

OVERVIEW			
Meeting	Community Consultative Committee MOD 7 Consultation		
Date	26/09/2018	Time	9.00am
Venue	Boggabri Coal Boardroom		
Chairperson	David Ross		
Presenter	Daniel Martin		
Attendees	Daniel Martin (DM), Geoff Eather (GE), Ray Balks (RB), Peter Forbes (PF), Lynne MacKellar (LM), David Ross (DR), Anna Christie (AC), Robert Kneale (RK), Libby Laird (LL)		
Observer			
Guests			
Apologies	Cath Collier (CC), Mitchum Neave (MN), Ros Druce (RD), Ron Campbell (RC), Richard Gilham (RG), Kerri Clarke (KC)		
Next Meeting	Thursday 8 th November 2018, 9am at the Boggabri Coal Boardroom		
ITEM	AGENDA		
1	Apologies		
2	MOD 7 Presentation		
Discussion Items			
1. Apologies: See above			
2. Welcome: DR – Welcomed Robert Kneale as new member replacing Ron Campbell for NSC. Thank you to Ron for all his valued involvement & contributions.			
3. MOD 7 Presentation:			
Tarrawonga Coal Mine and Boggabri Mine boundary Project Approval area			
LL asked if she will receive any documentation regarding this meeting.			
DM replied that it will be posted on the website however copies will be made available as requested.			
LL asked if this Modification 7 comes under administration amendments – ie the Administrative part of the Project Approval. Is this administrative as per the definition “Administrative Conditions” in the Table of Contents in the front of the approval. Answer No these are administrative in terms of the effect of these on the overall approval.			
DM replied it refers to Schedule 2 & 3 of project approval, proposed changes are administrative in nature			
LL questions what the impact will be on water			
DM replied no further changes will occur beyond the current assessments and existing approval			
AC asked how the same land can be under two different approvals			
PF - common boundary of Approval- a partial mining lease transfer. Overlapping area. BCC and TCM have entered into the Common Boundary Integrated Management Pan. PF explained how the boundary between Tarrawonga and Boggabri Coal has moved back and forth to allow mining and rehabilitation to an agreed landform between the two operations. It is now an appropriate time to adjust the project approval boundary to reflect the mine owners and activity in this area.			
Biodiversity Offset Long Term Security Arrangements			
LL asked where biodiversity is headed			
DM responded that under our current approval conditions, Boggabri Coal has conservation agreements or dedication to the National Park reserves. However National Parks were not interested at this point in time. This restricts BCC to limited conservation outcomes and not the full range that are legally available.			

AC stated that this is new information.
AC Would like access to suitable maps for regional biodiversity from the State Government (DPE-OEH)
DM replied that we were still waiting for maps to be finalised by the DPE-OEH
DR will speak to DM in order to find an DPE- OEH contact and ask on behalf of CCC where development of maps has progressed to – see action (maps for the community to examine to understand biodiversity in detail)
PF replied that we still have to go through a process to get the security arrangements approved
Tarrawonga Coal Mine Product Stockpile Area
<p>RB explained the changes to be made to the wording of the approval.</p> <p>MOD 2 Approval 17/2/2015 allowed for the receiving, handling and processing of Tarrawonga coal. This was subject to the two mines reaching a business agreement on this. A business agreement for the use of this area has not been reached.</p> <p>BC faces issues of managing coal quality and quantities is looking to use this stockpile area for flexibility purposes.</p> <p>Even though Tarrawonga have had the approval to use the stockpile they have never done so. Boggabri Coal are modifying the approval to allow both Tarrawonga and Boggabri coal use of the area.</p> <p>AC raised a point that required clarification around the involvement of Tarrawonga in the proposed approval.</p> <p>PF - This is a BC approval issue not a Tarrawonga approval issue.</p> <p>This area for coal storage has already been constructed under previous approvals. BC is looking to utilise this area, some infrastructure is required to recover the coal to the rail loadout. The environmental impacts of this have already been previously assessed.</p>
Drilling and Exploration
RB explained that we were not doing anything different to our project approval but were just adding details and definitions to clearly acknowledge exploration drilling within the current project approval.
Exploration drilling is carried out within the project approval to better understand coal qualities and geological conditions including surrounding strata. From time to time this may also include seismic, gravitational, magnetic, electrical and electromagnetic testing.
AC wants to make sure that surface disturbance is limited and request that we be mindful when drilling.
DR Has this detail been sort before?
RB No. There are detail limits to the historical drilling within the project area. This is to cover the requirements for further information within the project approval. A355 is an Authority to Prospect to the north west it is within the current project approval, it is not covered by a Mining Lease at this time. There is no extensive drilling planned for the area to the east of CL368 ie A339.
Transport of Coal Samples by Road
BC explained the purpose of this modification is to enable coal samples from time to time to be shipped by road. Coal samples may to be a drum of 5-20 kilograms in a ute or a larger sample 150 kilograms to 60 tonnes – packaged in three shipping containers.
RK asked how we clarify a sample
RB explained the different levels of analysing coal was required for customers – Some analysing is completed onsite for most of our testing (daily), However some samples are required to be sent to Gunnedah (several

