2.11.1 Cumulative Impacts

Comment – PW57

The EIS does not address the cumulative impacts of additional shipping/marine traffic generated by the project on maritime safety and on the marine environment related to the transportation of export coal via Queensland waters.

Response – PW57

The port components of the Project Description are still not certain. After discussions with Ken Parker of DTMR, the Proponent committed to provide as much information as was relevant and available to assist in the DTMR's cumulative port assessment.

The export coal will go out from the port of Abbot Point via new shiploading facilities at either the proposed multi cargo facility (MCF) or an alternate T-berth. The volume of coal to be exported is 30 Mtpa. Initial expectations are that the coal will be exported to international markets on the class of ships at the annual rates indicated in Table 3-6. Information is also included in Table 3-7 on the predicted Kevin's Corner Project to assist DTMR in their needs analysis. The combined tonnage to be exported from the Alpha and Kevin's Corner Projects at full production is 60 Mtpa. Recent customer discussions indicate that cape and large cape vessels will be predominately used, and on this basis, the number of ships for 30 Mtpa would be as low as 150.

Table 3-6 Alpha coal export (assumes full production from 2019 onwards)

Vessel Categories	Tonnage Capacity	Number of Ships				
		2015	2016	2017	2018	2019
Handy	52000	17	35	57	70	74
Panamax	80000	42	86	141	175	184
Small Cape	90000	10	21	34	42	45
Cape	150000	10	21	34	42	45
Large Cape	200000	5	10	17	21	22
Total		85	173	283	351	368

Table 3-7 Kevin's Corner coal export (assumes full production from 2019 onwards)

Vessel Categories	Tonnage Capacity	Number of Ships				
		2016	2017	2018	2019	2020
Handy	52000	17	35	57	70	74
Panamax	80000	42	86	141	175	184
Small Cape	90000	10	21	34	42	45
Cape	150000	10	21	34	42	45
Large Cape	200000	5	10	17	21	22
Total		85	173	283	351	368

In regards to the importation of project construction and then maintenance materials, it is expected that the goods as described in the transport section of the EIS (Volume 2, Section 17) will come from a combination of Brisbane, Townsville and Mackay. The volumes of materials attributable to the project that are expected to be processed through these ports over the 36 month construction period are listed below in Table 3-8.

Table 3-8. Volumes of materials attributed the Project that are expected to be processed through Queensland Ports

TOTAL - Construction & Mine fleet start up	FRT *	TEU **
Breakbulk - Mackay	1,059,260	
Breakbulk - Brisbane	51,188	
Containerised - Brisbane	119,554	6,086
Breakbulk - Townsville	5,237	
Domestic***	186,339	
Total	1,421,578	6,086

*FRT; which stands for Freight Tonnes: 1 FRT = 1,000kg or 1cbm (which ever is greater)

**TEU - Shipping term for Twenty foot Equivalent Unit.

***Domestic refers to equipment supplied from Australian Origins

3.2.12 Department of Transport and Main Roads (Rick Rolfe)

3.2.12.1 Executive Summary

Comment – PW58

This section proposes the State-controlled Collinsville-Elphinstone Road will have an at-grade level crossing but does not provide the rationale for this proposal.

Response – PW58

EIS Volume 3 Section 17, Figure 17-1 Sheet 8 of 14 identifies the construction of a bridge at the Project (rail) intersection with Collinsville-Elphinstone Rd. This will now be a Rail bridge over Collinsville-Elphinstone Road.

3.2.12.2 Introduction**Comment – PW59**

It is not clear in this section or elsewhere in the EIS whether co-location or rationalisation of rail corridors with other Galilee Basin projects such as Waratah's "Galilee Coal (Northern Export Facility)" which includes a rail component have been fully explored. Rationalisation would help reduce the increased road safety risk from additional road/rail crossing (and impacts on the natural environment from clearing multiple corridors).

Response – PW59

EIS Volume 3 Section 2.2.1 addresses key project inter-relationships including the Galilee (Waratah) Coal Project. Furthermore, other Galilee Basin mines are but proposals and each has to be considered on a stand alone basis as it is not certain if any or all will be approved and proceed. The Proponent have a declared position to allow access to other users and know that with the addition of a minimum amount of extra infrastructure, additional passing loops and possible sections of track duplication and further rolling stock, the capacity for additional haulage on the rail line could be increased if other parties decide to use the Project rail facilities.

3.2.12.3 Transport**Comment – PW60**

Alpha Coal Project EIS light vehicle traffic numbers are broadly consistent with several EISs for mines in the Bowen Basin. The Alpha Coal Project is however significantly larger (in terms of coal output) than those in the Bowen Basin.

Response – PW60

The Proponent has estimated these volumes, and the inclusion of Fly-in Fly-out (FIFO) and Bus-in Bus-out (BIBO) movements reduces the number of light vehicles (LVs) required. In addition, note that LV movements are proposed to occur outside of the peak hours due to shift times. This was considered so as not to increase LV movement during school bus schedules.

Comment – PW61

Although significantly larger than those in the Bowen Basin, the Alpha Coal Project heavy vehicle traffic numbers fall within the range of forecast traffic movements for mines in the Bowen Basin. The Alpha Coal project EIS forecasts fewer heavy vehicle numbers than a number of significantly smaller mines in the Bowen Basin.

Response – PW61

As part of Project development, studies into the volume of equipment required on-site and the logistics to get it to site and maintain it once it is there have been undertaken by the Proponent with specialist consultant assistance. The traffic volumes resulting from these studies have been utilised in the EIS

assessments. It should be noted that the revised mining method to be used at the mine site (SEIS Volume 1, Section 2) will result in equipment numbers not markedly larger than those currently operating at some of the large Bowen Basin mines.

Comment – PW62

Light vehicle traffic numbers (see Volume 5, Appendix K, p33, Table 4.6 for example) need clarification. The table indicates 5,408 LV movements on Clermont - Alpha Road (Degulla to Clermont), but none on the Peak Downs Highway or Degulla Road.

Response – PW62

No additional LV movements will occur on the Peak Downs Highway as this is considered to be too far for employees to travel given the fatigue management plan.

Employee access arrangements and personnel numbers have been revised in the updated TIA document (SEIS Volume 2, Appendix U). All vehicles are to now access the site via Degulla Road and the only vehicles permitted on Clermont-Alpha Road (between Degulla Road and Clermont) will be personnel from Clermont. These revised figures are outlined throughout Section 4 of the updated TIA document (SEIS Volume 2, Appendix U).

