

Minutes of the 16th Meeting of the Tarrawonga Coal Mine Community Consultative Committee

Meeting Held: 10th February 2010 at 10:00am

Venue: Toll Resources Office, Gunnedah

1. Present and Apologies

Present: Clr Ken Bates (Narrabri Shire Rep), Chairman
Mr Danny Young (Environmental Manager)
Mr Jason Conomos (Project Manager)
Miss Jill Scealy (Environmental Officer)
Mr Sandy Bull (Community Rep)
Mr Peter Laird (Community Rep)
Mr Bob McGregor (Community Rep)
Mr Bart Crosby (Community Rep)
Mr John Molloy (Visitor - Toll Project Manager)
Mr Leigh Lamey (Visitor – Toll Safety and Compliance Officer)
Mr Clint Johnson (Visitor – Toll Workshop Manager)
Mr Craig Nelson (Visitor – Toll General Manager)

Apologies: Mr Casper Dieben (General Manager – Operations)
Mr Brian Cullen (General Manager – Technical Services)
Clr Colleen Fuller (Gunnedah Shire Rep)
Mr Tony Jones (Community Liaison Officer)

2. Previous Minutes

Minutes of the previous meeting were adopted as a true record on the motion of Bart Crosby and Sandy Bull.

3. Business Arising

3.1 The ongoing issues associated with coal haulage were discussed with Toll representatives John Molloy (Project Manager), Leigh Lamey (Safety and Compliance Officer) and Clint Johnson (Workshop Manager), as follows:

3.1.1 It was agreed that 90 second truck separation distances are not practical throughout the day. Trucks are to leave the Toll depot with this separation distance in the morning and the drivers shall ensure they do not tailgate throughout the shift. The Committee noted that tailgating is illegal and it makes it difficult to overtake the trucks. John Molloy committed to highlighting this requirement via a toolbox talk.

3.1.2 Fatigue management issues associated with 14 hour shifts were discussed at length. John Molloy indicated that the law (refer to National Transport Commission guidelines) permits 14 hour shifts with a 1 hour break and, therefore, Toll were within their rights to trial the shifts.

Community representatives on the Committee indicated strong opposition to 14 hours shifts and consider them to be a safety issue. They are also concerned about the impact on family life and sleep patterns.

John Molloy explained that Toll is not forcing any employee to work longer shifts and a number of safety measures have been implemented to monitor fatigue (opti-alert glasses, GPS tracking system, training etc). He stated that the trial had been conducted with 8 drivers (average age 45-50) over a three month period, and had since ceased. He indicated that there is no immediate plan to recommence 14 hour shifts. John outlined the difficulties in keeping regular truck drivers (ie. competing with mine wages) and indicated that Toll will continue to trial different shift lengths and rosters to determine the most appropriate structure for Toll employees and coal haulage requirements.

Ken Bates acknowledged that Toll are operating within the law and despite the Committee's concerns, they would need to accept this.

The Committee re-iterated their opposition to 14 hour shifts and agreed that Toll/Whitehaven would need to consult the Committee prior to re-commencing these shifts.

Toll/Whitehaven accepted this but highlighted that even if the Committee opposes these shifts, the Company is still permitted by law to undertake 14 hour shifts and any decision to re-introduce them will be based on a number of factors including employee's welfare, cost effectiveness, contractual requirements and community concerns.

Leigh Lamey (Toll Safety and Compliance Officer) provided a demonstration of the opti-alert glasses and GPS tracking system.

3.1.3 John Molloy discussed the difficulties with cleaning trucks as the Toll depot does not have a suitable washbay. John

indicated that Toll is currently investigating options to ensure trucks are cleaned regularly as the issue has been raised by Whitehaven. He also committed to providing a progress update at the next CCC meeting. Members of the Committee acknowledged the difficulty in keeping trucks clean.

John also indicated that a local contract truck driver, who no longer works for Toll, still has a Toll number on his truck and is refusing to remove it. John was unable to specify which number was on the truck.

3.1.4 Members of the Committee re-iterated concern about the amount of coal on the road. Whitehaven representatives suggested that other coal haulage trucks (ie. non Toll trucks) may not be giving adequate care and attention to ensuring minimal potential for coal spillage. This matter to be closely monitored by site personnel prior to trucks departing. Jason Conomos also indicated that the existing coal bin has recently been off-line during integration of the new batch weighing bin which may have exacerbated some of the issues in the short term. The new bin was due to be operational by March 2010. The new bin is the same as the Rocglen Coal Mine bin and includes a weigh cell which eliminates the requirement for a weigh bridge.

John Molloy also indicated that he would instruct his drivers to be vigilant on loads and covering of loads during this period.

3.1.5 Clint Johnson (Toll Workshop Manager) provided an outline of Toll maintenance schedules and practices, including:

- Use of a computerised maintenance system. The system provides weekly printouts of scheduled maintenance requirements and highlights if maintenance has not occurred as per the schedule.
- Toll currently runs 29 trucks which are each serviced every 15,000 km (approximately every 3 weeks). A service sheet was tabled for the Committee to view.
- Any defects are reported via the driver's shift report sheet (example report sheet tabled at meeting). If the defects are minor (ie. no safety concern and the truck is able to continue operating), the defect is entered into a defect register. Any parts needed are ordered and the defect is repaired during scheduled maintenance (or earlier if required). If the defect is a

safety issue, the truck is tagged out and not driven until the defect is fixed.

3.1.6 Committee members highlighted their concern about Toll trucks overtaking each other, often when it is not safe to do so. The Committee members questioned the need to overtake. John Molloy committed to counselling the drivers about overtaking only when it is safe to do so but specified that he would not be preventing them from overtaking as the same road rules apply to Toll trucks on the haulage route as any other vehicles on public roads.

3.2 The sunken ramps at the Manilla Road intersections will be incorporated in the tender (not yet issued) to upgrade the entire haul route from Tarrawonga to the CHPP in Gunnedah.

3.3 Gunnedah Shire Council has been awarded the contract to upgrade the section of Blue Vale Road from the Canyon entrance to the Narrabri Shire Council boundary. The Committee highlighted that the road had been in poor condition and questioned why the most recent upgrade was taking so long to commence. Danny Young indicated that the delay was associated with the agreements involved with Gunnedah Shire Council undertaking works in the Narrabri Shire.

4.0 General Business

4.1 Mine Progress

The Project Manager, Jason Conomos, reported as follows:-

1,470,000 BCM waste removed
409,000 tonnes of coal recovered

Wet weather over the Christmas break did not affect production as the mine had a planned shutdown.

4.2 Environmental Monitoring Results

Danny Young presented the environmental monitoring results which are attached in the associated environmental monitoring report.

5.0 New Business

5.1 The presence of stop signs along the haul route and the number of people (not Toll trucks) not stopping at these intersection was discussed. Some members indicated that they had initially

requested give way signs and it was agreed that it would reduce noise impacts and damage to the road. Application to convert to give way signs will be investigated.

- 5.2** Ken Bates raised serious concern about the transport of a rear dump truck from Tarrawonga to Rocglen with the use of only 1 escort vehicle. The Committee believed one escort was insufficient and requested that the matter be followed up. Ken Bates indicated that he may organise traffic checks if such behaviour continues.
- 5.3** Members raised concern about the overuse of flashing lights on light vehicles on the haul route, which leads to complacency when flashing lights are actually required (ie. wide loads). The Committee highlighted that it is illegal to use flashing lights when not required. It was identified that employees and contractors often forget to turn the lights off when exiting the mine sites. Toll and Whitehaven personnel mentioned that any oncoming mine related vehicles generally alert a driver that their flashing light is on. In addition, Whitehaven committed to installing signs to remind personnel to turn their flashing light off when leaving site.
- 5.4** Danny Young tabled the proposed modification to consent that Tarrawonga Coal is currently investigating and provided plans showing the currently approved and proposed additional mining area and associated ancillary developments. Danny indicated that current and proposed final rehabilitation plans would be provided at the next CCC meeting.

Several members questioned the extent of planned exploration and mining in the valley. Danny Young pointed out that it is difficult to specify the extent and type of mining (underground or open cut) until exploration activities have been undertaken and that the community will be consulted regarding future operations as and when required.

- 5.5** The poor state of the dirt section of Manilla Road (not part of the coal haulage route) was again raised. Ken Bates indicated that the Mining Related Councils will be appealing to the Government to re-inject a reasonable percentage of mining royalties into the communities where the mining is undertaken. Support from local mining companies will be sought when required.

6.0 Complaints

There were no complaints recorded on the complaints hot line. Complaints received via DECC, the Tarrawonga site office or the Environmental Manager were discussed in the Environmental Monitoring Report.

7.0 Next Meeting

The next meeting will be held at the Tarrawonga Coal Mine Training Room on Wednesday 12th May 2010 at 10:00am.

Meeting closed at 1:25 pm.

..... / /2010
Ken Bates - Chairman

Tarrawonga Coal Mine Community Consultative Committee Meeting #16

Environmental Monitoring Report November 2009 – January 2010

Noise Monitoring

Noise monitoring was undertaken on the 7th and 8th December 2009 as per requirements under the consent. Results from the monitoring are outlined below:

TCM Noise Monitoring Results – 7/8 December 2009 (Day) (pm on 7/12 and am on 8/12)				
Location	Time	dB(A),L eq (15 min)	Wind speed/ direction	Identified Noise Sources
N2 Bollol Ck Station	5:10 pm	42	2-3 m/s SW	Birds & insects (42), TCM (30)
N3 Tarrawonga	4:05 pm	38	2-3 m/s SW	Birds (37), TCM inaudible
N4 Ambardo	7:03 am	56	Calm	Birds (56), TCM (34), traffic ¹ (32)
Pine Grove	7:23 am	43	Calm	Birds (41), TCM (36), traffic ¹ (31)

¹ TCM trucks and other traffic on the Manilla Road section of the haul route. Criterion on this section is 60 dB(A).

TCM Noise Monitoring Results – 7 December 2009 (evening)				
Location	Time	dB(A),L eq (15 min)	Wind speed/ direction	Identified Noise Sources
N2 Bollol Ck Station	7:20 pm	36	1.5 m/s NW	Insects (36), Total mine noise (20), (TCM est. 18)
N3 Tarrawonga	7:41 pm	49	1 m/s NW	Birds (49), TCM (25)
N4 Ambardo	8:00 pm	45	< 0.5 m/s NW	Birds & insects (45), TCM (30)

TCM Noise Monitoring Results – 7 December 2009 (night)				
Location	Time	dB(A),L eq (15 min)	Wind speed/ direction	Identified Noise Sources
N2 Bollol Ck Station	11:03 pm	32	< 0.5 m/s SW	Dogs & birds (32), Total mine noise (22) ² (TCM est. 20)
N3 Tarrawonga	11:27 pm	29	< 0.5 m/s SW	Insects (28), traffic (22), TCM inaudible
N4 Ambardo	11:48 pm	28	Calm	Insects (28), TCM (<20)

The results show that noise emissions associated with Tarrawonga operations (mining and haulage) exceeded the operational noise criterion of 35 dB(A)_{Leq(15min)} by 1 db at “Pine Grove” during the morning of the 8th December 2009. The exceedance was associated with noise emissions from trucks travelling on the private section of the haul road. Tarrawonga Coal Mine currently has an agreement in place with the owner of “Pine Grove” in respect to elevated noise levels from haul trucks and, therefore, under this agreement the measured noise level is not considered an exceedance of the noise criterion.

Private agreements in relation to elevated noise levels have also been finalised with the owners of “Ambardo” and “Kyalla”.

In addition to the operational noise, the noise from TCM must not exceed 45 dB(A)_{L1(1 min)} between the hours of 10 pm and 7 am. During the night time measurement circuit the L1 (1 min) noise from TCM did not exceed 45 dB(A) at any monitoring location.

Road Noise Monitoring

Tarrawonga Coal is required to monitor road noise to determine that the cumulative noise level generated from traffic generated by Tarrawonga Coal Mine, Canyon Coal Mine (mining ceased) and Rocglen Coal Mine does not exceed 60 dB(A)_{L_{eq}(1hour)} during the day and 55 dB(A)_{L_{eq}(1hour)} during the night.

Measurements were conducted at “Brooklyn” and “Werona” on Blue Vale Road in December 2009. There are two separate residences on “Brooklyn” and simultaneous noise measurements were made at the front of both residences. Residence 1 is closest to Blue Vale Road (approximately 90m) whilst residence 2 is approximately 480m from the road.

The noise measurements were made adjacent to the front (eastern) facade of both residences at “Brooklyn” between 9:45 am and 10:15 am on the 8th December (abandoned early due to unfavourable weather conditions) and at “Werona” between 9.30 am and 10.30 am on the 18th December 2009.

Over the course of the measurement period at “Brooklyn” there were 20 coal truck movements. Based on the 30 minute measurement the calculated contribution from mine-related vehicles at Residence 1 at “Brooklyn” was 52.0 dB(A)_{L_{eq}(1hour)}. The calculated contribution from mine-related vehicles at Residence 2 was 38.8 dB(A)_{L_{eq}(1hour)}. These measurements are below the daytime criterion of 60 dB(A)_{L_{eq}(1hour)}.

Over the course of the measurement period at “Werona” there were 40 coal trucks. The total measured contribution from mine-related vehicles at “Werona” was 49.5 dB(A)_{L_{eq}(1hour)}. This is below the daytime criterion of 60 dB(A)_{L_{eq}(1hour)}.

Blast Monitoring

Blasting Results

Since the first shot there have been 210 blasts.

All blasts during this report period have been compliant within the limits of 115dBL and 5mm/s.

To date, the highest overpressure recorded remains at 117.0 dBL recorded at “Bollol Creek Station” on the 5th July 2007. The highest ground vibration recorded is 2.86 mm/s recorded at “Tarrawonga” on the 23rd March 2009.

Air Quality

Air Quality (Dust Deposition) Results

MONTH	TEMPLEMORE (EB-4)	BOLLOL CREEK STN (EB-5)	AMBARDO (EB-6)	TARRAWONGA (EB-7)	THUIN (EB-8)	PINE GROVE (EB-9)	TARRAWONGA MINE (EB-10)	TARRAWONGA MINE (EB-11)	PINE GROVE (EB-12)
January 2009	1.6	0.6	0.9	1.4	NS	0.8	2.8	1.0	5.1
February 2009	1.5	0.8	1.2	1.8	NS	0.5	0.9	0.7	2.4
March 2009	1.1	3.6	1.2	0.8	0.1	1.3	2.3	1.3	1.6
April 2009	0.8	2.8	1.1	0.9	NS	1.3	1.1	0.9	1.0
May 2009	1.3	3.6	1.5	0.7	NS	1.0	1.2	0.6	1.2
June 2009	1.0	3.7	1.1	0.9	NS	1.1	0.9	1.1	1.5
July 2009	NS	3.7	3.4	0.5	NS	0.7	0.5	0.7	0.6
August 2009	4.8	13.1	2.9	2.1	2.2	3.0	1.9	3.1	4.1
September 2009	10.9	11.6	8.2	12.6	20.3	10.3	17.8	22.0	14.1
October 2009	4.5	4.0	1.6	2.3	2.6	3.9	2.3	2.2	2.3
November 2009	3.9	2.5	1.3	2.4	0.7	1.9	1.8	1.6	1.7
December 2009	3.8	2.8	1.3	1.4	2.2	1.5	3.2	3.0	1.9
ANNUAL AVERAGE	3.20	4.40	2.14	2.32	4.68	2.28	3.06	3.18	3.13

The deposited dust levels have remained relatively consistent over the last 12 months, with the exception of elevated results at all monitoring locations during September (attributable to general dusty conditions throughout the month).

All monitors remain within the 4g/m²/month, with the exception of EB5 – Bollol Creek Station and EB8 – Thuin. Elevated dust levels in August and September 2009 have contributed to the annual average of 4.40 g/m²/month at EB5. A lack of samples over the last 12 months (due to earthworks in the vicinity of the dust gauge) and the elevated result in September 2009 have contributed to a higher than usual annual average at EB8 -Thuin. Consistently low results since the last meeting have contributed to a reduction in annual average from 6.7 g/m²/month to 4.68 g/m²/month.

PM10 Results

The annual average for PM₁₀ readings is currently at 20.83µg/m³, which is well below the annual average limit of 30µg/m³.

The highest 24hr reading to date is 97µg/m³ which was recorded on the 8th December 2009, thereby exceeding the 24hr limit of 50µg/m³. Another exceedance (68µg/m³) of the 24 hr criterion was recorded on the 14th December 2009.

Review of other PM₁₀ units operated by Whitehaven confirmed a general spike in PM₁₀ concentrations on those days and coincided with bushfires in the region producing significant smoke haze. It is also noteworthy that the PM₁₀ unit in Tamworth operated by the DECCW experienced an increase in PM₁₀ over the period

8th – 14th December with PM₁₀ levels ranging from 24 µg/m³ to 325 µg/m³, which indicates general regional conditions were responsible for the higher concentrations recorded at the Templemore monitor.

Water Monitoring

Ground Water

Groundwater monitoring data obtained to date is presented in the following table, including the standing water levels, pH and EC recorded in December 2009.

