

REQUEST TO CHANGE IMPOSED CONDITIONS

*New Acland Coal Mine Stage 3 Project
March 2025*

Table of Contents

Executive Summary.....	4
1.0 Introduction.....	7
1.1 The Proponent.....	7
1.2 Project Overview and Status.....	7
1.3 Importance of the Project.....	9
1.4 Approvals History.....	11
2.0 Relevant Statutory Framework.....	12
2.1 EP Act, MR Act and Water Act.....	12
2.2 State Development and Public Works Organisation Act 1971.....	12
3.0 Proposed Changes to IC4 & IC5.....	14
3.1 Proposed change to IC4.....	14
3.2 Proposed Change to IC5.....	14
4.0 Reasons for Proposed Change.....	16
5.0 Proposed Changes to Infrastructure (Summary).....	23
6.0 Existing Operations.....	31
6.1 Mine Operations Overview.....	31
6.2 Road Haulage.....	31
6.3 Road Haulage Unloading and Stockpile Management.....	32
6.4 Rail Loading and Transport at JRLF.....	32
7. Proposed Operations.....	34
7.1 Road Haulage.....	34
7.2 Rail Loading and Transport at JRLF.....	34
8.0 Changes to IC4 & IC5 – Timeline review.....	36
8.1 Timeline No.1 – Original.....	36
8.2 Timeline No.2 – Schedule for Extension request in 2020.....	36
8.3 Timeline No.3 – Schedule for Change request in 2024 (Current proposal).....	37
9.0 Environmental Effects.....	38
9.1 Environmental Impacts and Mitigation at JRLF.....	40
9.1.1 Air Quality.....	40
9.1.2 Noise.....	45
9.1.3 Surface Water.....	48
9.2 Road related Environmental Impact Management.....	51
9.2.1 Overview.....	51
9.2.2 Noise.....	51
9.2.3 Coal Spillage and Fugitive Dust.....	52
10.0 Proponent commitments.....	53
11.0 Community.....	60
11.1 Consultation.....	60

11.2 Social Impact Management	63
11.3 Community Reference Group (CRG).....	64
11.4 Community Investment Fund (CIF).....	64
12.0 Conclusion	65
Annexure A - Glossary	66
Annexure B - Chronology of Project.....	68
Annexure C - Progress Summary on infrastructure delivery	72
Annexure D - Proponent Commitment Assessment	74
Annexure E - Stakeholder Engagement Plan.....	98
Annexure F - NAC Community Engagement Measures	107
Annexure G - New Acland Community Newsletter (December 2024)	109
Annexure H - Project Consultation Summary 2014 – 2024	112
Annexure I - Stakeholder Engagement relating to JRLF and with Jondaryan Community.....	115
Annexure J - IC4 & IC5 Consultation with Stakeholders.....	117
Annexure K - JRLF Dust Control Review	127
Annexure L - JRLF Noise Review	166
Annexure M - Article published in Oakey Chronicle in relation to NAC's proposed plans	172

Executive Summary

New Acland Coal Pty Ltd (NAC) has commenced the New Acland Coal Mine Stage 3 project (the Project) at the New Acland Coal Mine (the Mine). Primary approvals (EA, EPBC, AWL, RIDA, MLs) for the Project have been granted with the last of the approvals granted in October 2022. The Project as currently approved includes the progressive development of three new resource areas within ML50232, construction of a rail spur and balloon loop (RL) within ML 700002 and ML 50232 (together, the MLs), and associated infrastructure.

Despite long-standing legal challenges to the Project approvals, NAC has committed significant resources to ramp up operations. This includes hiring of personnel at site and corporate office, planning for and recommencing mining, and significant expenditure for equipment at the mine. Contractual arrangements for rail haulage, rail access and for coal export facilities have progressed.

NAC offers numerous employment opportunities to the local community. Currently the mine supports 288 employees, 78 head office jobs and numerous indirect contractors. Most notably < 90% of the direct employees are from the local area. The economic benefits of the Project have been demonstrated through the Coordinator-General's evaluation report on the environmental impact statement for the Project (the Coordinator-General's Report) and the 2021 Land Court Remittal decision, which accepted that the Project would deliver significant benefits to the local, regional and state economies. It also acknowledged the employment benefits that would be generated by the Project, in the form of direct and indirect jobs, including local, regional and Indigenous employment opportunities.

Despite the vigorous effort to continue to ramp up mine operations, NAC has faced several challenges in the delivery of major infrastructure. These challenges include significant delays to project commencement due to objector litigation, the period of care and maintenance that eventuated, the long-standing uncertainty associated with challenges to the AWL (noting that the third-party challenge was discontinued in January 2025) and the complexity of requirements that now apply to rail development. These factors triggered a re-evaluation of the coal handling and loading system, with the optimal solution being the continued use of the existing JRLF. As a result, NAC now seeks to remove Imposed Condition 4 (IC4) and Imposed Condition 5 (IC5) of the Coordinator-General's Change Report 4 (CGCR 4). The sought changes propose continuation of operations at JRLF for the remainder of Project life while operating within existing authorised limits for the JRLF. NAC requests the Coordinator-General assess changes to IC4 and the associated IC5 for the Project.

Summary of requested changes to IC4 & IC5

This Change request application proposes the following:

- Removal of IC4 (Train Load Out Facility) & IC5 (Rail spur design) and the underlying sub-conditions from Appendix 1 of the CGCR 4.
- Removal of requirement to design and construct the Train Load Out Facility (TLF) and associated infrastructure such as Rail Spur & Balloon Loop (RL) and Material Handling Facility (MHF). Distribution of product coal (rail & road) is proposed to continue via JRLF for the remainder of Project life.
- Continued distribution of coal from JRLF will remain in accordance with approved limits specified within EPPR00814313 (JRLF EA) of up to 5.2 Mtpa. No change to the authorised throughput of JRLF is proposed.

Reasons for Proposed Change

The requested changes to IC4 & IC5 in this Change Report result from several key interrelated factors:

- The mine is authorised to produce up to 7.5 Mtpa of product coal. Production is planned to ramp up to ~5 Mtpa of product coal over the next 3 years. Current mine planning aims at a maximum production rate of 5.2 Mtpa, which aligns with authorised throughput limits under JRLF EA.
- Long-standing legal challenges and uncertainty associated with Land Court (AWL Appeals) affected NAC's ability to commit major capital investment required to construct the approved infrastructure.
- As a result of the delays to approvals, legal challenges and condition limits that have now been imposed because of Court proceedings, there has been a material reduction in mineable resources and production rates over the approval history, affecting return on investment on major capital expenditure required to construct the approved infrastructure.
- Since the time the previous Change Request in 2020 was approved to authorise a delay in operation of the TLF, there have been further unanticipated approval delays and litigation, which caused significant workforce reduction, shut down of existing Stage 2 operations pending Stage 3 approvals, and a care & maintenance period. Combined with the subsequent post-COVID resource constraints these have all resulted in a protracted return to operations and delays to project delivery schedule.
- Proposed product coal production rate of up to 5.2 Mtpa aligns with the throughput tonnage authorised under JRLF EA. Ability to load above 4.8 Mtpa was one of the key drivers for the rail spur requirement. JRLF has since achieved incremental capacity improvements and operated at up to 5.2 Mtpa over several years.
- Short term usage of the new TLF and associated infrastructure such as RL & MHF (8-10 years) prior to the Project mining completion (~ 2037) with limited scope for repurposing.

Extensive public consultation has been undertaken for the Project (**Annexure H**), including the TLF and the existing (JRLF) (**Annexure I**). NAC encloses an updated Stakeholder Engagement Plan (**Annexure E**) designed to consult and engage local stakeholders on the proposed changes to IC4 & IC5. Key stakeholders including Government representatives, Community Reference Group (CRG) members and adjacent landholders were consulted between November and December 2024 (**Annexure J**). Consultation indicated that majority of stakeholders were supportive or expressed indifference to the proposed changes. Feedback from stakeholders is being considered to identify opportunities to address suggestions and concerns. NAC propose to use the existing CRG meetings as a forum to seek further and ongoing feedback on potential community impacts and opportunities. A Jondaryan Community Consultative Committee (JCCC) is also proposed as a new initiative to assist in identifying investment and development opportunities for the Jondaryan Community.

NAC remains committed to minimising environmental impacts at JRLF and operates based on principles of continuous improvement. Since commencement of JRLF in 2002, many effective engineering, plant and procedural improvements have been identified and incorporated into operational practices. Environmental monitoring and reporting regimes are established. A practical indicator of the effectiveness of the current controls is the limited number of complaints received from the community. Since January 2018 only 3 complaints have been received, and 4 concerns have been raised relating to the JRLF. Additionally, experts have undertaken reviews of existing environmental controls relating to air and noise (**Annexure K & Annexure L**). Recommendations from these studies will be investigated to inform further relevant improvements.

Key Outcomes of the Requested Changes

Approval of changes proposed to IC4 & IC5 would allow for the following:

- Continuation of Stage 3 operations and ramp up of production up to 5.2 Mtpa of product coal. Coal handling and transportation will continue at JRLF within authorised throughput tonnage limits.
- Continuing supply of NAC's high efficiency coal to customers.
- Avoidance of a mine shutdown that would result in job losses and associated community disruption.
- Retain use of existing established infrastructure at JRLF.
- Avoidance of approximately 98ha of vegetation clearing and associated environmental impacts which would result from the construction of the approved rail infrastructure.
- Continuation of Jondaryan community economic benefits through ongoing local employment and patronage of local businesses.

1.0 Introduction

1.1 The Proponent

NAC is the proponent of the Project. NAC is a subsidiary of New Hope Corporation Limited (NHCL) which is an Australian ASX Listed Company. NAC and the other subsidiaries of NHCL trade and operate as New Hope Group (NHG).

1.2 Project Overview and Status

NAC has operated the New Acland Coal Mine (Mine) since 2002. The Mine is currently operated on ML50170, ML50216, ML50232, ML700002 under an Environmental Authority (EA) (EPML00335713) and has approval to produce 7.5 million tonnes per annum (Mtpa) of product coal as an open cut coal mine.

The New Acland Stage 3 Project (Project) involves the extension of the operating life of the Mine with the development of new resource areas in the new mining lease (ML50232), which adjoins the Stages 1 and 2 mining leases (ML50170 & ML50216). The Project is located approximately 160 kilometres west of Brisbane, 35 kilometres north-west of Toowoomba and 14 kilometres north-west of Oakey. The Project is located entirely within the Toowoomba Regional Council (TRC) area. The proposed access to the Project site for light vehicles is via the Oakey-Cooyar Road, which connects with the Warrego Highway through Oakey.

Following an extended period in Care and Maintenance, the then Minister for Resources officially reopened the Mine on 3 May 2023 after NAC attained all primary approvals (EA, EPBC, MLs, AWL & RIDA). Primary approvals were delayed by 8 years because of legal challenges to the approvals. Notwithstanding challenges associated with commencement of the Project, since attaining the last of the primary approvals in October 2022, NAC commenced ramp up for construction and operation of the Project. This transition from care and maintenance has involved the following activities:

- Hiring of 267 employees (now totalling to 288) and several indirect contractors at the Mine including equipment operators, tradesman, technical staff and other specialised staff in the mining industry.
- Hiring of 34 employees (now totalling to 78) at head office. These personnel support services such as exploration drilling and technical services, land and tenure management, accounting, payroll, human resource and recruitment services, project services, marketing and logistics.
- Recruitment of a Projects team to manage the Stage 3 infrastructure related projects including risk, studies, engineering, planning, scheduling, and construction.
- Certified rebuilds and major works on plant and equipment as well as sourcing new replacement equipment (e.g. trucks, dozer, excavator and other ancillary equipment).
- Additional environmental performance monitoring systems equipment installation and operator dashboard functionality in relation to air quality and noise management.
- Mining fleet haul road creek crossing construction inclusive of a fauna detection system has been completed.
- Refurbishment of Coal Handling and Preparation Plant (CHPP) in readiness for return to operations.
- Establishment of groundwater monitoring bores in accordance with regulatory requirements.

- Engagement with Queensland Rail (QR) to re-establish working arrangements and to formalise an agreement for new rail infrastructure.
- Re-calibration of all weighing devices at JRLF used to measure loaded wagons.
- Detailed negotiations and execution of an agreement with the rail haulage carrier (Aurizon).
- Extensions to arrangements for coal export facilities.
- Execution of a Rail access agreement with QR.
- Tender process, negotiations and selection of a preferred proponent as operational Rail Infrastructure Manager (RIM).
- Tender process and detailed negotiations with preferred consultant to undertake preliminary design for the RL.
- NHG engaged a procurement and works package execution consultant to review and propose the most appropriate commercial delivery model for the rail infrastructure. Delivery models including options such as Design & Construct model (D&C), Early Contractor Involvement (ECI), and Engineering, Procurement and Construction Management (EPCM) were assessed as part of this process.

The Project as approved was to allow NAC to extend its mine life and expand production capacity to meet current and future market demands for its thermal coal products. First coal was mined for the Project on 14 September 2023. The Project's thermal coal products are a highly valued energy resource that possesses lower sulphur content, provides higher energy output and produces less greenhouse emissions than many alternative thermal coal sources. The Project will boost economic activity within the Darling Downs region through direct and indirect employment, investment and business opportunities for the life of the Project and beyond.

NAC is a leader in mining rehabilitation practices. Progressive rehabilitation of mined areas has been undertaken since 2005. To date almost 698 hectares (ha) of land has been rehabilitated, 343 ha of which has been certified by the Department of Environment, Tourism, Science and Innovation (DETSI). NAC has a unique business model that combines mining with farming, which is undertaken on the rehabilitated land by Acland Pastoral Company Pty Limited (APC). APC operates a grazing enterprise on various land parcels around the Mine, which complement NAC's rehabilitation. Innovative grazing trials have been undertaken on the rehabilitated pasture, which were viewed by the industry, academics and regulators as industry leading. These trials have indicated that livestock grazing on rehabilitated mined land at Acland is economically viable, environmentally sustainable and produces meat of a high eating quality standard for the consumer.

APC owns:

- a) All of the private land within ML 50232 and land surrounding the Mine and Project area, which will act as a buffer to the Project; and
- b) All of the private land within ML 700002 (Rail), with the exception of a relatively small section of land owned by one other landholder. NAC has an agreement in place with this landholder to account for rail and road infrastructure options.

1.3 Importance of the Project

The importance and economic benefits of the Project to the State and region are substantial and have been acknowledged by the Coordinator-General in the Change Report No 4, the Land Court in its 2021 remittal decision (the Remittal Decision),¹ and by the then Minister for Resources in a Ministerial Statement to the Queensland Parliament on 25 October 2022.²

Employment

Since attaining the last of the primary approvals i.e. AWL in October 2022, NAC has employed an additional 267 employees at the mine, now totalling 288. A further 34 employees have been employed at NHG Corporate totalling to 78 as well as numerous contractors. It is notable that < 90% of the direct employees at the Mine are employed from the local area.

The Project offers a significant degree of security of employment and additional employment, particularly for those employees and contractors whose current employment is with the existing Mine. The Project also provides significant benefits for local businesses in Oakey and the Toowoomba region.