Comment – PW63

The table suggests no movements on the Clermont - Alpha Road between Degulla Road and Hobartville Road.

Response – PW63

Access arrangements to the site and vehicle numbers have been revised during the construction and operational phases of the Project as outlined previously. Tables 4-6 and 4-7 (SEIS, Volume 2, Appendix U, Section 4.5) now indicate the number of LVs and commercial vehicles (CVs) on Clermont-Alpha Road between Alpha and Degulla Road.

Comment – PW64

Actual counts for 5 operational mines in the Bowen Basin indicate light vehicle movements throughout the day, suggesting movements other than just personnel (egg visitors/service vehicles.) Alpha Coal Project EIS does not forecast any LV movements other than personnel.

Response – PW64

The Proponent in consultation with specialist consultants has estimated these volumes, and the inclusion of FIFO and BIBO movements reduces the number of LVs required.

Comment – PW65

Alpha Coal Project EIS, a 30 Mtpa coal mine, forecasts 104 LV's entering/exiting the site per day. Actual counts of existing operational mines producing between 1.8 Mtpa and 13.3 Mtpa indicate between approximately 200 and 1,000 movements per day respectively. LV movements showed a broad general tendency to increase as mining outputs increased.

Response – PW65

The Proponent, in consultation with specialist transport consultants has estimated these volumes, and the inclusion of FIFO and BIBO movements significantly reduces the number of LVs required. Also, the inclusion of on-site accommodation facilities minimises the number of trips per day for personnel between the mine and other local accommodation.

Comment – PW66

Alpha Coal Project EIS forecasts 42 heavy vehicles entering/leaving site per day. Actual counts of 5 existing mines in the Bowen Basin show an average of 151 heavy vehicles entering/leaving site per day.

Response – PW66

The Proponent in consultation with specialist transport consultants has estimated these CV volumes. It should be noted that vehicle numbers have been revised in the updated TIA (SEIS Volume 2, Appendix U, Section 9.1).

Comment – PW67

Alpha Coal project EIS forecasts no over dimension vehicle trips during the operation stage however it is believed that large mining equipment will continue to be delivered to site during the operation stage.

Response – PW67

The Proponent in consultation with specialist transport consultants has estimated that no over-dimensional vehicles will be using the road network to access the site during the operational phase of the Project. Additional information regarding over dimension vehicles (ODVs) are provided in the updated TIA document (SEIS, Volume 2, Appendix U, Section 7.9).

Comment – PW68

All equipment and supplies are forecast to come from Mackay - nothing from Abbot Point, Brisbane, Gladstone or Rockhampton.

Response – PW68

The origins for equipment and supplies have been revised and the updated breakdown can be found in Table 2-1 of the TIA (SEIS, Volume 2, Appendix U, Section 2.1.5). The Port regions of Abbot Point, Brisbane, Mackay, Gladstone and Townsville have been considered in the updated TIA.

Comment – PW69

The EIS does not appear to mention anything about fencing of roads and/or rail for grazing/cattle properties as part of considering/dealing with increased road/rail safety risk.

Response – PW69

EIS Volume 3, Section 2.4 Construction of the Project, identifies that fencing of proposed corridor will be undertaken so as to prevent cattle from accessing the work area. This fencing will remain post construction.

Comment – PW70

It is mentioned that the proponent has undertaken an assessment of the routes for the Over Dimension Vehicles transporting equipment and so on from Mackay.

Response – PW70

Additional information regarding over dimension vehicles (ODVs) are provided in the updated TIA document (SEIS, Volume 2, Appendix U, Section 7.9).

Comment – PW71

It is unclear from the EIS as to whether the employment numbers for the construction and operational stages of the project included all auxiliary staff or whether they were actually on site workers. These figures would have the potential to affect traffic generation and so on.

Response – PW71

The personnel numbers outlined in the TIA relate to all personnel physically on-site during the peak construction and operational phases due to the proposed rotating roster cycle (i.e. not Full Time Equivalent employees). These figures have been used as it is expected that it will give a more accurate depiction of the traffic generation rates and potential impacts from the Project.

Comment – PW72

It is unclear from the EIS as to the locations of Borrow Pits for the Rail portion of the project and the haulage routes for the materials associated with this.

Response – PW72

Refer to SEIS Volume 1, Section 5 – Response RC98 for further preliminary investigations regarding potential borrow areas and quarry sites. These investigations are on-going; as such a final determination of quantities and sources of material required for construction of the Project has not been made.

Appropriate development permits and approvals will be gained where required separate to the EIS process.

3.2.13 ISAAC Regional Council (Mark Crawley)**3.2.13.1 Cumulative Impacts****Comment – PW73**

The EIS needs to reflect the cumulative impacts of numerous mining operations proposed in the vicinity with a focus on the triple bottom line being economic, environmental and social outcomes. There needs to be action taken on a broad spectrum cumulative study contributed to by the mining industry, which establishes the base line effects being experienced in the area to avoid and manage the negative effects being experienced in other regions where land use has been affected adjoining the active mine lease.

Response – PW73

Noted - This comment is directed at the government. The Proponent is unable to undertake such a study because it lacks all the necessary information relating to other regional projects that is required. The Proponent is, however, willing to participate in an envisaged government organised cumulative impact assessment for the Galilee Basin.

Comment – PW74

The EIS document should address how the ROM coal stock piles should be buffered to protect against dust generation. The enclosure of plant and facilities, watering of all stock piles should be fully considered and a comprehensive analysis undertaken on the benefits to the area amenity and ecosystem residence and furthering the links to reducing cumulative effects now and into the future.

Response – PW74

As part of the EIS and SEIS air quality assessments, all of the potential dust-generating activities were considered and appropriately mitigated. The control strategies were focused on the largest potential emission sources. Cumulative impacts were considered at a high level because of the lack of available data from the majority of other proposed operations. The revised air quality assessment is presented in Volume 2, Appendix P.

3.2.14 Queensland Police Service (Bruce Moy)**3.2.14.1 Executive Summary****Comment – PW75**

QPS requests the Proponent nominates a key point of contact for liaison with QPS regarding the Project in general.

Response – PW75

The Proponent will contact the Queensland Police Service (QPS) in relation to a nominated key point of contact for the Project.