Site	Date	SWL (m)	pH	Elect. Conduct
MW1	June 06	8.54	7.5	6330
	January 07	9.22	7.1	2410
	April 07	7.49		
	July 07	7.91	7.3	2500
	August 07	7.66		
	September 07	7.66		
	October 07	7.64		
	November 07	7.62		
	January 08	7.55		
	March 08	7.60		
	April 08	7.67	7.3	3120
	August 08	7.73		
	September 08			
	October 08	7.82	7.8	3500
	November 08			
	December 08			
	January 09	7.73		
June 09	7.87	7.2	5470	
September 09	7.9			
December 09	7.9	7.83	4510	
MW2	June 06	4.39	7.0	5440
	January 07	4.62	6.8	511
	April 07	3.59		
	July 07	4.29	7.1	496
	August 07	4.32		
	September 07	4.34		
	October 07	4.37		
	November 07	4.68		
	January 08	4.25		
	March 08	4.23		
	April 08	4.50	7.3	440
	August 08	4.51		
	September 08			
	October 08	4.37	6.9	620
	November 08			
	December 08			
	January 09	4.51		
June 09	4.53	7.7	660	
September 09	4.8			
December 09	4.51	7.5	640	
MW4	June 06	9.49	7.0	3290
	September 06	9.25		

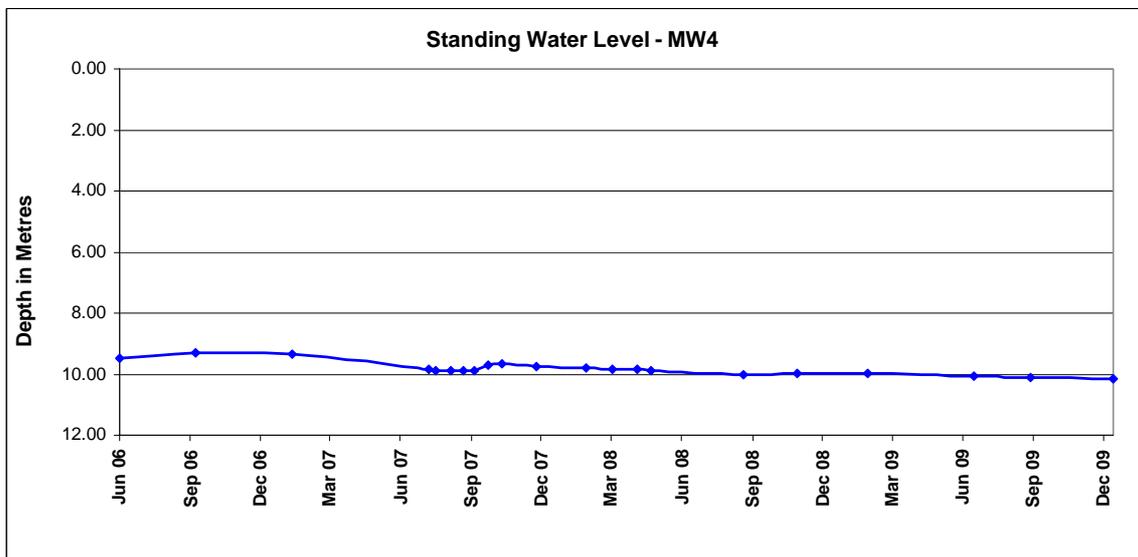
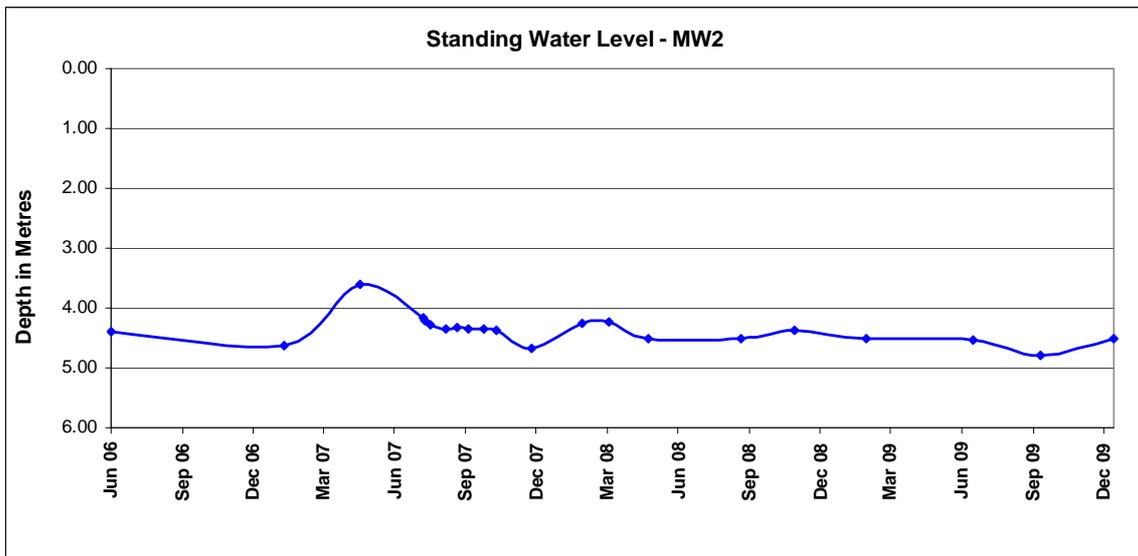
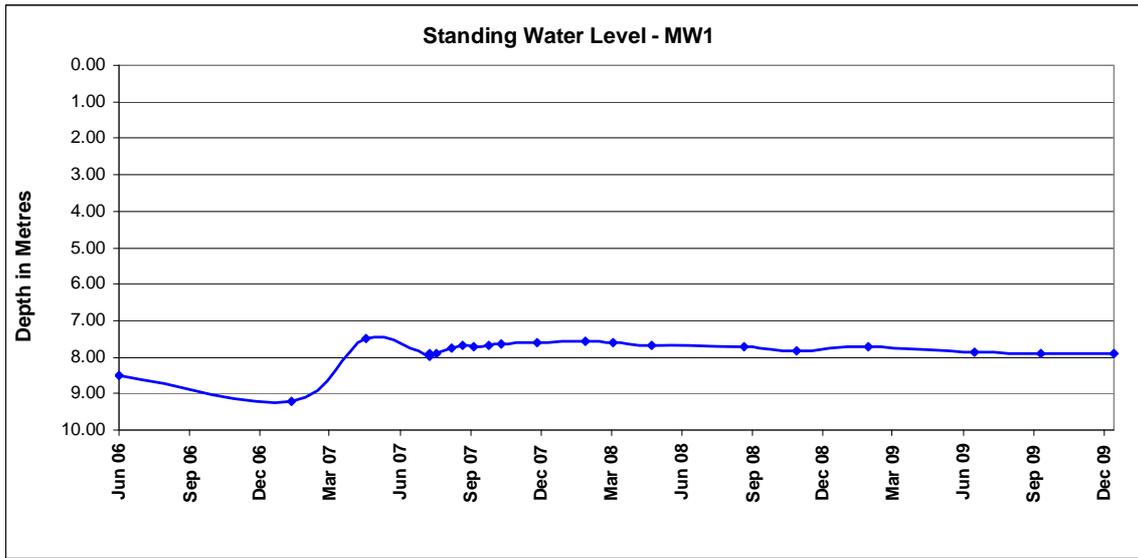
	January 07	9.37	7.1	3430
	July 07	9.88	6.8	5400
	August 07	9.87		
	September 07	9.73		
	October 07	9.67		
	November 07	9.76		
	January 08	9.80		
	March 08	9.87		
	April 08	9.88	7.1	5160
	August 08	10.01		
	September 08			
	October 08	9.98	7	5800
	November 08			
	December 08			
	January 09	9.96		
	June 09	10.05	6.8	5400
	August 09	10.10		
	December 09	10.14	7.35	5040
MW5	June 06	3.38	6.9	1530
	September 06	3.64		
	January 07	4.18		
	April 07	3.60		
	July 07	4.49	7.5	1930
	August 07	4.50		
	September 07	4.48		
	October 07	4.53		
	November 07	4.56		
	January 08	3.68		
	March 08	3.63		
	April 08	3.77	7.9	3260
	August 08	3.72		
	September 08			
	October 08	3.59	7.3	3400
	November 08			
	December 08			
	January 09	3.73		
	June 09	4.18	7.7	2390
	September 09	4.32		
	December 09	4.56	7.44	7460
MW6	June 06	8.99	7.3	2030
	September 06	9.54		
	January 07	9.81	6.9	2030
	July 07	10.01	7.5	2060
	August 07	9.95		
	September 07	9.73		
	October 07	9.82		
	November 07	9.83		
	January 08	9.72		
	March 08	9.48		
	April 08	9.28	7.1	2120
	August 08	9.21		
	September 08			
	October 08	9.15	7.1	2100
	November 08			
	December 08			
	January 09	9.10		
	June 09	No sample		

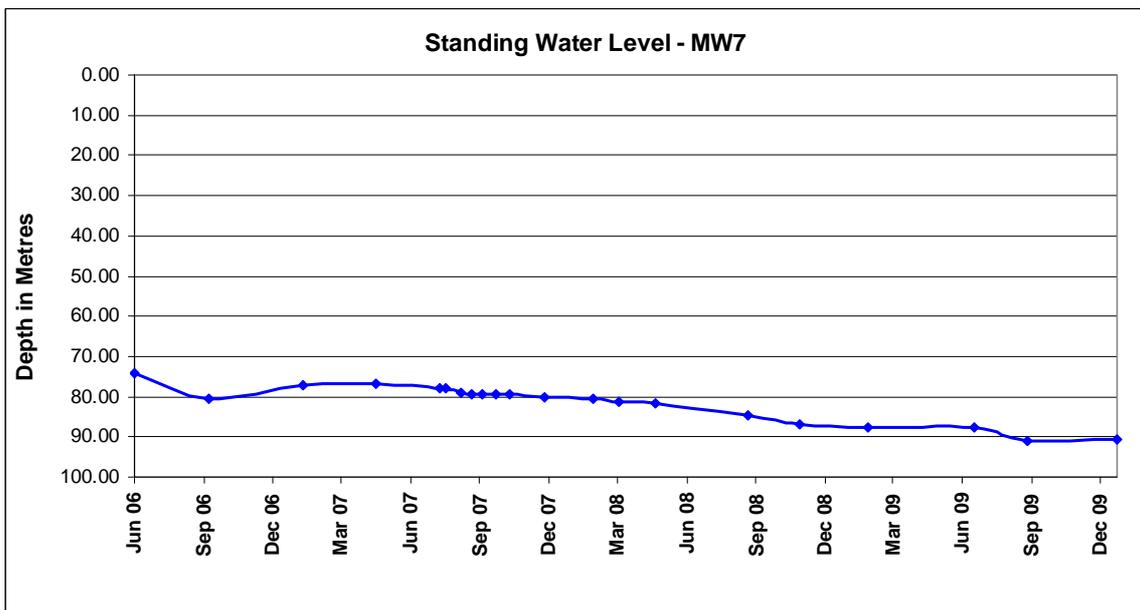
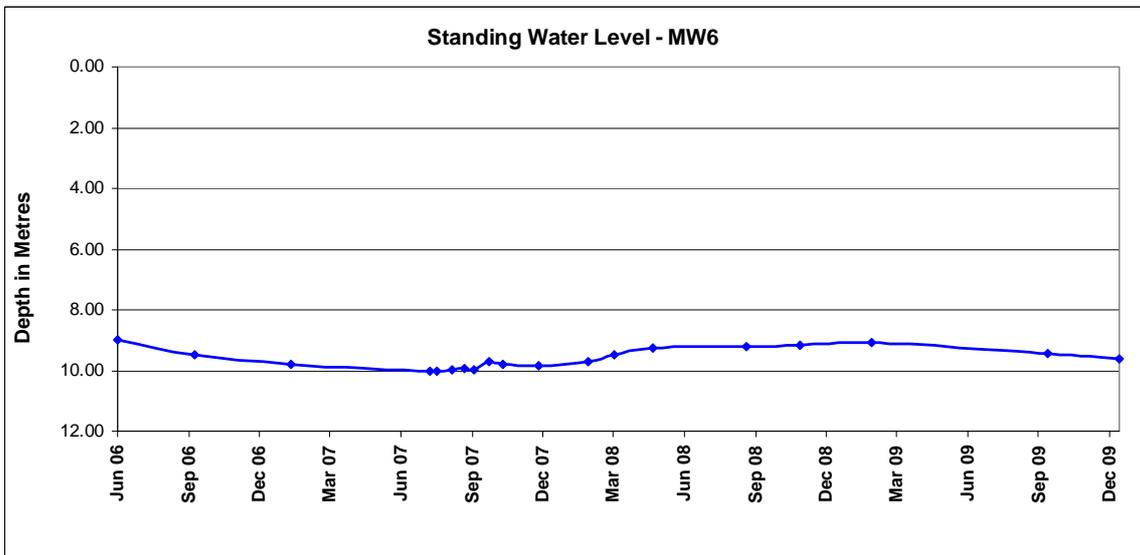
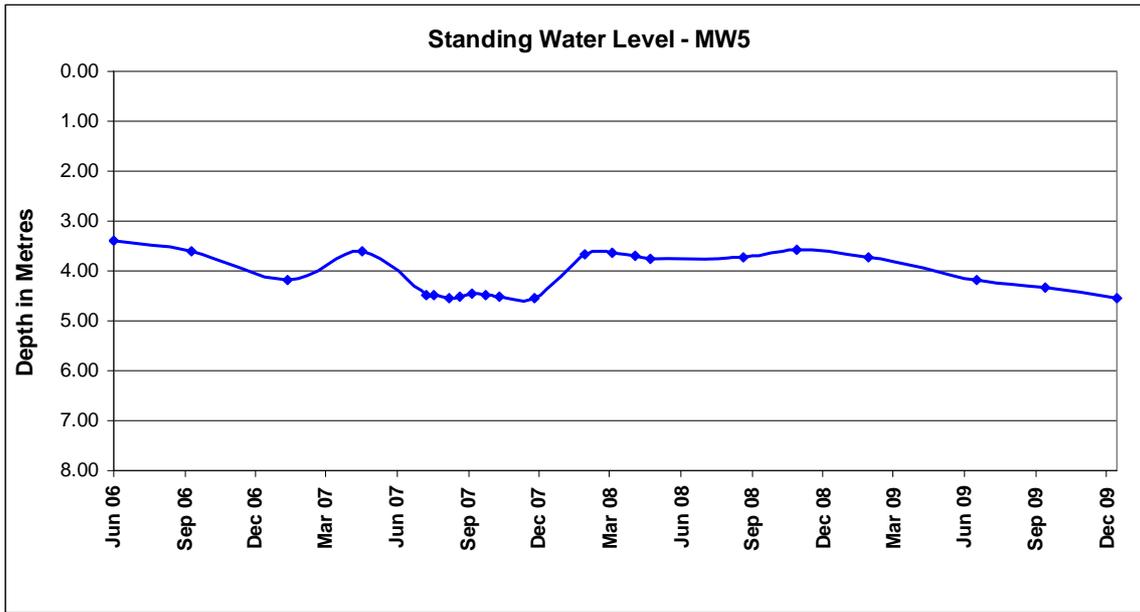
	September 09	9.43		
	December 09	9.64	7.3	2100
MW7	June 06	74.2	7.2	2250
	September 06	80.52		
	January 07	77.0	7.3	1960
	April 07	76.9		
	July 07	77.93	7.2	2250
	August 07	79.28		
	September 07	79.39		
	October 07	79.55		
	November 07	80.17		
	January 08	80.63		
	March 08	81.10		
	April 08	81.68	7.6	2370
	August 08	84.57		
	September 08			
	October 08	86.81	7.4	2300
	November 08			
	December 08			
	January 09	87.80		
	June 09	87.50	7.4	2440
	August 09	91.04		
	December 09	90.58	7.49	2240
MW8	June 06	13.8	6.7	2240
	September 06	13.9		
	January 07	14.1	6.7	2260
	April 07	13.6		
	July 07	14.41	6.8	2530
	August 07	14.40		
	September 07	14.38		
	October 07	14.37		
	November 07	14.43		
	January 08	14.28		
	March 08	14.30		
	April 08	N/S		
	August 08	14.52		
	September 08			
	October 08	14.59	NA	NA
	November 08			
	December 08			
	January 09	14.60		
	June 09		Unable to sample	
	August 09	14.77		
	December 09	14.85	No sample – casing blocked	

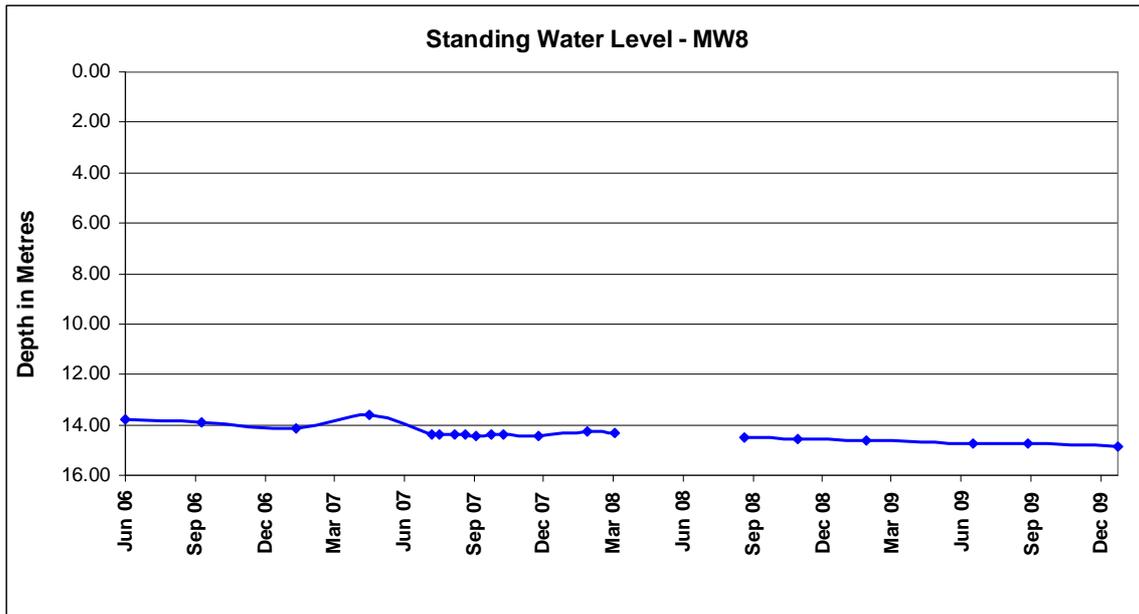
The results indicate only minor variability in the ground water levels at each of the TCM monitoring bores. Standing water levels have dropped slightly at most sites since the last meeting, which is likely to be associated with the dry conditions until late December 2009. Monitoring will continue on a quarterly basis to generate additional data over time in order to establish ongoing trends in groundwater levels at our monitoring sites.

A copy of the independent review of water monitoring, required by Condition 4(32) of DA 88-4-2005, was submitted to the Department of Planning (DoP) in mid December

2009. Tarrawonga Coal will submit an up-to-date Site Water Management Plan to DoP once approval of the independent audit has been received.







Surface Water

Surface water monitoring was conducted over December 2009 and January 2010 following significant rainfall. Monitoring during December was undertaken on the basis of nil discharge so no concentration criterion was applicable. During January, additional rainfall resulted in site discharge on the 4th January 2010 with sampling results confirming a minor exceedance in Total Suspended Solids from Storage Dam 16 (51mg/L against the concentration limit of 50mg/L). It is noteworthy that there were insufficient flows to obtain an upstream sample in Bollol Creek, with the downstream sample returning a TSS level of 5mg/L which is indicative of no significant impact of the discharge downstream of the site.

Complaints

Since the last meeting there have been no complaints lodged on the complaints line. One complaint has been made directly to the Environmental Manager, as detailed below:

7th January 2010

Orica Blasting Truck crossing onto incorrect side of road on exit from the Tarrowonga haul road onto Manilla Road at 9:25am.

Environmental Manager contacted Orica supervisor to ensure that all personnel with Orica are advised to follow appropriate road rules and to ensure all vehicles abide for road laws. The complainant was advised of this approach.

Orica have undertaken a toolbox talk for all personnel identifying road laws and driver behaviour requirements.

Rehabilitation

No rehabilitation has occurred since the last CCC meeting.

Minutes of the 17th Meeting of the Tarrawonga Coal Mine Community Consultative Committee

Meeting Held: 12th May 2010 at 10:00am

Venue: Tarrawonga Coal Mine, Training Room

1. Present and Apologies

Present: Clr Ken Bates (Narrabri Shire Rep), Chairman
Mr Danny Young (Environmental Manager)
Mr Jason Conomos (Project Manager)
Miss Jill Scealy (Environmental Officer)
Mr Sandy Bull (Community Rep)
Mr Bob McGregor (Community Rep)
Mr Bart Crosby (Community Rep)
Mr John Molloy (Visitor - Toll Project Manager)
Mr Tony Jones (Community Liaison Officer)
Mr Tim Muldoon (Community Liaison Officer)

Apologies: Mr Casper Dieben (General Manager – Operations)
Mr Brian Cullen (General Manager – Technical Services)
Clr Colleen Fuller (Gunnedah Shire Rep)

2. Previous Minutes

Minutes of the previous meeting were adopted as a true record on the motion of Sandy Bull and Jason Conomos on the basis of the following amendments:

- Section 5.1 – Members of the Committee indicated that they do not want the stop signs on the haul road converted to give way signs. The minutes shall be amended to specify that the Committee does not wish to investigate options for the stop signs to be converted to give way signs.
- Section 5.2 – Members of the Committee requested that the wording in this section be changed to specify that the rear dump truck was driven on the public road, rather than transported.

3. Business Arising

3.1 John Molloy (Toll) provided an update on the progress of truck washing options. Mr Molloy indicated that he was having difficulty sourcing a truck washing contractor and committed to providing an update for the next CCC meeting. Mr Molloy stated that the trucks would be washed at the Toll depot on mats that collect the waste and can be disposed of offsite.

- 3.2** The Blue Vale Road to the south of the Canyon turnoff is currently being upgraded. Sandy Bull questioned why the design did not include pipes under the road to drain the water away. Tony Jones stated that the upgrade had been designed by Gunnedah Shire Council and approved by Narrabri Shire Council. Jason Conomos also stated that the Narrabri Shire Council had previously requested Tarrawonga Coal to remove pipes that had been installed under the road at the entrance to the mine.

