



SUBMISSION NUMBER 11 – AURIZON OPERATIONS LIMITED

BYERWEN COAL PTY LTD – BYERWEN COAL PROJECT

11. SUBMISSION NUMBER 11 – AURIZON OPERATIONS LIMITED

11.1 Issue Number 11.1

Issue Details

Aurizon confirms its support for the Byerwen Coal Project as proposed by Byerwen Coal Pty Ltd in its EIS.

Submitter Recommendations / Suggested Mitigation

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Response

The Coordinator General has directed the proponent to note this issue.

11.2 Issue Number 11.2

Issue Details

The EIS uses the terminology "Goonyella Abbot Point Rail Line", "Goonyella to Abbot Rail Line" and "GAP Rail Line" throughout the individual chapters to describe what is actually the Newlands Rail System. Whilst Goonyella to Abbot Point (or GAP/GAPE) was a specific project, the correct name for the rail system on which the Byerwen Coal Project will have a level of impact is the "Newlands Rail System".

Submitter Recommendations / Suggested Mitigation

Please ensure that the name "Newlands Rail System" is used in any Supplementary EIS rather than "Goonyella Abbot Point Rail Line" / "Goonyella to Abbot Rail Line" / "GAP Rail Line".

Response

The Coordinator General has directed the proponent to note this issue. All references in the responses within the AIEIS to the "GAP Rail Line" have been replaced with "Newlands Rail System (referred to as the GAP Rail Line in the EIS)".

11.3 Issue Number 11.3

Issue Details

Incorrect use of acronym "QR" in the EIS.

Submitter Recommendations / Suggested Mitigation

Please ensure that the name Aurizon is used in any Supplementary EIS rather than "QR", where applicable.

Response

The Coordinator General has directed the proponent to note this issue. References in the responses within the AIEIS to "QR" have been replaced with "Aurizon" where applicable.

11.4 Issue Number 11.4

Issue Details

Incorrect use of the names "QR National" and "QR Limited" throughout the EIS.

Submitter Recommendations / Suggested Mitigation

Please ensure that name Aurizon is used in any Supplementary EIS rather than "QR Limited" or "QR National". Please also note that "QR Network " should be replaced with "Aurizon Network".

Response

The Coordinator General has directed the proponent to note this issue. References in the responses within the AIEIS to "QR Limited" or "QR National" have been replaced with "Aurizon" where applicable

11.5 Issue Number 11.5

Issue Details

Sufficient clearance between any mining activity and the existing rail corridor.

Aurizon gratefully acknowledges QCoal's commitment for further liaison in relation to future rail expansion of the existing Newlands System rail corridor.

Submitter Recommendations / Suggested Mitigation

Aurizon requests to be provided with sufficient clearance (i.e. 100m) between any mining activity and the existing rail corridor to allow for future planned expansions/widenings. The purpose of such expansions/widenings is to enable construction of rail infrastructure that sufficiently accommodates increased haulage requirements from Aurizon's customer base. QCoal to advise solution.

Response

The Coordinator General has directed the proponent to note this issue and has provided the following cross reference(s) to the EIS indicating that the issue has been addressed in **Chapter 5, Section 5.5.2** and **Chapter 7, Section 7.5, Figures. 7.4 to 7.7, Figure 7.15, and Chapter 14, Table 14.10** of the EIS.

11.6 Issue Number 11.6

Issue Details

The EIS incorrectly refers to Queensland Rail (QR) (now Aurizon) noise level goals. The EIS should refer to the QR Code of Practice for Railway Noise Management (Version 2, November 2007) which establishes noise levels for the rail environment in Queensland.

Submitter Recommendations / Suggested Mitigation

Please ensure that reference to noise levels is ascribed to the QR Code of Practice for Railway Noise Management in any Supplementary EIS.

Response

EIS **Chapter 24, Section 24.4.6** describes the railway noise objectives for the project. These objectives were obtained from QR Code of Practice for Railway Noise Management (Version 2, November 2007). All references in the EIS to "Queensland Rail (QR) (now Aurizon) noise level goals / limits" should be taken to read "QR Code of Practice for Railway Noise Management (Version 2, November 2007)".