Comment – PW76

The QPS seeks ongoing dialogue with the proponent and input into the development of the Social Impact Management Plan in terms of identifying and developing mitigation strategies relevant to policing matters.

Response – PW76

The QPS will be invited to participate in project consultations as part of the HCC process...

3.2.14.2 Cumulative Impacts and Transport**Comment – PW77**

Suggest there is some discrepancy as outlined between social impact assessments and traffic route information. The traffic section of the mine volume and Appendix G (Cumulative Impacts), suggest that the Clermont-Alpha road will be upgraded whereas the SIA indicates this will not be the case and discounts any significant effects upon Clermont from project activities.

Response – PW77 (Cumulative impacts)

The Project Description indicates that the Alpha-Clermont Road will be upgraded by the Proponent between Alpha community and the Project site only. This is the basis of the Social Impact Assessment. Given the current condition of the road, particularly in poor weather, and the Project policy that vehicles are not permitted to access the site from the Clermont end unless further upgrades are undertaken, there will be reduced social impacts on Clermont than if the road were more accessible. If the road is upgraded by council/state, it can be assumed that the impacts on Clermont will be proportionately larger as access improves. This needs to be considered by any third party planning to upgrade the Alpha-Clermont Road at the Clermont end as it could result in social impacts from the Project to the Clermont area that were not a direct result of the Project design.

Clermont has a greater range of services, available land for housing development and less limitations on growth (such as water and electricity supply). Therefore, it is more likely that people moving to the local area would choose to live in Clermont if access to the mine site were improved. This would likely significantly lessen the probability of Alpha experiencing population growth attributed to the Project. This would be similar to the experience of Springsure as a result of the establishment of the Rolleston mine. In this example, Springsure experienced greater population growth than Rolleston despite the greater distance between the Rolleston mine and Springsure than the mine and Rolleston. This is largely because of the existing limitations to growth and the pre-mine size in Rolleston, which make it less attractive to new residents than the larger community of Springsure.

Response – PW77 (Transport)

Please refer to SEIS Volume 2, Appendix U, Section 2.1.2 which states that no physical road upgrades are proposed to occur on Clermont-Alpha Road between Degulla Rd and Clermont. The only activities that are proposed are ongoing maintenance of the existing road and shoulders. All physical road upgrades are proposed for Degulla Road (between Clermont-Alpha Road and the site access) and Clermont-Alpha Road (between Degulla Road and Alpha). It should be noted that no heavy vehicles (HVs) or ODVs will be permitted to use Clermont-Alpha Road between Degulla Road and Clermont and must access the site via the Gregory and Capricorn Highways.

Comment – PW78

The Proponent assessed the cumulative impact of mining project on traffic and transport as 'medium'. The QPS does not agree with this assessment and suggest emphasis upon pavement life and road upgrades has been disproportionate to issues of traffic movement with accompanying safety and management plans.

Response – PW78

The pavement assessment of the report has been reviewed and more detail and analysis are provided in Section 5 of the updated TIA (SEIS, Volume 2, Appendix U). This revised pavement assessment provides further detail of pavement condition and required road upgrades as part of this Project prior to the construction phase commencing. In addition, management and mitigation measures will be further explored in the RUMP to be completed following completion of the TIA.

The cumulative impact of the mining project on the road network has been assessed in accordance with DTMR guidelines based on the Proponent's estimate of vehicle generation rates. The cumulative impact assessment comprises a subjective assessment taking into account all of the potential economic, social and environmental impacts. An outcome of this assessment was the impact of traffic and transport being listed as medium. The QPS concern on this classification is noted.

Comment – PW79

It would appear that given road routes and potential likelihood of upgrade to that route (three projects using same route) that Clermont social impacts may not have been adequately assessed.

Response – PW79

The Social Impact Assessment (SIA) assessed the potential impacts on the study areas based on the Project Description and community baseline conditions. The Project Description stipulates that the Project only intends to upgrade the Alpha-Clermont Road between Alpha community and the mine site. The Proponent will also adopt a policy that restricts transport and other contractors and mine personnel from accessing the site from the Clermont end unless there is an upgrade because of health and safety concerns.

The Alpha Coal Project is at the most advanced stage of development of all projects proposed for the Galilee Basin area around Alpha. As such, the baseline for this project is formed from the pre-mining environmental and social conditions. Each other project will consider the cumulative impacts of there being more than one project in the region as they will need to assume that Alpha Coal Project has proceeded.

The SIMP will be developed so that potential cumulative impacts, such as a full upgrade of the Alpha-Clermont Road, can be easily considered and addressed through the pre-established benchmarks and management strategies identified for each valued social component VSC.

The Proponent acknowledges that if the Alpha-Clermont Road is completely upgraded the social impacts from the Project will shift east, onto Clermont. Further assessment of the anticipated impacts would be undertaken at that time using the SIMP model.

Comment – PW80

Proponent notes the difficulty in addressing possibly limitless scenarios regarding social impacts as surrounding projects develop their own plans and policies. (The Proponent) suggests only high level strategic forum to enable various project proponents and key stakeholders to explore cumulative impacts. QPS strongly support this concept of such a forum at strategic level and would welcome the opportunity to participate as a stakeholder.

Response – PW80

Agreed - A high level forum involving all project proponents and key stakeholders should be established and the Proponent would participate in this. The forum could be tasked with looking at higher level cumulative impacts and agreeing on mitigation and management activities. The forum could also undertake some level of monitoring of the management of these impacts, with project proponents reporting on the effectiveness of SIMP strategies and activities.

Regardless of the composition, it is important that this forum remains valuable and useful to the Project. It must have a clearly articulated objective and mandate.

3.2.15 Whitsunday Regional Council (Jon Gibbons)

3.2.15.1 General

Comment – PW81

Whitsunday Regional Council is in the initial stages of planning a guideline for developing a social infrastructure fund. This fund is in respect to developing local community infrastructure includes community recreation facilities, sporting facilities and community interaction facilities. Whitsunday Regional Council would like to have discussions with Hancock Prospecting Ltd to discuss ways in which the proponent can contribute towards this fund to assist with this essential infrastructure that assists Council in developing strong, resilient and sustainable communities.

Response – PW81

Negotiations with regional stakeholders are continuing. These comments are noted and will be taken into consideration during further discussions with the Proponent.