John Molloy asked why the traffic lights at the roadworks had such a long delay. Tony Jones indicated that he would ask the Council about the delay.

- 3.3** The Committee agreed that they do not want the stop signs changed to give way signs, as specified in Section 2 above.

- 3.4** All Whitehaven sites were emailed immediately following the last CCC meeting with regard to the use of flashing lights on public roads. Signs reminding drivers to turn off their flashing lights have been ordered and will be installed at each site by mid May 2010.

Bart Crosby suggested that the Stripes delivery drivers repeatedly fail to turn their flashing lights off. Jill Scealy committed to contacting Stripes to make their employees aware of this issue.

- 3.5** Danny Young provided an update on the proposed Tarrawonga modification. The modification application has been lodged with the Department of Planning and is on public exhibition until the 18th May 2010. The Environmental Assessment (EA) has been provided to all landholders surrounding the mine.

Bart Crosby asked whether the Canyon coal hub was included in the EA. Danny Young indicated that approval for the coal hub will be sought under a different process which is co-ordinated through the Narrabri Shire Council. Danny Young suggested that whilst it is co-ordinated through the Council all relevant Government departments will be consulted.

John Molloy asked what a “coal hub” was. Danny Young explained that all domestic coal will be loaded out of the Canyon site. Bart Crosby questioned why the crushing and loading process would happen at Canyon rather than Tarrawonga. Danny Young suggested that it is a logistical issue at Tarrawonga as areas for additional stockpiling are not available.

Some members of the Committee asked whether additional truck movements would be required based on the proposed

Canyon coal hub. Danny Young indicated that there would be no additional coal extracted to service the hub as the domestic coal will come from the existing capacity. Tarrawonga representatives and John Molloy suggested that the traffic movements would be better managed as the transport of domestic coal from Tarrawonga would be serviced by Toll rather than various other contractors.

Bart Crosby asked about the opinions of the landholders surrounding the proposed coal hub. Danny Young said that the application has not been lodged yet and that community consultation would occur during development of the application.

3.6 Ken Bates stated that the current condition of the dirt section of Manilla Road (not on the haul route) is “not too bad”. Clr Bates indicated that the Mining Related Councils meeting regarding re-injection of royalties into mining communities would be held in the week following the CCC meeting. Clr Bates to provide an update at the next CCC meeting.

3.7 Ken Bates indicated that the 90 second separation distance between Toll trucks has improved but is still an issue at times, in particular when leaving the depot. John Molloy said that Tarrawonga trucks are separated by 90 seconds when leaving the depot, however trucks hauling from other sites may leave the depot in the 90 seconds between two Tarrawonga trucks. Mr Molloy committed to reminding drivers of the separation distance requirement.

4.0 General Business

4.1 Mine Progress

The Project Manager, Jason Conomos, reported as follows:

3.4 million BCM overburden removed
415,000 tonnes of coal recovered

Mr Conomos noted the major milestone achieved in April 2010 of 5 million tonnes of coal extracted since commencement in September 2006.

Mr Conomos provided details on the rehabilitation undertaken to date, as follows:

18.3 ha (rehabilitated and under maintenance)
13.82 ha (cover crop)
11.5 ha (topsoiled, not seeded)
9.4 ha (shaped, not soiled)

4.2 Environmental Monitoring Results

Danny Young presented the environmental monitoring results which are attached in the associated Environmental Monitoring Report.

Bart Crosby reiterated that Toll Truck T08 did not have the rear trailer tarp extended when it drove past his property, despite Danny Young observing the truck near the Rocglen turnoff with the tarp extended and subsequently confirming with the driver that he had manually extended the tarp before leaving Tarrawonga.

5.0 New Business

5.1 John Molloy indicated that he would like to seek approval from Council to install approximately four hardstand bays along Blue Vale Road to allow the drivers to safely pull off the road for their scheduled breaks. Mr Molloy also noted that the bays would benefit all drivers, especially with the number of wide loads that travel on the road. Committee members did not express any objections to the suggestion.

5.2 Tim Muldoon mentioned a resources forum to be held in Gunnedah on the 9th September 2010. The forum is free and will be an all day event that will incorporate gas companies, coal mining companies, planning and infrastructure representatives and community members. Mr Muldoon indicated that the forum would be advertised and further details would be provided and the next CCC meeting.

5.3 Ken Bates questioned John Molloy and Jason Conomos about employment. John Molloy said that Toll is currently advertising for one mechanic and are currently fully resourced with truck drivers. Jason Conomos said Tarrawonga is basically fully resourced, with a couple of positions to be filled in the future. Mr Conomos stated that over 900 applications had been received for the last round of positions that were advertised. Mr Conomos said that of the 16 people employed, approximately 70% had moved to Gunnedah for the positions.

6.0 Complaints

There were no complaints recorded on the complaints hot line. Complaints received via DECCW, the Tarrawonga site office or the Environmental Manager were discussed in the Environmental Monitoring Report.

7.0 Next Meeting

The next meeting will be held at the Tarrawonga Coal Mine Training Room on Wednesday 11th August 2010 at 10:00am.

Meeting closed at 11:10 am.

..... / /2010
Ken Bates - Chairman

Tarrowonga Coal Mine Community Consultative Committee Meeting #17

Environmental Monitoring Report February 2010 – April 2010

Noise Monitoring

Noise monitoring was undertaken on the 25th and 26th March 2010 as per requirements under the consent. Results from the monitoring are outlined below:

TCM Noise Monitoring Results – 25/26 March 2010 (Day) (pm on 25/3 and am on 26/3)				
Location	Time	dB(A),Leq (15 min)	Wind speed/ direction	Identified Noise Sources
N2 Bollol Ck Station	3:53 pm	33	0.5 m/s SE	Birds & insects (32), TCM (29)
N3 Tarrowonga	3:10 pm	38	0.5 m/s SE	Birds & insects (38), TCM barely audible (est. <20)
N4 Ambardo	7:00 am	51	Calm	Birds (49), TCM (43) ¹ , traffic ² (39)
Pine Grove	7:23 am	48	Calm	Birds (47), TCM (38) ¹ , traffic ² (35)

¹ Trucks on private section of haul road.

² TCM trucks and other traffic on the Manilla Road section of the haul route. Criterion on this section is 60 dB(A).

TCM Noise Monitoring Results – 25 March 2010 (evening)				
Location	Time	dB(A),Leq (15 min)	Wind speed/ direction	Identified Noise Sources
N2 Bollol Ck Station	8:50 pm	43	Calm	Birds & insects (43), TCM (29)
N3 Tarrowonga	8:17 pm	48	Calm	Insects (47), TCM (22) ¹
N4 Ambardo	7:17 pm	47	Calm	Insects (45), TCM (37) ¹ , traffic ² (34)

¹ Trucks on private section of haul road.

² TCM trucks and other traffic on the Manilla Road section of the haul route. Criterion on this section is 60 dB(A).

TCM Noise Monitoring Results – 25 March 2010 (night)				
Location	Time	dB(A),Leq (15 min)	Wind speed/ direction	Identified Noise Sources
N2 Bollol Ck Station	11:48 pm	43	< 0.5 m/s NW	Insects (43), TCM (33)
N3 Tarrowonga	11:49 pm	37	Calm	Insects (37), TCM (<20)
N4 Ambardo	10:57 pm	40	Calm	Insects (40), TCM (<20)

The results show that noise emissions from operations associated with the mine were higher than the operational noise criterion of 35 dB(A), $L_{eq(15min)}$ at the monitoring locations at Pine Grove during the morning survey and Ambardo during both the morning and evening surveys. The noise was due to emissions from trucks travelling on the private section of the haul road. On the basis of private agreements with the residents of both properties, these noise levels are not considered non-compliances.

In addition to the operational noise, the noise from the mine must not exceed 45 dB(A), $L_1(1min)$ between the hours of 10 pm and 7 am. This is to minimise the potential for sleep disturbance as a result of individual loud noises from the mine.

During the night time measurement circuit the L1 (1min) noise from TCM did not exceed 45 dB(A) at any monitoring location.

Road Noise Monitoring

Tarrawonga Coal is required to monitor road noise to determine that the cumulative noise level generated from traffic generated by Tarrawonga Coal Mine, Canyon Coal Mine (mining ceased) and Rocglen Coal Mine does not exceed 60 dB(A), $L_{eq(1hour)}$ during the day and 55 dB(A), $L_{eq(1hour)}$ during the night. Monitoring was conducted at the “Brooklyn” (2 residences) and “Werona” properties on the 31st March 2010, with the following observations and results:

- 37 truck movements were recorded during the measurement period (3:40pm to 4:40pm) at “Brooklyn”. The total measured contribution from mine-related vehicles at Residence 1 at “Brooklyn” (approximately 90m from Blue Vale Road) was **53.0 dB(A)**, $L_{eq(1 hour)}$. This is below the daytime criterion of **60 dB(A)** $L_{eq(1 hour)}$.
- The total measured contribution from mine-related vehicles at Residence 2 (approximately 480m from Blue Vale Road) was **41.0 dB(A)**, $L_{eq(1 hour)}$. This is also below the daytime criterion of **60 dB(A)** $L_{eq(1 hour)}$.
- Over the course of the measurement period (2:20pm to 3:20pm) at “Werona” there were 40 coal truck movements. The total measured contribution from mine-related vehicles at “Werona” was **48.0 dB(A)**, $L_{eq(1 hour)}$. This is below the daytime criterion of **60 dB(A)** $L_{eq(1 hour)}$.

Blast Monitoring

Blasting Results

Since the first shot there have been 220 blasts (until the end of April 2010).

All blasts during this report period have been compliant within the limits of 115dBL and 5mm/s.

To date, the highest overpressure recorded remains at 117.0 dBL recorded at “Bollol Creek Station” on the 5th July 2007. The highest ground vibration recorded is 2.86 mm/s recorded at “Tarrawonga” on the 23rd March 2009.

Air Quality

Air Quality (Dust Deposition) Results

MONTH	TEMPLEMORE (EB-4)	BOLLOL CREEK STN (EB-5)	AMBARDO (EB-6)	TARRAWONGA (EB-7)	THUIN (EB-8)	PINE GROVE (EB-9)	TARRAWONGA MINE (EB-10)	TARRAWONGA MINE (EB-11)	PINE GROVE (EB-12)
April 2009	0.8	2.8	1.1	0.9		1.3	1.1	0.9	1.0
May 2009	1.3	3.6	1.5	0.7		1.0	1.2	0.6	1.2
June 2009	1.0	3.7	1.1	0.9		1.1	0.9	1.1	1.5
July 2009		3.7	3.4	0.5		0.7	0.5	0.7	0.6
August 2009	4.8	13.1	2.9	2.1	2.2	3.0	1.9	3.1	4.1
September 2009	10.9	11.6	8.2	12.6	20.3	10.3	17.8	22.0	14.1
October 2009	4.5	4.0	1.6	2.3	2.6	3.9	2.3	2.2	2.3
November 2009	3.9	2.5	1.3	2.4	0.7	1.9	1.8	1.6	1.7
December 2009	3.8	2.8	1.3	1.4	2.2	1.5	3.2	3.0	1.9
January 2010	3.3	8.8	3.3	1.4	1.2	1.7	2.0	3.3	2.7
February 2010	1.5	2.8	0.8	2.2	2.1	0.9	0.8	1.2	6.2
March 2010	0.9	1.4	1.2	1.0	1.3	0.7	1.7	3.5	5.6
ANNUAL AVERAGE	3.3	5.1	2.3	2.4	4.1	2.3	2.9	3.6	3.6

The deposited dust levels have remained at relatively low levels over the last three months.

All monitors remain within the $4\text{g}/\text{m}^2/\text{month}$, with the exception of EB5 – Bollol Creek Station and EB8 - Thuin. Elevated dust levels in August and September 2009 and sample contamination in January 2010 have contributed to the annual average of $5.10\text{ g}/\text{m}^2/\text{month}$ at EB5. A lack of samples in early-mid 2009 (due to earthworks in the vicinity of the dust gauge) and the elevated result in September 2009 have contributed to a higher than usual annual average at EB8 -Thuin. Consistently low results over the last 6 months have contributed to a reduction in annual average from $6.7\text{ g}/\text{m}^2/\text{month}$ in September 2009 to $4.1\text{ g}/\text{m}^2/\text{month}$ at the end of March 2010.

PM₁₀ Results

The annual average for PM₁₀ readings is currently at $22.12\mu\text{g}/\text{m}^3$, which is well below the annual average limit of $30\mu\text{g}/\text{m}^3$.

The highest 24hr reading to date is $97\mu\text{g}/\text{m}^3$ which was recorded on the 8th December 2009, thereby exceeding the 24hr limit of $50\mu\text{g}/\text{m}^3$. PM₁₀ levels have been compliant since the last CCC meeting with the exception of the measurement of $91\mu\text{g}/\text{m}^3$ on the 26th March 2010. Review of weather station information on the day of the exceedance identified a significant proportion of winds on the day from the south-east which would indicate other sources contributing to the elevated reading. The exceedance has been reported to both the DoP and DECCW.

Water Monitoring

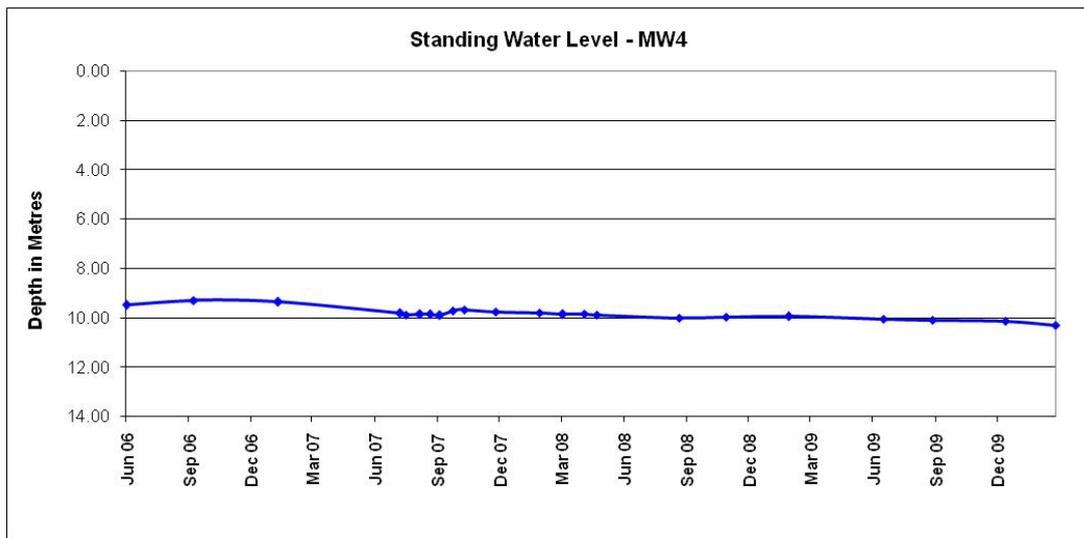
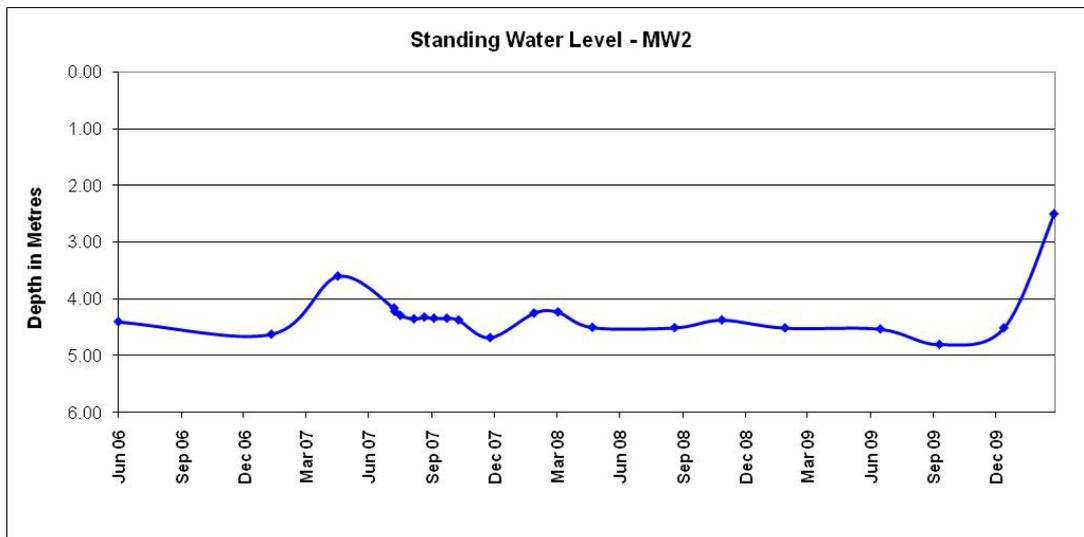
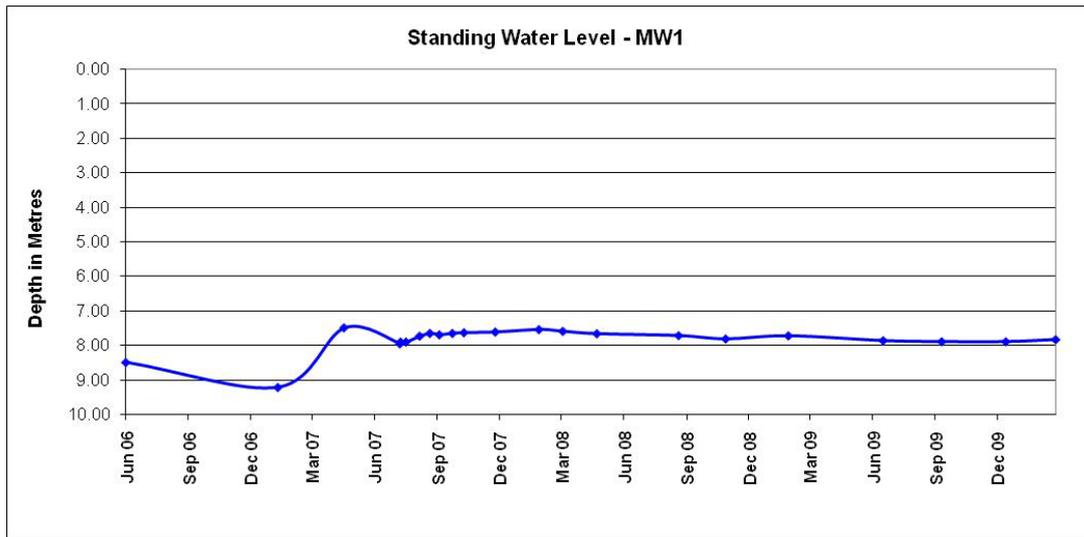
Ground Water