The following employment opportunities are expected to be created by the Project's progression:

- a) The hire of 300+ locally based, full-time workers related to the operation of the Mine;
- b) A peak operational workforce of approximately 400 full-time personnel, including full-time equivalent contractors;
- c) Jobs with local contractors and suppliers who will be engaged to work on the Project, as drawing from the local community has been a significant component of NAC's operations to date.

The then Minister for Resources commented on the local employment opportunities on 3 May 2023, where it was reported that the Minister stated that NHG *"have got a great track record here, where around 95 per cent of the current staff are locals, which means they support the local community and the local economy will continue"*.³

The following associated jobs are also expected with the progress of the Project:

- a) An additional 15 jobs at NHG Corporate Office and at the coal export terminal at the Port of Brisbane with Queensland Bulk Handling (QBH);
- b) 135 Aurizon jobs⁴, under normal operating conditions;
- c) Employment of First Nations experts on Aboriginal cultural heritage protection;
- d) The provision of goods and services from approximately 150 to 175 suppliers annually; and
- e) Jobs at local businesses and community institutions, including, for example, the local Oakey State High School. This benefit was echoed by the Minister for Resources who was recently reported to have stated that *"kids sitting in schools across the Darling Downs would be the*

¹ *New Acland Coal Pty Ltd v Oakey Coal Action Alliance Inc. & Ors* (No 2) [2021] QLC 44 at [76]-[77].

² Queensland Parliament, Record Of Proceedings (Hansard), 25 October 2022, p.2898
https://documents.parliament.qld.gov.au/events/han/2022/2022_10_25_WEEKLY.pdf (Accessed 17 May 2023).

³ The Australian, 'Ribbon cut on vexed New Acland coalmine expansion', 3 May 2023,
<https://www.theaustralian.com.au/nation/politics/ribbon-cut-on-vexed-new-acland-coalmine-expansion/news-story/d391acdcdc96c50b5206044b2dec4105> (Accessed 17 May 2023).

⁴ *New Acland Coal Pty Ltd v Ashman & Ors and Chief Executive, Department of Environment and Heritage Protection* (No. 4) [2017] QLC 2 at [420].

major beneficiaries of the project whether as miners, tyre fitters or hairdressers, and all could stay within the community they grew up in".⁵

Economic indicators

The Project will boost economic activity within the Darling Downs region through direct and indirect employment, investment and business opportunities for the life of the Project and beyond. NAC expects the Project will significantly support the local community. In particular:

- a) NAC does not engage 'fly-in fly-out' workers, with more than 90% of its workforce living within the local region;
- b) Many of the Mine's former workforce were drawn from local farmers who have historically relied on income from the Mine to support and supplement their farming endeavours;
- c) In rebuilding the operational team, NAC will provide local and regional employment opportunities with a view to continuing NAC's support and contribution to the local community, including the provision of opportunities for supplementary employment for those team members engaged in local farming endeavours.

Dr Jerome Fahrer, an independent expert economist, gave evidence in the 2021 Land Court remittal hearing,⁶ which was accepted by the Court.⁷ Dr Fahrer's evidence as to the economic benefits of the Project included that:

- a) The real economic output of the Project is predicted to be \$2.73 billion for the local region, \$3.148 billion for Queensland as a whole and \$3.448 billion for Australia as a whole;
- b) The real income for the local region from the Project is predicted to be \$1.058 billion;
- c) Conservatively, the Project will result in a 'net' increase in approximately 300 jobs, 156 of which will be in the local region; and
- d) The local region will experience an increase in real wages due to an increase in demand for labour.

The increased industrial activity in the region will generate wealth for many sectors of the local and regional economies. Oakey and the surrounding regional communities are expected to receive significant economic benefits over the life of the Project. Efficiencies will be provided by capitalising on existing infrastructure located at the Mine.

NAC will be Aurizon's largest customer with a maximum planned production of 5.2 Mtpa. These railings will underpin the economic viability of the Queensland Rail (QR) West Moreton Rail corridor. NAC's annual payments for rail access are estimated to be in the order of \$70M per annum, and along with the payments from other coal producers, will ensure that QR earns a regulated return on its asset base. NAC's train requirements are relatively intense with an estimated requirement of at least 8 trains per day on the days the rail system is operational.

Coal traffic underpins the viability of the West Moreton Rail System, providing sufficient revenue to cover not only the variable costs of coal services, but also the total fixed costs of the system, plus an economic margin. In the absence of coal traffic (of which NAC will make up around 50-60%), QR would

⁵ Courier Mail, 'New Hope's New Acland [sic] Stage Three Project finally opens 16 years after first mining application', 4 May 2023, <https://www.couriermail.com.au/business/qld-business/new-hopes-new-acaland-stage-three-project-finally-opens-16-years-after-first-mining-application/news-story/fbe7acb948a00e4d370dbe81104a29b2> (Accessed 17 May 2023).

⁶ *New Acland Coal Pty Ltd v Oakey Coal Action Alliance Inc. & Ors* (No 2) [2021] QLC 44 at [76]-[77].

⁷ *New Acland Coal Pty Ltd v Oakey Coal Action Alliance Inc. & Ors* (No 2) [2021] QLC 44.

require substantial increases in subsidies under transport service contracts to avoid closure of the line. Dividend payments from QR to the Government would also reduce. Closure of the rail network (which may occur without the Project) would lead to a loss of revenue to QR of over \$120 million revenue per annum (with the noted \$70 million per annum attributable to NAC) as well as likely job losses at QR.

Any future Inland Rail project will rely on coal for a significant proportion of its revenue. Coal can underpin the investment in Inland Rail by providing significant, reliable freight volume that will run year-round, and is not subject to the seasonality of containers and agriculture.

1.4 Approvals History

The chronology of the Project is provided in **Annexure B**. With respect to the Project, NAC has been granted the following State approvals:

- MLs (ML50232, ML700002);
- EA (EPML00335713);
- RIDA (RPI19/009); and
- AWL (625158).

NAC also holds an approval under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) in relation to the Project (EPBC 2007/3423).

2.0 Relevant Statutory Framework

2.1 EP Act, MR Act and Water Act

NAC's mining lease applications (MLAs) and application to amend the EA dated 28 August 2015 (EA Amendment Application) for the Project were referred to the Land Court on 14 October 2015 for an objections hearing (Original Objections Hearing). Since that time the Project has been subject to protracted litigation, including three subsequent Land Court hearings, a Supreme Court judicial review, Court of Appeal and High Court hearings. A summary of the history of the litigation is contained in **Annexure B**. On 17 December 2021, the Land Court recommended that the MLAs and the EA Amendment Application be approved subject to conditions.

Following the 2021 Land Court Remittal Decision, NAC prepared and submitted a Coordinator-General Change Request application on 30 March 2022. Coordinator-General Change Report No.4 was subsequently issued on 26 May 2022 and relevant conditions were incorporated into the EA. On 28 June 2022, the then Department of Environment and Science (now DETSI) issued the revised EA.

The MLAs lodged for the Project were approved on 26 August 2022. ML 50232 authorises the expansion of the Mine to the south and west of the existing mining leases and ML 700002 provides for the establishment of an infrastructure mining lease for the rail spur to transport coal from the Mine to the Port of Brisbane via the South-Western Rail System.

During this prolonged approval process, on 6 December 2016, amendments to the Water Act and Mineral Resources Act 1989 (MR Act) commenced which require NAC to hold an AWL to take or interfere with groundwater. The AWL Application was submitted on 3 October 2017 and was not able to be progressed by the Department of Regional Development, Manufacturing and Water (Department of Water) until resolution of the Land Court proceedings over the MLs and EA. The AWL was granted on 20 October 2022. An application for an Internal Review of the AWL decision was made by Oakey Coal Action Alliance (OCAA) and the Lock the Gate Alliance on 16 January 2023. On 28 March 2023, the Internal Review decision made by the Chief Executive's delegate confirmed the granting of the AWL. On 15 May 2023, OCAA lodged an appeal in the Land Court against the Department of Water's decision to grant the AWL. NAC also lodged an appeal against two conditions (together, the AWL Appeals). On 14 January 2025, OCAA discontinued its appeal against the grant of the AWL. NAC's appeal against two conditions in the AWL is ongoing and is currently scheduled to proceed to hearing later in 2025.

2.2 State Development and Public Works Organisation Act 1971

On 18 May 2007, the Coordinator-General declared the Project to be a 'coordinated project' (at that time a "significant project") under section 26(1)(a) of the State Development and Public Works Organisation Act 1971 (Qld) (SDPWO Act).

The Environmental Impact Statement (EIS) was submitted to the Coordinator-General in January 2014 and released for public and advisory agency consultation from January to March 2014. Additional Information to the EIS (AEIS) was requested by the Coordinator-General during April 2014 and following submission in August 2014, both the AEIS and EIS were released for additional public and advisory agency consultation during September 2014. The Coordinator-General's Report was issued on 19 December 2014 in accordance with section 34D of the SDPWO Act. The Coordinator-General's Report concluded that the Project should be approved, subject to conditions and recommendations.

Appendix 1 of the Coordinator-General's Report includes the Coordinator-General's Imposed conditions pursuant to section 54B of the SDPWO Act.

This application to the Coordinator-General, pursuant to section 35C SDPWO Act, is to evaluate the effects of the proposed changes to IC4 and IC5. This application for a change to a condition, addresses each of the requirements set out in Section 35E of the SDPWO Act, being that it must:

- a) Describe the proposed change and its effects on the project; and
- b) State reasons for the proposed change; and
- c) Include enough information about the proposed change and its effects on the project to allow the Coordinator-General to make the evaluation.

3.0 Proposed Changes to IC4 & IC5

3.1 Proposed change to IC4

Existing IC4 is as follows:

Condition 4. Train load-out facility: New Acland Coal Mine Stage 3

- a) *The new train load-out facility (as indicated on Figure 2.1 of the Co-ordinator -General's evaluation report on the environmental impact statement) for the project is required to be the sole distribution point for all railed product 24 months after the mining of first coal from ML50232.*
- b) *The proponent must notify the Coordinator-General in writing at least two (2) weeks following the mining of first coal from ML50232.*
- c) *The proponent must provide a report on the status of the construction progress and schedule for the new train load out facility to the Coordinator-General quarterly from the mining of first coal until the new train load out facility is operational.*
- d) *The proponent must notify the Coordinator-General in writing at least two (2) weeks prior to the new train-load out facility becoming operational.*

First coal: commencement of excavation of any coal from ML50232.

The Coordinator-General is to have jurisdiction for this condition.

NAC propose to wholly delete the requirements of IC4. NAC propose to retain the reference to IC4 to ensure numbering continuity across the remaining imposed conditions, which are referenced in other approvals.

3.2 Proposed Change to IC5

Existing IC5 is as follows:

Condition 5: New Acland Coal Mine Stage 3: rail spur design

- (a) *A suitability qualified person must certify that the design and construction of the rail spur:*
 - (i) *is in accordance with the design criteria in the Department of Transport and Main Roads (March 2010) Road Drainage Manual 2nd edition*
 - (ii) *meets the following criteria for a two per cent annual exceedance probability rainfall event (50 year Annual Recurrence Interval):*
 - (1) *not cause, or have the potential to increase flood damage at a domestic premises or commercial premises*
 - (2) *a maximum increase in afflux of 0.1 m at a domestic premises or commercial premises*
 - (3) *a maximum increase in afflux of 0.2 m at the Jondaryan-Muldu road, or existing electricity, water supply, sewage or telecommunications infrastructure in the town of Jondaryan*

(4) a design objective of an increase in afflux of 0.3 m, with a maximum increase in afflux of 0.5 m at other locations

(5) a maximum culvert outlet velocity of 2.5 m/s

(6) any increase in duration of floodplain inundation is not to exceed 72 hours of 20 percent of existing flood duration (whichever is greater).

(b) Certification is to be provided to the issuer of the infrastructure mining lease.

(c) Landowners, residents, asset owners likely to be impacted by changes to the existing flooding/drainage system, and, at a minimum, Toowoomba Regional Council (TRC) and the Queensland Reconstruction Authority must be consulted prior to completion of the final rail spur design.

(d) Where the rail spur cannot be designed, constructed and maintained so as not to cause or increase flood damage at residential premises or at a commercial premises, compensation is to be negotiated with affected landowners, residents, and asset owners.

(e) The rail spur design must be completed and provided to Department of Resources (DOR) and the Coordinator-General within 12 weeks of the date upon which all of the mining leases and the associated water licence for the project have been granted.

The Coordinator-General is to have jurisdiction for this condition.

NAC propose to wholly delete the requirements of IC5. NAC propose to retain the reference to IC5 to ensure numbering continuity across the remaining imposed conditions, which are referenced in other approvals.

4.0 Reasons for Proposed Change

Since the Coordinator-General's Report was approved in 2014, there has been substantial further litigation-related delays to the primary approvals causing an 8-year delay to Project commencement. The Project has been materially impacted by events that were not contemplated in the change request submission made previously including:

- A 19-month care and maintenance period due to approval delays;
- Protracted return to Operations; and
- Further legal challenge and resultant Project uncertainty.

These circumstances have been explored below.

Care and Maintenance Period

Due to the time taken to obtain the approvals for the Project, the Mine's coal reserves in the pits within Stage 1 and Stage 2 MLs were exhausted. As a result, the Mine went into care and maintenance on 1 November 2021. NAC was required to significantly reduce its workforce from an operational total of more than 350 personnel to 20 employees, with a small number of contractors engaged periodically for specified tasks as required. Further, agreements with QR and Aurizon for Rail access and haulage were terminated.

Challenges associated with the Project commencement

The operational restart for the Project has been a protracted process, due to the downsizing of corporate and site-based workforce resulting in a loss of work force capacity, capabilities and momentum. Further, consultants and contractors who were either progressing with works or who had levels of precontract involvement had for the most part moved on. The project recommencement and the associated requirement for ramp up and refamiliarization of resourcing, combined with post Covid resource constraints risks and delays associated with legal challenges, has resulted in additional delays which were not expected when the previous IC4 extension application (2020) was submitted.

Challenges associated with delivery of Infrastructure

NAC has undertaken several steps towards delivery of the TLF and associated infrastructure (RL and MHF) as identified in **Annexure C**. However, delivery of the infrastructure within the specified timeframes has been met with challenges, such as the unanticipated approval delays and protracted litigation that has had a significant impact on the ability to advance negotiations to a point where NAC could commit to an overall commercial strategy and delivery program requiring substantial capital expenditure. Significant financial and time commitments are required to negotiate and progress the various commercial agreements associated with the design and construction of any new RL, TLF and MHF. These arrangements are all interrelated and expose NAC to commercial, technical and operational constraints flowing from approval uncertainty. Specifically, this uncertainty precluded the establishment of clear limits to allow NAC to progress the project including:

- Development of a design, which is suitable and fit for purpose, that impacts on the overall scope and delivery of RL, TLF and MHF.
- Preparation of a conceptual operating plan, which also impacts the overall design, and has network capacity considerations for QR and haulage impacts on Aurizon.
- Negotiating and developing the scope of a project interface agreement with QR, to facilitate the connection of NAC's private infrastructure to the West Moreton System.