The Department of Local Government and Planning (former Department of Infrastructure and Planning) have commissioned the Office of Economic and Statistical Research (OESR) to undertake a study of the cumulative impacts associated with major infrastructure projects within the region (including Whitsunday region). When published, outcomes of this report will be considered during the discussions between the Proponent and the regional stakeholders.

Comment – PW82

Whitsunday Regional Council is requesting that the Co-ordinator General request that developers of large scale infrastructure projects such as this proposal be required to provide a cash component of funding towards the construction costs of this infrastructure.

Response – PW82

The Department of Local Government and Planning (former Department of Infrastructure and Planning) have commissioned the Office of Economic and Statistical Research (OESR) to undertake a study of the cumulative impacts associated with major infrastructure projects within the region (including Whitsunday region). When published, outcomes of this report will be considered during the discussions between the Proponent and the regional stakeholders.

Comment – PW83

Whitsunday Regional Council would like to commence discussions with Hancock Prospecting Pty Ltd in order to seek financial assistance towards the establishment of a Water Treatment Plant for Bowen.

Response – PW83

The Department of Local Government and Planning (former Department of Infrastructure and Planning) have commissioned the Office of Economic and Statistical Research (OESR) to undertake a study of the cumulative impacts associated with major infrastructure projects within the region (including Whitsunday region). When published, outcomes of this report will be considered during the discussions between the Proponent and the regional stakeholders.

Comment – PW84

It should be noted that an entire copy of the EIS was not provided to Whitsunday Regional Council Collinsvale Customer Service Centre. Some members of the community voiced concern to both representatives of Hancock Prospecting Pty Ltd during the community consultation sessions and also directly to Whitsunday Regional Council staff about the entire EIS not being available for community comment. After discussions with Hancock Prospecting Pty Ltd, representatives advised that the remainder of the EIS would be forwarded to the Collinsville Customer Service Centre for the communities' perusal. The remainder of the document was received in the Collinsville Customer Service Centre on 7 December 2010. Given that an EIS document should be read in its entirety in order for a response to be formulated some members of the Collinsville community feel that given they did not have all the document initially a holistic response could not be formulated by these peoples.

Response – PW84

This comment is noted.

Comment – PW85

The magnitude of the EIS and time allocated to the review has limited the extent of the Councils ability to review the EIS. Nevertheless this review has found a large number of impacts which have not been identified in the report and as such Council requests that a SEIS be prepared by Hancock Prospecting Pty Ltd in order to provide the required information. Council believes that this information is critical in order to understand the true impacts associated with the proposal.

Response – PW85

This point is noted. The SEIS has been prepared to address identified gaps in the EIS.

3.2.15.2 Description of the Project**Comment – PW86**

The EIS outlines that the proposed development during the construction phase will involve approximately 2,680 railway jobs. Once the construction phase is completed there will be approximately 225 railway jobs and 125 port operation jobs. The proponent is required to confirm that the indicative figures provided as Full-Time Equivalent (FTE) positions, if not the proponent is required to outline how many FTE positions are being created as a result of the proposed development.

Response – PW86

An updated workforce profile has been prepared and is included as part of the Amendments to the Project Description in SEIS Volume 1, Section 02 and SEIS Volume 2, Appendix C, Section 7.

3.2.15.3 Environmental Management Plans**Comment – PW87**

The proponent states that a number of Management Plans will be developed for the operational phase of the railway (these plans are also required to be prepared for the operational phase and are required to be provided as part of the SEIS including: - Environmental management Plan; - Weed and Pest animal management plan; - Fire Management Plan; - Erosion and Sediment Management Control Plan; - Species or population management plan; - Dust management plan for the trains.

Response – PW87

An updated EM Plan (SEIS Volume 2, Appendix AC), Weed Management Plan (SEIS Volume 2, Appendix AG), Erosion and Sediment Control Criteria (SEIS Volume 2, Appendix AD) and Species Management Plan (SEIS Volume 2, Appendix AA) are included as part of this SEIS. The Fire Management Plan and Dust Management Plan will be developed during the detailed design stage of the Project. These plans will be suitable for managing construction and operational activities and will be included within relevant development applications.

Comment – PW88

Further details are required to be provided of the pest and weed management plans for the operation, construction and decommissioning of the project as a part of the SEIS.

Response – PW88

Management plans, including for pests and weeds, will be prepared and approved prior to commencement of construction, operation and decommissioning. The construction management plans will be developed first and at a time when additional information on the Project staging is known. These plans will be provided to the regulatory authority for review prior to adoption and implementation. A delay in the submission of the construction plan will also allow appropriate buy-in from the construction firms who are commissioned to undertake the work.

Comment – PW89

Several investigations and management plans are required for review prior to approval and Council officers request that these all be provided as part of the SEIS. - Geotechnical Investigation; - Acid Sulfate Soil (ASS) investigation and management plan; - Earthworks schedule for cut/fill balance, volumes, destination and source of material; - Hydraulic study and modelling for mine site and railway line corridor; - Erosion and Sediment Control Plan - for construction and post construction stages; - Weed and pest management plan for railway corridor and mine site; - Cultural Heritage Management Plans for the mine site and railway line; - Final designs of culverts and bridges, stabilisation of beds and banks; - Decommissioning and Rehabilitation Management Plan; - Details of monitoring programs of water and soil quality, impacts to flora and fauna; - Hazardous material and waste management plan; - Fire management plan for the construction and operation of the railway line.

Response – PW89

As part of the SEIS, any available design and management plan information will be provided to the appropriate agencies. It is not expected that final design and schedule information will be ready at this stage of the project. Similarly there will be a commitment to the production of construction and operational management plans and these will be produced and approved prior to any works. However, these are not being provided as part of the SEIS.

Additionally, Cultural Heritage Management Plans (CHMPs) are confidential between the signatories and can not be made available to parties that are not directly involved.

3.2.15.4 Social Impact Management Plans

Comment – PW90

The EIS has briefly outlined that the proponent would like to see the operational railway workforce reside within existing urban centres. Council supports this, however, requests the proponent to further detail a way in which this approach could be managed to ensure that the majority of the operational railway workforce resides within the existing urban centres. Whitsunday Regional Council would like to facilitate further discussions with Hancock Prospecting Pty Ltd and the Co-ordinator General in relation to this matter given that Whitsunday Regional Council has an available land supply within the Collinsville area to help cater for further population growth.

Response – PW90

Noted - Ongoing discussions will be held with Whitsunday Regional Council.