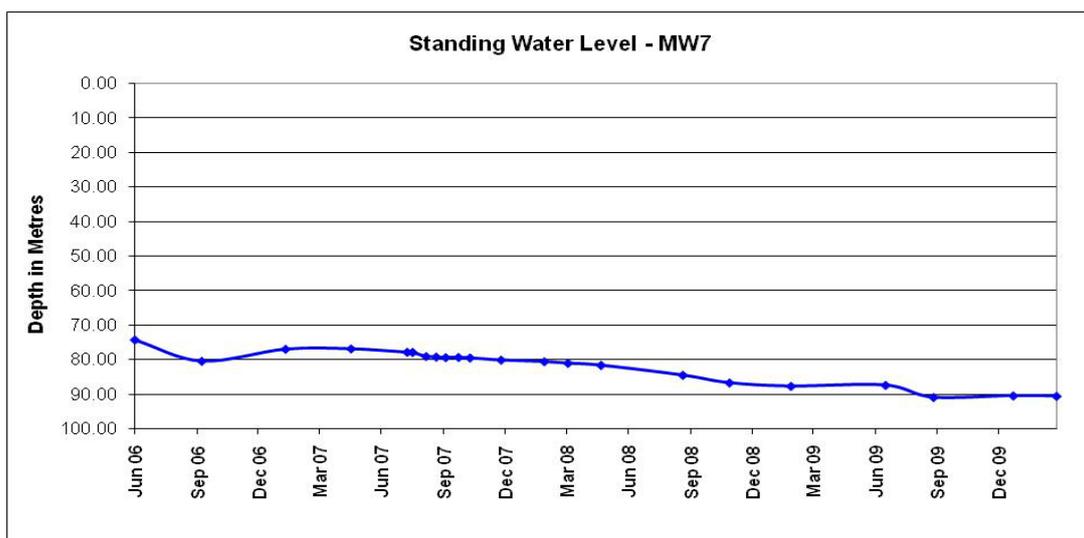
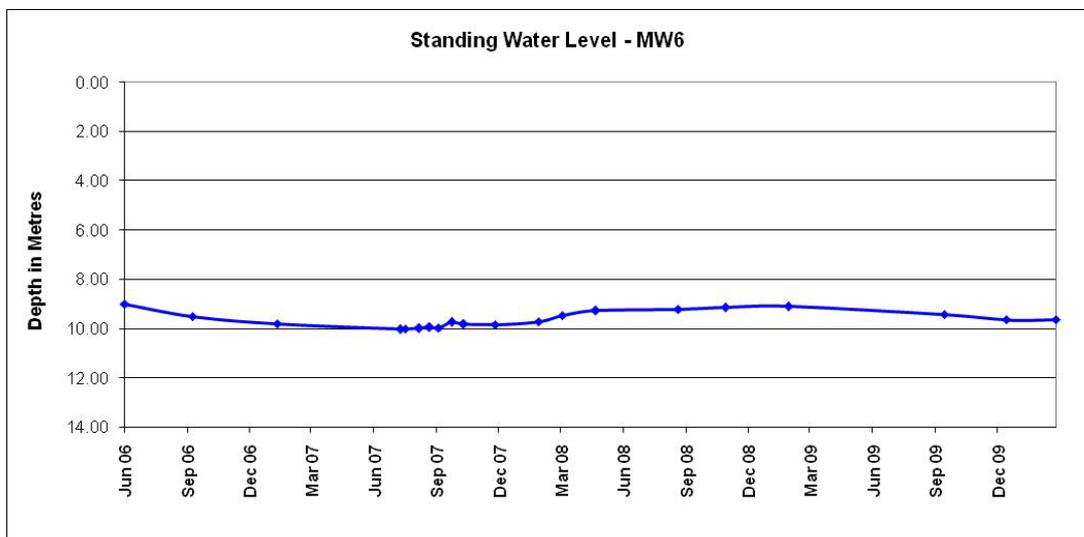
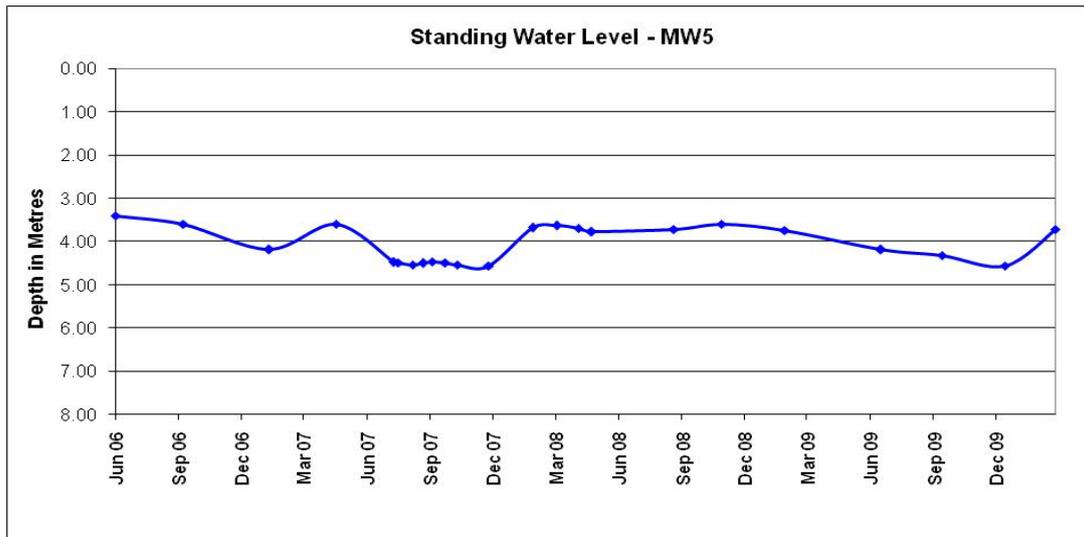
Groundwater monitoring data obtained to date, including the last round of SWL monitoring in February 2010, is presented in the following table. The next round of monitoring is in May 2010.

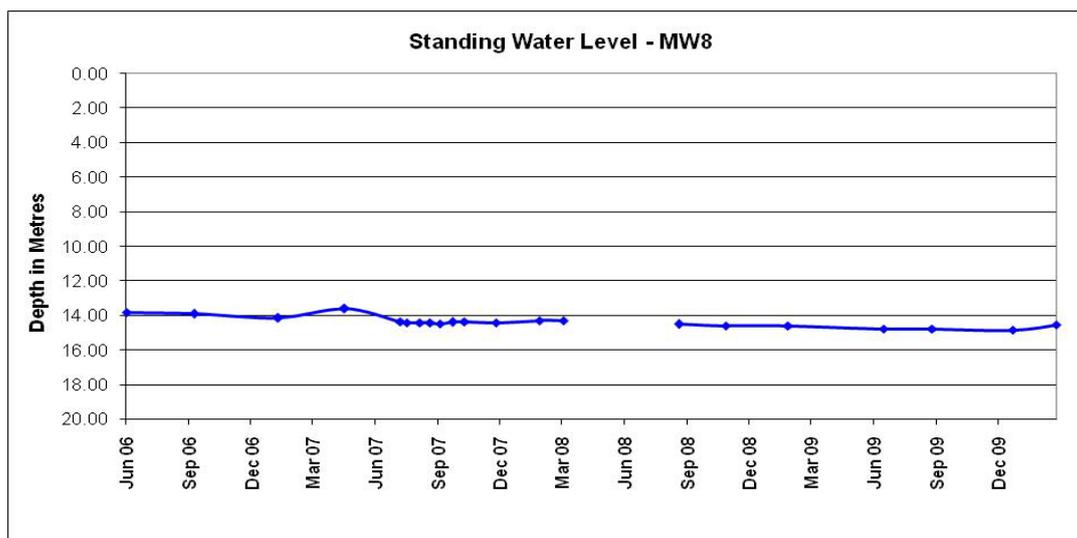
Site	Date	SWL (m)	pH	Elect. Conduct
MW1	June 06	8.54	7.5	6330
	January 07	9.22	7.1	2410
	April 07	7.49		
	July 07	7.91	7.3	2500
	August 07	7.66		
	September 07	7.66		
	October 07	7.64		
	November 07	7.62		
	January 08	7.55		
	March 08	7.60		
	April 08	7.67	7.3	3120
	August 08	7.73		
	September 08			
	October 08	7.82	7.8	3500
	November 08			
	December 08			
	January 09	7.73		
	June 09	7.87	7.2	5470
	September 09	7.9		
	December 09	7.9	7.83	4510
February 10	7.84			
MW2	June 06	4.39	7.0	5440
	January 07	4.62	6.8	511
	April 07	3.59		
	July 07	4.29	7.1	496
	August 07	4.32		
	September 07	4.34		
	October 07	4.37		
	November 07	4.68		
	January 08	4.25		
	March 08	4.23		
	April 08	4.50	7.3	440
	August 08	4.51		
	September 08			
	October 08	4.37	6.9	620
	November 08			
	December 08			
	January 09	4.51		
	June 09	4.53	7.7	660
	September 09	4.8		
	December 09	4.51	7.5	640
February 10	2.51			
MW4	June 06	9.49	7.0	3290
	September 06	9.25		
	January 07	9.37	7.1	3430
	July 07	9.88	6.8	5400
	August 07	9.87		

	September 07	9.73		
	October 07	9.67		
	November 07	9.76		
	January 08	9.80		
	March 08	9.87		
	April 08	9.88	7.1	5160
	August 08	10.01		
	September 08			
	October 08	9.98	7	5800
	November 08			
	December 08			
	January 09	9.96		
	June 09	10.05	6.8	5400
	August 09	10.10		
	December 09	10.14	7.35	5040
	February 10	10.30		
MW5	June 06	3.38	6.9	1530
	September 06	3.64		
	January 07	4.18		
	April 07	3.60		
	July 07	4.49	7.5	1930
	August 07	4.50		
	September 07	4.48		
	October 07	4.53		
	November 07	4.56		
	January 08	3.68		
	March 08	3.63		
	April 08	3.77	7.9	3260
	August 08	3.72		
	September 08			
	October 08	3.59	7.3	3400
	November 08			
	December 08			
	January 09	3.73		
	June 09	4.18	7.7	2390
	September 09	4.32		
	December 09	4.56	7.44	7460
	February 10	3.71		
MW6	June 06	8.99	7.3	2030
	September 06	9.54		
	January 07	9.81	6.9	2030
	July 07	10.01	7.5	2060
	August 07	9.95		
	September 07	9.73		
	October 07	9.82		
	November 07	9.83		
	January 08	9.72		
	March 08	9.48		
	April 08	9.28	7.1	2120
	August 08	9.21		
	September 08			
	October 08	9.15	7.1	2100
	November 08			
	December 08			
	January 09	9.10		
	June 09	No sample		
	September 09	9.43		

	December 09	9.64	7.3	2100
	February 10	9.62		
MW7	June 06	74.2	7.2	2250
	September 06	80.52		
	January 07	77.0	7.3	1960
	April 07	76.9		
	July 07	77.93	7.2	2250
	August 07	79.28		
	September 07	79.39		
	October 07	79.55		
	November 07	80.17		
	January 08	80.63		
	March 08	81.10		
	April 08	81.68	7.6	2370
	August 08	84.57		
	September 08			
	October 08	86.81	7.4	2300
	November 08			
	December 08			
	January 09	87.80		
	June 09	87.50	7.4	2440
	August 09	91.04		
	December 09	90.58	7.49	2240
	February 10	90.69		
MW8	June 06	13.8	6.7	2240
	September 06	13.9		
	January 07	14.1	6.7	2260
	April 07	13.6		
	July 07	14.41	6.8	2530
	August 07	14.40		
	September 07	14.38		
	October 07	14.37		
	November 07	14.43		
	January 08	14.28		
	March 08	14.30		
	April 08	N/S		
	August 08	14.52		
	September 08			
	October 08	14.59	NA	NA
	November 08			
	December 08			
	January 09	14.60		
	June 09		Unable to sample	
	August 09	14.77		
	December 09	14.85	No sample – casing blocked	
	February 10	14.55		







The results indicate relatively consistent SWL at all monitoring sites since the last round of monitoring. Standing water levels have increased at both MW2 and MW5 (located adjacent to Goonbri Road on the southern boundary of the Mining Lease) which is likely associated with the significant rainfall experienced in late 2009 and early 2010. Monitoring will continue on a quarterly basis to generate additional data over time in order to establish ongoing trends in groundwater levels at our monitoring sites.

A copy of the independent review of water monitoring, required by Condition 4(32) of DA 88-4-2005, was submitted to the Department of Planning (DoP) in mid December 2009. Tarrawonga Coal has received informal confirmation from DoP of their acceptance of the review and is awaiting formal acceptances. An up-to-date Site Water Management Plan will be submitted to DoP once approval of the independent review has been received.

Surface Water

Routine surface water monitoring was conducted in February 2010.

Three wet weather discharges have occurred since the last CCC meeting. SD16 discharged on the 8th February 2010 following over 50mm of rain in the preceding three days. Sampling of the discharge highlighted an exceedance in the criteria for Total Suspended Solids (TSS) (242mg/L against the concentration limit of 50mg/L). It is noteworthy that there were insufficient flows to obtain samples upstream and downstream of the site.

Discharges from SD9, SD16 and SD17 occurred on the 15th February 2010 following approximately 84mm of rainfall on the 14th and 15th. Water sampling confirmed both discharges exceeded the TSS criteria (SD9 – 75mg/L, SD16 – 263mg/L, SD17 – 1020mg/L).

SD16 also discharged on the 31st March 2010 following 29mm of rainfall on the 30th March 2010. There were insufficient flows to collect samples from Nagero Creek and Bollol Creek. Analysis of the discharge water confirmed compliance with the criteria specified in the EPL. The reduction in TSS level since the preceding discharge is

indicative of the sediment settling out over time which was not able to occur previously due to frequency of rainfall events.

Complaints

Since the last meeting there have been no complaints lodged on the complaints line. Two complaints have been made directly to the Environmental Manager, as detailed below:

19th March 2010

Coal trucks spilling coal onto road, specifically T31 operated by Toll Resources and two Mountain Industries trucks, all of which were travelling along the haul route.

The Environmental Manager contacted Toll Resources to investigate the claims regarding T31. The Environmental Manager also contacted Jason Conomos, Project Manager at Tarrowonga, to discuss the Mountain Industries Trucks. Jason Conomos confirmed that Toll was undertaking an audit of truck loading on that day and he would be surprised if significant coal spillage would be occurring from Toll trucks. Similarly, the Mountain Industries trucks are managed carefully with personnel specifically asked to check loads from an elevated platform to ensure loads are covered and no coal is positioned above the edge of trailers. The covers are swept to remove any coal fragments from the surface prior to travel off site.

Jason Conomos subsequently contacted the complainant to discuss the complaint and seek verification as to location of coal spillage. At the time the complainant suggested it was small pieces of coal which was an issue for local traffic. Both Jason Conomos and Jill Scealy (Environmental Officer) travelled the haul route and could not find any significant coal spillage on the roadway.

7th April 2010

Coal Truck (Toll T08) exited Tarrowonga coal haul road onto Manilla Road with tarp not covering rear trailer and coal sitting above side of trailer with potential to spill. The truck was sighted by the complainant as it passed the "Kyalla" property entrance.

Immediately following the phone call making the complaint, the Environmental Manager (Danny Young) travelled out along Bluevale Road to assess the tarp on Truck T08. The truck was identified south of the Rocglen turn off and was followed by Danny Young back to Gunnedah. It was identified that the rear trailer was fully enclosed by the Tarp and no coal was identified sitting above the side of the trailer.

The Toll truck T08 was then observed to travel back to the Toll Depot rather than into the CHPP. On return to the office, Danny Young contacted Leigh Lamey of Toll (acting Project Manager) to verify actions of T08 and specifically asked if the tarpaulin was fully extended throughout the trip from Tarrowonga to the Toll Depot. Mr Lamey advised that T08 experienced a fault with the roll over tarpaulin with the switch coming free from the console and for this reason (in conjunction with shift changeover), the truck travelled to the Depot for correction of the fault before proceeding to unload at the CHPP.

However when questioned on the complaint, the driver explained that the roll over tarpaulin was manually extended across the trailer prior to exit from the Tarrowonga

site and he was unaware of any problem with the tarpaulin during the trip back to Gunnedah. Danny Young's view of the truck on Blue Vale Road confirmed the trailer was fully covered.

The matter was followed up with Toll with a request that all drivers be informed of their duty to ensure loads are fully covered at all times, and that all actions are taken to minimize the risk of spillage on the trip to the CHPP.

Rehabilitation

No rehabilitation has occurred since the last CCC meeting.

Minutes of the 18th Meeting of the Tarrawonga Coal Mine Community Consultative Committee

Meeting Held: 11th August 2010 at 10:00am

Venue: Tarrawonga Coal Mine, Training Room

1. Present and Apologies

Present: Clr Ken Bates (Narrabri Shire Rep), Chairman
Mr Danny Young (Environmental Manager)
Mr Jason Conomos (Project Manager)
Miss Jill Scealy (Environmental Officer)
Mr Sandy Bull (Community Rep)
Mr Bob McGregor (Community Rep)
Mr Bart Crosby (Community Rep)
Mr Peter Laird (Community Rep)
Mr Tim Muldoon (Community Liaison Officer)
Clr Colleen Fuller (Gunnedah Shire Rep)

Apologies: Mr Casper Dieben (General Manager – Operations)
Mr Brian Cullen (General Manager – Technical Services)

2. Previous Minutes

Minutes of the previous meeting were adopted as a true record on the motion of Sandy Bull and Colleen Fuller.

3. Business Arising

- 3.1** Danny Young provided an update on the truck washing options following a conversation with John Molloy (Project Manager, Toll). Toll operators are currently washing trucks at the depot and Toll is in discussions with truck washing contractor, Typhoon.

Sandy Bull stated that he had viewed a large piece of coal on the outside of a truck at the Blue Vale Road/Boggabri Road intersection.

Bart Crosby questioned Toll's policy of not replacing windscreens that are damaged and stated that a person is responsible for anything that falls off their vehicle.

- 3.2** The upgrade of the section of Blue Vale Road to the south of the Canyon Mine turnoff has been completed. Tim Muldoon

commented on the previous concern about the long delay at the traffic lights noting that Tony Jones raised the issue with the roadworks contractors. The delay was reduced but couldn't be reduced too much due to safety requirements.

Bart Crosby said the delay at the current roadworks is much better.

3.3 Signs requesting that people turn off their flashing lights have been installed at each mine site. Following Bart Crosby's comment at the last CCC meeting that Stripes Assets consistently leave their flashing lights on, Jill Scealy contacted Stripes directly and advised that the lights should be turned off on public roads. Bart Crosby confirmed that Stripes have improved since the last meeting.

3.4 Danny Young provided an update on the proposed Tarrawonga modification. The modification application is still with the Department of Planning and no formal response regarding their determination has been received. No further information available at this time.

3.5 Clr Ken Bates provided an update about the meeting of Mining Related Councils regarding re-injection of royalties into mining communities. A meeting has been held and another meeting will be held on Friday 13th September 2010 to discuss the outcomes. A committee has been formed and they are still in negotiations. Clr Bates will provide an update at the next meeting. Clr Colleen Fuller commented that positive outcomes had resulted at the meeting with different councils working together.

3.6 Ken Bates indicated that the 90 second separation distance between Toll trucks has improved but is still an issue at times, in particular when leaving the depot at the afternoon shift change.

A motion was moved by Colleen Fuller and seconded by Bart Crosby to write a letter to John Molloy (Project Manager, Toll Resources) regarding the ongoing concern about separation distances. It was agreed that John Molloy would be the first point of contact and if there isn't an improvement the Committee will take it further.

3.7 Danny Young provided an update on the proposed hardstand bays along Blue Vale Road. Toll has postponed installation of the bays because of the road works and recent poor weather. Sandy Bull commented that he sees the trucks stopping more regularly than they used to.

3.8 Tim Muldoon provided an update on the Regional Resource and Energy Community Discussion Day and tabled a brochure which

outlines the agenda and includes a registration form. The free forum, to be held on the 9th September 2010, is for educational and awareness purposes with the hope that some of the community's concerns about mining are allayed.

Clr Bates stated that he will not be able to attend and that he thinks at least one member of the CCC should attend. Clr Fuller urged everyone to attend as it's a free forum that everyone will benefit from.

4.0 General Business

4.1 Mine Progress

The Project Manager, Jason Conomos, reported May-July 2010 production results as follows:

4.2 million BCM overburden removed
440,000 tonnes of coal recovered

Bart Crosby asked whether production was on target and how many wet days had impacted on the mine. Jason Conomos indicated that the mine was basically on target. He was unable to recall the number of wet days for the last 3 months however 6 full days of production (when lost digger hours were combined) were lost during July.