- Appointment of a Rail Infrastructure Manager (RIM) including the negotiation of a RIM agreement, particularly where the design and operating plan is unable to be finalised hence the scope of this role and agreement also cannot be finalised.
- The commercial and contracting strategy including the way in which NAC approaches the infrastructure construction market, selection of a suitably qualified contractor and the required project delivery time for a project of this significance and size.
- Commitment to a longer-term Access Agreement with QR which has flow on impacts on the overall network capacity and potential future capital expenditure, maintenance programs and resultant tariffs.

Litigation related challenges

Until recently, the AWL, a primary approval required for the Project, was subject to challenge by a third-party in Land Court. The third-party appeal was discontinued on 14 January 2025. This discontinued appeal is the last of the third-party legal challenges against the Project approvals that have run over the last decade. The third-party legal challenges before the Land Court caused significant uncertainty, delays and risk to the mine's operational authorisation that impacted decision making on major capital commitments. In particular, without an AWL the mine would be unable to extract, produce or sell any coal from the Project. The Mine has previously been forced to ramp down to care and maintenance from November 2021 due to the protracted litigation which delayed the grant of the MLs and the EA. The cost to NAC for the Mine being in care and maintenance for the 2022 calendar year was in the order of approximately \$65 million. Ongoing legal challenges would have risked a return to care and maintenance where NAC would be required to incur similar significant expenses including:

1. labour expenses to maintain the Mine in care and maintenance;
 2. payments arising from take or pay arrangements relating to the supply of water from the Wetalla Wastewater Treatment Plant (intended to be used for the Coal Handling and Processing Plant);
 3. payments relating to the storage and handling of coal at the Port of Brisbane;
 4. rent payable to the State of Queensland for the Project's Stage 2 MLs;
 5. rent payable to the State of Queensland for the Project's Stage 3 MLs;
 6. annual fees payable to the State of Queensland for the EA;
 7. rates payable to TRC that have been imposed on NAC and APC by virtue of the Stage 2 MLs and the Stage 3 MLs; and
 8. annual levies imposed by the Office of Groundwater Impact Assessment.
- a) NAC would not have been able to maintain a continuous supply of coal to its customers. These customers would have to source coal elsewhere that will not have the same specifications and coal characteristics of the coal produced by NAC;
 - b) The Mine currently supports 288 employees, 78 head office jobs and approximately 500 indirect contractors. If there was a shutdown of the Mine, it is anticipated that this would result in the loss of approximately 268 jobs at the Mine, 30 head office jobs and impact a significant number of indirect contractors;
 - c) The QBH operation at the Port of Brisbane would be impacted as the majority of the coal transported through QBH is expected to be from NAC; and

- d) If the Stage 3 Project were not to proceed and there was a shutdown of the mine, there would be a reduction of rail traffic on the West Moreton Rail System during the shutdown, which would likely have flow on effects to Aurizon, as NAC is expected to be Aurizon's largest customer on the West Moreton Rail System.

The long-standing uncertainty associated with the litigation including the recently discontinued AWL Appeal, impacted upon the decision-making processes for the major capital commitments required for the design and construction of the TLF, RL and MHF, given the significant downside risks if the Project was forced to be placed back into care and maintenance. Given these risks and delays, consequential impact on production throughput, NAC identified the opportunity to continue with effective usage of the existing infrastructure.

Reduction in mineable reserves and production rate

NAC committed to construct the RL, TLF and MHF in the revised EIS (2014) where the size of the raw coal reserve, and the intended annual rate of production were different when compared with those parameters which have now been approved. Construction of such infrastructure was proposed as it would allow for stockpiling, loading and operational efficiencies at higher rates, as well as reducing risk of environmental impacts on the Jondaryan community. There have however been material limitations imposed on the Project since submission of the revised project EIS in 2014. These material limitations include:

- Reduction of product coal reserves approved for mining by ~30% from 80.4Mt over 12 years (Revised Project EIS) to a final approved reserve amount of 57Mt (Figure 1 - EA boundaries), which is anticipated to be mined over a 10-12 year period; and
- Reduction of potential annual production rate from 7.5 Mtpa to 5.2 Mtpa of product coal based on current mine plan due to regulatory conditions as well as operational constraints including undertaking mining activities within the smaller resource footprint than originally proposed.

The current mine plan has a maximum production rate of up to 5.2 Mtpa and forecasts that the approved resources will be depleted by 2037 following which NAC will go into rehabilitation and closure phase. As per this current schedule, if NAC were to construct the RL, TLF and MHF there would only be a limited usage (8-10 years) following which the infrastructure will need to be decommissioned and demolished, and the footprint rehabilitated. The West Moreton Rail system is largely used for coal haulage with other less intensive uses being seasonal grain & cattle transport and passenger trains. Opportunities to repurpose the infrastructure are not expected to be suitable as equipment is designed and customised specifically for bulk coal handling which is located on a coal mine.

Asset service life, based on mineable resources and planned production rates, was a key factor considered in committing major capital to construct the infrastructure identified as part of the EIS. The regulatory conditions impacting specifically the reduction in mineable resource available, significantly negatively impacted the return on this invested capital. Further, based on Project approvals, the infrastructure has a limited alternative uses and therefore will only be temporary in nature, required to be removed at completion of the relatively short project usage period. These are key considerations which should be factored in evaluation of this change request.

Operations alignment with existing limits at JRLF

As noted above, due to regulatory and operational constraints, NAC have revised the mine plan with a maximum production rate of 5.2 Mtpa of product coal. The scale of extraction activities at NAC (5.2 Mtpa) aligns with scale of loading activities authorised at JRLF under Condition G5 of EPPR00814313 (JRLF EA). To date, compliance has been maintained with the throughput tonnage limit authorised under Condition G5. NAC propose to continue to operate within the authorised throughput tonnage and will not seek to amend this limit.

Condition G5 of JRLF EA states that:

“The scale of activities authorised by this approval in respect of loading coal trucks and trains is up to 5.2 million tonnes per annum based on the period August 1 to July 31 the following year.”

As required by Condition G6, NAC maintains records and submits reports to DETSI on the throughput tonnage from JRLF on a half yearly basis. NAC propose to continue submission of these half yearly reports while operating at JRLF.

Condition G6 of JRLF EA states that:

“Throughput tonnages for the six month periods (August to January inclusive and February to July inclusive) are to be reported to the administering authority, in writing within one month of the completion period.”

NAC would be required to continue to limit its stockpiling capacity at JRLF to 250,000 tonnes as authorised under Condition G7 of EPPR00814313. NAC will maintain its stockpiles at the Mine and QBH's port facilities in Brisbane.

Condition G7 of JRLF EA states that:

“The total capacity of product coal stockpiled at the JRLF at any one time will be restricted to less than or equal to 250,000 tonnes except due to extenuating circumstances subject to agreement with the administering authority

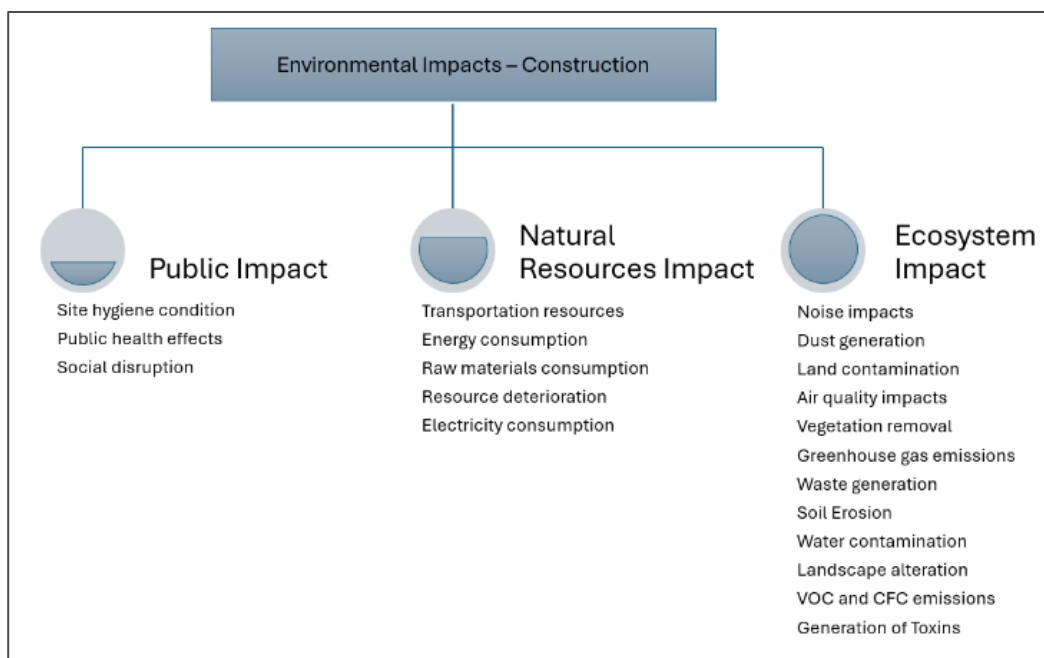
For the purpose of this condition “extenuating circumstances” are responding to a request in relation to an emergency service or other local or state government authority.”

NAC does not propose any changes to the scale of loading or stockpiling activities as authorised in the JRLF EA and will continue operations within authorised limits. Environmental impacts to operate within such limits have historically been assessed and controls/mitigation measures have been established. NAC however are committed to taking additional measures to further minimising risk of impacts on the Jondaryan community. Over the years, NAC has introduced several improvements at JRLF as noted in **Section 9** to further minimise dust, noise and surface water impacts. NAC have established environmental monitoring programs and have engaged experts to review current programs (air, noise) to inform improvements (**Annexure K & Annexure L**). Recommendations from reviews will be considered further and incorporated within current operational practices as required.

Environmental benefits

As noted previously, NAC has revised its mine plan to production up to 5.2 Mtpa due to regulatory and operational constraints. Approval to the change request would allow for continued operation at JRLF while operating within authorised limits. This in turn would benefit the environment through avoidance of direct impacts resulting from clearing and construction of major infrastructure. As shown in **Figure 1**, literature has broadly grouped construction related environmental impacts into 3 main categories i.e. ecosystems, natural resources and public impacts. Opportunities for impact minimisation are explored below:

Figure 1: Construction related environmental impacts⁸



- Clearing of land approved for the Project would be reduced by 98ha (+/-10%). Clearing impacts include loss of native vegetation, fauna habitat and fragmentation of habitat either from direct loss of habitat area or isolation resulting from changes to the spatial configuration of the landscape ⁹. As required by Imposed Condition 14 (IC14), pre-clearance ecological surveys were undertaken to identify the extent to which protected wildlife listed under the Nature Conservation Act 1992, MSES as defined by State Planning Policy and MNES as listed under EPBC Act will be unavoidably impacted by the Project. Surveys identified the below species / habitat areas to be impacted by clearing of land required for the RL footprint:
 - Belson's Panic (*Homopholis belsonii*) - Biodiversity offsets in place
 - Finger Panic Grass (*Digitaria porrecta*)
 - Koala tree points
 - Painted Honeyeater (*Grantiella pica*) habitat
 - MSES regional ecosystem (RE) listed as "of concern" (11.3.17 - Poplar Box/Brigalow) and (11.3.2 Poplar Box)
 - Preferred regional ecosystem Koala habitat Impact area
- Avoidance of dust impacts from vegetation clearing resulting in areas exposed to wind, operation of earthmoving equipment like bulldozers and excavators, topsoil disturbance and removal, levelling and grading of disturbed soils and wheel generated dust from vehicle movements.
- Avoidance of surface water quality impacts resulting from topsoil stripping and vegetation clearing resulting in increased sediment load from runoff, use of heavy machinery which agitates topsoil and increases mobilisation of silt particles, and handling and storage of fuels during construction.
- Avoidance of noise and vibration impacts arising from machinery and equipment required for civil works during construction, movement of trucks and traffic, pile driving, rock breaking, operation of heavy equipment and reversing alarms on mobile equipment.

⁸ Zolfagharian, S., Nourbakhsh, M., Irizarry, J., Ressang, A. and Gheisari, M., 2012. Environmental impacts assessment on construction sites. In *Construction Research Congress 2012: Construction Challenges in a Flat World* (pp. 1750-1759).

⁹ Didham, R.K., Kapos, V. and Ewers, R.M., 2012. Rethinking the conceptual foundations of habitat fragmentation research. *Oikos*, 121(2), pp.161-170

- Reduction of greenhouse gas emissions from operation of plant and equipment using diesel and electricity for construction, waste generation resulting in loss of embodied energy and resources, vegetation clearing resulting in release of carbon stored in vegetation.
- Avoidance of downstream environmental impacts on Lagoon Creek which serves to protect the integrity of the Lagoon Creek Conservation zone located upstream within ML 50232. The Conservation Zone focuses on protecting and enhancing ecologically significant areas of remnant vegetation and promoting restoration of the Lagoon Creek riparian zone.
- Flood water flows across the Lagoon Creek floodplain would be unaffected, avoiding afflux and increased velocity water flows that result from introduction of infrastructure.
- Avoidance of waste generated from construction including cleared vegetation, excavated waste, concrete, Timber pallets and Paints/resins.

Community Benefits

Continued operation at JRLF for the remainder of Project would result in:

- Retention of existing jobs at JRLF related to coal handling, loading, haulage and maintenance.
- Additional jobs and opportunities at JRLF and from product coal haulage are made available with ramp up and production increase of up to 5.2 Mtpa.
- Continued support to local businesses through patronage of available services within Jondaryan.
- Local Jondaryan businesses are supported through continued procurement of goods and services required for maintenance and operation of JRLF.

EIS Objectives

In considering these changes it is important to revisit, the key objectives for the Project as outlined in Chapter 3 of the EIS, that being:

- Establish and operate a sustainable and profitable coal mine;
- Construct and operate a mine that complies with all relevant statutory obligations and continues to improve operations to ensure best practice environmental management;
- Construct, design and operate a mine that does not compromise environmental and social indicators and standards;
- Make efficient use of current infrastructure, with upgrades and expansions for the required capacity increase;
- Reduce the disturbance to environmental values by minimising the footprint requirements for road and rail construction and the use of areas already disturbed for laydown, storage and handling facilities; and
- Use similar proven strategies to those adopted at the Mine, for example:
 - Salvage and stockpiling of topsoil;
 - Early and progressive rehabilitation of disturbed areas;

- Use of recycled water as the main water supply;
- Protection of water quality by appropriate management systems; and
- Adoption of appropriate landform designs to ensure sustainable final land use.

The changes proposed to IC4 & IC5 align with these key objectives of the EIS. Approval of the change request would make efficient use of current infrastructure and significantly reduce construction related impacts on environmental values.

The Revised Project EIS contemplated construction of the RL to improve the efficiency and safety of coal transport off-site as the revised Project's coal delivery rates rise beyond a production rate of 4.8 Mtpa. While NAC is approved to extract coal up to 7.5 Mtpa, regulatory and operational constraints mean the current mine plan is based on a maximum production rate of 5.2 Mtpa. JRLF has historically operated sustainably at up to 5.2 Mtpa and in compliance with the loading limits specified under condition G5 of the JRLF EA. NAC do not propose changes to the JRLF EA and propose to continue to operate within current loading and stockpiling limits.