3.3 Organisation Respondents

3.3.1 Bimblebox Nature Refuge Team (Paola Cassoni)

3.3.1.1 Cumulative Impacts

Comment – PW91

It may well be the first to open the Galilee Basin to extensive mining, but it is only one of many such extraction projects now under active planning.....clearly this would have major cumulative impacts on natural ecosystems, biodiversity, water, air quality, soundscapes, etc., with profound effects on existing human land uses and society. The lack of a comprehensive and integrated prognostic analysis of cumulative impacts is a serious flaw in this EIS.

Response – PW91

The paucity of publically available data restricts the ability of the Proponent to undertake a comprehensive cumulative impact assessment. Such an assessment would be best coordinated by government.

3.3.2 Capricorn Conservation Council (Michael Alan McCabe and Chantelle James)

3.3.2.1 Executive Summary

Comment – PW92

This is an extremely large coal mine operation with a proposed strike length of 24 km of open cut mine with four pits and a minimum extraction of 900 million tonnes of thermal coal over the proposed 30 year + operational life of the mine. The coal is proposed to be exported to China and other export markets to fuel the demand for coal.

Given that the burning and consumption of this 900 million of the greenhouse gas production associated with the tonnes of coal will produce in the order of 2.3 billion tonnes of the greenhouse gas, carbon dioxide, over the proposed 30 year period, it deserves to be mentioned and addressed in the EIS.

To put it into perspective, this represents approximately 4 years of Australia's current total annual emissions of carbon dioxide.

Response – PW92

Under the *National Greenhouse and Energy Reporting Act 2007* (NGER) legislation (Department of Climate Change and Energy Efficiency [DCCEE], 2009), boundaries have been established to assist in determining emissions attributable to a Project. In terms of emissions boundaries, three scopes have been identified:

- Scope 1 (also referred to as direct) emissions are greenhouse gas emissions that occur as a direct result of activities at a facility. They are emissions over which the entity has a high level of control.
- Scope 2 (also referred to as energy indirect) emissions cover greenhouse gas emissions from the generation of purchased electricity, steam, heating or cooling consumed by a facility. Scope 2 emissions are indirect emissions that entities can easily measure and significantly influence through energy efficiency measures.
- Scope 3 covers all indirect emissions that are not included in Scope 2. They are a consequence of the activities of the facility, but occur at sources or facilities not owned or controlled by the entity. NGER legislation does not cover reporting of Scope 3 emissions.

NGER legislation does not require the Alpha Coal Project to report its Scope 3 emissions for several reasons. In the legislation, the emissions generated by burning the coal to produce electricity (the Project's Scope 3 emissions) are assigned to the end user and become their Scope 2 emissions. As such, the use of the coal within Australia will be captured by the national greenhouse gas accounting system. If the annual Scope 3 emissions as a result of the mine were to be calculated and reported against the national greenhouse accounting system, it would effectively be double counting because these emissions are already represented.

Since public display of the EIS, the Project Description has been modified, with an updated assessment of greenhouse gas emissions provided in SEIS Volume 2, Appendix Q. In 2008 Australia's net greenhouse gas emissions across all sectors totalled 576 Mt CO₂-e, with the mining sector emitting 71.3 Mt CO₂-e. At the peak of production, the Alpha Coal Project will contribute (Scopes 1 and 2) 0.19% of Australia's total greenhouse gas emissions and 1.5% of Australia's mining sector. As an average across the life of the mine, it will contribute 0.13% per year of Australia's total greenhouse emissions, and 1.07% of the mining sector.

3.3.2.2 Executive Summary**Comment – PW93**

What need and benefit can Hancock Prospecting (the Proponent) provide to the environment through their project? The proponent only covers and comments on the economic and social benefit of the project; the proponent fails to comment on the environmental benefits of the project.

Given that the Environmental Protection Act 1994 and other pieces of environmental legislation are focused on achieving Ecological Sustainable Development - a 3 tiered approach considering ecological, economical and social impacts- the proponent needs to address the ecological benefits and impacts of the project in the summary.

Response – PW93

It is acknowledged that the primary benefits of the Project to the environment and community are in the form of social and economic indicators. As part of the SEIS a comparison of the Project against the standard criteria as described in the *Environmental Protection Act 1994* (EP Act) is presented in SEIS Volume 2, Appendix G. Control measures that will be used to protect the existing environmental values as opposed to enhancing them are identified within the appendix. As the project progresses, if opportunities to provide environmental benefits above the existing environmental values are identified and are reasonably achieved they will be actively considered.

3.3.2.3 Executive Summary**Comment – PW94**

The following statement provided in this section - "The benefits of not proceeding appear to be avoiding environmental impacts" - fails to summarise the environmental impacts that could be avoided. The statement should be expanded further to provide detail of what will be avoided.

Response – PW94

The EIS was prepared in response to the TOR issued by the Coordinator General in June 2009, which sets out the requirements, both general and specific, that the proponent should address. The objective of the EIS is to ensure that all potential environmental, social and economic impacts of the project are identified and assessed and, where possible, how any adverse impacts would be avoided or mitigated. Should the project not proceed, the existing land uses would remain unaltered, and the environmental impacts that would be avoided are those impacts (both negative and positive) that are stated in the EIS.

3.3.3 Lambton Grazing Company (Andrew and Shannon Rea)**3.3.3.1 Executive Summary****Comment – PW95**

Lambton Meadows has productive fattening paddocks 20 kms from the proposed rail and other infrastructure facility. When the winds are from the North to North East direction coal dust may be deposited in these paddocks. Experience from other areas shows that this affects vegetation and the ability of livestock to thrive and fatten.

Response – PW95

Noted - The Proponent fully appreciates this issue and is currently undertaking a study to investigate the best approach to address and minimise coal dust emissions. The study will investigate how wagon shape and design, wagon covers and spray treatments (water sprays or polymer) can reduce coal dust emissions.

An air quality (including dust dispersion) assessment has been undertaken during the EIS. Sensitive receptors within 500 m of the railway corridor were assessed as receptors outside of this extent are unlikely to be impacted upon. Given the 20 km distance of Lambton Meadows from the railway corridor it has been established through the EIS study that the project will have little or no impact upon vegetation and livestock.

Comment – PW96

Consultation with local landowners should occur at all stages of the separate approval processes for stream diversions, flood protection levees and hazardous dams all of which are difficult to impossible for landowners to build.