11.7 Issue Number 11.7

Issue Details

The EIS identifies that two (2) proposed Train Loading Facilities will be constructed and operated for the transport of product coal. Whilst the TLFs will be located within QCoal's mining lease area the rail spurs will connect to Aurizon's Network as follows:

- the northern rail spur will connect into the existing Newlands Line (Western side); and
- the southern rail spur will connect into the Northern Missing Link (eastern side)

The EIS does not specifically address or detail how the proponent will work with Aurizon in dealing with and resolving the detailed design of the rail spurs connections and the construction and operational interface with the Aurizon Network despite the fact that the project relies solely on the Aurizon Network for the transportation of product coal to Abbot Point.

Submitter Recommendations / Suggested Mitigation

Please ensure that QCoal liaises with Aurizon Network to progress the design and construction of the connecting infrastructure for the balloon loops.

Response

The Coordinator General has directed the proponent to note this issue and has provided the following cross reference(s) to the EIS indicating that the issue has been addressed in **Chapter 6, Section 6.5.8** and **Chapter 7, Section 7.8.2** of the EIS.

11.8 Issue Number 11.8

Issue Details

The EIS identifies that it is expected that five heavy vehicle and one light vehicle overpass crossings will be required over the GAP rail line (sic) as part of the project.

Submitter Recommendations / Suggested Mitigation

Please ensure that ongoing consultation is required between Aurizon and QCoal with respect to the design and layout of proposed rail crossings, especially with respect to the proposed works associated with Central Queensland Integrated Rail Project.

Response

The Coordinator General has directed the proponent to note this issue and has provided the following cross reference(s) to the EIS indicating that the issue has been addressed in **Chapter 6, Section 6.5.9** and **Chapter 7, Section 7.11** of the EIS.

11.9 Issue Number 11.9

Issue Details

The EIS identifies that rail capacity has been secured for 5 Mtpa of product coal from the project and negotiations are underway to secure an additional 5 Mtpa. It is expected that rail upgrades approved as part of OR National's GAP Expansion Project (sic) will provide sufficient capacity to carry 10 Mtpa product coal from the project. Despite this statement, the EIS does not provide any evidence (e.g., capacity modelling) to justify why the additional rail traffic generated by the Byerwen Mine Project will not have any impacts on Aurizon's Newlands System and therefore will not trigger rail upgrades.

Submitter Recommendations / Suggested Mitigation

QCoal should engage closely with Aurizon in determining and implementing any upgrades required to support this project.

QCoal to follow the below rail access process as outlined in the Access Undertaking to liaise with Aurizon Network for access to the existing Newlands system rail corridor.

Response

The Coordinator General has directed the proponent to note this issue and has provided the following cross reference(s) to the EIS indicating that the issue has been addressed in **Chapter 7, Section 7.8.1** of the EIS.

11.10 Issue Number 11.10

Issue Details

The project area overlaps land which is owned / leased by Aurizon for the existing rail corridor. However, there is no mention of such land in Section 14.3.2 including in Table 14-2 and therefore no consideration of the potential impacts on such land.

Submitter Recommendations / Suggested Mitigation

Please ensure that all land which is owned / leased by Aurizon which is within the project area is identified and commitment is made in any Supplementary EIS documentation for engagement between Aurizon and QCoal in regard to the impacts on Aurizon property.

Response

EIS **Chapter 14, Section 14.3.2** specifically identifies property tenures within or intersected by the project area. Property title searches did not identify Aurizon as landholders or leaseholders of property tenures within or intersected by the project area, as such Aurizon is not included in EIS **Chapter 14, Section 14.3.2**.

EIS **Chapter 14, Section 14.3.12** and **Figure 14-13** identify third party infrastructure intersecting the project area, including the Newlands Rail System (referred to as the GAP rail line in the EIS). As Aurizon have a right of access to the Newlands Rail System they are described in EIS **Chapter 14, Section 14.3.12**.

EIS **Chapter 14, Section 14.6.5** and **Table 14-10** identify potential impacts to third party infrastructure intersecting the project area, including the Newlands Rail System; and measures to mitigate impacts.

The proponent will engage with Aurizon about potential impacts on Aurizon property and any required measures to mitigate impacts.

11.11 Issue Number 11.11

Issue Details

Two (2) of the proposed stream diversions (Diversion 1 and Diversion 2 as described in Section 16.6 and illustrated on Figure 16-20) will link into the existing watercourses directly upstream of the existing Newlands Systems.