times a month) or Newcastle for higher level of testing (occasionally) and overseas. For example, a 60 tonne sample has been sent to Germany for specific testing. This was packaged in bulk bags inside the containers.
Other Business
AC wants to flag to the meeting that Tyre Stewardship Australia are leading the way with tyre recycling and asked what we are doing on site
DM replied that old tyres have a mixed use – some goes to landfill, and some sent offsite for reusing
AC said there was a long-term advantage to engage with Tyre Stewardship Australia as they are using new technology. AC stated that 33% of non-recovered tyres are from mining.
RB said we are always looking for new options and it was fortuitous that Bridgestone management were on site today
PF will investigate this with Bridgestone – see actions
RK asked if anyone had done cost benefits?
PF replied that there are rules and procedures regarding the disposal of tyres on site
Questions
DR asked when the MOD 7 will be submitted
RB replied we need to complete all the steps of which this meeting is one of the final steps. Then it will be posted by the department. A copy of the MOD is already with the Department of Planning.
RK asked if council would be notified when the approval was granted.
LL raised the following points <ul style="list-style-type: none"> clarified with BC that they had successfully transported one bulk sample coal sample by road with permission of GSC, NSC and RMS. This was not impeded by any of these agencies, then why not keep using this process. questioned why the change was being sought and how this could be considered an administrative change when it would mean more trucks on the road. informed RK that the NSC arguing to keep the requirement for NSC to be informed of coal sample truck trips was vital. It will be the only way that will ensure the community will be kept informed – because it is currently mandated in the Approval Conditions. The Council’s interest is that they pay for roads and the community’s interest is that they may be at risk of injury or death by excess trucks on the road. – <p>PF response – BC Approval specifically states that coal can only be transported by road with the permission of the DPE following consultation with RMS, GSC and NSC. This is about bulk coal transport, now done by rail, but not at the time of the approval. The change sort is for coal sample purposes only. This would only be an occasional truck. Small samples in utes are transported regularly and technically the approval does not allow this. BC is required to be compliant with approval conditions, this condition does not reflect reality. Reporting requirements these would be included in the Annual Review and can be done at each CCC.</p>
RB suggests that we do not want less transparency. At future CCC meetings when large samples are to be sent from site we will add a section to the Presentation.
LL expressed an opinion that RB is very scrupulous, but if he moved on and was replaced by a person with less scruples or someone who saw it was outside the written Approval Conditions to report truck movements to the CCC, that this courtesy to the CCC could be dropped. Currently the Approval Conditions mandate notification and this is crucial if BC want to be transparent.
PF to schedule meeting with Narrabri Shire Council – see action
LL is concerned about the impacts of the project has on groundwater.
LL asked if BC found the groundwater impacts were greater than predicted, would BC stop mining?

RB there is no plans to change usage or requirements under this Mod.
RK asked what distance are involved in drilling in front of the mine
RB Generally it is approximately 100-200 metre in advance of mining
LL - Doesn't the need for seismic and water drilling and testing suggest that the impacts are still being assessed? Our water situation is dire. Our groundwater source may not sustain anymore impacts. This is worrying for our community. This is not administrative for community.
PF replied that drilling either confirms known or gives extra information on the coal qualities and structures. This is inside the current Approval areas and are in areas most likely to be mined. A key objective is to ensure compliance with our approval conditions and ensuring the detail in the Project Approval is correct.
1. Next Meeting Thursday 8/11/2018 at 9am at Boggabri Golf Club.
Meeting Closed at 10:12am.