Mr Conomos stated that rehabilitation undertaken to date had not changed since the last meeting as the mine is waiting for the modification approval.

Mr Conomos noted a major milestone of 502 LTI (lost time injury) days until the end of June 2010. There haven't been any lost time injuries since, however LTI targets are generally every 250 days.

4.2 Environmental Monitoring Results

Danny Young presented the environmental monitoring results which are attached in the Environmental Monitoring Report.

Sandy Bull commented about a significant blast on Monday 9th August 2010 that shook his house. Bart Crosby confirmed that the blast appeared to be more significant than other shots. Danny Young said that the blast monitoring results indicated compliance.

Bart Crosby noted that the trees planted along the haul road were going well.

5.0 New Business

5.1 Sandy Bull asked whether the EPA had expressed any concern about the coal dust along the haul road from the CHPP. Danny Young indicated that DECCW had raised concern about the dust during recent inspections but no-one was able to provide a practical solution. Danny Young noted that the dust is particularly hard to manage during the ongoing wet weather.

5.2 The Committee raised concern about various aspects of the current roadworks along the haul route, as follows:

5.2.1 Clr Bates noted that the 60km/h and 100km/h speed signs on the Kamilaroi Highway are spaced incorrectly resulting in traffic travelling in opposite directions at different speeds. Clr Fuller commented that she has raised concern about this in the past and that Clr Fuller and Clr Bates had discussed the issue previously. Clr Fuller stated that she would follow up again with Council at a meeting to be held that afternoon.

5.2.2 Bart Crosby stated that the new painted line on the Kamilaroi Highway to show the temporary lane diversion was difficult to see. The Committee in general discussed safety concerns relating to the highway intersection upgrade.

5.2.3 Bart Crosby stated that the safety barricading on the current section of roadworks (south of the Rocglen turnoff) is inadequate and noted that only one safety cone (witch's hat) was used to indicate the ~300mm drop off where the road had been dug out.

5.2.4 Sandy Bull commented that repairing potholes with the spray mechanism on the Council truck is a waste of time because the spray arm is too far away from the road and the gravel needs to be packed in with a shovel.

5.2.5 Bart Crosby discussed the number of potholes on the southbound lane (ie. the lane that loaded trucks travel on) and that trucks veer onto the other side of the road to miss the holes.

5.2.6 Peter Laird reiterated that the potholes are dangerous and mentioned that he was unable to slow down through a section with a number of potholes because he had a Toll truck behind him.

5.2.7 Bob McGregor commented that it would be difficult to maintain the road with the recent weather conditions.

Danny Young committed to contacting Wayne Kerr at Gunnedah Shire Council to discuss the issues raised at the meeting.

5.3 Clr Bates questioned the domestic coal hub at the Canyon Mine. Danny Young advised that Whitehaven had recently determined

to withdraw the application for a domestic coal hub at Canyon on the basis of domestic coal operations being undertaken at Tarrawonga. This was identified as a temporary arrangement in the current modification EA with the Department of Planning and will be identified as a permanent feature in future life of mine planning arrangements.

Bart Crosby questioned the current arrangements for domestic coal transport and whether the truck movements are monitored. Danny Young indicated that they travel along the haul route but as private contract trucks, are not as easily monitored as Toll trucking. Quantities of domestic coal and number of truck movements are monitored from sales inventories. Jason Conomos noted that some trucks travel to Narrabri. Bart Crosby and Sandy Bull raised concern about the weight limit on the Iron Bridge near Boggabri. Clr Bates confirmed that the weight limit had been lifted to 42.5t.

Members of the Committee discussed the state of Boston Bridge in Boggabri. It was agreed that any issues with the bridge are a concern for the Narrabri Shire Council rather than the Tarrawonga CCC.

- 5.4** Clr Bates tabled the 2009-2010 Tarrawonga Annual Environmental Management Report (AEMR) that had been issued for the information of the CCC members. Danny Young stated that the AEMR review and site visit by I&I, DECCW and GSC representatives had been conducted in mid July with positive feedback, including commendation from I&I for the workshop upgrades and improved waste segregation.

Clr Fuller congratulated Whitehaven on their rehabilitation efforts and noted that Namoi Community Conservation Area Consultative Committee is impressed with the Company's rehabilitation efforts. Clr Fuller stated that she has been involved in mine site tours with sceptical groups that had been impressed with the rehabilitation efforts.

Clr Bates stated that positive comments about mining companies should be publicised to improve community perceptions of mining.

- 5.5** Sandy Bull raised concern about the sunken ramp on the haul road and noted that Whitehaven had indicated that it would be repaired approximately 12 months ago. Danny Young stated that he would investigate when the sunken ramps would be fixed.
- 5.6** Bart Crosby noted that Gunnedah Shire Council (GSC) gravel trucks were travelling on Manilla Road at 6am. It was agreed that this was a Council issue.

5.7 Sandy Bull and Bart Crosby commented that drivers in contractor trucks continue to use their exhaust brakes.

6.0 Complaints

There were no complaints recorded on the complaints hot line. One complaint received via the Environmental Manager was discussed in the Environmental Monitoring Report.

7.0 Next Meeting

The next meeting will be held at the Tarrawonga Coal Mine Training Room on Wednesday 10th November 2010 at 10:00am.

Meeting closed at 11:00 am.

..... / /2010
Ken Bates - Chairman

Tarrawonga Coal Mine Community Consultative Committee Meeting #18

Environmental Monitoring Report May 2010 – July 2010

Noise Monitoring

Noise monitoring was undertaken on Monday 21st and Tuesday 22nd June 2010 as per requirements under the consent. Results from the monitoring are outlined below:

Noise Monitoring Results – 22 June 2010 (Day)				
Location	Time	dB(A),Leq (15 min)	Wind speed/ direction	Identified Noise Sources
Bollol Ck Station	8:05 am	43	1.0 m/s SE	Birds & insects (41), Traffic (36), TCM (31)
Tarrawonga	8:25 am	41	1.0 m/s SE	Birds (38), Haul trucks (35), TCM (33)
Ambarido	7:00 am	46	Calm	TCM (43) ¹ , Traffic ² (42), Birds (35)
Pine Grove	7:23 am	48	Calm	Birds (47), TCM (38) ¹ , traffic ² (35)

¹ Trucks on private section of haul road.

² TCM trucks and other traffic on the Manilla Road section of the haul route. Criterion on this section is 60 dB(A).

Noise Monitoring Results – 21 June 2010 (Evening)				
Location	Time	dB(A),L eq (15 min)	Wind speed/ direction	Identified Noise Sources
Bollol Ck Station	8:27 pm	26	0-1 m/s SE	Insects (23), TCM (23)
Tarrawonga	8:01 pm	33	0-1 m/s SE	TCM (29), Birds & insects (28), Wind (28)
Ambarido	8:01 pm (22 Jun)	37	Calm	Traffic ² (34), TCM (31) ¹ , insects (30)

¹ Trucks on private section of haul road.

² TCM trucks and other traffic on the Manilla Road section of the haul route. Criterion on this section is 60 dB(A).

Noise Monitoring Results – 21 June 2010 (night)				
Location	Time	dB(A),L eq (15 min)	Wind speed/ direction	Identified Noise Sources
Bollol Ck Station	10:38 pm	24	0-1 m/s SE	Insects (21), (TCM 21)
Tarrawonga	10:58 pm	32	0-1 m/s SE	TCM (30), insects (27)
Ambarido	10:59 pm (22 Jun)	24	Calm	Cows (21), TCM (21)

The results show that noise emissions from operations associated with the mine were higher than the operational noise criterion of 35 dB(A),L_{eq(15min)} at the monitoring locations of “Ambarido” and “Pine Grove” during the day survey. The noise was due to emissions from trucks travelling on the private section of the haul road. On the basis

of private agreements with the residents of the two properties, this is not considered a non-compliance.

In addition to the operational noise, the noise from the mine must not exceed 45 dB(A), $L_{1(1min)}$ between the hours of 10 pm and 7 am. This is to minimise the potential for sleep disturbance as a result of individual loud noises from the mine.

During the night time measurement circuit the L1 (1min) noise from the mine did not exceed 45 dB(A) at any monitoring location.

Road Noise Monitoring

Tarrawonga Coal is required to monitor road noise to determine that the cumulative noise level generated from traffic generated by Tarrawonga Coal Mine, Canyon Coal Mine (mining ceased) and Rocglen Coal Mine does not exceed 60 dB(A), $L_{eq(1hour)}$ during the day and 55 dB(A), $L_{eq(1hour)}$ during the night. Monitoring was conducted at the “Brooklyn” (2 residences) and “Werona” properties on the 22nd June 2010, with the following observations and results:

- 30 truck movements were recorded during the measurement period (10:32am and 11:32am) at “Brooklyn”. The total measured noise level at Residence 1 at “Brooklyn” was 51 dB(A) $L_{eq(1hour)}$ and the calculated contribution from mine-related vehicles was **49 dB(A), $L_{eq(1hour)}$** . This is below the daytime criterion of **60 dB(A) $L_{eq(1hour)}$** .
- The calculated contribution from mine-related vehicles at Residence 2 was **45 dB(A), $L_{eq(1hour)}$** . This is below the daytime criterion of **60 dB(A) $L_{eq(1hour)}$** .
- Over the course of the measurement period at “Werona” there were 46 coal truck movements related to Tarrawonga and Rocglen. The total measured contribution from mine-related vehicles at “Werona” was **49 dB(A), $L_{eq(1hour)}$** . This is below the daytime criterion of **60 dB(A) $L_{eq(1hour)}$** .

Blast Monitoring

Blasting Results

Since the first shot there have been 238 blasts (until 4th of August 2010).

All blasts during this report period have been compliant within the limits of 115dBL and 5mm/s.

To date, the highest overpressure recorded remains at 117.0 dBL recorded at “Bollol Creek Station” on the 5th July 2007. The highest ground vibration recorded is 2.86 mm/s recorded at “Tarrawonga” on the 23rd March 2009.

Air Quality

Air Quality (Dust Deposition) Results

MONTH	TEMPLEMORE (EB-4)	BOLLOL CREEK STN (EB-5)	AMBARD (EB-6)	TARRAWONGA (EB-7)	THUIN (EB-8)	PINE GROVE (EB-9)	TARRAWONGA MINE (EB-10)	TARRAWONGA MINE (EB-11)	PINE GROVE (EB-12)
July 2009		3.7	3.4	0.5		0.7	0.5	0.7	0.6
August 2009	4.8	13.1	2.9	2.1	2.2	3.0	1.9	3.1	4.1
September 2009	10.9	11.6	8.2	12.6	20.3	10.3	17.8	22.0	14.1
October 2009	4.5	4.0	1.6	2.3	2.6	3.9	2.3	2.2	2.3
November 2009	3.9	2.5	1.3	2.4	0.7	1.9	1.8	1.6	1.7
December 2009	3.8	2.8	1.3	1.4	2.2	1.5	3.2	3.0	1.9
January 2010	3.3	8.8	3.3	1.4	1.2	1.7	2.0	3.3	2.7
February 2010	1.5	2.8	0.8	2.2	2.1	0.9	0.8	1.2	6.2
March 2010	0.9	1.4	1.2	1.0	1.3	0.7	1.7	3.5	5.6
April 2010	4.9	1.4	1.0	0.8	3.3	0.5	1.2	0.9	3.5
May 2010	3.3	2.9	1.2	0.7	1.8	0.5	0.8	0.9	0.6
June 2010	3.0	3.8	0.4	0.4	3.0	0.4	2.1	2.9	1.0
ANNUAL AVERAGE	4.1	4.9	2.2	2.3	3.7	2.2	3.1	3.9	3.8

The deposited dust levels have remained at relatively low levels over the last three months. A slightly elevated result of 4.9 g/m²/month was recorded at EB-4 Templemore in April 2010.

All monitors remain within the 4g/m²/month criteria, with the exception of EB4 – Templemore and EB5 – Bollol Creek Station, that continue to be affected by the outlier results from dusty conditions in September 2009. It is noteworthy that EB8 – Thuin is below the 4g/m²/month threshold for the first time in almost 12 months.

PM₁₀ Results

The annual average for PM₁₀ readings is currently at 21.71µg/m³, which is well below the annual average limit of 30µg/m³. PM₁₀ levels have remained compliant since the last CCC meeting.

The highest 24hr reading to date is 97µg/m³ which was recorded on the 8th December 2009.

Water Monitoring

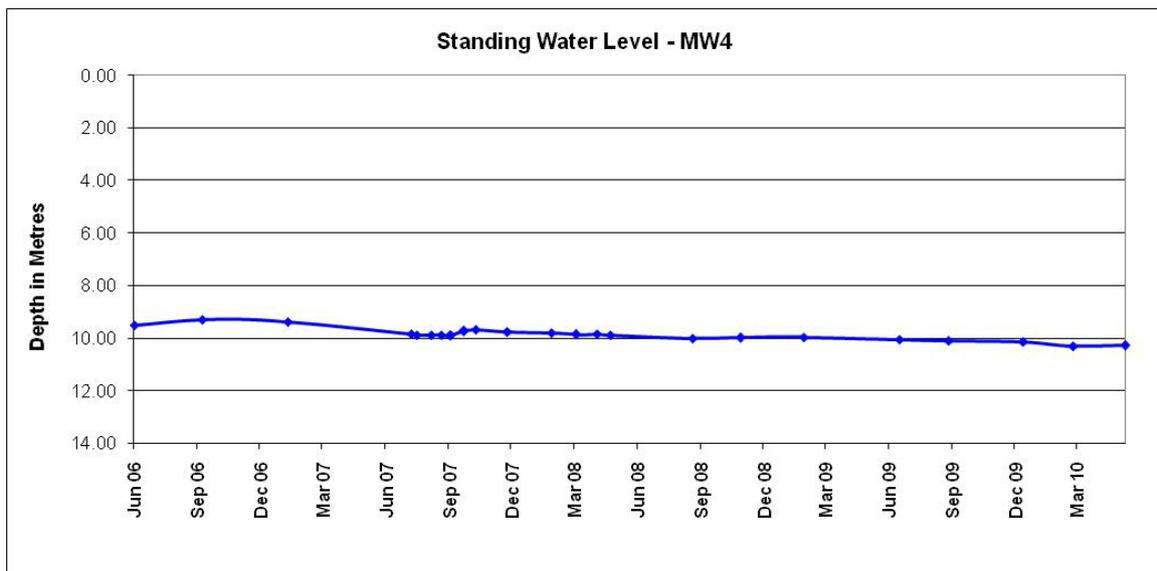
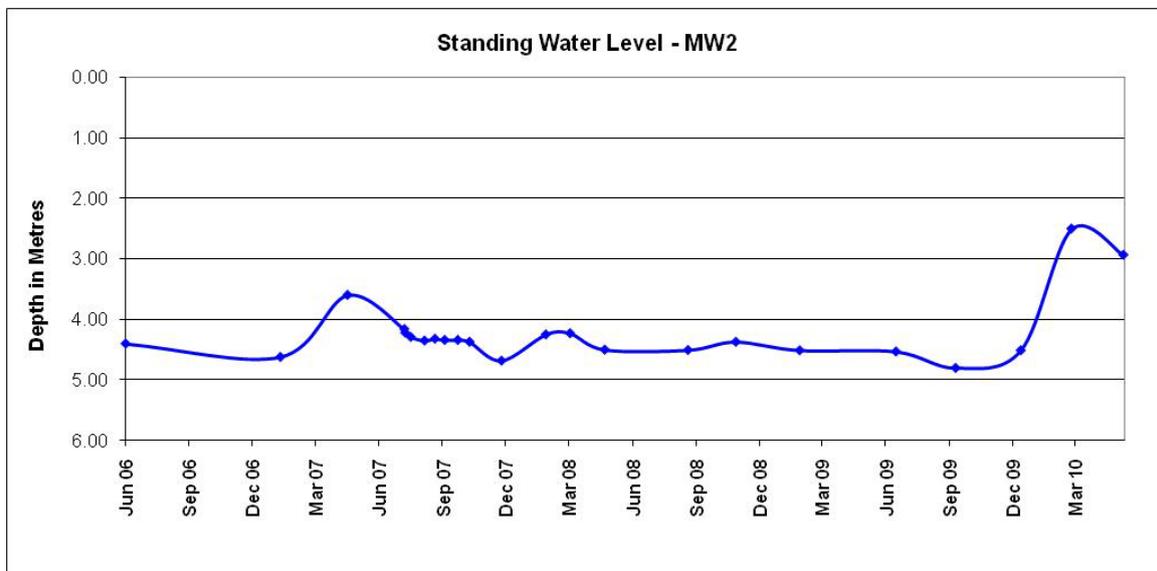
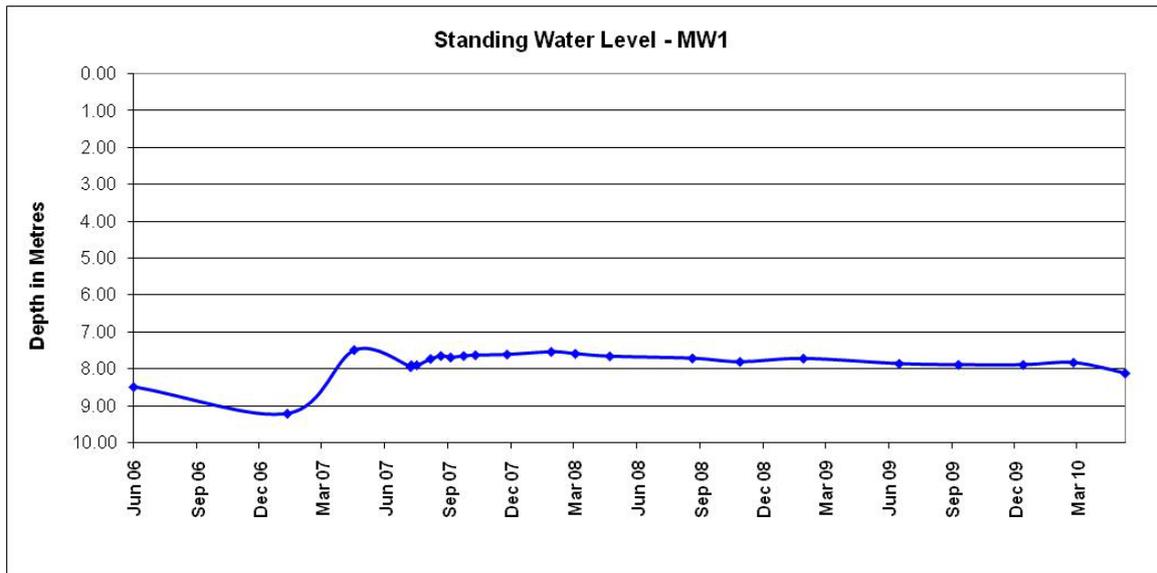
Ground Water