Submitter Recommendations / Suggested Mitigation

Collaboration is warranted between Aurizon and QCoal with respect to the hydraulic modelling and potential impacts of the proposed stream diversions on current and proposed infrastructure. This includes the potential upgrade of existing flood mitigation measures to accommodate both projects.

Response

Diversion 1 and Diversion 2 are engineered redirections of two separate existing tributaries of the Suttor River. These diversions are required to allow mining of resources beneath the existing tributary alignments.

Both the existing tributaries currently run beneath existing rail infrastructure.

EIS Chapter 16, Figure 16-20 shows:

- Diversion 1 will comprise a diversion of approximately 3,700 m of existing tributary which runs through West Pit 1, with the re-aligned course being south of West Pit 1. The diversion will commence and the re-enter the existing tributary upstream of existing rail infrastructure.
- Diversion 2 will comprise a diversion of approximately 5,750 m of existing tributary which runs through South Pit 1, with the re-aligned course being South Pit 1. The diversion will commence and the re-enter the existing tributary upstream of existing rail infrastructure.

Both Diversion 1 and Diversion 2 are diversions only. Neither will include any increase in catchment size and as such neither will have any more water flowing through them than currently occurs.

As such, the existing infrastructure at the points where these tributaries run beneath the existing rail line will not experience any increase in flow associated with these diversion.

The proponent is committed to ongoing stakeholder consultation and engagement during all stages of the project.

11.12 Issue Number 11.12

Issue Details

The EIS indicates that emissions from trains on the GAP rail line (sic) were assessed as part of the Goonyella/a to Abbot Point Expansion (GAPE) Project EIS (and are therefore not included in the scope of this EIS). Given the effluxion of time since that EIS was prepared, it is questionable whether such data/assessment and the associated assumptions are valid to the transportation of coal from the Byerwen Mine via the Newlands System to Abbot Point.

Submitter Recommendations / Suggested Mitigation

QCoal to liaise with Aurizon to consider appropriateness of Northern Missing Link studies in regard to the assessment of the Byerwen Project.

Response

The Coordinator General has directed the proponent to note this issue and has provided the following cross reference(s) to the EIS indicating that the issue has been addressed in **Chapter 22, Section 22.4.1** of the EIS.

11.13 Issue Number 11.13

Issue Details

The EIS incorrectly refers to Queensland Rail (QR) (now Aurizon) sets noise level limits from railways in Queensland. The EIS should refer to the QR Code of Practice for Railway Noise Management (Version 2, November 2007) which establishes noise levels for the rail environment in Queensland.

Submitter Recommendations / Suggested Mitigation

Please ensure that reference to noise levels is ascribed to the QR Code of Practice for Railway Noise Management in any Supplementary EIS.

Response

EIS **Chapter 24, Section 24.4.6** describes the railway noise objectives for the project. These objectives were obtained from QR Code of Practice for Railway Noise Management (Version 2, November 2007). All references in the EIS to 'Queensland Rail (QR) (now Aurizon) noise level goals / limits' should be taken to read 'QR Code of Practice for Railway Noise Management (Version 2, November 2007)'.

11.14 Issue Number 11.14

Issue Details

Further, the EIS does not provide any assessment of noise and vibration associated with the operation of trains within the Newlands System which are carrying coal excavated at the Byerwen Mine. It appears that the EIS is relying on noise assessments undertaken as part of the EIS for the Northern Missing Link. Given the effluxion of time since that EIS was prepared, it is questioned whether such data/assessment and the associated assumptions are valid to the transportation of coal from the Byerwen Mine via the Newlands System to Abbot Point.

Submitter Recommendations / Suggested Mitigation

QCoal to liaise with Aurizon to consider appropriateness of Northern Missing Link studies in regard to the assessment of the Byerwen Project.

Response

The Coordinator General has directed the proponent to note this issue. The proponent notes that commitments to consultation with Aurizon have been made in response to **Issue Number 10.102, Issue Number 11.5, Issue Number 11.10** and **Issue Number 11.15**.