Actioned against	Action to be done
Dan Martin	Supply MOD 7 Presentation to CCC members
David Ross	To find a contact at DPE-OEH, on behalf of the CCC members where development of maps has progressed to. Timeframe 2 weeks
Peter Forbes	Consult with Bridgestone as to their recycling processes and innovations for the future. Tyre Stewardship Australia was mentioned by AC.
Minute Taker	Add section to minutes which outlines when sampling is projected for the next 3 months
Peter Forbes	Have meeting with Narrabri Shire Council.



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**CCC MOD7
CONSULTATION
MEETING
2018**



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PROPOSED MODIFICATIONS

This Modification application seeks to make administrative amendments to the Boggabri Project Approval with minimal resulting impacts, in relation to the following:


- Tarrawonga Coal Mine (TCM) common boundary Project Approval area
- long term biodiversity offset area security arrangements
- Boggabri Coal Mine (BCM) use of the stockpile area approved for TCM
- the inclusion of a range of drilling and exploration activities to support approved mining activities
- the transportation of coal samples required for marketing and analysis purposes by road.



BOGGABRI PROJECT OVERVIEW



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TCM COMMON BOUNDARY PROJECT APPROVAL AREA – ASSESSMENT OF IMPACTS

This proposed Modification will not result in any changes to impacts assessed for the BCM and TCM mine approvals and will not introduce any new impacts at either of the two mines.

BCM and TCM have agreed to the Common Boundary Integrated Management Plan (2015) (CBIMP) for the lease transfer area which provides a detailed strategy to ensure that the requirements of both Project Approval conditions are met.

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BIODIVERSITY OFFSET LONG TERM SECURITY ARRANGEMENTS

Following the issuing of the original Boggabri Project Approval in July 2012, new and updated long term security mechanisms have become available for protection of biodiversity offset areas.

BCM would like to make use of these mechanisms, in consultation and in agreement with the Secretary.

New arrangements will be determined on their merits under the framework and policy that is available at the time.

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BIODIVERSITY OFFSET LONG TERM SECURITY ARRANGEMENTS

Current Condition approval condition.

Long Term Security of Offset

- 47. The Proponent shall make suitable arrangements to provide appropriate long-term security for the offset areas:
 - (a) For the areas included in Table 15 as owned, under option or committed by the Proponent, the long-term security shall be provided by way of the Proponent entering into a conservation agreement or agreements pursuant to section 69B of the National Parks and Wildlife Act 1974, recording the obligations assumed by the Proponent under the conditions of this approval in relation to these offset areas, and registering the agreement(s) pursuant to section 69F of the National Parks and Wildlife Act 1974. The conservation agreement(s) must be registered by December 2014 unless agreed otherwise by the Secretary after consultation with Chief Executive of OEH. The conservation agreements must remain in force in perpetuity.

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**BIODIVERSITY OFFSET LONG
TERM SECURITY ARRANGEMENTS**


■ **Proposed Modification**

- It is proposed that Condition 47 (a) of Schedule 3 be modified to reflect similar wording to Condition 47(b) in order to enable greater flexibility in the type of security to be used.
- The following modification (in underlined text) to Condition 47(a) of Schedule 3 is proposed:

Long Term Security of Offset

- 47. The Proponent shall make suitable arrangements to provide appropriate long-term security for the offset areas:
(a) For the areas included in Table 15 as owned, under option or committed by the Proponent, the long-term security shall be provided by a form of binding agreement acceptable to the Secretary that records the obligations assumed by the Proponent under the conditions of this approval in relation to these offset areas. These agreements must be registered by December 2019 unless agreed otherwise by the Secretary after consultation with Chief Executive of OEH. The agreements must remain in force in perpetuity.

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**BIODIVERSITY OFFSET LONG
TERM SECURITY ARRANGEMENTS
– ASSESSMENT OF IMPACTS**

This Modification would not result in any potential impacts as new biodiversity offset security arrangements will be determined on their merits under the biodiversity offset framework and policy that is available at the time.