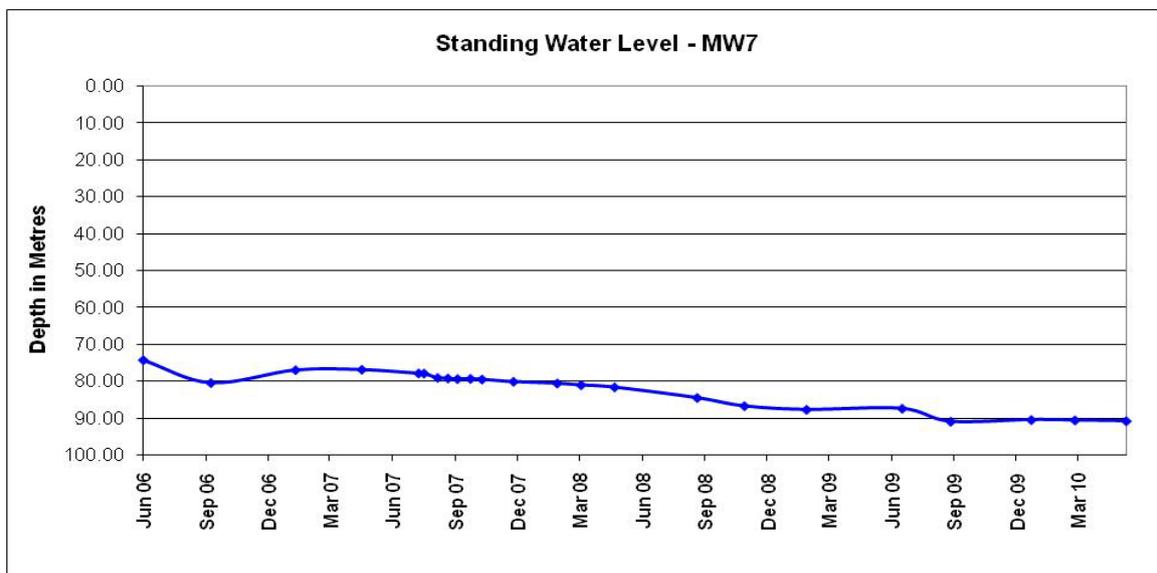
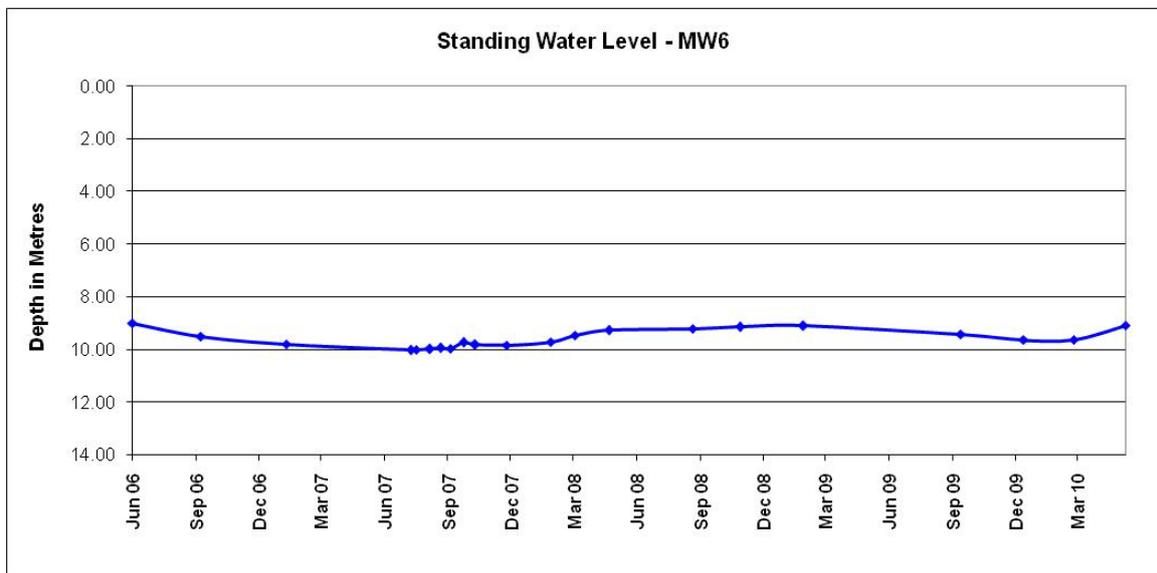
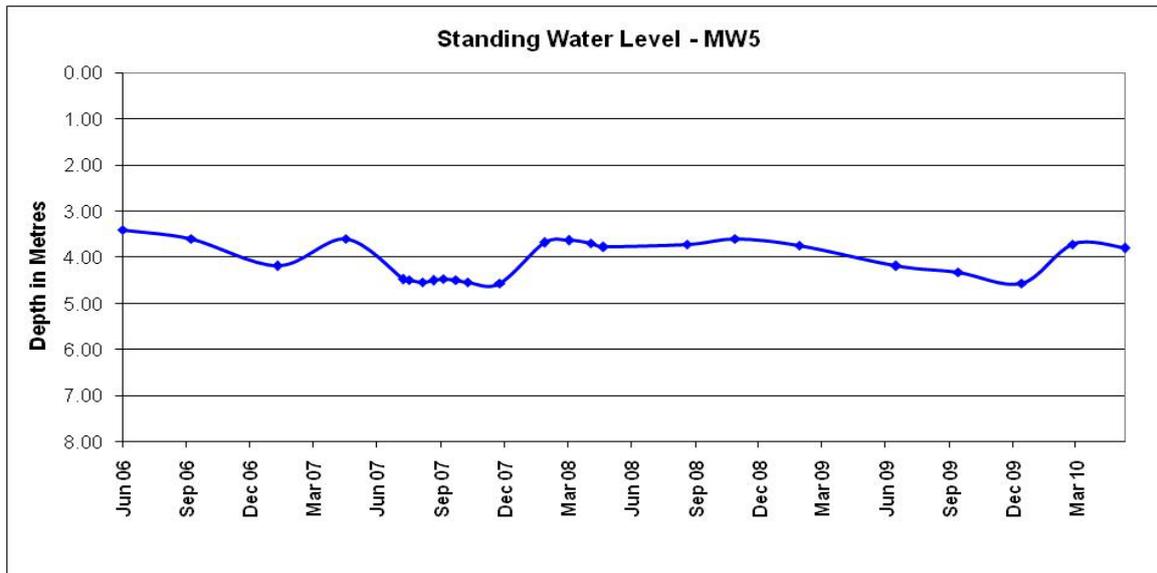
Groundwater monitoring data obtained to date, including the last round of SWL monitoring in May 2010, is presented in the following table. The next round of monitoring is scheduled for August 2010.

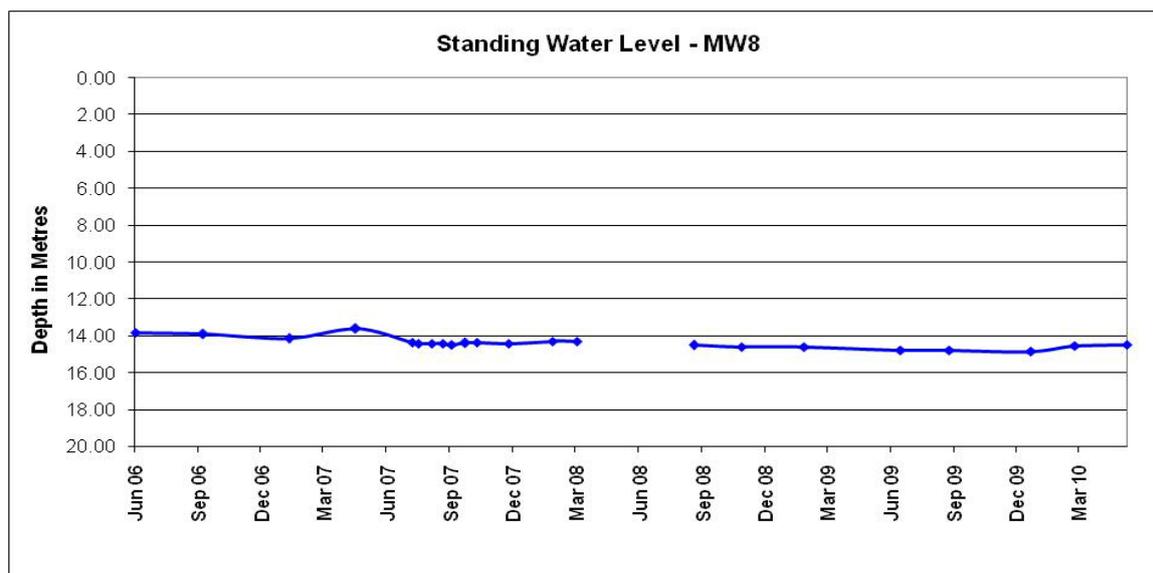
Site	Date	SWL (m)	pH	Elect. Conduct
MW1	June 06	8.54	7.5	6330
	January 07	9.22	7.1	2410
	April 07	7.49		
	July 07	7.91	7.3	2500
	August 07	7.66		
	September 07	7.66		
	October 07	7.64		
	November 07	7.62		
	January 08	7.55		
	March 08	7.60		
	April 08	7.67	7.3	3120
	August 08	7.73		
	September 08			
	October 08	7.82	7.8	3500
	November 08			
	December 08			
	January 09	7.73		
	June 09	7.87	7.2	5470
	September 09	7.9		
	December 09	7.9	7.83	4510
February 10	7.84			
May 10	8.13			
MW2	June 06	4.39	7.0	5440
	January 07	4.62	6.8	511
	April 07	3.59		
	July 07	4.29	7.1	496
	August 07	4.32		
	September 07	4.34		
	October 07	4.37		
	November 07	4.68		
	January 08	4.25		
	March 08	4.23		
	April 08	4.50	7.3	440
	August 08	4.51		
	September 08			
	October 08	4.37	6.9	620
	November 08			
	December 08			
	January 09	4.51		
	June 09	4.53	7.7	660
	September 09	4.8		
	December 09	4.51	7.5	640
February 10	2.51			
May 10	2.94			
MW4	June 06	9.49	7.0	3290
	September 06	9.25		
	January 07	9.37	7.1	3430

	July 07	9.88	6.8	5400
	August 07	9.87		
	September 07	9.73		
	October 07	9.67		
	November 07	9.76		
	January 08	9.80		
	March 08	9.87		
	April 08	9.88	7.1	5160
	August 08	10.01		
	September 08			
	October 08	9.98	7	5800
	November 08			
	December 08			
	January 09	9.96		
	June 09	10.05	6.8	5400
	August 09	10.10		
	December 09	10.14	7.35	5040
	February 10	10.30		
	May 10	10.28		
MW5	June 06	3.38	6.9	1530
	September 06	3.64		
	January 07	4.18		
	April 07	3.60		
	July 07	4.49	7.5	1930
	August 07	4.50		
	September 07	4.48		
	October 07	4.53		
	November 07	4.56		
	January 08	3.68		
	March 08	3.63		
	April 08	3.77	7.9	3260
	August 08	3.72		
	September 08			
	October 08	3.59	7.3	3400
	November 08			
	December 08			
	January 09	3.73		
	June 09	4.18	7.7	2390
	September 09	4.32		
	December 09	4.56	7.44	7460
	February 10	3.71		
	May 10	3.8		
MW6	June 06	8.99	7.3	2030
	September 06	9.54		
	January 07	9.81	6.9	2030
	July 07	10.01	7.5	2060
	August 07	9.95		
	September 07	9.73		
	October 07	9.82		
	November 07	9.83		
	January 08	9.72		
	March 08	9.48		
	April 08	9.28	7.1	2120
	August 08	9.21		
	September 08			
	October 08	9.15	7.1	2100
	November 08			

	December 08			
	January 09	9.10		
	June 09	No sample		
	September 09	9.43		
	December 09	9.64	7.3	2100
	February 10	9.62		
	May 10	9.08		
MW7	June 06	74.2	7.2	2250
	September 06	80.52		
	January 07	77.0	7.3	1960
	April 07	76.9		
	July 07	77.93	7.2	2250
	August 07	79.28		
	September 07	79.39		
	October 07	79.55		
	November 07	80.17		
	January 08	80.63		
	March 08	81.10		
	April 08	81.68	7.6	2370
	August 08	84.57		
	September 08			
	October 08	86.81	7.4	2300
	November 08			
	December 08			
	January 09	87.80		
	June 09	87.50	7.4	2440
	August 09	91.04		
	December 09	90.58	7.49	2240
	February 10	90.69		
	May 10	90.90		
MW8	June 06	13.8	6.7	2240
	September 06	13.9		
	January 07	14.1	6.7	2260
	April 07	13.6		
	July 07	14.41	6.8	2530
	August 07	14.40		
	September 07	14.38		
	October 07	14.37		
	November 07	14.43		
	January 08	14.28		
	March 08	14.30		
	April 08	N/S		
	August 08	14.52		
	September 08			
	October 08	14.59	NA	NA
	November 08			
	December 08			
	January 09	14.60		
	June 09		Unable to sample	
	August 09	14.77		
	December 09	14.85	No sample – casing blocked	
	February 10	14.55		
	May 10	14.47		







The results indicate relatively consistent SWL at all monitoring sites since the last round of monitoring. Monitoring will continue on a quarterly basis to generate additional data over time in order to establish ongoing trends in groundwater levels at our monitoring sites.

Surface Water

Routine surface water monitoring was conducted in May 2010.

Two wet weather discharge events have occurred since the last CCC meeting, both being compliant with EPL thresholds.

SB14 discharged on the 14th July 2010 following 8.8mm of rainfall. This discharge after a minor rainfall event is attributable to the consistent rainfall over previous months and the reduced capacity in the storage dams. It is noteworthy that there were insufficient flows to obtain samples upstream and downstream of the site.

SB14 also discharged on the 28th July 2010, where the mine experienced 22.8mm of rain. Again, significant rainfall leading up to this date had reduced the storage capacity in many onsite dams. Sampling of the Nagero Creek Upstream (NCU) highlighted a Total Suspended Solids (TSS) level of 1940mg/L. This high reading may be due to recent clearing and earthworks conducted in the area by Boggabri Coal.

Whilst our Environment Protection Licence requires all efforts to reduce water levels in discharge dams, most efforts have recently concentrated on reducing levels in the most sediment laden waters, being from SD16 and SD17. With the extent of rainfall, it has been impossible to utilise waters from SB14 as well, however water sampling was able to confirm that in the event of discharge, the quality of water was within acceptable standards.

Complaints

Since the last meeting there has been one complaint lodged directly to the Environmental Manager via phone call, as detailed below:

23rd June 2010

A dark blue coal truck (Kenworth truck and dog) was observed exiting Tarrawonga haul road on to the Manilla Road with the rear trailer not fully covered.

Immediately following the phone call, Danny Young (Group Environmental Manager) travelled along Bluevale Road to identify the truck on its way into town to verify if the rear trailer was uncovered. The truck was identified north of the Rocglen turn off and was followed by Danny Young back to Gunnedah. It was identified that the rear trailer was not covered by the tarp and coal was clearly visible up to the sides of the trailer. The truck was then observed to travel through Gunnedah rather than turning into the CHPP indicating it was a domestic load. The registration plate of the truck was noted and advice was issued back to Tarrawonga site as to the timing of the load and truck description. The site was requested to reinforce the load covering policy with all truck operators to ensure no truck leaves site with a load that is not appropriately covered.

At the time of the complaint, the complainant was advised that the matter would be investigated and that the Project Manager would be requested to reinforce the load covering requirements with all truck operators. The driver of the uncovered truck is now banned from site. In addition, signage has been placed at Tarrawonga requesting all trucks to tarp up prior to leaving site.

Rehabilitation

Since the last CCC meeting, approximately 600 trees have been planted on the western face of the northern emplacement. This was utilising tubestock sourced from Boggabri Coal as a means of trialling different seed stocks to determine any variability in growth patterns. In addition to this, approximately 600 tubestock were planted along the haul route to Tarrawonga.

Minutes of the 19th Meeting of the Tarrawonga Coal Mine Community Consultative Committee

Meeting Held: 10th November 2010 at 10:00am

Venue: Tarrawonga Coal Mine, Training Room

1. Present and Apologies

Present: Cllr Ken Bates (Narrabri Shire Rep), Chairman
Mr Danny Young (Environmental Manager)
Mr Jason Conomos (Project Manager)
Miss Jill Scealy (Environmental Officer)
Mr Bob McGregor (Community Rep)
Mr Bart Crosby (Community Rep)
Mr Tim Muldoon (Community Liaison Officer)
Mr John Molloy (Visitor – Toll Resources)

Apologies: Mr Sandy Bull (Community Rep)
Mr Peter Laird (Community Rep)
Cllr Colleen Fuller (Gunnedah Shire Rep)
Mr Casper Dieben (General Manager – Operations)
Mr Brian Cullen (General Manager – Technical Services)

2. Business Arising

- 2.1.** John Molloy provided an update on the truck washing options. Toll trialled Typhoon but were charged \$750 for one truck so this option was not considered financially viable. Toll has now purchased a hot/cold high pressure washer that will be used at their new Vickery depot. It is anticipated that Toll employees will be utilised on Sundays to wash all trucks.

John also indicated that Toll were in discussions with Whitehaven regarding a possible upgrade of the wheel wash at the CHPP, including altering the spray system so it sprays the truck and not just the wheels.

- 2.2.** Danny Young advised that the Tarrawonga modification was approved in mid October with a new set of Project Approval conditions issued by Department of Planning. The Project Approval requires revision of the existing management plans as well as real time noise monitoring and air quality monitoring.

The real time noise monitor was delivered this week and has audio playback capabilities to allow identification of noise sources. The monitor also sounds an alarm when noise levels approach the consent criteria, thereby allowing the mine to adapt operations to reduce noise levels.

The real time air quality monitor will be in place by March 2011 with a data link back to site. The monitor will be positioned in a fixed location

which will be determined in consultation with DECCW during the development of the Air Quality Monitoring Program.

The consent requires Tarrawonga to look at the cumulative impacts with Boggabri Coal. DoP recently had discussions with senior management of Whitehaven Coal, Boggabri Coal and Aston Resources regarding cumulative impacts.

- 2.3.** Ken Bates believes that the State Government isn't really interested in discussing a return of royalties to regional areas. He also believes that the opposition would be unlikely to support a return of royalties to regional areas other than through the issue low interest loans.

The Mining Related Councils will meet on Friday to further discuss the options. They have looked at engaging a consultant to put a paper together however this will cost approximately \$150,000.

- 2.4.** John Molloy provided a response to the letter sent to Toll Resources by the CCC regarding separation distances. John believed that the majority of the issues noted in the letter had been resolved with the relocation of the depot to the former Vickery site. The position of the depot allows trucks to travel in various directions at the commencement of the shift rather than all trucks having to travel to Tarrawonga and Rocglen in the one direction along Bluevale Road. Some loaded trucks are parked overnight and travel directly to the CHPP at the start of shift.

John also tabled a printout from the RTA website noting the RTA specifies a 4 second crash avoidance space. John believes a 90 second gap is not necessary and Toll will enforce a gap of 2 B-doubles (approximately 60m).

Ken Bates advised that the depot relocation had made a tremendous difference to the issue of separation distances.

- 2.5.** John Molloy advised that the possible installation of hardstand bays along the haul route has been postponed due to ongoing wet weather and the priority to relocate the depot. John will discuss the hardstand bays with Council and provide an update at the next CCC meeting.

- 2.6.** Tim Muldoon advised that the Regional Resource and Energy Community Discussion Day had been cancelled following initial concerns from Council about poor publicity after discussions with key farming groups. Subsequent to that, BHP Caroon, Shenhua Watermark and Santos advised that they would no longer be participating. Whitehaven remained committed as we believed it was a beneficial event for the community, however, as all other stakeholders pulled out, the event was cancelled.

- 2.7.** Danny Young said that he had contacted Wayne Kerr at Gunnedah Shire Council regarding safety concerns associated with roadworks on Blue Vale Road and the Kamilaroi Highway. Mr Kerr identified that

he would address safety standards of roadworks on Blue Vale Road. He indicated Council's frustration with the management of the Kamilaroi Highway upgrade and that Council was unable to do anything about it as was managed by the RTA.

Bart Crosby asked why the concrete barriers hadn't been highlighted with bright paint or flashing lights and questioned whether there had been an inquiry following the accident which occurred.

John Molloy noted that Toll had also expressed concern to Council regarding the roadworks (including that fact that the southbound lane was not wide enough for a B-double) and they received the same comment from Council about it being controlled by the RTA.

- 2.8.** The sunken ramps have not been repaired. Danny Young advised that he had spoken with Wayne Parkes (Whitehaven's Project Development Manager) who advised that the ramps would be repaired in conjunction with other roadworks. This has not occurred and Danny will raise the issue again.