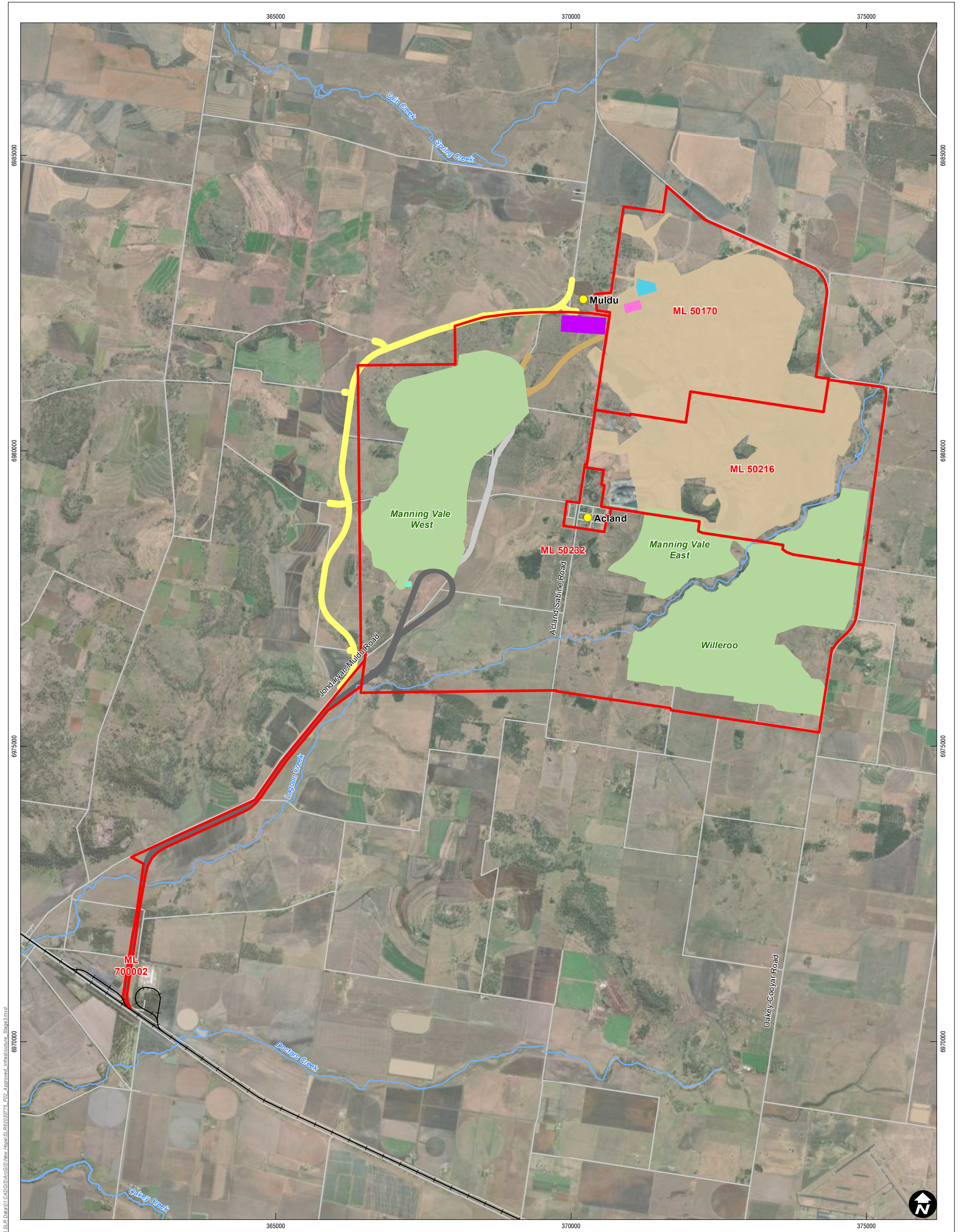
The decade long legal challenges coupled with limited Project life and infrastructure repurposing opportunities, construction related impacts and the fact that suitable infrastructure for train loading already exists at JRLF, underpin the need for reassessment of the approved infrastructure requirements. In noting a key objective i.e. establishing and operating a sustainable and profitable coal mine, revisiting the justifications for the significant associated capital investment and disruption to establish infrastructure is essential especially due to the limited Project life and thus the temporary nature of the infrastructure.

5.0 Proposed Changes to Infrastructure (Summary)

NAC committed to construction and decommissioning of infrastructure in the EIS/AEIS based on an increase in production rate and mineable resource. Infrastructure relevant to this Change request are noted below and shown in **Figure 2**.

- Construction of an 8 km rail spur line and 4km balloon loop from Jondaryan onto ML 50232;
- Construction of a new TLF on ML 50232;
- Construction of a new MHF on ML 50232;
- Decommissioning of the existing JRLE; and
- Diversion of the JM Road (Western Bypass) around the Manning Vale West resource area.

Table 1 provides a high-level summary of the function of each infrastructure item in the EIS/AEIS, changes proposed and outlines reasons for the proposed changes.



LEGEND

● Towns and Localities	Approved Mining Disturbance Areas	Northern Haulage Road
— Roads	CHPP Precinct	Rail Spur and Balloon Loop Alignment
— Railway	Haulage Road	Train Loading Facility
— Creeks	Materials Handling Facility	Jondaryan Muldu Road Diversion (Western Bypass)
□ Mining Tenements	Mine Industrial Area	Historical mining disturbance on ML50170 and ML50216

**NEW ACLAND COAL MINE
STAGE 3 PROJECT**

**Figure 2 - Approved Infrastructure
for Stage 3**

04-Feb-2025
Scale: 1:60,000
Projection: AGD 1984 AMG Zone 56

H:\Projects\SLR\620-BNE\620-BNE\620-30775-00000\New Hope\Map03 GIS\06 SLR Data\01 CAD\GIS\ArcGIS\New Hope\SLR\62030775_F02_Appealed_Infrastructure_Stage3.mxd

Data sources: Cadastre, roads, rail and mining leases from QLD Government. Imagery date 26/06/2022.

Table 1: Summary of proposed Infrastructure Changes

Infrastructure Item	Function of Infrastructure item as proposed in EIS/AEIS	Proposed Change	Reasons for Proposed Change
RL	The maximum number of trains per week from stage 2 operations at the Mine was fifty-three. The main constraint on the number of trains that can be loaded at the JRLF is the turnaround rate at the facility. The new rail spur and loop was intended to improve the efficiency and safety of coal transport off-site as the revised Project's coal delivery rates rise beyond those existing for a production rate of 4.8 Mtpa.	Continue loading coal to trucks and trains at JRLF at up to the current approved JRLF EA limits of 5.2 Mtpa of product coal.	▪ Part of the original RL justification was to be able to load in excess of 4.8 Mtpa, a rate above which the EIS noted that upgrades to the rail infrastructure would be required. The facility has subsequently achieved incremental capacity improvements and operated as a coal loading and handling facility up to a maximum limit of 5.2 Mtpa in accordance with the limit specified under Condition G5 of the JRLF EA. NAC's intention by this Change Request is to continue operating via JRLF within the currently authorised limits rather than to construct the major infrastructure (RL, TLF & MHF). ▪ As per Stage 3 approvals, the newly installed RL would only be operational for (8-10 years) following completion of construction. The new RL would then need to be removed following closure of the mine due to limited repurposing opportunities, and the relatively recently disturbed rail corridor rehabilitated. ▪ Not constructing the rail infrastructure results in the potential for: ○ A significant reduction of clearing and disturbance of land required. ○ Avoiding the need for two new road/rail level crossings, where grain haulage trucks and public road users would otherwise have new interfaces with operating coal trains. ○ Reduction in CAPEX costs associated with the new rail and coal handling infrastructure, though these will be offset by higher ongoing OPEX costs.

Infrastructure Item	Function of Infrastructure item as proposed in EIS/AEIS	Proposed Change	Reasons for Proposed Change
Decommissioning of JRLF	The JRLF site is to be rehabilitated and returned to grazing use at the end of its coal loading operation. The rail infrastructure will be retained in its current form. All product coal, stockpile base material, access tracks and dirt roads will be removed. The weighbridge, workshop, STP, crib hut, diesel tank and concrete slabs will be removed. Topsoil will be applied	Retain JRLF in its current form, deferring the proposed site rehabilitation to the end of Project life.	- JRLF will be able to meet Stage 3 planned mine production of up to 5.2 Mtpa of product coal. - JRLF is currently approved for loading coal trucks and trains up to 5.2 Mtpa and stockpiling up to 250,000 tonnes under the JRLF EA. NAC propose to continue to operate within these existing JRLF EA approval limits. - JRLF has established roads, hard stand, workshop facilities, water management structures, procedures, practices, personnel and amenities for ongoing safe and compliant operation.
TLF	Trains are loaded to their optimum for best utilisation as well as preventing overloaded wagons.	Continue loading at JRLF as per current practices. Continue evolving process robustness and optimisation to utilise wagon capacity.	Train loading optimisation is an ongoing objective. Approval of continued operation at JRLF underpins investment in new generation operating fleet and practices to support this objective.
TLF & MHF	Reduced potential for dust and noise impacts at Jondaryan.	Continue current practices utilising the mine site and JRLF stockpile areas. Based on continuous improvement, NAC will identify and put into effect environmental improvements and upgrades to procedures and practices.	- NAC operates under principles of continuous improvement and over the years introduced several improvements at JRLF as detailed in Section 9 to minimise impacts. Notable improvements are listed below: - Replacement of Front-End Loader (FEL) fleet significantly reducing noise levels. - Shaker grid introduction to minimise offsite spillage. - Operational and procedural improvements to traffic flow.

Infrastructure Item	Function of Infrastructure item as proposed in EIS/AEIS	Proposed Change	Reasons for Proposed Change
			▪ Noise and dust impacts are being managed, including within approvals limits, through current site operating and monitoring practices. ▪ In terms of air quality, the JRLF EA regulates the requirement to have a JRLF specific Air Quality Monitoring Program (AQMP) which includes monitoring requirements (dust deposition, PM10, TSP), forecasting system to identify adverse meteorological conditions, and a dust control strategy that activates the timely implementation of high management dust control actions in addition to best practice dust control measures under adverse conditions. Additionally, a report is submitted annually to DETSI identifying trends, details of use of high management control measures, findings from data analysis and specific conclusions and recommendations from findings. ▪ In terms of noise monitoring, complaint response monitoring is undertaken as required following a legitimate noise complaint. Monitoring is undertaken in accordance with relevant standards and procedures with reporting and record keeping done in accordance with the JRLF EA. ▪ Systems and processes can be revisited as required as new equipment and technologies emerge to provide increased levels of confidence that ongoing compliance is achieved. Approval to continue operation at JRLF underpins investment in new generation operating fleet to support these intentions. ▪ Expert reviews on current air quality monitoring program are undertaken periodically to inform improvements.

Infrastructure Item	Function of Infrastructure item as proposed in EIS/AEIS	Proposed Change	Reasons for Proposed Change
TLF	Improved amenity through removal of coal stockpiles	Retain existing JRLF operation at the site limits of 250,000 tonnes of stockpiled coal.	- JRLF has historically operated sustainably at up to 5.2 Mtpa while remaining within the stockpiled coal limit of 250,000 tonnes. - Existing vegetation screens are maturing and thickening. Approval to continue operation at JRLF underpins further amenity measures, including additional plantings to further enhance planted screening vegetation.
MHF	Blending and sizing of coal products	Continue current practices i.e. utilising the mine site and JRLF stockpile areas.	Existing stockpile capacities and management practices at the mine site and JRLF are suitable for the proposed up to 5.2 Mtpa of coal production. Typically, product coal is stockpiled at JRLF in up to 7 different specifications. These stockpiled products are then combined into each loaded train to achieve the customers specification requirement. These practices will continue at JRLF.
MHF	Main distribution point to transport coal by road and rail.	Retain JRLF and existing capacity.	Maintain main stockpiles at the mine and QBH. No new stockpile storage area is required where the existing JRLF capacity is retained, remaining the main distribution point to transport coal by road and rail.
MHF	Stockpiling of product coal	Continue current practices utilising the mine site and JRLF stockpile areas.	Existing stockpile capacities and management practices at the mine site and JRLF are suitable for the proposed 5.2 Mtpa of coal production. Maintain main stockpiles at the mine and QBH.
MHF	Reclaiming of product coal from stockpiles to a road bin to discharge into trucks for transfer to the TLF	Continue current practices utilising the mine site and JRLF stockpile areas.	Elimination of the MHF reduces the average level of coal handling associated with storage to and reclaim from stockpiles. This FEL activity will not be required as coal will continue to be predominantly loaded to trucks directly from the CHPP via the existing truck loading bins.

Infrastructure Item	Function of Infrastructure item as proposed in EIS/AEIS	Proposed Change	Reasons for Proposed Change
MHF	Preference to place product at customer ash specification onto trains	Retain existing JRLF operation where this process has been successfully managed to date.	This process has been successfully managed at JRLF due to the high level of flexibility afforded by the free form coal stockpile process. Individual stockpile locations and capacities are not constrained by fixed conveyor and stacker infrastructure arrangements, rather they can be formed and recovered to suit customer requirements at the time.
JM Road Diversion (Western -Bypass)	Critical to allow access to Manning Vale West resources. JM Road will be closed as Manning Vale West pit cuts across road.	No change, the existing JM Road alignment within the mining lease cuts across Manning Vale west pit. The JM Road Diversion (Western-Bypass) construction is still proposed.	No change proposed
JM Road Diversion (Western -Bypass)	Provides primary heavy vehicle and secondary light vehicle access routes to site.	Shared use of the proposed new JM Road (as referenced in Figure 5) for long-term public use and product coal haulage, as per the current JM Road practices. Continue to use the existing JM Road in the short-term till the Western Bypass is commissioned.	- The approved internal product haul road no longer suits the required function, which is for transport of product coal from the CHPP to the JRLF. Subject to obtaining all necessary approvals, the proposed new JM Road provides a single path directly from the CHPP to the JRLF, with pavement improvements proposed in the detailed design to cater for the product coal vehicles. Haulage of ROM coal will continue via internal haul roads (existing & new). These new internal haul roads for transporting ROM coal located within approved mining disturbance footprint will be periodically constructed as required. - NAC is experienced in shared road use, with the product coal haulage practice having been successfully undertaken on a shared road use basis on the existing JM Road since the 2002 to 2004 works, where Rosalie Shire Council (RSC) first improved the JM Road to suit coal haulage. Existing haulage practices including speed management, fatigue management

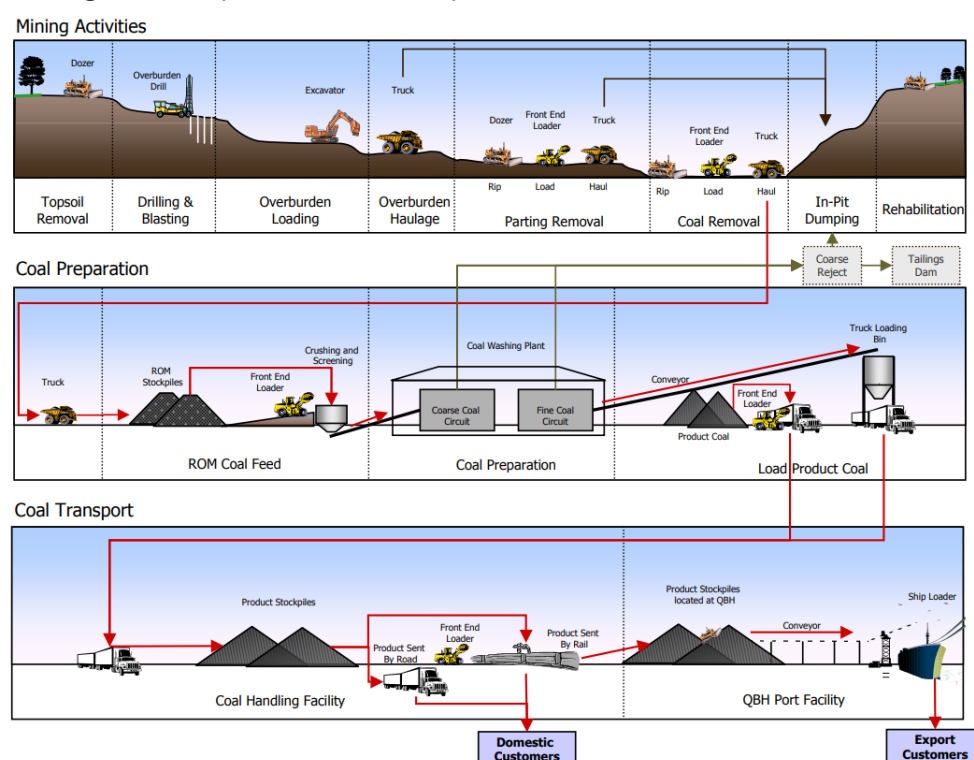
Infrastructure Item	Function of Infrastructure item as proposed in EIS/AEIS	Proposed Change	Reasons for Proposed Change
			systems, and rostered movements around school bus requirements, are well established. - Continuing the existing shared road use practices will provide NAC with the required surety to ramp the mining and coal production operations to an efficient level. - Road haulage additionally has provided significant local employment opportunities, both directly and indirectly, over the life of mine operations to date.