Response – PW96

The Proponent is engaged in ongoing consultation with landholders and will continue to consult landholders throughout all phases of the Project, on all aspects of the Project.

Comment – PW97

There is insufficient water available for the operation and are concerned about the integrity, both of quality and quantity, of underground water, that may be affected in the area.

Response – PW97

SEIS Volume 2 Appendix L provides the revised mine site water balance, which includes water inputs (surface water runoff, groundwater, and imported raw water) and water losses (water demands, interstitial losses, and evaporation). The refined water balance indicates that the mine will need to import water to meet the mine's water demand. Various sources of water have been identified and include:

- Gorge Weir below Burdekin Falls Dam;
- Burdekin Falls Dam;
- Connors River Dam;
- Bowen Basin coal seam gas water; or
- Surat Basin coal seam gas water.

With regards to the long-term impacts on the groundwater resources within the study area, predictive groundwater modelling (including final void predictions) has been conducted to estimate the potential volumes of water available, from mine dewatering, for the mining operations. These volumes are included in the mine water balance (SEIS Volume 2, Appendix L).

3.3.4 Mackay Conservation Group (Patricia Julien)**3.3.4.1 General****Comment – PW98**

We conclude that the EIS is incomplete because of incomplete data and the fact that the Precautionary Principle has not been followed.

Response – PW98

Prior to public advertising, the DIP (now DLGP) reviewed the EIS for compliance against the TOR. The EIS was deemed to effectively satisfy the ToR. Additional information, based on project changes and submissions, have been compiled and included in the SEIS, including the commitment to adopt the Precautionary Principle when designing and constructing water and waste storage facilities, which may impact on the environment.

Comment – PW99

Bioregional scale monitoring and planning has to be done to ensure there is no net decline in biodiversity and there are available surface water supplies for all users and potential users. There is a need to ensure built community infrastructure is large enough and landscapes are resilient enough to ensure communities, businesses, agriculture and the environment will not be adversely affected.

Response – PW99

These observations are noted and suggested solutions are best handled by the appropriate government agencies and not the Proponent.

Comment – PW100

There also needs to be a system of linked refugia areas (also resilient to Climate Change impacts) and landscape scale corridors, riparian areas used as wildlife corridors and more protected areas based on quality baseline bio-monitoring established in the region preferably for a decade before mining at a large scale in the Galilee Basin proceeds.

Response – PW100

Suitable strategies will be implemented to minimise potential Project impacts upon native and non-native fauna, including maintaining wildlife corridors. EIS Volume 2, Section 9.1.4.2.4 *Mitigation Measures* states “Although the Project site vegetation is well represented in the wider region, every effort will be made to keep proposed disturbance areas to a minimum, in order to retain the intrinsic value of the local ecological habitat. This is the case particularly along riverine areas, such as Lagoon Creek, Greentree Creek and Splitter Creek, because these watercourses provide an overstorey with a mixed age structure and a habitat refuge for fauna seeking shelter and water.”

Also, the EM Plan (EIS Volume 5, Appendix P, Section P.3.8.5.2 *Control Strategies for Fauna*) states that “Clearing of vegetation in the Lagoon Creek will be minimised to maintain habitat connectivity and provide a movement corridor for small, terrestrial fauna species.”

Section P.3.7.7 *Rehabilitation and Decommissioning* also allows for linked refuge areas, as follows:

“Wherever practicable landscaping and rehabilitation works will include endemic native species of local provenance, and if suitable will also make use of conservation significant flora species or species that can provide habitat opportunities for conservation significant fauna”.

Comment – PW101

Could the Queensland government be stuck with stranded assets if the Galilee Basin coal and gas projects prove unviable and uncompetitive in the certain future of higher carbon taxes and import duties as Global Warming makes coal undesirable? This possibility is not addressed in the EIS.

Response – PW101

This issue is best directed to the state government and not the Proponent.

Comment – PW102

The EIS species list does not identify species of regional conservation significance including the koala, (found in the Galilee Basin), nor does the EIS deal with their protection from adverse impacts for the mine and rail projects.

Response – PW102

All fauna observed on the site, including those of conservation significance, were recorded and listed within the EIS. This includes one specimen of Koala (*Phascolarctos cinereus*), which was identified on the Project site along the floodplain of Lagoon Creek (EIS Volume 2, Section 9.1.4.2.7).

EIS Volume 2, Section 9.1.4.2.7 *Offsets for Net Benefit to Koalas* states that “although the *Nature Conservation (Koala) Conservation Plan 2006 and Management Program 2006–2016* enacted by the *Sustainable Planning Act 2009* (SP Act) do not apply to mining projects, Koalas have been considered as part of this EIS.”

The Project site lies within the Lowest Threat Koala management district, as defined in the *Nature Conservation (Koala) Conservation Plan 2006 and Management Program 2006–2016* (EPA, 2006). Although there is evidence of decline in this district, Koalas are classified as of Least Concern wildlife under the *Nature Conservation Act 1992* (NC Act) due to a generally lower perceived threat to their survival.

An offset package is being developed to compensate for lost habitat, including habitat protection and restoration measures in nearby areas. This package will also include strategies to reduce vehicle mortality on Koalas.

Similarly, appropriate management measures to minimise impacts to other fauna of conservation significance detected on the Project site (little pied bat and squatter pigeon) have been developed (EIS Volume 2, Section 9.1.4.2.5 *Management Strategies for Species of Conservation Significance*).

Comment – PW103

The EIS fails in not addressing potential declines in common species caused by the Alpha Mine and railroad.

Response – PW103

Minimisation of impacts to wildlife (flora and fauna) is covered in the Terrestrial Ecology section of the EM Plan in Volume 2, Appendix V, Section 3.8.5 of the SEIS.