3. General Business

3.1. Mine Progress Report

The Project Manager, Jason Conomos, reported August – October 2010 production results as follows:

4.6 million BCM overburden removed
499,000 tonnes of coal recovered

Jason Conomos indicated that production had slipped from the target by approximately 51,000t due to wet weather.

Mr Conomos stated that rehabilitation undertaken to date had not changed since the last meeting as the mine has been waiting for the modification approval.

3.2. Environmental Monitoring Report

Danny Young presented the environmental monitoring results which are attached in the Environmental Monitoring Report.

Danny noted that we would still continue to conduct attended noise monitoring on a quarterly basis and the results from this monitoring will be compared to the real time noise monitor results.

Bart Crosby asked about the placement of the noise monitor. Danny Young stated that the soon to be updated Noise Management Plan will identify a placement procedure which will generally be related to weather conditions. The monitor has a weather station and we will be required to assess inversion conditions and their correlation with noise generation. We will approach the residents of the proposed noise

monitoring locations (once they have been determined) to obtain approval for placement of the monitor at their residence.

In relation to wet weather discharges, Bart Crosby commented that the TSS levels in some discharges were significantly higher than the threshold criteria of 50mg/L. Danny Young agreed and indicated that the 50mg/L limit is quite low as samples from the Namoi River and local creeks would return TSS levels greater than that. Danny also discussed the flocculant trials and advised the Committee that DECCW and DoP had been notified of all wet weather discharge results and the proposed measures to reduce occurrence of exceedances of thresholds. DoP have suggested that future exceedances could result in penalty infringement notices. The new Project Approval allows for construction of additional storages along the southern boundary.

Bob McGregor asked what was in the fume from blasts and whether it was toxic. Danny Young explained that the fume contains nitrous oxide which, if inhaled in significant quantities, could be detrimental to a person's health. He explained that Orica are investigating current procedures with a view to minimising the potential for post blast fume.

In reference to the complaint on the 14th October 2010, John Molloy advised that he had spoken to the driver who denied any wrong doing. Bart Crosby agreed that there had been an improvement with drivers staying in the appropriate lane but stated that any event of a truck crossing the centre lane is a potential disaster.

4. New Business

- 4.1.** Bart Crosby stated that he saw two trucks passing his property at approximately 10:20pm on the same night. He said one sounded like it had engine troubles and was travelling slower than normal but the other one was "flying". Bart said he was unable to see the truck numbers but was sure they were Toll trucks.

John Molloy said he was unsure why the trucks would still be on the road at that time and committed to reiterating the approved travel times via toolbox talks.

Ken Bates reiterated that anyone with concerns should contact Whitehaven or Toll at the time of the incident. Bart Crosby said he didn't want to disturb Danny Young but both Danny and John Molloy agreed that he could have called them at that time or the next morning.

- 4.2.** John Molloy advised that they were expecting approval for the Vickery workshop this week.
- 4.3.** Bart Crosby expressed concern about the road upgrade and believed that the new single-lane section will cause an accident as the slow

moving Toll trucks (travelling at ~50km/h) merge into a lane where other vehicles are driving at 100km/h.

Bob McGregor said the intersections were better before the upgrade. Danny Young said that Whitehaven were obliged to follow design rules as required by the RTA, and that the road design was in accordance with RTA requirements.

The Committee resolved to write a letter to Council requesting review of current traffic arrangements with consideration of the following options on that section of highway between Bluevale Road and the CHPP intersection:

- Reduced speed limit;
- Installation of signage indicating changed traffic conditions and slow vehicles merging (possibly including a diagram);
- Flashing lights; and
- Use of more permanent white paint as the paint currently used wears off.

4.4. Danny Young advised that a complainant had suggested that speed signs be installed on the gravel section of Manilla Road to advise drivers that the speed limit is 80km/h. Jill Scealy suggested that there should also be a sign advising of a rough road. The Committee resolved to write a letter to Narrabri Shire Council requesting consideration at the Traffic Committee meeting for installation of speed signs as well as consideration of sealing the road or at least adequately maintaining it.

4.5. Ken Bates tabled the DoP Guidelines for Establishing and Operating Community Consultative Committees for Mining Projects and requested that Committee members read them to allow for further discussion at the next meeting. Ken is concerned about any pecuniary interests that members might have and the perceived perceptions from other community members.

Bob McGregor advised that he has been approached by some members of the community who don't feel they are being appropriately represented by the Committee members and that some are considering starting their own committee, much like the Maules Creek committee which was initiated by community members.

Jill Scealy asked if these individuals would like to be on the Committee or whether they would just like to be better represented by the current members.

Bob McGregor said that some don't know how the committee is operated and they think the mine runs it.

Ken Bates suggested that people from Boggabri and Gunnedah should be included. Danny Young explained the process of advertising for expressions of interest with DoP deciding which

candidates are most appropriate. With the most recent CCC's at other sites, DoP has generally selected surrounding residents.

Bob McGregor said that people know there is something happening on each side of the valley (ie. Tarrawonga extension and Bluevale/Vickery) and there is so much gossip about what's going on in between as well as jealousy among landowners.

Bart Crosby agreed and said that people think that Committee members are getting payoffs from the mine.

Danny Young asked whether the Committee thought a regular newsletter to surrounding residents would be appropriate. The Committee agreed that this was a good idea. Jill Scealy also suggested that we better advertise the current Committee members so people know who they should approach with their concerns.

Ken Bates said one of this issues landowners are concerned about is the amount of land mining companies are buying and locking up for carbon or biodiversity offsets which is taking away potential future agricultural opportunities.

- 4.6. Jill Scealy tabled a letter from Gunnedah Shire Council (GSC) advising that Cllr Colleen Fuller has been re-appointed as the Council delegate.

5. Complaints

Complaints were discussed in the Environmental Monitoring Report.

6. Next Meeting

The next meeting will be held at the Tarrawonga Coal Mine Training Room on Wednesday 9th February 2011 at 10:00am.

Meeting closed at 11:45 am.

..... / /
Ken Bates - Chairman

Tarrawonga Coal Mine Community Consultative Committee Meeting #19

Environmental Monitoring Report August 2010 – October 2010

Noise Monitoring

Noise monitoring was undertaken on Tuesday 21st and Wednesday 22nd September 2010 as per requirements under the consent. Results from the monitoring are outlined below:

Noise Monitoring Results – 21/22 September 2010 (Day) (pm on 21/9 and am on 22/9)				
Location	Time	dB(A),Leq (15 min)	Wind speed/direction	Identified Noise Sources
Bollol Ck Station	3:33 pm	42.9	0.5-1 m/s SSE	Birds (42), TCM (25)
Tarrawonga	3:52 pm	38	Calm	Birds (38), TCM (<20)
Ambarado	7:13 am	46.8	1-2 m/s SSE	Birds (45), Quad bike (37), TCM (36) ¹
Pine Grove	6:58 am	41.7	Calm	Birds (39), TCM (39) ¹

¹ Trucks on private section of haul road.

Noise Monitoring Results – 21 September 2010 (evening)				
Location	Time	dB(A),Leq (15 min)	Wind speed/direction	Identified Noise Sources
Bollol Ck Station	8:23 pm	35.8	Calm	Dogs (32), Pump (30), TCM (<30)
Tarrawonga	7:58 pm	33.8	Calm	TCM (32), Insects (29)
Ambarado	7:24 pm	40.7	Calm	TCM (40) ¹ , Birds (25)

¹ Trucks on private section of haul road.

Noise Monitoring Results – 21 September 2010 (night)				
Location	Time	dB(A),Leq (15 min)	Wind speed/direction	Identified Noise Sources
Bollol Ck Station	11:11 pm	30.6	Calm	Insects (30), TCM (<20)
Tarrawonga	10:15 pm	34.0	Calm	TCM (34), Insects (25)
Ambarado	11:37 pm	44.8	>3 m/s SSE	Wind (44), TCM inaudible

The results show that noise emissions from operations associated with the mine were higher than the operational noise criterion of 35 dB(A),L_{eq(15min)} at the monitoring locations of “Ambarado” and “Pine Grove” during the day survey and “Ambarado” during the evening survey. The noise was due to emissions from trucks travelling on the private section of the haul road. On the basis of private agreements with the residents of the two properties, this is not considered non-compliance.

In addition to the operational noise, the noise from the mine must not exceed 45 dB(A),L_{1(1min)} between the hours of 10 pm and 7 am. This is to minimise the potential for sleep disturbance as a result of individual loud noises from the mine.

During the night time measurement circuit the L1 (1min) noise from the mine did not exceed 45 dB(A) at any monitoring location.

Blast Monitoring

Blasting Results

Since the first shot there have been 248 blasts (until 5th of November 2010).

All blasts during this report period have been compliant within the limits of 115dB_L and 5mm/s.

To date, the highest overpressure recorded remains at 117.0 dB_L recorded at “Bollool Creek Station” on the 5th July 2007. The highest ground vibration recorded is 2.86 mm/s recorded at “Tarrawonga” on the 23rd March 2009.

Air Quality

Air Quality (Dust Deposition) Results

MONTH	TEMPLEMORE (EB-4)	BOLLOL CREEK STN (EB-5)	AMBARD (EB-6)	TARRAWONGA (EB-7)	THUJIN (EB-8)	PINE GROVE (EB-9)	TARRAWONGA MINE (EB-10)	TARRAWONGA MINE (EB-11)	PINE GROVE (EB-12)
October 2009	4.5	4.0	1.6	2.3	2.6	3.9	2.3	2.2	2.3
November 2009	3.9	2.5	1.3	2.4	0.7	1.9	1.8	1.6	1.7
December 2009	3.8	2.8	1.3	1.4	2.2	1.5	3.2	3.0	1.9
January 2010	3.3	8.8	3.3	1.4	1.2	1.7	2.0	3.3	2.7
February 2010	1.5	2.8	0.8	2.2	2.1	0.9	0.8	1.2	6.2
March 2010	0.9	1.4	1.2	1.0	1.3	0.7	1.7	3.5	5.6
April 2010	4.9	1.4	1.0	0.8	3.3	0.5	1.2	0.9	3.5
May 2010	3.3	2.9	1.2	0.7	1.8	0.5	0.8	0.9	0.6
June 2010	3.0	3.8	0.4	0.4	3.0	0.4	2.1	2.9	1.0
July 2010	1.2	1.5	0.3	0.4	0.3	1.9	0.8	1.3	0.5
August 2010	1.3	1.4	1.1	0.5	1.9	0.7	0.7	0.9	0.2
September 2010	0.9	2.1	0.7	0.8	1.5	0.6	3.6	2.1	0.7
ANNUAL AVERAGE	2.7	3.0	1.2	1.2	1.8	1.3	1.8	2.0	2.2

All monitors remain within the 4g/m²/month criteria, with the highest reading being 3.6g/m² at EB 10 Tarrawonga Mine. Since the exclusion of September 2009 results, which were elevated due to regional dusty conditions, the annual average has subsequently lowered at all sites (between 0.9 and 1.9 g/m²/month) since the last CCC meeting, and are all below criteria of 4g/m²/month.

PM₁₀ Results

The annual average for PM₁₀ readings is currently at 18.07µg/m³, which is well below the annual average limit of 30µg/m³. PM₁₀ levels have remained compliant since the last CCC meeting.

The highest 24hr reading to date is 97µg/m³ which was recorded on the 8th December 2009.

Water Monitoring

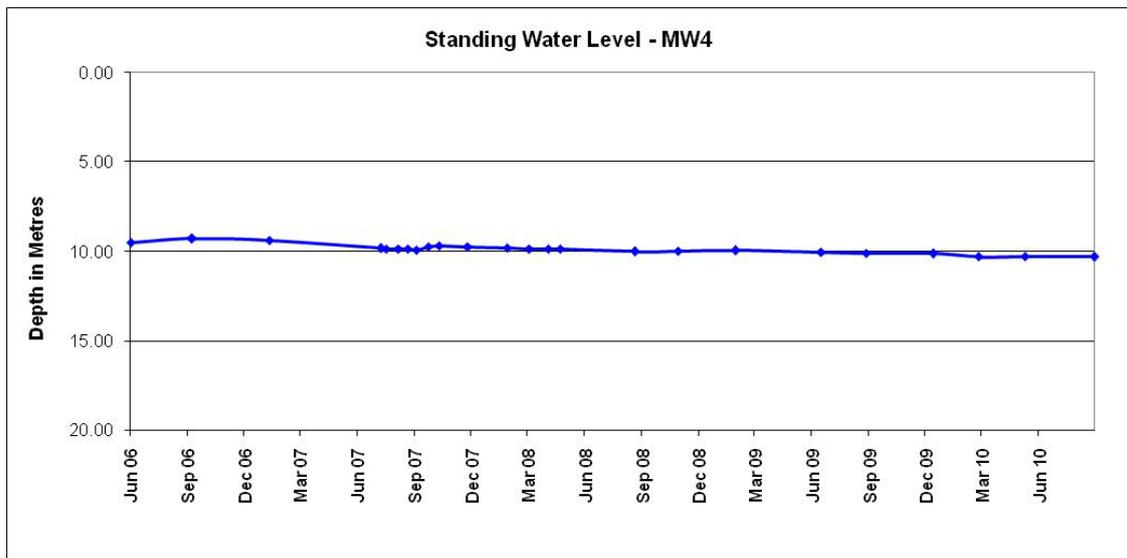
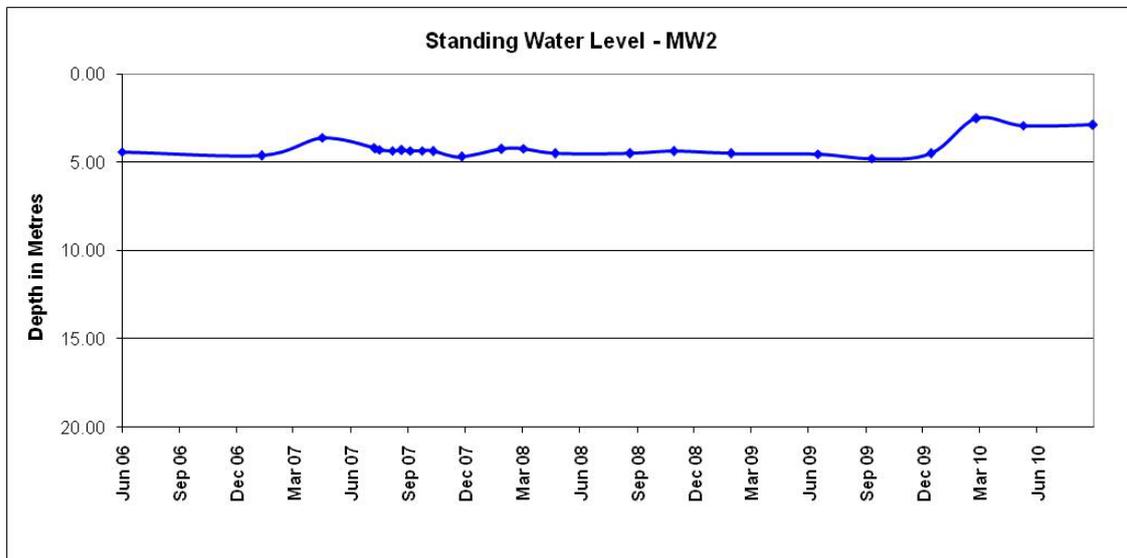
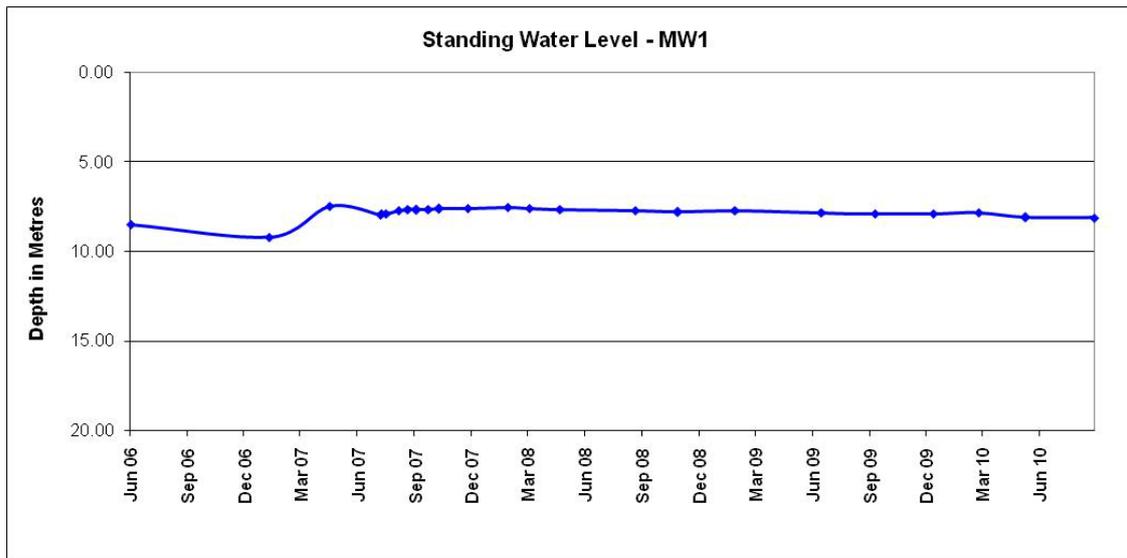
Ground Water