11.15 Issue Number 11.15

Issue Details

The EIS provides no assessment on the potential impacts of construction and operation of the mine on current and proposed operations of the Newlands System, including potential rail expansions. Section 27.2 indicates that the operation of trains along the GAP rail/line (sic), including those resulting from transport of product coal from the Byerwen Coal Project were assessed as part of the GAPE project approvals and are not considered in this EIS.

Whilst it is acknowledged that QCoal have secured the transportation of 5 Mtpa through the Newlands System, there is a requirement for QCoal to consider the impacts of the project (construction and operation) on the operation, upgrade and expansion of the Newlands System. This can be achieved through a commitment for ongoing dialogue between QCoal and Aurizon with respect to potential interface issues.

Submitter Recommendations / Suggested Mitigation

QCoal to follow the below rail access process as outlined in the Access Undertaking to liaise with Aurizon Network for access to the existing Newlands system rail corridor, which includes a capacity assessment and consideration of operating parameters for this corridor.

Response

As stated in commitment number 36 of **Appendix 8** to the EIS 'following the completion of the EIS process, community consultation and stakeholder engagement will be ongoing through the implementation and adaptive management of the SIMP'.

Specifically, the proponent commits to ongoing consultation with Aurizon Network for access to the existing Newlands system rail corridor and will follow the below rail access process as outlined in the Access Undertaking.

11.16 Issue Number 11.16

Issue Details

Inclusion of "Jilalan Rail Yard" and "Northern Missing Link" in Table 34-1 is questioned given that both of these projects have been completed for a number of years.

Submitter Recommendations / Suggested Mitigation

Remove "Jilalan Rail Yard" and "Northern Missing Link" projects from consideration in the cumulative impact assessment given that these projects are completed.

Response

The proponent acknowledges that "Jilalan Rail Yard" and "Northern Missing Link" have been completed. However, as noted in EIS **Chapter 34, Section 34.3**:

In general only future projects are considered as existing projects have been approved, with environmental and social conditions imposed on potential impacts; however, in some circumstances existing projects within the local or catchment areas of the Byerwen project have been considered for cumulative impacts. For example where an existing project has, or has the potential to, alter the baseline environmental condition of a particular environmental aspect (e.g. air quality or surface water quality) in the local area or catchment areas, it has been considered.

The Northern Missing Link (elsewhere referred to as the Goonyella to Abbot Point rail line in the EIS) intersects the Byerwen project area and its footprint and continued operation contribute towards localised cumulative impacts and it is therefore considered in cumulative impact assessments.

Due to its small size and separation distance from the Byerwen project, the Jilalan Rail Yard does not contribute to cumulative impacts as assessed in EIS **Chapter 34**. All references to the Jilalan Rail Yard in the EIS can be assumed to be deleted, including in EIS **Chapter 34, Table 34-1**.

11.17 Issue Number 11.17

Issue Details

The inclusion of Northern Missing Link clearing extents in Table 34-6 in regard to cumulative impacts on endangered and of concern Regional Ecosystems is questioned given that the construction of the project (and hence the loss of vegetation associated with that project) has been complete for several years. Further, the values provided in the table are not aligned with the actual extents of clearing for that project.

Submitter Recommendations / Suggested Mitigation

Remove Northern Missing Link from Table 34-6.

Response

The assessment of cumulative impacts on terrestrial ecology values presented in EIS **Chapter 34, Section 34.9** considered impacts of projects on endangered and of concern RE types and TECs. The basis for selection of projects considered as part of the assessment was that identified projects were in the Bowen Basin, within 150 km of the Byerwen project, in the Isaac Regional Council, Whitsunday Regional Council or Mackay Regional Council, and:

- for which an EIS is complete under either the *Environmental Protection Act 1994* (EP Act) or State Development and *Public Works Organisation Act 1971* (SDPWO Act) or
- for which an EIS process has commenced under the EP Act or SDPWO Act or
- other projects of which Byerwen Coal is aware, including projects for which QCoal is a proponent or which are identified on government maps or websites or
- which are known major infrastructure projects (e.g. power stations or water infrastructure) that are seeking approval or have obtained development approval other than through an EIS.

The Northern Missing Link Project was identified as a project to consider as part of the assessment as an EIS for the project was complete under the SDPWO Act.