6.0 Existing Operations

6.1 Mine Operations Overview

A generalised representation of the mining process (from mine to customer) is depicted in **Figure 3**. Raw coal is extracted from the active mine pit and transported to the ROM pad for delivery via conveyor to the Coal Handling and Process Plant (CHPP) where it is processed. Coarse reject material from the CHPP is disposed of through in-pit dumping or comingled with mining overburden for out-of-pit dump development. Fine reject material, or tailings, is directed to in-pit tailings storage locations (ITSFs). The product coal is stockpiled via conveyor, or preferentially direct loaded to trucks for transport to the JRLF for further transport and distribution to various markets.

Figure 3: Mining Process (Mine to Customer)



6.2 Road Haulage

Washed product coal is normally loaded directly from the CHPP's product bins to coal haulage trucks for transport. Some coal is stockpiled temporarily on the adjacent product coal pad and is subsequently loaded into the coal haulage trucks via a FEL. The washed coal, destined for export and local domestic markets is transported by these coal haulage trucks from the mine, travelling southwest along the JM Road to JRLF. The JM Road is approximately 16km in length, starting at Muldu and passing approximately 1.5km to the west of Acland, then on to Jondaryan, just North of the Warrego Highway. This JRLF is approximately 1km east of Jondaryan (**Figure 4**).

The JM Road was previously controlled by the RSC, one of several councils which amalgamated to form the Toowoomba Regional Council (TRC). In 2002, NAC and the RSC entered an agreement under which the existing JM Road was upgraded and reconfigured to be suitable for product coal haulage. This upgrade works was undertaken by RSC at that time. In 2004, NAC and RSC subsequently entered

a 20-year maintenance agreement to maintain the completed road while in use for product coal haulage to JRLF. This agreement includes for NAC to fund any agreed progressive upgrades and maintenance requirements for the existing JM road to maintain its suitability for use in haulage of product coal. This maintenance agreement expired on 31 December 2024. NAC has executed with TRC, a variation to the existing maintenance agreement to continue transporting coal via the existing JM road in the short-term. NAC is also engaging with TRC in respect to the permanent haulage of product coal on the proposed new JM Road as discussed further in **Section 7.1**. A section of the proposed new JM Road i.e. Western Bypass is yet to be constructed by NAC.

6.3 Road Haulage Unloading and Stockpile Management

Product coal trucks arriving at JRLF enter the site via paved roads before moving to the stockpile pad areas to tip their coal payload adjacent to the relevant specification product coal stockpile. When required FEL are then used to lift the tipped coal up the face of the adjacent stockpile to form a low-level stockpile of approximately 4.5m in height. These stockpiles are formed to suit product coal campaigns for specifications that meet customer requirements. Further stockpile movements may be necessary using tracked machines. This is generally for the purpose of stockpile rotation, moving older stockpiled coal to the front of the stockpiles, where it then becomes the first material loaded to trains. The stockpiles are formed in long lines, generally adjacent and parallel to the rail siding. This provides an operating face of a length commensurate with the length of the train to be loaded, reducing the distances travelled for the FEL that are used to load the trains.

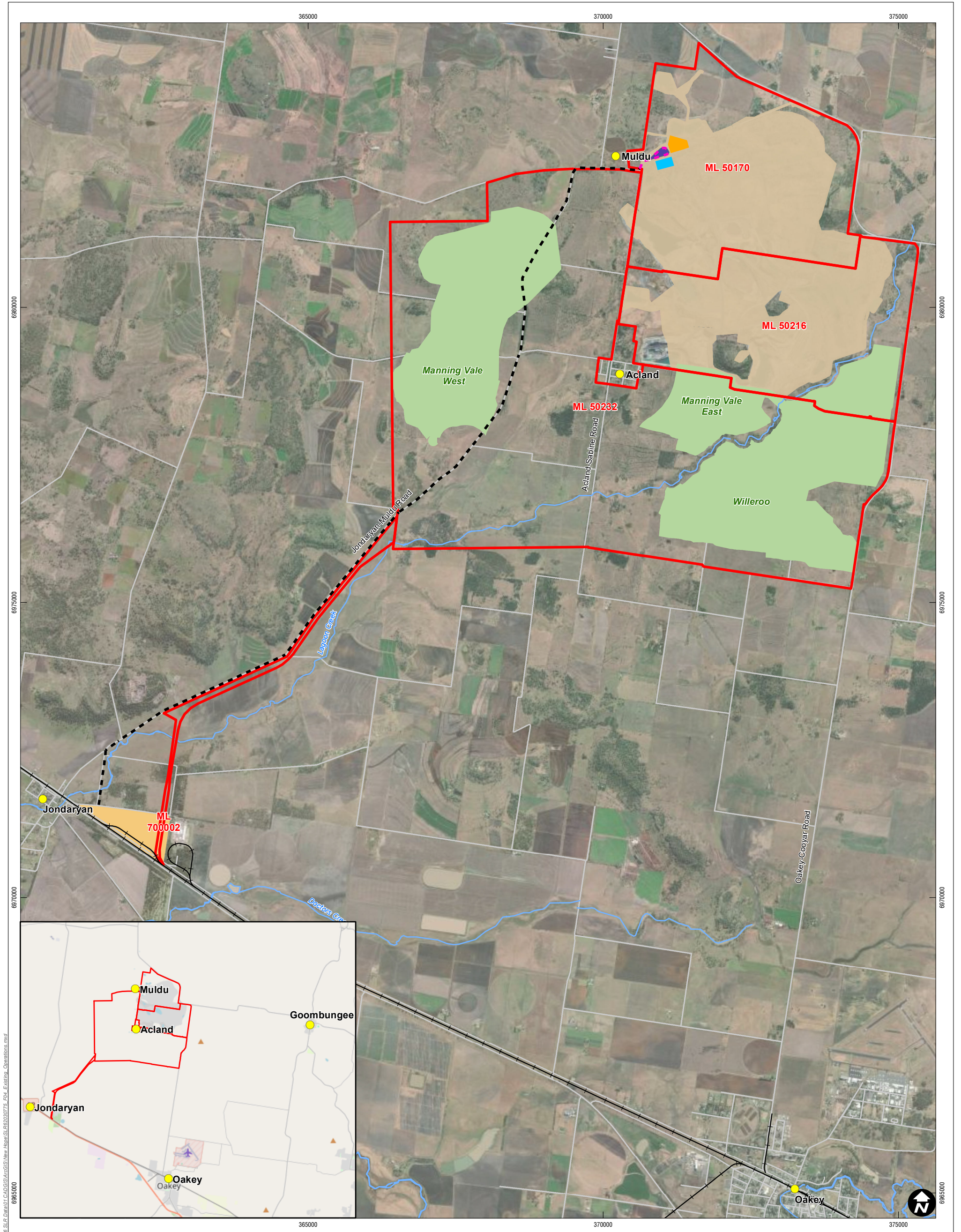
Empty product trucks depart the JRLF site via the paved roadways, again passing over a rubble grid to dislodge any stray material from the body or chassis of the truck. The unladen vehicles then return to the NAC product loading bin via the existing JM road.

6.4 Rail Loading and Transport at JRLF

The trains loaded at JRLF typically have 42 wagons and a total train length of approximately 656m. The maximum bogie load for the western rail corridor is 33 tonnes. This figure results from specifications associated with the West Moreton rail system installation including rail size, formation and the bridges, many of which are timber structures. The maximum gross wagon weight that results is approximately 63 tonnes, with the associated maximum payload per train being 1,987 tonnes. Each train has two class 2300 locomotives positioned at the front.

Historically up to fifty-three trains per week have been loaded with coal at the JRLF to cater ~ 5 Mtpa of the mine production. Established infrastructure and practices have successfully achieved this incremental capacity increase on the 4.8Mtpa limit previously recognised limitations as associated with loading trains on the Jondaryan rail siding. This includes that the coal stockpiles located at the JRLF are of sufficient length to enable the whole train to be loaded without entering the main rail line. Generally, two or three loaders are used to load the train wagons, resulting in an actual train loading time of up to 60 minutes. Combined with the balance of the chain of custody and main line sequencing interactions associated with loading each train, the total time in the Jondaryan siding is typically of the order of 2 hours. During this timeframe, any incoming empty train holds at the passing loop at Oakey. Once the loaded train passes the Oakey siding on its way to the export coal terminal, the next train for loading commences eastwards, entering the JRLF for the next loading operation.

The maximum allowable train speed along the western rail corridor is 80 km/h. Lower speed restrictions are in place for certain areas, particularly on the Toowoomba range section where 30 km/h speed restrictions apply. The rail line is a single line whereby trains pass each other via a series of passing loops at various locations along the line. The allowable length of each train is defined by the length of these individual passing loops.



LEGEND

- Towns and Localities
- Roads
- Existing Jondaryan Muldu Road (Dual use – product haulage & public)
- Existing Jondaryan Muldu Road (Product loop)
- Railway
- Creeks
- Approved Mining Disturbance Areas
- CHPP Precinct
- Mine Industrial Area
- ROM
- Jondaryan Rail Loading Facility (JRLF)
- Historical mining disturbance on ML50170 and ML50216
- Mining Tenements

Data sources: Cadastre, roads, rail and mining leases from QLD Government. Imagery date 26/06/2022.

**NEW ACLAND COAL MINE
STAGE 3 PROJECT**

Figure 4 - Existing Operations

04-Feb-2025
Scale: 1:60,000
Projection: AGD 1984 AMG Zone 56

7. Proposed Operations

7.1 Road Haulage

In 2022, NAC received the mining leases to mine in three new resource areas namely Manning Vale East, Willeroo and Manning Vale West. As seen in **Figure 5**, the existing JM Road which is currently used by the public and for haulage of product coal traverses through ML 50232 and the North-eastern portion of the Manning Vale West resource area. A JM Road Diversion (Western Bypass) was proposed by NAC as part of the EIS & AEIS. The purpose of the Western Bypass was to provide mining equipment access to the Manning Vale West resource area as well as to provide heavy vehicle and light vehicle access routes around and to the NAC mine site in lieu of the existing alignment.

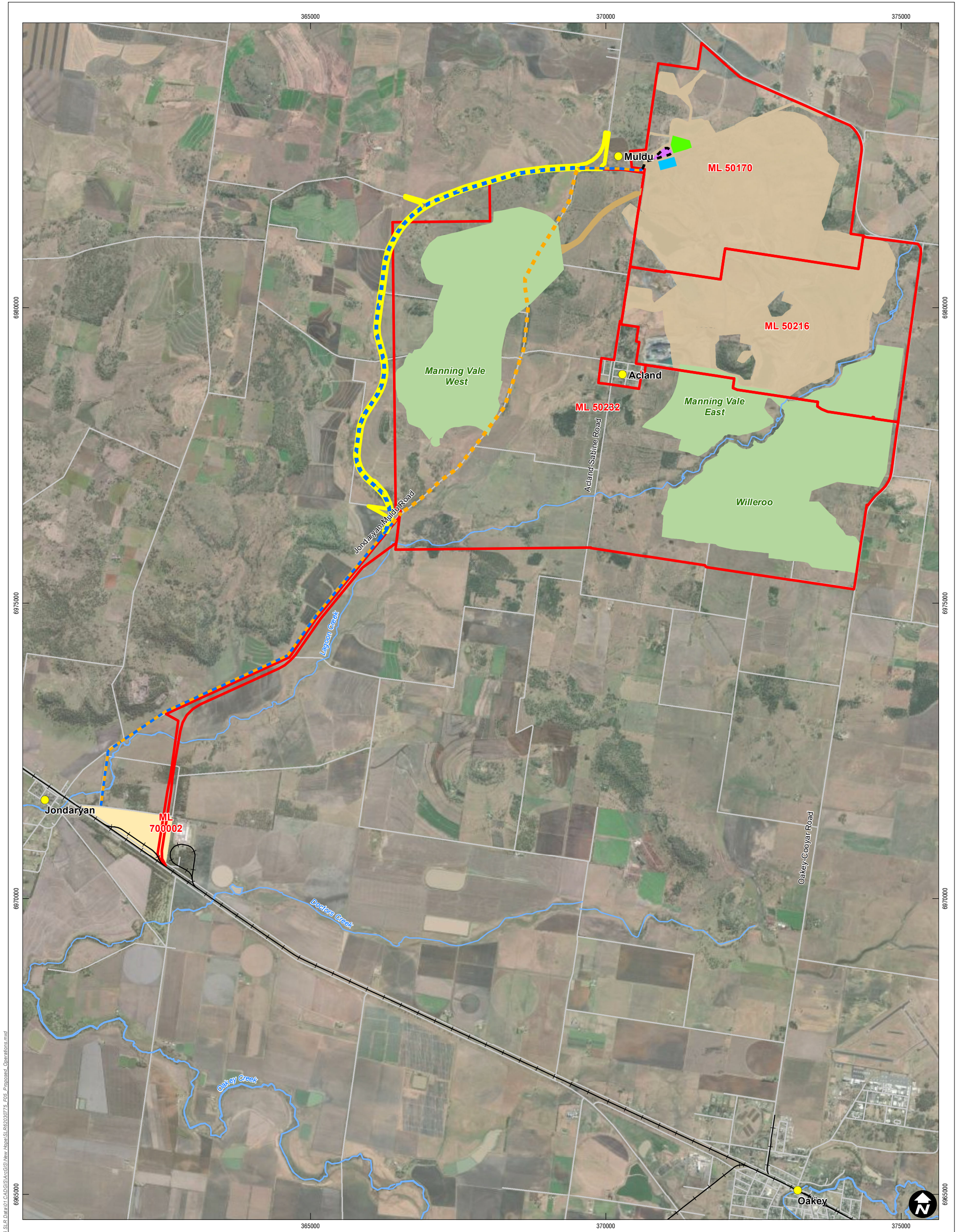
The Western Bypass is proposed to be constructed and located to the West of ML 50232 on a combination of existing road reserves and on property owned by APC (noting that a minor section is on private land, however an agreement with the landowner is in place). NAC's preferred long term product coal haulage route is to utilise this new Western Bypass, with haulage from the mine entry via the Muldu– Brymaroo Road reconnecting with the existing southern section of the JM Road alignment down to the JRLF (together referred to as proposed new JM Road). Road movements are regulated under a Heavy Vehicle Authorisation Permit administered by the National Heavy Vehicle Regulator and are subject to the Heavy Vehicle Law (Queensland) 2018 and Transport Operations (Road Use Management) Act 1995. NAC is currently in discussions with TRC in relation to utilising this route for this purpose. Pending approvals and a notifiable road use agreement with TRC, the proposed new JM Road would be utilised for both public use and for product coal haulage.