Suggested control strategies that are required in order to minimise and mitigate for impacts on native and non-native fauna are outlined below:

- Every effort will be made to clearly delineate and maintain the borders of the proposed disturbance area, particularly along riverine areas such as Lagoon Creek, Greentree Creek and Splitter Creek;
- Clearing of vegetation in the Lagoon Creek will be minimised to maintain habitat connectivity and provide a movement corridor for small, terrestrial fauna species;
- Native vegetation removal will be conducted only after the areas to be cleared have been clearly delineated and identified to equipment operators and supervisors;
- Care will be taken to minimise harm to affected fauna communities by employing environmental staff to inspect the vegetation to be disturbed prior to clearing, in order to determine whether or not any fauna are present. If fauna are present, they will be given the opportunity to move on before vegetation clearing occurs. Clearance from environmental staff will be obtained prior to disturbance in any area;
- Hollow logs and hollow bearing trees will be cleared of wildlife by a licensed wildlife spotter, and wherever possible these will be stockpiled for use in rehabilitation activities or otherwise carefully placed in adjoining bushland;

- Trees with large raptor nests will not be cleared, where possible, after consideration of safety, operational and maintenance issues;
- In order to maintain the integrity of vegetated land that is not cleared, appropriate erosion and sediment controls are recommended in order to prevent sediment erosion or deposition in remaining habitat;
- Recreated landforms will be contoured to resemble the original local topography and re-contoured to either flat to undulating plains or undulating hills;
- Floral species that are used for rehabilitation will be carefully selected so that rehabilitated areas resemble pre-mining vegetation communities; and
- The design, location and construction of such infrastructure will meet the following performance criteria:
 - No vegetation communities listed as endangered at either the commonwealth or state level will be affected where suitable alternatives exist;
 - Impacts on state-listed vegetation of concern will be minimised;
 - Fragmentation of remnants of vegetation/habitat will be avoided;
 - Disturbance will be located at the edge of existing remnants; and
 - Where possible, access tracks and other infrastructure will be located in areas that have already been disturbed.

Additionally potential noise and vibration impacts from the project are presented in the Noise and Vibration section of the EM Plan in SEIS Volume 2, Appendix V, Section 3.5. Apart from the possibility of noise from blasting startling birds and therefore over time possibly changing where they nest, no adverse impacts on animals are predicted for the Project.

The Land Management section of the EM Plan (SEIS Volume 2, Appendix V, Section 3.7) specifies that at mine closure, voids will be rendered safe for access by humans, livestock and wildlife by ensuring stability of slopes, use of barriers, and post mining rehabilitation.

Common animals will benefit from proposed habitat/vegetation offsets. The Terrestrial Ecology section of the EM Plan (SEIS Volume 2, Appendix V, Section 3.8.7) proposes offsetting strategies for endangered and of concern vegetation communities within the Project site with long-term benefits for common flora and fauna species.

3.3.4.2 Terrestrial Ecology

Comment – PW104

Eleven of the fifteen regional ecosystems to be disturbed have low representation in the national protected areas system. One regional ecosystem has no representation.

Mining in the Desert Uplands and Galilee Basin should not proceed until these regional ecosystems have adequate and proportional representation in the protected areas system i.e. the National Reserve System.

Response – PW104

The regional ecosystems potentially impacted by the Alpha Coal Mine are listed as Least Concern under the *Vegetation Management Act 1999*, except for Fringing Riparian Woodland. These regional ecosystems are not considered to be currently threatened throughout Queensland and thus any disruption of these particular REs is not believed to represent a significant impact.

The Desert Uplands Bioregion holds five National Parks, including: Forest Den N.P., Moorinya N.P., White Mountains N.P. and Cudmore N.P. Two Resource Reserves occur within the Desert Uplands. The five National Parks cover an area of 168,000 ha or 2.4% of the bioregion, while Resource Reserves cover 162,000 ha or 2.3% (Mitchell et al., 2002).

The total remnant extent of each RE within the state (derived from *Remnant Vegetation in Queensland. Analysis of remnant vegetation 1997-1999-2000-2001-2003-2005* by the Queensland Herbarium [Accad, et al., 2008]) and the total extent under reserves and parks are presented below. They are also detailed within EIS, Volume 5, Appendix E1, Section 6.0 (Terrestrial Flora and Fauna report) and EIS Volume 2, Section 9.1.3.1.2 under each individual RE's conservation information.

Regional ecosystems that are listed as Of Concern occupy between 2.7 – 8.5% of the total protected areas. Therefore, it is considered that the Of Concern regional ecosystems are suitably represented in the protected areas system.

Environmental offsets (although not currently mandatory under the *Mining Act 1968*) could be considered for this Project. Offsets commonly apply to impacted regional ecosystems that are Endangered or Of Concern. Offsets for the Fringing Riparian Woodland (RE 10.3.14) would be best suited for the Project, as this community has relatively low representation in protected areas, is listed as Of Concern under the Biodiversity Status and is proposed to be impacted.

Table 3-9. The regional ecosystems potentially impacted by the Project, Areas of extent and status under DERM and the VM Act

Vegetation Community	RE Ecological Community or	Total Remnant Extent (2005) in State (ha)	Total Area under Reserve (2005) (ha / %)	VMA (1999) Status	DERM Biodiversity Status
Brigalow Open Woodland	10.3.3	43,317	196 / 0.45	Least Concern	No Concern at Present
Silver-leaved Ironbark Open Woodland	10.3.28	469,288	1,099 / 0.23	Least Concern	No Concern at Present
	10.5.5a	750,833	2,440 / 0.32	Least Concern	No Concern at Present
Poplar Box Open Woodland	10.3.27a	75,438	1,576 / 2.09	Least Concern	Of Concern
	10.5.12	143,581	835 / 0.58	Least Concern	No Concern at Present
Non-remnant Grassland	Not Classed	-	-	Not Listed	Not Listed
Silver-leaved Ironbark/ Poplar Box Mixed Woodland	10.5.5a	750,833	2,440 / 0.32	Least Concern	No Concern at Present
	10.5.12	143,581	835 / 0.58	Least Concern	No Concern at Present
White Cypress Pine Woodland	11.5.5b	134,826	40,812 / 30.27	Least Concern	No Concern at Present
Gidgee Open Woodland	10.3.4	80,997	4,425 / 5.46	Least Concern	Of Concern
Fringing Riparian Woodland	10.3.14	172,863	4,143 / 2.40	Least Concern	Of Concern
	11.3.2(528,081	45,087 / 8.54	Of Concern	Of Concern
	11.5.3(420,485	11,346 / 2.70	Least Concern	No Concern at Present
Weeping Bottlebrush Heath	10.7.7	32,594	3,416 / 10.48	Least Concern	No Concern at Present
Thozet's Box Open Woodland	10.7.5	25,836	1,030 / 3.99	Least Concern	Of Concern
Lancewood Woodland	10.7.3	102,390	6,500 / 6.35	Least Concern	No Concern at Present
Queensland Yellowjacket Low Woodland	10.5.1	885,184	16,133 / 1.82	Least Concern	No Concern at Present

3.3.4.3 Surface Water

Comment – PW105

Heavy metals contamination downstream and along the rail route should also be undertaken on a regular basis and reports made available to the public, online and in libraries.