The impacts from the completed North Missing Link Project were assessed as part of the terrestrial ecology cumulative impact assessment as the potential areas cleared as part of the project appear to still be mapped as regional ecosystems as per the certified EHP Regional Ecosystem mapping for Queensland (version 6.1 – the version used in the terrestrial ecology impact assessment). As such the mapping used to determine the extent of impacts on endangered and of concern RE types and TECs still accounted for the vegetation which would have been cleared as part of the North Missing Link Project.

In the absence of accurate information on areas of impact, which in the case of the Northern Missing Link Project was the actual extent of vegetation clearing, the assessment adopted the highly precautionary approach of assuming that all vegetation within the broader project area of each project will be removed. This assumption is clearly stated in EIS **Chapter 34, Section 34.9**.

The potential impact area for the Northern Missing Link Project was based on 15 m buffer applied to an assumed linear project route. Based on this approach, the total area for the Northern Missing Link Project was assumed to be 214.03 ha. The area was reduced slightly for assessment purposes, with areas of overlap from other projects removed (the overlapping areas removed are detailed in **Attachment G of Appendix 19** to the EIS). The area remaining after the overlap was removed, and therefore the project area assessed for cumulative impacts was 213.94 ha.

The total area of endangered and of concern regional ecosystem within the Northern Missing Link Project footprint was estimated at 19.5 ha. This represents 0.1% of the 16,343 ha of endangered and of concern regional ecosystem potentially impacted by the projects considered in the cumulative impact assessment.

The proponent does not consider it necessary to remove the Northern Missing Link Project from EIS **Chapter 34, Table 34-6** as:

- we acknowledge that the data source was not from actual clearing but publically available information from the approval phase of the Project
- the Northern Missing Link Project met the criteria for inclusion in the cumulative impact assessment

- the estimate of impacts from the Northern Missing Link Project on endangered and of concern regional ecosystem is reasonable
- the contribution of the Northern Missing Link Project to cumulative impacts on endangered and of concern regional ecosystems is insignificant.

11.18 Issue Number 11.18

Issue Details

Table 34-6 also includes values relating to the extent of clearing associated with the Central Queensland Integrated Rail Project.

Submitter Recommendations / Suggested Mitigation

Please clarify how these areas were derived as the CQIRP EIS has yet to be released and the numbers may be misleading?

Response

The assessment of cumulative impacts on terrestrial ecology values considered impacts of projects on endangered and of concern RE types and TECs and adopted the highly precautionary approach of assuming that all vegetation within the broader project area of each project will be removed.

The potential impact area for the Central Queensland Integrated Rail Project was based on 15 m buffer applied to an assumed linear project route. The linear project route for the Central Queensland Integrated Rail Project was created from a number of sources including:

- Aurizon mapped rail dataset (mapped 01/10/2006)
- Abbot Point Branch
- Collinsville Newlands Branch.
- Digitised section based on the centreline of the rail corridor for the Alpha Coal Project as shown in figures within the Alpha Coal Project Supplementary Environmental Impact Statement.
- Goonyella to Newlands Link
- Digitised section based on the centreline of the corridor for the Central Queensland Integrated Rail Project as shown in Figure 2 of the Initial Advice Statement for the project
- Rail lines from Galilee Basin
- Small section of project corridor in northern area.

The linear project route for the Central Queensland Integrated Rail Project was created based on the best available data at the time of preparation of the EIS. The Galilee component of the Project was particularly uncertain at this time.

Based on this approach, the total area for the Central Queensland Integrated Rail Project was assumed to be 1,871.95 ha. The area was reduced slightly for assessment purposes, with areas of overlap from other projects removed (the overlapping areas removed are detailed in **Attachment G** of **Appendix 19** to the EIS). The area remaining after the overlap was removed, and therefore the project area assessed for cumulative impacts was 1,637.88 ha.

The area of endangered and of concern REs and TECs within this project area were calculated based on certified RE mapping (Version 6.1) and Commonwealth listing advice for TECs. The total area of endangered and of concern regional ecosystem within the CQIRP footprint was estimated at 42.1 ha.

This represents 0.2% of the 16,343 ha of endangered and of concern regional ecosystem potentially impacted by the projects considered in the cumulative impact assessment.