NAC are currently engaged in discussions with TRC to revise / rescope studies required to truck product coal on the proposed new JM Road in line with contemporary guidelines. This would include developing a revised Traffic Impact Assessment (TIA) and other additional studies as advised by TRC.

7.2 Rail Loading and Transport at JRLF

NAC proposes to continue to operate the JRLF to load trains for the supply of coal to Port of Brisbane for export to overseas customers. The required total tonnage of coal to be transported each year has previously been successfully managed through the JRLF. The fundamental approaches to coal deliveries, stockpile formation, management and the train loading practices utilised are not anticipated to require changes.

NAC will continue to evaluate its coal supply chain, seeking to identify and implement improvements to the system to ensure safety, compliance efficiency and competitive operation.



LEGEND

- Towns and Localities
- Roads
- Railway
- Creeks
- Jondaryan Muldu Road - Product loop
- Proposed new Jondaryan Muldu Road (Dual use – product haulage and public) – Long term
- Jondaryan Muldu Road (Dual use – product haulage & public) – Short term
- Jondaryan Muldu Road Diversion Corridor (Western)

- Approved Mining Disturbance Areas
- CHPP Precinct
- Mine Industrial
- ROM
- Jondaryan Rail Loading Facility (JRLF)
- Northern Haulage Road
- Historical mining disturbance on ML50170 and
- Mining Tenements

**NEW ACLAND COAL MINE
STAGE 3 PROJECT**

Figure 5 - Proposed Operations

04-Feb-2025
Scale: 1:60,000
Projection: AGD 1984 AMG Zone 56

H:\Projects\SLR\620-BNE\620-BNE\620-0000\New Hope\AC03 GIS\06 SLR Data\01 CAD\GIS\ArcGIS\New Hope\SLR\620\0775_F05_Proposed_Operations.mxd

8.0 Changes to IC4 & IC5 – Timeline review

8.1 Timeline No.1 – Original

The original schedule for the construction of the TLF to occur before commencement of mining as outlined in part 3.11 of the EIS, was based on securing the required approvals (MLs and EA) for the Project to commence in or around 2015. This allowed for the construction period for the new TLF to be completed in around 2017 while the remaining coal from the existing Stage 2 operation was mined. The original timeline also predates the legislative amendments which required NAC to obtain an AWL. The original timeline could not be met as all the necessary approvals to commence the Project were not secured in time.

8.2 Timeline No.2 – Schedule for Extension request in 2020

The schedule for the Project proposed in 2019 was based on securing remaining required approvals (MLs, EA and AWL) for the Project which at the time were expected to be secured in the latter half of 2019. The proposal at the time was to commence pre-stripping in parallel to the construction of the TLF thereby allowing the following:

- Residual Stage 2 coal from the existing mine to continue to be railed through the JRLF in accordance with the existing approvals;
- A mine shutdown to be avoided and the workforce to be maintained; and
- Early coal from the Project to proceed through the JRLF until the new TLF is built and commissioned.

As noted in the Coordinator-General's Report, the aim of IC4 was to give certainty on the timing of the transition to the TLF.¹⁰ The amendment proposed in 2019-2020 aimed to provide certainty of timing for the JRLF to be decommissioned. No increase in the quantity of coal being transported through the JRLF was proposed.

The Coordinator-General amended IC4 to extend the date the new TLO (referred to TLF in this document) is required to be the sole distribution point for all railed product from the Stage 3 project to two years after the mining of first coal. The amended condition also included the requirement for quarterly updates to the Coordinator-General on construction progress of the new TLF. IC5 was also amended to require the design of the rail spur to be submitted to the Coordinator-General within 12 weeks of the granting of MLs and AWL of the project and for the Coordinator-General to have jurisdiction over the condition.

The schedule proposed in 2019-2020 could not be met as the primary approvals were again delayed until 2022 because of the objector legal challenges which continued to the High Court and the Land Court 3 times. These legal challenges delayed the grant of the MLs and EA. As a result of these delays, the mine had to ramp down to care and maintenance resulting in a loss of work force capacity and capabilities. Project recommencement and ramp up was also met with further challenges being the third-party appeal against the AWL. The third-party appeal was discontinued in the Land Court on 14 January 2025. These factors have led to additional delays that were not contemplated in the Extension request in 2020. To-date, NAC has maintained compliance with submission of the quarterly construction progress reports for the TLF.

¹⁰ Page 58, Coordinator-General's Report.

A rail design was also previously submitted to the Coordinator-General in accordance with IC5 (e) although NAC notes that due to significant approval delays and resultant passage of time, changes were identified which would require a revised certified rail spur design to be resubmitted.

8.3 Timeline No.3 – Schedule for Change request in 2024 (Current proposal)

This change request is to remove IC4 & IC5 from the CGCR 4 and thereby remove requirement to construct the TLF, RL & MHF. The proposed change would enable NAC to continue loading coal via JRLF for remainder of the Project while operating within existing authorised throughput capacity of the facility. The reasons for the change request are detailed in **Section 4**.

Approval to changes proposed to remove IC4 & IC5 would allow for the following:

- Continuation of Stage 3 operations in the wake of legal challenges, approval delays, care & maintenance and protracted return to operations.
- Continuous supply of coal to customers being maintained. These customers would otherwise have to source coal elsewhere that will not have the same high efficiency traits of the coal produced by NAC.
- Avoid any further mine shutdown that would result in job losses and incur significant expenses from payouts, contract terminations and care & maintenance costs.
- Making efficient use of current infrastructure at JRLF through continued operation at the facility for the remainder of Project life.
- Reduce disturbance to environmental values and avoidance of construction related environmental impacts associated with RL, TLF & MHF.

9.0 Environmental Effects

NAC has operated at JRLF since 2002. NAC has always been and remains committed to minimising environmental impacts on the Jondaryan community and therefore has undertaken several improvements to equipment, engineering designs and procedures at JRLF. These measures are explored below:

Measures introduced to reduce Dust Impacts

- Planting of bamboo screens that not only serve aesthetically but also have proven valuable in buffering gusting and whirl wind events thereby stilling the air and preventing air borne dust that may otherwise be generated.
- Revision of the product haulage truck directional flow to maintain the truck movements on the gravelled through-ways. This redirection of traffic movements on the gravelled paths located on the north and south sides of the stockpile area has reduced non-dumping truck movements on the stockpile pad where dust generation is of greater risk. This in turn has reduced reliance on use of water for dust mitigation in these areas due to lower risk of dust generation on hardened gravel road surfaces.
- Bitumen sealing road surfaces such as main access route to JRLF, workshop, light vehicle areas and domestic product truck routes thereby reducing risk of dust generation.
- Installation of shaker grids which have had noted improvements from the trialled wet washdown systems. The grid effectively stops wet fines, coal fines and coal nuggets being carried offsite by shaking such material off the truck wheels, edges and chassis.
- Introduction of SMS based alarms and suitable trigger warning limits to site operations. The ambient dust monitors i.e. Tapered Element Oscillating Microbalances (TEOM's) are used to automatically generate SMS messages alerting site to conditions that must be monitored or addressed.

Measures introduced to reduce Noise Impacts

- Replacement of Caterpillar FEL with Liebherr FEL fleet. This has significantly reduced operational noise levels and additionally operate via a hydraulic drive control resulting in the engines being operated at a continuous speed, with noise flaring associated with engine acceleration and deceleration virtually eliminated.
- Introduction of digital reversing beepers to mobile fleet. These reversing alarms operate at a low decibel level reducing carrying of sound from reversing equipment.
- Relocation of the FEL, dozer park up and crib hut by a further 100m to the East on site, increasing the distance of these potential noise sources from the township of Jondaryan.
- Non-utilisation of shaker grids during night shifts to avoid generation of deep bass effects.
- Amendment of site traffic flow procedures and operational practices to significantly reduce the interaction risk with personnel. As a result of this the normal industrial site practices of sounding mobile equipment fleet horns prior to startup, moving forward and reversing have been eliminated.

Measures introduced to reduce Water Impacts

- Installation of real time water management system to capture information such as water inflow and dam height.
- Capacity of the Western Dam has been increased. The Eastern dam has been installed to capture water that drains from the stockpile area to the East.
- Dam drainage have been vegetated/grassed appropriately. These grassed areas are cleaned selectively, one section at a time, so that most grass remain as a natural filter. Rip rap rubble rocks have been installed across middle of the drains to control lighter coal chunks which get captured in these rills. These rill areas are cleaned out against edge, retaining the material capture effectiveness.
- Washdown of trucks is only performed on concrete pads which drains into the dam. Material that is washed is coal and dust. There is no hot wash process or engine degreaser used onsite. Such activities are undertaken elsewhere.

Environmental Monitoring

NAC has environmental monitoring programs in place (Dust deposition, Total Suspended particulate & PM10, Surface Water & Noise) to understand the potential for causing nuisance at sensitive receptors and to monitor long term trends. As noted through improvements made in the past, NAC remain committed to further minimising environmental impacts including on the Jondaryan community and on landholders impacted from trucking coal to JRLF. Suitably qualified experts have undertaken reviews of current programs (air quality & noise) at JRLF to further inform sufficiency of the existing systems, and to identify and investigate further improvements (**Annexure K & Annexure L**). These investigations may extend to refinement of the current operational practices. Review of environmental monitoring and management practices will remain an ongoing activity while JRLF remains an operational facility.

Reporting

NAC is also committed to maintaining its reporting regime for JRLF until the site is decommissioned and rehabilitated at a future date. This includes compliance with Condition A9 of JRLF EA that specifies reporting requirements in relation to air quality monitoring and Condition G6 in relation to throughput tonnages to the administering authority (DETSI). NAC will also continue to publish the air quality results monthly at the Community Notice Board located at Cobb & Co Roadhouse Jondaryan.

Complaints

NAC uses Consultation Manager (CM) software, a stakeholder relationship management platform to record, track, analyse and report on all stakeholder and community interactions including complaints. Community complaints are reported in the Social Impact Management Report (SIMR): construction and operations (previously SIMR: pre-construction). Complaints associated with the JRLF operations, between a 14-year period from January 2011 to September 2024 have been related to coal dust, noise, coal spillage and contamination. Since January 2018, NAC have received 3 complaints, and 4 concerns raised in relation to JRLF operations. NAC continues to ensure that complaints are documented and responded to in a consistent and timely manner and in accordance with current regulatory requirements and Company Policy. NAC maintains multiple avenues for community to raise concerns or complaints with the business including:

- NAC Community Team (4 full time staff)
- NAC Community Information Centre in Oakey
- Dedicated community email address and phone number
- 24/7 Community Complaints Hotline
- Community Updates

9.1 Environmental Impacts and Mitigation at JRLF

9.1.1 Air Quality

NAC has implemented an Air Quality Monitoring Program (AQMP) to meet the requirements of Condition A4 to A10 in the JRLF EA. Since commencement of operations, NAC undertook a review of its AQMP which included relocating and removal of certain monitoring locations (**Annexure K**). The changes made were approved by DETSI in July 2023 through an EA Amendment. The AQMP includes dust deposition (DDM), Total Suspended Particulate (TSP) & PM₁₀ monitoring undertaken at locations shown in **Figure 7 (Figure 6 – prior to July 2023)** to understand the potential for causing nuisance at sensitive receptors and to monitor long term trends. Monitoring results are considered in relation to environmental conditions such as wind speed and direction to help identify the likelihood of any sensitive receptor being exposed to higher than acceptable levels of dust as a direct result to JRLF activities. The TEOM's in place at Jondaryan also gather weather data used to supplement analysis of air quality data.

The key activities where dust maybe generated at JRLF include:

- Dust from loading coal to trains and trucks by FELs;
- Wheel generated dust from truck movements on paved and unpaved surfaces;
- Trucks unloading coal to stockpiles;
- Dozers operating on coal stockpiles;
- Windblown dust from stockpiles at JRLF.

Current Controls

NAC has a Dust Control Strategy in place at JRLF as per Condition A7 (c) that would activate timely implementation of high management dust control actions in addition to best practice dust control measures during periods of adverse meteorological conditions. Such conditions would likely produce elevated levels of particulate matter at sensitive receptors. The coal washing process removes much of the fine material present in the mined raw coal, significantly reducing the fine material content in the product coal which could otherwise present an airborne dust concern. Further, with the previously noted 10% moisture from the CHPP, the stockpiled coal does not generally require watering due to this inherent high moisture content much of which the bulk piled coal retains.

The current dust mitigation actions at JRLF include:

- Dust suppression utilising water trucks;
- Sealing and sweeping major thoroughfares as required;
- Maintenance of unsealed road surfaces regularly to minimise dirt and silt build up;
- Trucks leaving the facility to cart domestic product are covered and exit over a rattle grid;
- Speed restrictions to restrict vehicle movements on site;
- Dust minimisation through installation of permanent infrastructure (profiling and veneering, sealed primary roads);
- Veneering of the coal surface in rail wagons is undertaken whereby an environmental-friendly water-based solution is sprayed onto the coal surface to form a flexible crust over the coal and minimising coal dust being emanated from the train during transportation;
- Weather Zone generates hourly dust forecasts for JRLF to forecast predictions of meteorological conditions that may generate adverse dust conditions. Dust control strategies outlined in **Table 2** below are implemented based on the daily predicted dust index.