Response – PW105

Environmental monitoring of the downstream environments will be undertaken as part of the approval conditions of the mine and railway. Disclosure of this information will be in accordance with the Project approvals.

3.3.4.4 Economics

Comment – PW106

This is an energy supply and export project. No detailed cost/benefit analysis of the projects has been done to compare with alternatives e.g. establishment of renewable energy sources from base load power from solar thermal power stations and wind farms (and accompanying numbers of jobs provided), for which the regions affected are among the best in the nation and the world. In light of the strong possibility of some form of carbon tax being placed on coal and other fossil fuels mining projects in the next year any cost benefit analysis should include a suitable range of carbon taxes for comparison as well as the subsidies given to the coal industry for a fair comparison with renewable alternatives. The cost/benefit analysis should cover both the short and long term.

Response – PW106

A cost benefit analysis was not included in the EIS Terms of Reference. It should also be noted that no alternative energy generation project has been proposed for the subject land.

With regard to a possible carbon tax, the assessment of a project subject to a possible policy is cannot currently be considered, as there are no details with regard to the application of such a policy.

3.3.5 North Queensland Bulk Ports Corporation (Simona Duke)

3.3.5.1 Executive Summary

Comment – PW107

NQBP notes reference throughout the document that the expansion of the Port of Abbot Point is being undertaken by NQBP. This was the case, however, as approved by The Hon. Rachel Nolan MP, Minister for Transport, NQBP undertook an Expression of Interest process to identify appropriate external proponents to develop the T2/T3 project (i.e. Abbot Point Port Expansion).

Response – PW107

This point is noted.

Comment – PW108

On 28 April 2010, NQBP announced that the Queensland Government had endorsed proposals from BHP Billiton Limited and Hancock Coal Pty Ltd for this project. The Hancock Alpha Coal Project final EIS should, therefore, reflect this information, so that the public and stakeholders are not under the impression that the port expansion (T2/T3) is being conducted by NQBP.

Response – PW108

This point is noted.

3.3.6 QR National (Bob Stuart)

3.3.6.1 Executive Summary

Comment – PW109

The EIS has not adequately identified or assessed the potential interface of the project with existing and planned civil infrastructure including the NML and Newlands rail corridor.

Response – PW109

The Proponent undertakes regular discussions with QR National representatives, with this intended to continue as the design progresses to ensure that the Project does not impact on any current or proposed QR National plans.

The proposed crossing of the NCL near Abbot Point is being designed to meet all QR National standards, including clearance.

The Proponent has coordinated their design effort with QR Network. Detail of the existing Newlands line and the NML have been obtained as well as detail of future requirements. The design to date ensures there is sufficient clearance between the Project and the QR National corridor. Issues such as maintenance access have been considered. During final design of the Project all of the interface issues with QR National will be further examined and incorporated.

Comment – PW110

The Transport Infrastructure Act 1994 (TIA) is relevant to the project because the proposed rail corridor will cross the North Coast line (NCL). As such the EIS should describe:

- 1) project approvals in relation to any interference with a railway under s255 TIA; and/or*
- 2) any tenure requirements where the project intersects with the existing rail network.*

Response – PW110

The proponent will continue to engage with TMR and QR National to ensure that provisions and requirements of all relevant legislation will be addressed as required.

Comment – PW111

There is no mention of the proponent's intent to assess the potential impact of other existing and future rail infrastructure as a result of changes to local drainage and hydrology.

Response – PW111

The assessment of impacts related to other rail projects does not form part of this EIS. Impacts on existing structures and infrastructure have been considered as part of this EIS. Notwithstanding, the Proponent fully appreciates this issue. A hydrological assessment of the rail alignment has been undertaken for the project to inform the detailed design process as well as the EIS. This report contained within SEIS Volume 2, Appendix Y, includes an assessment of all major drainage crossing points. Retention of existing drainage and overland flow paths will be incorporated into the hydrological design to avoid ponding, scouring and the potential water logging of land surrounding the rail corridor. Consultation with land owners to best understand the local flow characteristics of surrounding flood plains are continuing and will influence the final design.

3.3.6.2 Introduction

Comment – PW112

The EIS fails to provide adequate detail on the distance of the proposal from existing QR National rail infrastructure.

Response – PW112

The proponent will continue to engage with QR National through the detailed design phase of the project.

Comment – PW113

The proponent is requested to undertake more direct consultation with representatives of QR National as the proposal will have direct impact on planning, construction and operation of QR National rail infrastructure.

QR National requests substantial consultation with Hancock prospecting Pty Ltd as the Alpha Project rail proposal progresses through preliminary and detailed design.

Response – PW113

The proponent will continue to engage with QR National through the detailed design phase of the project.

3.3.6.3 Description of the Project

Comment – PW114

Section 2.2.3 of the EIS fails to adequately address the proposals impact on existing and future Queensland Rail Limited and QR National rail projects.

Response – PW114

The proponent will continue to engage with QR National through the detailed design phase of the project.

3.3.7 Queensland Conservation and its members (Toby Hutcheon)

3.3.7.1 General

Comment – PW115

Assessments are the opportunity to ensure appropriate consideration about all matters of national environmental significance affecting a region. Examining the whole regional picture to ensure all factors that can contribute to matters of national significance are taken into account, acknowledging the cumulative effects upon a region, including coastal and marine impacts.

Response – PW115

This point is noted.

Comment – PW116

Potential impacts and threats from extraction to resource transportation and export should be included. The assessment should identify and protect high value cultural and natural areas across Central Queensland include mitigation measures for any identified threats and impacts and describe what emergency response arrangements will be established in the event of accident or natural disaster.include impacts on productive agricultural lands and groundwater, community health and social impacts into the scope.

Response – PW116

As part of the Project approvals process, a TOR was drafted for public review and finalised by the Coordinator General. The final TOR has been addressed during the compilation of the EIS and SEIS reporting.

3.3.8 Walsh Accounting (Lionel Walsh)**3.3.8.1 Introduction****Comment – PW117**

There has been limited time to present a response to the EIS considering the size and scope of the project and the scale of adjoining projects. The volume of data makes preparing a detailed response in the limited timeframe almost impossible.

Response – PW117

The EIS underwent the statutory advertising period, which is determined by the legislation.