The proponent acknowledges that the cumulative impacts assessment may use information on the CQIRP that is out of date at time of preparation of this report. However the proponent does not propose to amend the cumulative impact assessment as:

- for the broad purposes of assessing cumulative impacts on a regional basis, the data included in the EIS is reasonable
- the contribution of the CQIRP to cumulative impacts on endangered and of concern regional ecosystems is insignificant.

11.19 Issue Number 11.19

Issue Details

Similarly, the inclusion of Northern Missing Link in Table 34-7 in regard to cumulative impacts on Threatened Ecological Communities is questioned given that the construction of the project (and hence the loss of vegetation associated with that project) has been complete for several years.

Submitter Recommendations / Suggested Mitigation

Remove Northern Missing Link from Table 34-7.

Response

The assessment of cumulative impacts on terrestrial ecology values presented in EIS **Chapter 34, Section 34.9** considered impacts of projects on endangered and of concern RE types and TECs. The basis for selection of projects considered as part of the assessment was that identified projects were in the Bowen Basin, within 150 km of the Byerwen project, in the Isaac Regional Council, Whitsunday Regional Council or Mackay Regional Council, and:

- for which an EIS is complete under either the *Environmental Protection Act 1994* (EP Act) or *State Development and Public Works Organisation Act 1971* (SDPWO Act) or
- for which an EIS process has commenced under the EP Act or SDPWO Act or
- other projects of which Byerwen Coal is aware, including projects for which QCoal is a proponent or which are identified on government maps or websites or
- which are known major infrastructure projects (e.g. power stations or water infrastructure) that are seeking approval or have obtained development approval other than through an EIS.

The Northern Missing Link Project was identified as a project to consider as part of the assessment as an EIS for the project was complete under the SDPWO Act.

The impacts from the completed North Missing Link Project were assessed as part of the terrestrial ecology cumulative impact assessment as the potential areas cleared as part of the project appear to still be mapped as regional ecosystems as per the certified EHP Regional Ecosystem mapping for Queensland (version 6.1 – the version used in the terrestrial ecology impact assessment). As such the mapping used to determine the extent of impacts on endangered and of concern RE types and TECs still accounted for the vegetation which would have been cleared as part of the North Missing Link Project.

In the absence of accurate information on areas of impact, which in the case of the Northern Missing Link Project was the actual extent of vegetation clearing, the assessment adopted the highly precautionary approach of assuming that all vegetation within the broader project area of each project will be removed. This assumption is clearly stated in EIS **Chapter 34, Section 34.9**.

The potential impact area for the Northern Missing Link Project was based on 15 m buffer applied to an assumed linear project route. Based on this approach, the total area for the Northern Missing Link Project was assumed to be 214.03 ha. The area was reduced slightly for assessment purposes, with areas of overlap from other projects removed (the overlapping areas removed are detailed in **Attachment G of Appendix 19** to the EIS). The area remaining after the overlap was removed, and therefore the project area assessed for cumulative impacts was 213.94 ha.

The total area of TEC within the Northern Missing Link Project footprint was estimated at 24.8 ha. This represents 0.2% of the 13,540 ha of TEC potentially impacted by the projects considered in the cumulative impact assessment.

The proponent does not consider it necessary to remove the Northern Missing Link Project from EIS **Chapter 34, Table 34-7** as:

- we acknowledge that the data source was not from actual clearing but publically available information from the approval phase of the Project
- the Northern Missing Link Project met the criteria for inclusion in the cumulative impact assessment
- the estimate of impacts from the Northern Missing Link Project on TEC is reasonable
- the contribution of the Northern Missing Link Project to cumulative impacts on TEC is insignificant.

11.20 Issue Number 11.20

Issue Details

Section 34.17.1 discusses the proposed crossing of the GAP (sic) rail line. Should refer to the Newlands System (as per general comments above). Any proposed level crossing will need to be the subject of negotiations with the Corridor Asset Manager and must consider the requirements and policies of Aurizon Network.

Submitter Recommendations / Suggested Mitigation

Need to ensure that approval of the EIS is conditioned to require the proponent to negotiate with Aurizon Network in regard to all proposed level crossings.

Response

The Coordinator General has directed the proponent to note this issue and has provided the following cross reference(s) to the EIS indicating that the issue has been addressed in **Chapter 34, Section 34.17.1** of the EIS.