Table 2: Dust control strategies implemented based on predicted dust index

Operational Management Controls	Dust Index Green	Dust Index Yellow	Dust Index Red
Road Sweeper	Per routine schedule during favourable conditions	Only operate during favourable conditions	Do not operate
Water truck	Operate water truck twice a day at 10am and 2pm	Operate water truck four times a day at 8am, 10am, 12pm and 2pm	Operate water truck six times a day 6am, 10am, 12pm, 2pm and 4pm
Atmospheric Observation	Daily	Twice Daily	Every hour
Surfactant (roads)	As per product recommendation	As per product recommendation	Consider concentration of surfactant applied
Blading of roads and pads to remove buildup of the material	Per routine schedule	Inspect areas to confirm if control required	Schedule control if red index event is forecast
High pressure water spraying of roads to remove buildup of fine material	Per routine schedule	Inspect areas to confirm if control required	Schedule control if red index event is forecast

TEOMs are located at the boundary of JRLF and in Jondaryan township. Monitoring can identify dust and weather conditions that may trigger the need for changes to site activities. Alarms (High Wind Alarm or Elevated Dust Alarm) indicating potential adverse dust conditions at sensitivity locations, trigger the implementation of high management controls described in **Table 3**.

Table 3: High Management controls

Activities	Level 1 – High management control	Level 1 – High management control	Level 1 – High management control
Truck loading coal	-	Cease loading	Stop operation until trigger is cleared
Train loading coal	-	Cease loading	Stop operation until trigger is cleared
Movement of coal trucks around site	Start water truck on coal truck circuit	Limit unloading to eastern end of JRLF	Stop operation until trigger is cleared
Bulldozing – coal stockpiles	Relocate to eastern end of JRLF	Cease bulldozing	Stop operation until trigger is cleared

Technical Review and Proposed Controls under assessment

NAC engaged Katestone Environmental Pty Ltd (Katestone) to undertake a dust control review of the JRLF (**Annexure K**). The study focused on review of historical monitoring data and practices to control dust emissions from JRLF, comparison of current practices with best practice adopted within industry, identification of additional measures that could be adopted at JRLF and quantifying dust emissions reductions that could be achieved through additional dust controls using a base case emissions inventory. The recommended actions from the study are noted below. These actions will be investigated further subject to a cost benefit analysis.

- Improvements in road surfaces at the site are likely to achieve reductions in dust emissions.
- Approaches to increase effectiveness of watering should be investigated. This should include revisiting practices and trials conducted to date.
- Investigate opportunities to enhance vegetation around site with the following aims:
 - Reduce incident wind speeds to reduce wind erosion
 - Increase capability of vegetation between JRLF and sensitive receptors to capture dust generated onsite.
- Empty stockpiles are a potential source of wind-blown dust and add to the dust management burden. Opportunities to reduce stockyard area and rehabilitate former stockyard areas should be investigated.
- Investigate opportunities to increase water application or other suppressants to stockpiles, particularly at times of significant evaporation and where coal stockpiles are anticipated to be placed for extended periods of time.
- Investigate whether wind fences or screens could be viable at the site with the aim of reducing incident wind speeds, and therefore, wind erosion.
- Areas cleared of vegetation are a potential source of wind-blown dust and add to the dust management burden. Investigate opportunities to reduce cleared areas and rehabilitate.
- The site's environmental management plan should include contingency in the event that unusually dusty coal is received in order to minimise dust emissions.

JRLF ENVIRONMENTAL MONITORING PLAN

Air Quality Monitoring Locations (prior to EA Amendment i.e. up to July 2023)

FIGURE 6

LEGEND

- ▲ Dust Depositional Gauges
- TEOMs – TSP & PM10 monitoring locations
- JRLF Boundary



Coordinate System: AGD 1984 AMG Zone 56

Scale: 1:15,000 at A4

Project Number: 620.30775

Date: 27-Feb-2025

Drawn by: PM

NAC
NEW ACLAND COAL

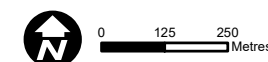
JRLF ENVIRONMENTAL MONITORING PLAN

**Air Quality Monitoring Locations
(post EA Amendment i.e. since
July 2023)**

FIGURE 7

LEGEND

- ▲ Depositional Dust Gauges
- TEOMs – TSP & PM10 monitoring locations
- JRLF Boundary



Coordinate System: AGD 1984 AMG Zone 56

Scale: 1:15,000 at A4

Project Number: 620.30775

Date: 27-Feb-2025

Drawn by: PM

NAC
NEW ACLAND COAL

9.1.2 Noise

NAC has implemented a noise monitoring program as shown in **Figure 8** to meet the requirements of Condition N1 & N2 of the JRLF EA to understand the potential for causing nuisance at sensitive receptor locations and to monitor long term trends. At the request of DETSI, NAC undertakes noise monitoring in response to a legitimate noise complaint. Given the local environment and surrounding land uses there are numerous potential contributors to background noise levels. These include train movement of the adjacent rail line, agricultural activities and vehicle movements on the Warrego Highway. Noise data collection is subject to numerous factors including establishing background noise levels, extraneous noise levels such as traffic noise and application of adjustments resulting from observations of tonal and impulsive noise during sample collection. Noise monitoring and analysis at JRLF is considered in relation to environmental conditions such as temperature, wind speed and direction. TEOMs in place also capture weather data and are used to supplement noise data analysis.

Current Controls – Plant and Equipment

- Complaint response monitoring is undertaken as required following a legitimate noise complaint. Monitoring is undertaken in accordance with relevant standards and procedures with reporting and record keeping done in accordance with the JRLF EA.
- An afterhours number is made available to nearby sensitive receptors for prompt response to noise issues and complaints.
- NAC has modified the reverse beepers of onsite machinery to a digital broadband tone (i.e. white noise).
- Where possible, equipment having directional noise characteristics (emits noise strongly in a particular direction) is oriented to direct noise away from sensitive areas.
- Where possible, the coincidence of noisy plant working at the same time close together adjacent to sensitive receivers is avoided.
- Mechanical plant is silenced by best practical means using current control technology and in accordance with manufacturer's specifications.
- All plant and equipment are regularly inspected and maintained according to manufacturer's specifications and the requirements of the Work Health and Safety Act 2011 (including mufflers and enclosures).
- Equipment not being utilised as part of the work is not left standing with engines running for extended periods.

Current Controls – Traffic Noise Management

- Designated access routes to the site have been established and drivers are informed of these routes, parking lots and acceptable delivery times.
- Limits are in place on vehicle speeds in critical areas both on and off site.
- Traffic flow on site is managed in accordance with the findings of a formal study to improve safety and the efficiency of internal vehicle movements and to reduce truck turning requirements and the need for unnecessary reversing.
- The speed limit is sign posted from the site's entry/exit.

Technical review and Proposed Controls under assessment

NAC engaged SLR Consulting Australia Pty Ltd (SLR) to undertake a noise review at JRLF (**Annexure L**). The review focussed on existing sources and noise environment at JRLF, noise performance since 2010 which included several years where JRLF operated at or near ~5Mtpa (Calendar year), and historical review of noise complaints.

The review noted that road traffic utilising the Warrego Highway given its close proximity to homes (compared to the JRLF) results in much higher noise levels during passbys. These noise levels are at

even higher levels when frequent heavy vehicles pass through this community along the Warrego Highway. In relation to rail traffic, all rail movements other than those associated with the JRLF are typically travelling at higher speeds, which is directly responsible for higher rail passby noise levels. Trains servicing the JRLF are at very low speeds, and therefore much lower noise levels, due to accessing the short JRLF rail siding. Therefore, at the times when road vehicles and (non-JRLF) trains are passing by the Jondaryan township, noise from the JRLF will very likely be fully masked.

Since January 2011, NAC have only received 1 noise complaint (2014) and two noise concerns (2014 & 2019) in relation to JRLF. The numerous noise mitigation measures and the 1 km offset distance between the township and JRLF are likely to be the reasons for such a low number of complaints / concerns from the community. Further, independent randomised (no notification to JRLF operation) noise monitoring undertaken monthly for the period between 2005 and 2017 did not identify non-conformances with the EA noise conditions. These aspects indicate that NAC is currently meeting its noise obligations under JRLF EA (subject to further and more detailed assessment if required).

NAC is investigating and assessing other initiatives and proposed controls, if found to be beneficial to reduce noise emissions. These include:

- Further attenuation of FELs and product haulage coal trucks.
- Review of existing noise management practices to identify further improvements such as:
 - Consideration of new technology or methodology with respect to noise management;
 - Opportunities for further operational improvements and mitigations.

JRLF ENVIRONMENTAL MONITORING PLAN

Noise Monitoring Locations

FIGURE 8

LEGEND

-  Noise Monitoring Locations
-  NAC Rail and Road Infrastructure
-  Jondaryan Survey



Coordinate System: AGD 1984 AMG Zone 56

Scale: 1:50,000 at A4

Project Number: 620.30775

Date: 27-Feb-2025

Drawn by: PM



9.1.3 Surface Water

A Surface Water Management Plan (SWMP) is in place that incorporates regulatory requirements and outlines issues relevant to the management, use, and quality of surface water at the JRLF.

The strategy for JRLF site water management is based on the following key principles:

- Stormwater runoff from undisturbed areas is diverted away from disturbed areas and released directly into adjacent waterways.
- Disturbed area runoff is captured in sediment dams and used preferably for dust suppression.
- Discharges off-site comply with the JRLF EA and the general environmental duty under the EP Act.
- Infrastructure and stockpile areas are protected from flooding of Lagoon Creek.

Under normal operational conditions, all surface waters are managed to ensure ample quantities are readily available for operational use (i.e. dust suppression). When excess water is available, water is conveyed between the Western (SD1) & Eastern (SD3) dams, maintaining the prescribed freeboard nominated in the EA. The existing water management structures on site include sediment dams, channels, culverts and berms as shown in **Figure 9**.

Current Controls

- SWMP specifies monitoring requirements at JRLF as required by the JRLF EA including locations (shown in **Figure 10**), frequencies, monitoring parameters and contaminant limits.
- As an avenue to manage excess water preventing uncontrolled releases due to extreme weather events, NAC are authorised to irrigate from the Western dam provided it does not result in environmental harm. Irrigation water quality limits are specified in Condition W11 of the JRLF EA.
- Maintenance of water management infrastructure (berms, open channels and sedimentation dams) is undertaken by staff based on plan specifications and availability.
- Suitable banks and diversion drains are installed and maintained to exclude 'clean' water catchment runoff from entering any ponds, dams or other structures used for the storage and or treatment of contaminants or waste. This separation from contaminant affected waters allows to minimise sediment-laden and mine affected water volumes for management.
- Channels and drains with accumulated coal sediments are removed and regraded as required. This is completed post-wet season to allow sufficient time for vegetation to regenerate; and
- Telemetry devices have been installed within Sediment dams to monitor water levels and to inform mitigation actions to prevent uncontrolled releases.

To reduce the potential for sediment to leave site via vehicle movement, the following measures are undertaken:

- Vehicles exiting the operation go over a wheel shaker grid which agitates and deposits any hung up material from vehicles into the sump. The sump is cleaned regularly to ensure it has the capacity to accept sediment, particularly during periods of inclement weather.
- Operations internal road network is graded to provide a clean running surface.
- Back blading stockpiles and pads is undertaken to provide a clean running surface.
- Washing internal roads with high pressure water to remove sediment; and
- Minimising soil erosion (i.e., rehabilitation, drainage and erosion control measures) at the source, rather than trapping resultant sediment. Where this is not practicable, then reasonable measures are used to trap sediment by implementing measures compliant with required treatment standards.

Proposed controls under assessment

- Pumping infrastructure upgrades to store and manage water more effectively thereby minimising the risk of uncontrolled releases.

JRLF SWMP UPDATE

Water Management Features

FIGURE 9

LEGEND

-  Culverts
-  Bunds
-  Channels
-  Sedimentation Dams
-  Ponds



0 50 100 Metres

Coordinate System: AGD 1984 AMG Zone 56

Scale: 1:7,500 at A4

Project Number: 620.30775

Date: 27-Feb-2025

Drawn by: PM

NAC
NEW ACLAND COAL



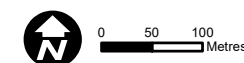
JRLF ENVIRONMENTAL MONITORING PLAN

Water Monitoring Locations

FIGURE 10

LEGEND

- Monitoring Points
- Sedimentation Dams
- Ponds



Coordinate System: AGD 1984 AMG Zone 56

Scale: 1:7,500 at A4

Project Number: 620.30775

Date: 27-Feb-2025

Drawn by: PM

NAC
NEW ACLAND COAL

9.2 Road related Environmental Impact Management

9.2.1 Overview

In the short-term NAC propose to continue using the existing arrangement for coal transport until the proposed new JM Road is commissioned. This would result in commencement of full mining operation within the Manning Vale West pit being deferred for a period. NAC has executed with TRC, a variation to the existing maintenance agreement to avoid the risk of interruption of supply of coal to its customers.

Road haulage of product coal via the proposed new JM Road is an extension of the coal transport processes NAC has successfully practiced since the Mine commenced operation. Maintaining continuous improvement practices to date, NAC will continue to review, and where appropriate, improve environmental performance associated with the road haulage activities. The following sections identify areas and measures currently under consideration for further definition and mitigation with respect to product haulage on the proposed new JM Road.

9.2.2 Noise

NAC has undertaken preliminary noise level modelling works for potential impacts associated with haulage of product coal along the proposed new JM road. The results of the assessment demonstrate compliance with the noise limits within the Department of Transport and Main Roads' Transport Noise Code of Practice Volume 1 Road Traffic Noise (2013). Active control measures are expected to include combinations of:

- Noise level monitoring;
- Vehicle speed reduction at any appropriate locations on the haulage route;
- Reduction in utilisation of heavier acceleration and braking activities; and
- Driver training and awareness programs relating to the above.

Other passive noise attenuation options include measures such as:

- New road surface with design consideration to suitable vertical alignment, curves, grading, camber and super-elevation for haulage truck operational impacts;
- Sound generation characteristics of road surface profile or composition, also evaluated during detailed design works;
- Thicker road pavements meeting TRC requirements, designed for the additional coal truck wheel passes. The thicker pavements reduce the risk of road surface failures. This minimises noises associated with trucks driving through potholes; and
- Static noise barriers.

Noise emission monitoring and management remains an ongoing activity for NAC operations, including for road haulage activities. In the event of product haulage being approved for the proposed new JM Road, moves to implement relevant passive and active attenuation measures would be taken. Learnings from noise level monitoring from actual operational haulage activities on the existing JM Road would be used to understand effectiveness of the variously utilised mitigation practices, improving NAC's ability to proactively manage in this area. NAC will continue to engage with TRC regarding potential noise impacts and mitigation measures relating to the use of the proposed new JM road for product coal haulage.

9.2.3 Coal Spillage and Fugitive Dust

NAC is assessing current system performance and any appropriate mitigation measures to limit or prevent risk of loss of coal or fugitive coal dust from the road haulage activity, particularly the shared road areas. The proposed new JM Road will be a sealed road thereby eliminating concerns of fugitive dust from the road surface resulting from passing truck movement. Controls that are inherent to the process or already in practice have proven to be effective for management of product payload fugitive dust risk.