This proposed modification will not alter the land or associated biodiversity values agreed to be used for the offset strategy approved under the Boggabri Project Approval.

The objective of this proposed modification is to contemporise the range of offset security mechanisms available to be applied to the currently agreed and approved offset strategy.

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TARRAWONGA COAL MINE PRODUCT STOCKPILE AREA

The Boggabri Project Approval (Modification 2), approved on 17 February 2015, allowed for receiving, handling and processing of up to 3 Mtpa of coal from the neighbouring TCM through the BCM CHPP infrastructure including stockpiling of TCM coal on a dedicated stockpile area prior to loading onto trains for transportation from the site.

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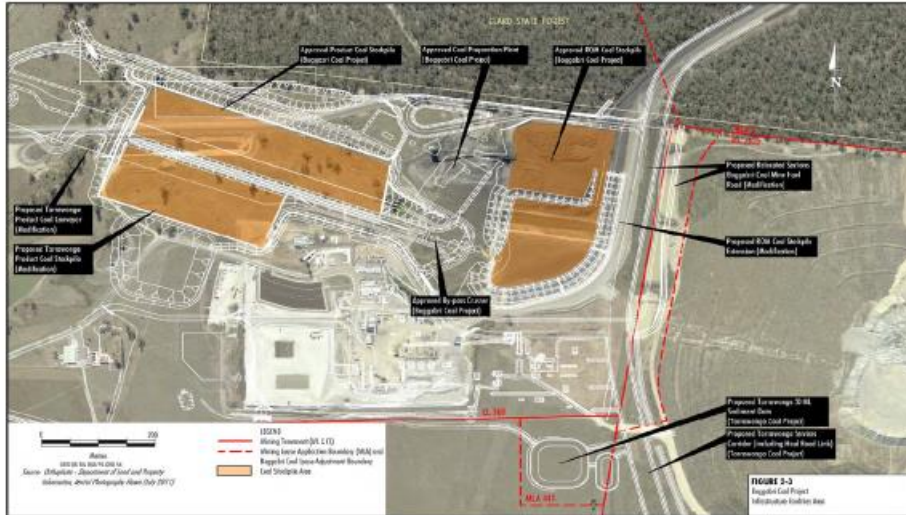
TARRAWONGA COAL MINE PRODUCT STOCKPILE AREA – MOD 2 APPROVAL

In order to accommodate coal from the TCM, the Boggabri Project Approval (Modification 2) provided for the following changes:

- expanding existing ROM and product coal stockpiles including the construction of a product stockpile for up to 3 Mtpa of TCM product coal, prior to loading onto trains
- relocating the existing haul road to the open cut
- increasing the throughput of the Boggabri CHPP from 3 Mtpa to 3.5 Mtpa, which was further increased to 4.2 Mtpa with the Boggabri Project Approval (Modification 5) approved on 30 August 2016 (processing does not include bypass coal from either the BCM or TCM)
- transportation of 10 Mtpa of coal on the Boggabri Rail Spur Line including up to 3 Mtpa coal from the neighbouring TCM, subject to agreement between the mine owners
- disposing additional reject material generated from the processing of TCM coal at the BCM.

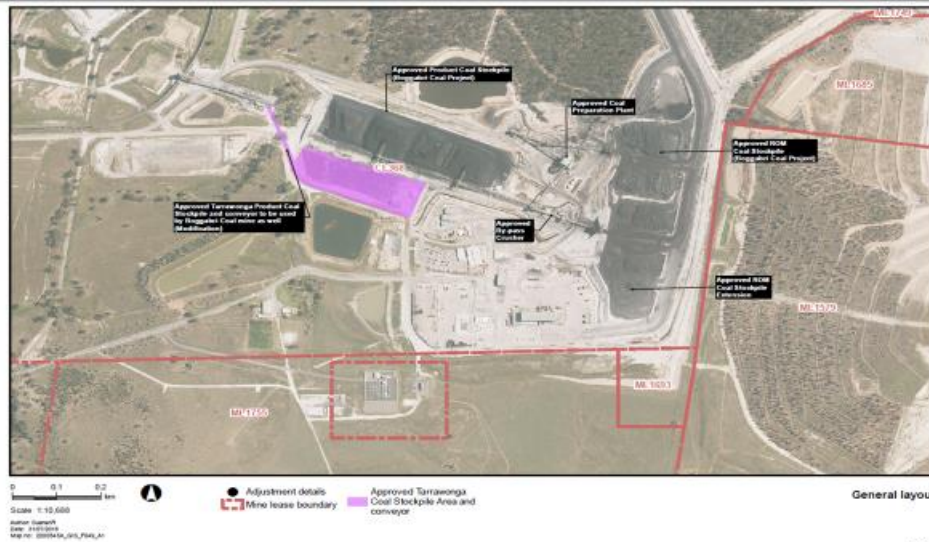
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TARRAWONGA COAL MINE PRODUCT STOCKPILE AREA – MOD 2 APPROVAL