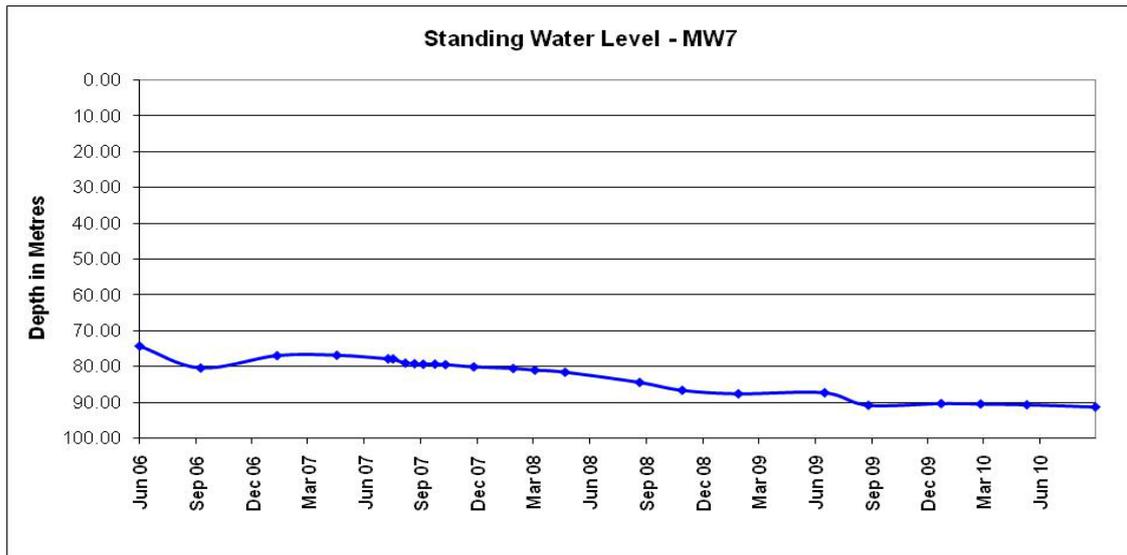
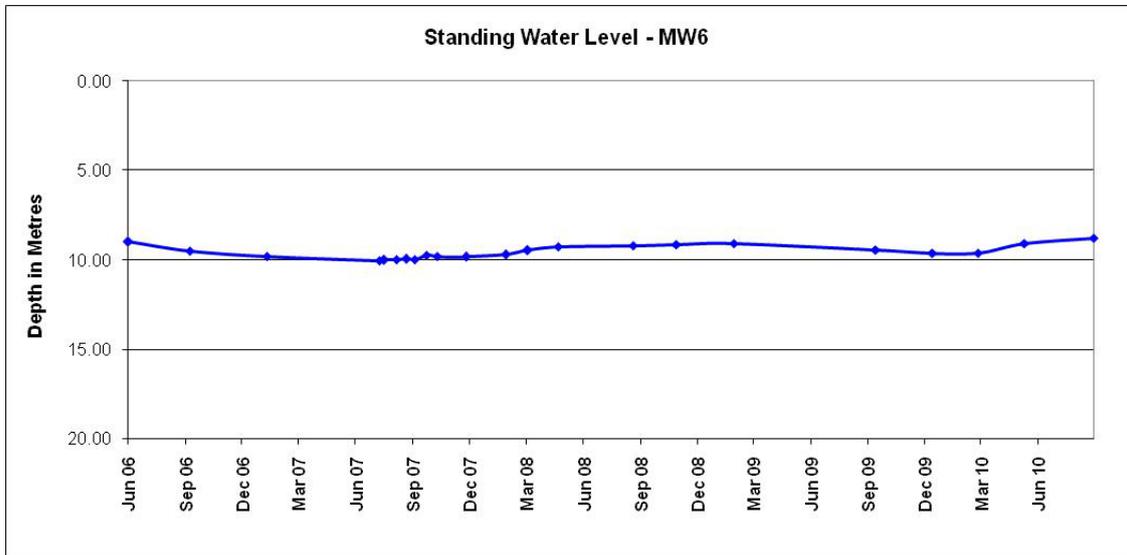
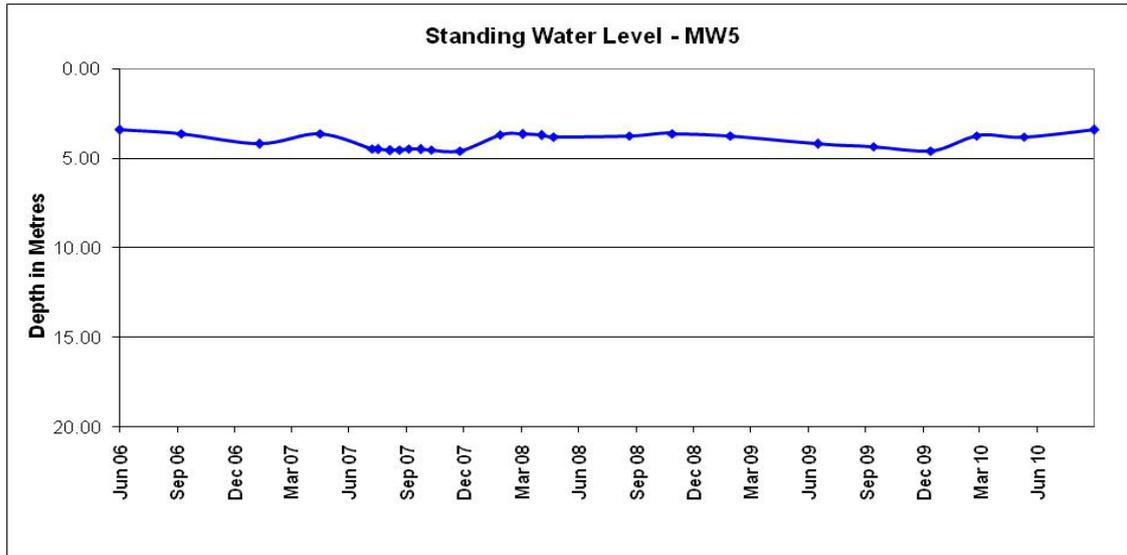
Groundwater monitoring data obtained to date, including the last round of SWL monitoring in August 2010, is presented in the following table. The next round of monitoring is scheduled for November 2010.

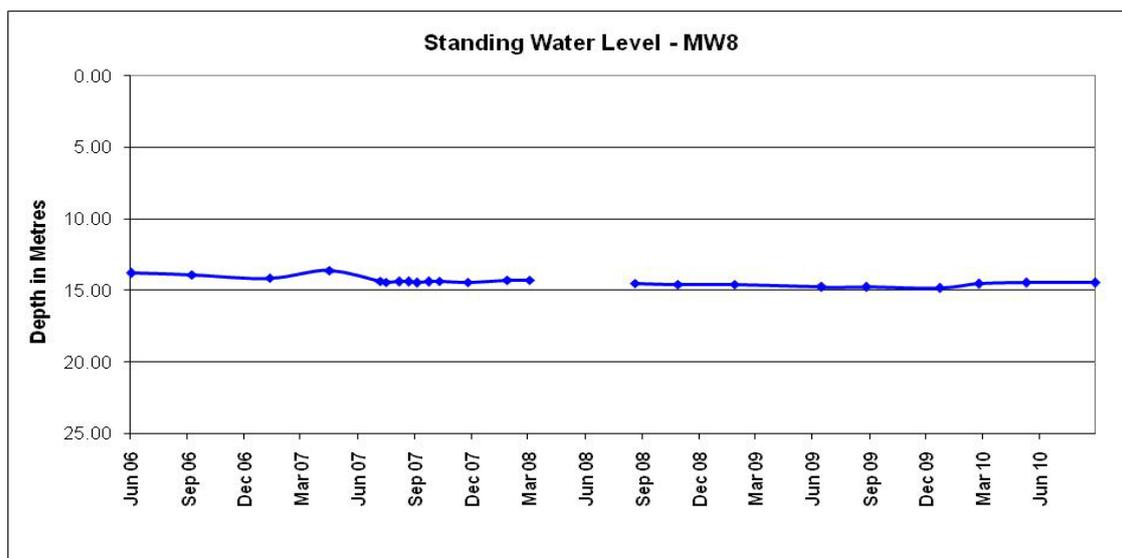
Site	Date	SWL (m)	pH	Elect. Conduct
MW1	January 07	9.22	7.1	2410
	April 07	7.49		
	July 07	7.91	7.3	2500
	August 07	7.66		
	September 07	7.66		
	October 07	7.64		
	November 07	7.62		
	January 08	7.55		
	March 08	7.60		
	April 08	7.67	7.3	3120
	August 08	7.73		
	September 08			
	October 08	7.82	7.8	3500
	November 08			
	December 08			
	January 09	7.73		
	June 09	7.87	7.2	5470
	September 09	7.9		
	December 09	7.9	7.83	4510
	February 10	7.84		
May 10	8.13			
August 10	8.14	7.47	3890	
MW2	January 07	4.62	6.8	511
	April 07	3.59		
	July 07	4.29	7.1	496
	August 07	4.32		
	September 07	4.34		
	October 07	4.37		
	November 07	4.68		
	January 08	4.25		
	March 08	4.23		
	April 08	4.50	7.3	440
	August 08	4.51		
	September 08			
	October 08	4.37	6.9	620
	November 08			
	December 08			
	January 09	4.51		
	June 09	4.53	7.7	660
	September 09	4.8		
	December 09	4.51	7.5	640
	February 10	2.51		
May 10	2.94			
August 10	2.89	7.4	590	
MW4	September 06	9.25		
	January 07	9.37	7.1	3430

	July 07	9.88	6.8	5400
	August 07	9.87		
	September 07	9.73		
	October 07	9.67		
	November 07	9.76		
	January 08	9.80		
	March 08	9.87		
	April 08	9.88	7.1	5160
	August 08	10.01		
	September 08			
	October 08	9.98	7	5800
	November 08			
	December 08			
	January 09	9.96		
	June 09	10.05	6.8	5400
	August 09	10.10		
	December 09	10.14	7.35	5040
	February 10	10.30		
	May 10	10.28		
	August 10	10.31	7.33	4740
MW5	September 06	3.64		
	January 07	4.18		
	April 07	3.60		
	July 07	4.49	7.5	1930
	August 07	4.50		
	September 07	4.48		
	October 07	4.53		
	November 07	4.56		
	January 08	3.68		
	March 08	3.63		
	April 08	3.77	7.9	3260
	August 08	3.72		
	September 08			
	October 08	3.59	7.3	3400
	November 08			
	December 08			
	January 09	3.73		
	June 09	4.18	7.7	2390
	September 09	4.32		
	December 09	4.56	7.44	7460
	February 10	3.71		
	May 10	3.8		
	August 10	3.4	7.85	1740
MW6	September 06	9.54		
	January 07	9.81	6.9	2030
	July 07	10.01	7.5	2060
	August 07	9.95		
	September 07	9.73		
	October 07	9.82		
	November 07	9.83		
	January 08	9.72		
	March 08	9.48		
	April 08	9.28	7.1	2120
	August 08	9.21		
	September 08			
	October 08	9.15	7.1	2100
	November 08			

	December 08			
	January 09	9.10		
	June 09	No sample		
	September 09	9.43		
	December 09	9.64	7.3	2100
	February 10	9.62		
	May 10	9.08		
	August 10	8.78	7.2	1927
MW7	September 06	80.52		
	January 07	77.0	7.3	1960
	April 07	76.9		
	July 07	77.93	7.2	2250
	August 07	79.28		
	September 07	79.39		
	October 07	79.55		
	November 07	80.17		
	January 08	80.63		
	March 08	81.10		
	April 08	81.68	7.6	2370
	August 08	84.57		
	September 08			
	October 08	86.81	7.4	2300
	November 08			
	December 08			
	January 09	87.80		
	June 09	87.50	7.4	2440
	August 09	91.04		
	December 09	90.58	7.49	2240
	February 10	90.69		
	May 10	90.90		
	August 10	91.53	7.52	2385
MW8	September 06	13.9		
	January 07	14.1	6.7	2260
	April 07	13.6		
	July 07	14.41	6.8	2530
	August 07	14.40		
	September 07	14.38		
	October 07	14.37		
	November 07	14.43		
	January 08	14.28		
	March 08	14.30		
	April 08	N/S		
	August 08	14.52		
	September 08			
	October 08	14.59	NA	NA
	November 08			
	December 08			
	January 09	14.60		
	June 09		Unable to sample	
	August 09	14.77		
	December 09	14.85	No sample – casing blocked	
	February 10	14.55		
	May 10	14.47		
	August 10	14.46	Casing Blocked	







The results indicate relatively consistent SWL at all monitoring sites since the last round of monitoring. Monitoring will continue on a quarterly basis to generate additional data over time in order to establish ongoing trends in groundwater levels at our monitoring sites.

Surface Water

Routine surface water monitoring was conducted in August 2010. There was nothing in these results that were indicative of any change in water quality since mine commencement. The next round of surface water monitoring will be conducted in November 2010.

Five wet weather discharge events have occurred since the last CCC meeting, with all of these discharges having problematic results regarding EPL thresholds.

10th August 2010

On the 10th August 2010, the site received 37.8mm of rainfall in addition to 39.8mm received over the preceding 5 days. The total rainfall was outside the 5 day 90% design criteria and, triggered discharge at SB14.. In the previous month, 76.6mm of rainfall was recorded on site, saturating soil and filling storages, contributing to this discharge. With ground conditions at saturation, surface flows into SB14 have had insufficient settling time before discharge, and the site has not had the capacity to utilise the volume of water required to empty SB14 prior to additional rainfall events. A Total Suspended Solids (TSS) reading of 2630mg/L was recorded at SB14, which exceeds the concentration threshold of 50mg/L. The high TSS is thought to be associated with the waste emplacement and pre-strip area which is in close proximity and provides a large catchment to SB14. Nagero Creek upstream and downstream had flows which were sampled. Both upstream and downstream had high TSS of 766mg/L and 314mg/L. Bollol creek upstream and downstream also had flows which were sampled. The upstream sample recorded high TSS of 616mg/L, with the downstream having a low TSS of 39mg/L.

11th August 2010

Discharge occurred at SD16 and SD9 on the 11th August 2010 following 37.8mm of rain the previous day.

SD16 recorded a TSS level of 64mg/L as a consequence of surface inflows discharging as the dam reached capacity. SD16 has previously recorded elevated EC results on discharge for which Tarrawonga Coal has been investigating possible sources. From surface water sampling it is noted that SB5, which ultimately drains to SD16, also records higher EC readings as compared to other storages. SB5 is a catch point for waters draining off the main haul road from the southern dump and back to the ROM pad. This section of haul route would receive a large proportion of dust suppression using pit water which may influence EC levels. It is also noteworthy that groundwater levels to the south of SD16 are at shallow levels at around 2.8m below ground level. A surface soak has been noticed in this area which suggests that there may be influence from groundwater soaks impacting on quality in SD16.

SD9 also discharged for the first time during this event, however water quality complied with all concentrations thresholds.

20th August 2010

On the 20th of August 2010 discharge occurred from SD16 and SB14 after 10.8mm of rainfall on the day and an additional 49.6mm during August.

Analysis of discharge waters returned non-compliant oil and grease levels for SB14 and Bollol Creek Downstream (33mg/L and 22mg/L) for which there was no identifiable cause. As a consequence the sites were re-sampled for oil and grease which confirmed results within compliance criteria. On this basis, the initial oil and grease results were considered to be impacted by sampling contamination.

SB14 once again recorded high TSS (666mg/L), although at a much reduced concentration as compared to the previous discharge which is indicative of active settling of sediment. SD16 was within concentration threshold for TSS (22mg/L) however analysis of discharge waters returned an elevated pH result of 8.76 which is outside the EPL concentration threshold of 6.5 – 8.5. The pH in this dam has remained between 8 and 8.5 since construction and the slight increase in pH could be a result of drainage from the southern waste emplacement which contains alkaline material. Results of ongoing surface water/discharge water sampling will be closely monitored to confirm if pH returns to a level within compliance limits.

Bollol Creek Downstream was recorded with all results within criteria.

10th September 2010

SB14 discharged after 7.8mm of rainfall. Again, the storage was at full capacity leading up to the rainfall, resulting in the low rainfall triggering this discharge. The TSS was elevated at 548mg/L. Bollol Creek Downstream also recorded a slightly elevated TSS of 66mg/L.

15th September 2010

SB14, SD16 and SD9 discharged after 11mm of rainfall on the preceding day. Both storages were at capacity with SB14 discharging only 5 days before. SB14 recorded a TSS level of 231mg/L, SD9 recorded 78mg/L and SD16 recorded 22mg/L. Despite the complaint TSS level at SD16, a slightly elevated pH of 8.52 was recorded.

A trial of liquid flocculant, which provides extremely fast flocculation with only a very small dose rate of 0.5 - 1 litre per megalitre, has provided some promising results at Tarrawonga. The liquid flocculant is safe to use in dam water with no toxicity to fish or aquatic invertebrates as per information provided in the Material Safety Data Sheet

(MSDS). Water treatment involves steady application of the Magnafloc mixture through the inflow of a new pump specifically purchased for the flocculation process. The trial has proven the method to only take 1 to 2 days to completely flocculate a 5 megalitre dam to noticeably clear water. Water samples taken following flocculation are currently being analysed by the laboratory.

Complaints

Since the last meeting there have been four complaints lodged directly to the Environmental Manager, and one complaint lodged to the EPA complaints hotline as detailed below:

29th August 2010

The complaint was made to Danny Young (Environmental Manager), in relation to trucks running out of Tarrawonga on a Sunday when consent allows coal transport Monday to Saturday only. The matter was followed up with Project Manager for Tarrawonga who informed that gravel was being carted from Tarrawonga for the purposes of road works on the haul road. Gravel haulage was undertaken on a Sunday to avoid interaction with coal haulage trucks. Two trucks were utilised (one B-Double and one 8-wheel tipper) each doing approximately 4 loads.

As coal was not being hauled on a Sunday this was not considered a breach of consent. The complainant was advised of the works being carried out and reason for being done on Sunday.

13th October 2010

A DECCW representative, Mr. Steve O'Donoghue contacted Danny Young in relation to a complaint made to the EPA hotline regarding blasting activities from Tarrawonga and Boggabri Coal Mines. It was alleged that a blast from 6 weeks ago carried strong plume and odour to the complainant's property which caused concern relative to potential health related impacts. Mr. O'Donoghue discussed the potential incidence of post-blast plume with Danny Young and queried if any significant blast plumes had resulted from shots in the last 6 weeks.

Given the timeframe that had passed and the uncertainty of the specific date on which the blast occurred it was difficult to undertake any detailed investigation. It was also suggested that the property is located in excess of 10km to the north east of the Tarrawonga site and on the distance and direction alone it would be considered very unlikely that post-blast plume could impact at that distance.

Notwithstanding this, it was discussed that the matter would be raised with the blasting contractor and site staff to determine if any incidents of consequence occurred in the last 6 weeks and any measures to minimize and address post blast fumes required. The complainant was contacted to discuss his concerns and it was resolved to include the complainant on the blast notification list. Whilst no specific incidents of post blast fume could be identified with project personnel, it was subsequently determined that the blast contractor be required to undertake a thorough investigation into potential causes and ameliorative measures to reduce potential for post-blast fume into the future.

14th October 2010

The complaint was raised with Danny Young regarding a Toll truck travelling from the Tarrawonga haul road onto Manilla Road, which veered across the centre line causing the complainant's wife's vehicle (which was travelling toward the truck (to deviate).

The matter was referred to Toll's John Molloy with a request for Toll to investigate the complaint and take appropriate action with the driver of the truck. John Molloy advised that the matter would be investigated. The complainant was advised of the investigations to be conducted by Toll.

27th October 2010

The complaint was raised with Danny Young in relation to a truck passing the complainant on the Manilla Road, heading west, on the gravel section of road, showering the complainant in dust and stones and almost running them off the road. The incident occurred at 11:10am and the complainant believed the truck had come from Tarrawonga.

The matter was raised with site management to verify if it was a truck related to Tarrawonga. It was identified that it could have been a truck carting gravel out of Tarrawonga for Narrabri Shire Council. As no identification marks or plate numbers could be supplied it is not possible to confirm this was a gravel truck transporting gravel from Tarrawonga, albeit it is considered likely that this was the case. The complainant was advised that Danny Young would raise the issue with Council's representative on the Tarrawonga CCC to provide speed limit signage at both ends of the gravel on that section of Manilla Road, and that Council instruct its contractors hauling gravel to take appropriate care on the public roads.

The complainant was advised that the matter would be raised for the Council to investigate appropriate actions. Mr Darrell Campbell, Narrabri Shire Roads Manager was contacted on the 28th October about the issue and asked to take it up with the Council's truck operators to ensure they respect other road users and drive accordingly. Mr Campbell assured me the matter would be investigated and resolved.

27th October 2010

The complainant contacted Danny Young with concerns about the blast that had occurred on the 25th October 2010.

The complainant noted that he did not see, hear, or feel the blast nor witness any blast fume or blast smell. On continuing work activities outdoors the complainant became uncomfortable from a burning sensation in his nose and an unpleasant taste in his mouth. The following day he slept all day due to feeling exhausted and unwell. He also commented that the wind was blowing from the east (the mine is to the west of his property) however, all dust and fume from the mines generally makes its way back across to his property as it follows the valley. He commented on how he no longer has many kangaroos on his property and suspects it is all associated with blast fumes causing distress in animals and causing them to move away. He indicated that he wanted to get some indication as to the extent of nitrous oxide that is prevalent in the air due to frequent blasting events. He also indicated he would be consulting the Muswellbrook doctor who has claimed blasting impacts on health in the Hunter Valley.

The Environmental Manager advised the complainant that he should consult a Doctor to ensure there are not other reasons causing his discomfort. The Environmental Manager also advised that he would endeavour to obtain information on blast fume (nitrous oxide) and if there is any means of measuring concentrations of NOX at his residence.

Rehabilitation

No rehabilitation has occurred since the last CCC meeting.

As the modification approval has now been granted, and the western emplacement is extended to top height, rehabilitation activities will recommence when profiling of the dump allows.