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TARRAWONGA COAL MINE PRODUCT STOCKPILE AREA – PROPOSED MODIFICATION



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DRILLING AND EXPLORATION ACTIVITIES

In order to successfully undertake approved mining activities, BCM will need to undertake drilling activities to better understand geological structures, geotechnical and coal quality characteristics, hydrogeological conditions and the overlying or underlying strata, within the Project Approval area.

There are a number of geophysical exploration techniques, as well as drilling and sampling techniques that may be required including:

- seismic, gravitational, magnetic, electrical and electromagnetic testing
- cored and open-hole drilling to the basement of the coal basin
- in-fill drilling
- limit of oxidation drilling
- down-hole testing including gas sampling and testing
- geotechnical investigation and testing techniques
- the establishment of access tracks.

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DRILLING AND EXPLORATION ACTIVITIES – CURRENT PA REQUIREMENTS AND PROPOSED MODIFICATION

- A review of EA documents previously submitted in support of the original Boggabri Project Approval application, and subsequent modifications, has identified that ongoing exploration activities have not been expressly included in the description of works to be undertaken at the BCM.
- For clarification purposes, exploration activities are proposed to be added to the description of works in the Project Description for the BCM. To achieve this, it is proposed that the EA for this Modification Application be included in the list of documents under 'EA' contained in the 'Definitions' section of the Boggabri Project Approval.

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DRILLING AND EXPLORATION ACTIVITIES – ASSESSMENT OF IMPACTS

- These activities are generally low impact activities in the context of the nearby mining operation
- The potential impacts will be managed and controlled in accordance with the extensive program of environmental management measures and industry best practice

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TRANSPORT OF COAL SAMPLES BY ROAD

On occasions there is a need to transport small amounts of coal samples by road for specific testing purposes.

These provide new customers with samples for commissioning and testing purposes.

The scale of these samples can range from a single 220 litre drum to around three shipping containers full of product coal (from 150 kg to 60 tonnes).

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TRANSPORT OF COAL SAMPLES BY ROAD – PROPOSED MODIFICATION

The following modification (in underlined text) to Condition 12 of Schedule 2 is proposed:

Coal Transport

12. The Proponent may transport up to 10 million tonnes of product coal via the Boggabri Rail Spur Line in any calendar year; comprising:

- (a) up to 8.6 million tonnes of product coal from the Boggabri Coal Mine in any calendar year; and
- (b) up to 3 million tonnes of product coal from the Tarrawonga Coal Mine in any calendar year.

12. The Proponent may only transport coal from the site by road for 22 months following the date of this approval, or for such additional period as may result from delays in construction of the Boggabri Rail Spur Line as agreed by the Secretary. Following expiry of this period, all coal is to be transported from the site via the Boggabri Rail Spur Line unless in exceptional circumstances as agreed with RMS, the Council and approved by the Secretary, or coal samples for testing or marketing purposes, up to a maximum of 60 tonnes per sample which may be transported by road from the Boggabri Coal Mine.

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TRANSPORT OF COAL SAMPLES BY ROAD – ASSESSMENT OF IMPACTS

- The proposed transportation of coal samples will occur on an irregular basis. Coal samples are relatively small, and will range from around 150 kilograms up to 60 tonnes of coal, involving a maximum individual sample size of three shipping containers (or equivalent) as required by coal quality and marketing purposes
- The proposed road transport of coal samples is to be undertaken by registered transport company vehicles in accordance with normal road transport traffic regulations and RMS requirements. No additional adverse traffic impacts are anticipated from the transportation of coal samples by road.

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