- Product coal from the CHPP has a moisture content of approximately 10%. This high moisture level means that there is no loose, dry dusty material present to be disturbed when the coal is transported over the relatively short distance from the CHPP to JRLF.
- Trucks are limited to 80kph speed, reducing air buffeting and material dislodgement risk, particularly when compared to 100kph operation. Introduction of covers for the coal loads for the short distance of relatively low speed travel is not seen as a necessary additional control in this absence of fugitive coal loss from the loaded trailers.
- Majority of coal loading at the CHPP is from overhead bins directly fed by the CHPP product coal conveyors. This practice delivers coal centrally to the truck body reducing risk of material accumulation on trailer ends or side rails. Preventing such uncontained material accumulation reduces sources of spillage to road areas from the general truck body during haulage.
- Trucks pass over rubble grids as they exit the site to dislodge any material that is not contained within the truck trailer.
- The new road construction and design alignment will provide a smooth-running surface for trucking operations, reducing load disturbances within the haulage trucks that are associated with poorly designed or aging, deteriorating road surfaces.

Focus and further works on increased levels of truck loading accuracy through automation of the truck loading processes will be investigated. Where such measures have been identified with sufficient benefit, they will be implemented to further mitigate the risk of lump coal loss to the shared roadway.

10.0 Proponent commitments

Throughout the EIS process for the Project, NAC made 836 commitments (the Commitments). These Commitments were initially documented in Appendix L of the EIS and later updated to incorporate submissions on the EIS in Appendix D of the AEIS. Certain commitments have since been changed as part of previous Change Requests dated 4 December 2018, 24 May 2019 and March 2022.

Within the Project's 836 Commitments, 58 Commitments relate to the JRLF, Jondaryan Township, RL, MHF, TLF and Western bypass. As part of this change request process, an assessment of the proposed change to IC4 & IC5 was conducted against the 58 Commitments.

The assessment demonstrated that the proposed change to IC4 and IC5 impacts 15 of the 58 commitments relating to JRLF, Jondaryan Township, RL, MHF, TLF and Western bypass. Commitments were deemed to be impacted by the proposed change based on consideration of environmental & social impacts, and changes to practices proposed within the original commitments. The impacted commitments are shown in **Table 4** and the Assessment against all 58 commitments are presented in **Annexure D**.

Table 4: Commitments impacted due to Proposed Change to IC4 and IC5

No	Impacted commitment	Commentary
3	The development of the RL may proceed by way of application for development approvals under the SPA (now the Planning Act) (including for a Material Change of Use) or an application for an Infrastructure ML under the MRA. At this stage, a decision has not been made to rule out either option.	An Infrastructure ML has been approved for the new rail corridor. If this Change Request is approved, development of the RL would not be required as NAC would continue to operate from JRLF.
22	NAC will decommission the JRLF within 12 months of the new Train Load-out Facility on the mining lease becoming operational. The JRLF will be decommissioned in accordance with the JRLF Decommissioning Management Strategy, presented in Table 3-27. The corresponding JRLF Item Number is depicted in Figure 3-29.	If this Change Request is approved, NAC would continue operations of the JRLF within authorised limits for the remainder of life of the Project. In such circumstances, NAC propose to decommission JRLF at the end of Project life. The JRLF Decommissioning Management Strategy provided in the Stage 3 Project's EIS remains unchanged. NAC still intends to develop a dedicated management plan for the decommissioning and rehabilitation of the JRLF site.
27	The internal haul road from the MHF to the new TLF will remain in place for the duration of the revised Project. Other internal haul roads used for the transportation and raw coal from the mine pit to the Run-of-Mine Pad and light vehicle access will be periodically constructed in front of the mine path to allow for access and transportation of raw coal. These minor changes will not result in an increase in environmental nuisance or harm.	If this Change Request is approved, NAC would continue to operate the JRLF. This would mean retention, realignment and maintenance of the internal product haulage road from the MHF to the TLF would not be required. NAC would be required to construct and maintain a haul road from Manning Vale West pit to the CHPP to truck raw coal. Pending obtaining all necessary approvals, product coal would be transported on the fit for purpose proposed new JM Road from the existing CHPP coal bins to the existing JRLF operation. In the short-term NAC propose to continue using the existing JM Road to JRLF operation as a product haulage route until the Western bypass and ultimately proposed new JM road is commissioned. NAC has executed with TRC, a variation to the existing maintenance agreement to continue transporting coal via the existing JM road in the short-term. NAC are currently in discussions with TRC on long-term coal haulage routes and contracts.

31	The JRLF will be closed within 24 months of the mining of first coal from ML 50232, with the new train load out facility becoming the sole distribution point for all railed product.	If this Change Request is approved NAC would continue to operate the JRLF thereby deferring closure of JRLF to end of Project life. Long-standing uncertainty associated with land court challenges impacted the ability to invest major capital to construct the infrastructure. JRLF is an established operation that has been in use of ~20 years. NAC have environmental monitoring programs in place at JRLF and have introduced numerous engineering, plant and procedural improvements over the years to minimise environmental impacts. Since January 2018, there has been 3 complaints received and 4 concerns raised related to operations at JRLF. Further, the facility has historically proven to be sufficient for ongoing, compliant operation at up to 5.2 Mtpa as authorised under JRLF EA, and this limit aligns with the revised mine plan production of up to 5.2 Mtpa of product coal. Therefore, continued use of JRLF would result in efficient use of current infrastructure rather than having to construct new infrastructure that cannot be repurposed and has a maximum usage period of 8-10 years based on current approvals. Further, environmental impacts associated with construction could be avoided through continued operation at JRLF.
35	Table 5.1.4 – B of the AEIS provides an outline of planned community consultation and engagement in the Jondaryan area, including consultation around environment and relocation of the JRLF.	NAC remains committed to the delivery of the consultation commitments. If the proposed changes to IC4 and IC5 were approved, this would mean that JRLF would continue operation within authorised limits for the remainder of Project life. NAC has developed a specific Stakeholder Engagement Plan for the proposed change to IC4 & IC5. Consultation has already commenced with some key stakeholders (Government, CRG members and landholders adjacent to the Western Bypass) as detailed in Annexure J. It should be noted that the Jondaryan District Resident's Association no longer exists.
41	The MHF possesses four operational stockpile areas and two emergency stockpile areas. Under normal operating conditions, the four stockpile areas will be used, but will never be completely full due to the dynamic continuous nature of the coal handling process. The two emergency stockpile areas will only be operated in exceptional circumstances, for example, if the main railway line stops operation for an extended period. If used, the two emergency stockpile areas will require manual reclaiming by mobile equipment (e.g. front end loaders).	If the proposed change to IC4 and IC5 is approved, this would mean that the MHF would not be required, as retention of JRLF has historically proven to be sufficient for ongoing, compliant operation at up to 5.2 Mtpa. In addition to JRLF, NAC will maintain its main stockpiles at the mine and QBH.

251	TLF: - No coal will be stored in open/exposed stockpiles. - An enclosed overhead bin will deliver the coal to each rail wagon as part of the train loadout system. - Coal will be loaded by side tipper into a hopper as part of the train loadout system. - Veneering and profiling of the loaded coal will be conducted to minimise dust emissions during transport.	If this Change Request is approved NAC would continue to operate the JRLF and would not be required to construct the TLF. Side tipping of coal from the coal haulage trucks at the JRLF will continue as per current practices. Veneering of the loaded coal wagons will continue as per current practice.
278	NAC has instituted veneering of coal trains, has committed to the relocation of the JRLF, consultation with residents living closest to the mine, and has committed to an adaptive management approach for air quality and noise. For additional information on these matters, please refer to Section 5.1.3 of the AEIS.	If this Change Request is approved, NAC would continue to operate the JRLF and continue loading of coal via JRLF while operating within authorised limits. A system for veneering of trains is installed at the JRLF and will remain in practice for trains loaded during Stage 3 operations. Adaptive management practices are already established for JRLF, including through Trigger Action Response Plans (TARPs). These adaptive controls will continue to be refined as options for improvement are identified, and if required for ensuring compliance with EA conditions is maintained. NAC continues to engage with the community regarding the mine and its operation.
283	NAC propose to construct the new RL, TLF and MHF within 24 months of mining first coal on ML50232. The decommissioning of the JRLF will occur within 12 months of the new TLF on the mining lease becoming operational. The new TLF and JRLF will not be in joint operation. The existing JRLF site will be returned to its original land use of grazing.	If this Change Request is approved, NAC would continue to operate the JRLF, and this would result in decommissioning of the JRLF at the end of Project life. Construction of the RL, TLF and MHF would not be undertaken. NAC remains committed to JRLF being returned to its original land use of grazing at the end of its use. This rehabilitated land will be incorporated into the APC farming operations.
331	NAC will implement the following mitigation measures throughout the operational phase to minimise the impact of traffic movements: - Working hour arrangements will be modified and haulage tasks avoided during peak traffic periods and school drop-off and pick-up times. - Established haul routes and arterial roads will be used for coal transportation to minimise traffic on local roads.	NAC are currently in discussions with TRC for shared use of the proposed new JM Road. This includes engagement to revise / rescope studies required to truck product coal on the proposed new JM Road in line with contemporary guidelines. Effective practices for management of these operational period risks and interfaces are well established following many years of shared use of the existing JM road for the NAC product coal haulage and for general public and other commercial fleet. This Change Request does not propose to change these proven practices and amendments will be sought as required or as appropriate during the balance of mine operational life.

	▪ Traffic conditions during the operational phase will be monitored in order to identify and address any negative impacts. ▪ Local communities will be adequately notified about proposed changes to local traffic conditions during the operational phase, including the provision of advanced notice, clear signage of changed traffic conditions, and as required, traffic control personnel. ▪ Traffic control measures designed for the safe movement of vehicles, pedestrians and cyclists accessing the revised Project site will be provided. ▪ Adequate on-site parking will be provided to accommodate employee vehicles. ▪ Access to Acland will be maintained at all times via Oakey-Cooyar Road. Adequate consultation is undertaken with the appropriate regulatory authorities.	
417	Impact on amenity: • The JRLF will be replaced by the new TLF on the revised Project site, within 24 months after the mining of first coal from ML50232. • Continue dust suppression measures, such as veneering and implement the use of enclosed hoppers for loading. • Implement environmental management measures as identified in Appendix J.19. • NAC will continue its on-going community consultation to provide updated information and respond to issues and concerns. • The current and future activities of APC will promote the continued agricultural use of land surrounding the revised Project site. • Continue the CRG as a communication channel to identify concerns and disseminate information	If this Change Request is approved, NAC will continue to operate the JRLF and retain existing coal loading practices. Loading of coal at JRLF will be undertaken by FEL and not from enclosed hoppers. The use of veneering, dust suppression and control measures would continue at the JRLF as per practices to date. Adaptive management practices are already established for JRLF, including TARPs. These adaptive controls will continue to be refined as options for improvement are identified, and if required for ensuring compliance with EA obligations is maintained. NAC continues to engage with the community regarding the mine and its operation. NAC has developed a specific Stakeholder Engagement Plan for Jondaryan for the proposed change to IC4 & IC5. Consultation has already commenced with some key stakeholders (Government, CRG members and landholders adjacent to the Western Bypass) as detailed in Annexure J. NAC has also provided a summary of the Community Engagement activities in Annexure F. NAC's continued compliance with Imposed Condition 17 (IC17) & Imposed Condition 18 (IC18) ensures that the Office of the Coordinator-General is kept properly informed around the Project's consultation and social management.

431	Improved amenity at site of JRLF. - Decommissioning of the JRLF within 12 months of the new TLF on the mining lease becoming operational. - Removal of buildings, coal stockpile and concrete floors at JRLF. - Use of the JRLF site for grazing and agriculture following decommissioning of the JRLF.	If this Change Request is approved, NAC will continue to operate the JRLF within authorised limits for the remainder of Project life. In such circumstances, NAC propose to decommission JRLF at the end of Project life. The JRLF Decommissioning Management Strategy provided in the Stage 3 Project's EIS remains unchanged. NAC still intends to develop a dedicated management plan for the decommissioning and rehabilitation of the JRLF site. The intended post operational land use for the JRLF remains grazing. This land will be incorporated into the APC farming operations.
432	Dust, noise and visual impacts from mining operations. - NAC will continue to implement the environmental impact control strategies and measures described in Appendix J.19. - Use of enclosed hoppers, veneering and dust suppression measures at the rail loading facility. - NAC will implement visual screening measures, such as tree planting, along roads and neighbouring properties.	If this Change Request is approved, NAC would retain existing coal loading practices at JRLF. Loading of coal at JRLF will be undertaken by FEL and not from enclosed hoppers as per current operational practices at JRLF. The use of veneering, dust suppression and control measures would continue at the JRLF as per practices to date.
475	NAC accepts that residents of Jondaryan have concerns regarding the location of the JRLF prior to its decommissioning. As such, NAC will strengthen engagement activities in the Jondaryan area in the provision of updated information, results of air quality monitoring, and opportunities for regular discussion and feedback on the facility and potential impacts. Specific engagement activities will continue through decommissioning and rail construction and until such time as the facility is relocated from its current location. Following relocation, Jondaryan residents will continue to be considered part of the Mine's broader community for engagement activities.	NAC has developed a specific Stakeholder Engagement Plan for Jondaryan for the proposed change to IC4 & IC5. Consultation has already commenced with some key stakeholders (Government, CRG members and landholders adjacent to the Western Bypass) as detailed in Annexure J. NAC also has undertaken extensive consultation throughout the Project, with a summary provided in Annexure H. NAC has also engaged with stakeholders from the Jondaryan community (Annexure I). NAC's continued compliance with IC17 and IC18 ensures that the Office of the Coordinator-General is kept properly informed around the Project's consultation and social management. If the proposed change to IC4 and IC5 is approved, NAC propose to update the Social Impact Management Plan (SIMP) to include engagement and evaluation measures specific to JRLF and Jondaryan community. NAC also propose to keep the Coordinator-General informed about the impacts, outcomes, actions and strategies to address community concerns by including additional reporting in the existing SIMR submissions as required by IC18.

670	Material Handling Facility • An automatic sprinkler system will be employed to moisten product coal stockpiles. • Water sprays will operate at transfer points on conveyors. • Coal spills will be removed regularly to minimise the potential for dust generation. • A vacuum sweeper will operate on roads near the Materials Handling Facility. • The washed coal will normally retain a moisture level of approximately 10%.	If the Change Request is approved, NAC would not construct the MHF and retain existing coal loading and handling practices at JRLF. Existing dust control practices would be maintained or enhanced where required for the JRLF to continue achieving compliance with EA conditions. Existing vacuum sweeper remediation would be implemented as required. The washed coal remains at the same high level of moisture content, which has been evidenced to provide good control over fugitive dust release during road haulage over the short distance between the mine and the JRLF.
-----	--	--

11.0 Community

11.1 Consultation

The Project has undergone, and continues to undergo, significant public consultation. A full description of the public consultation and community engagement undertaken with regards to the Project is included in **Annexure F**. In addition, a statistical summary of NAC's consultation effort from 1 January 2014 to 31 December 2024 is provided in **Annexure H**. A further statistical summary of NAC's consultation effort with the Jondaryan community including interactions with stakeholders on JRLF between 1 January 2019 and 31 December 2024 presented in **Annexure I**.

The Project has been assessed through a lengthy Land Court process in the Original Objections Hearing and the 2021 Land Court Remittal Hearing. Although some of the objectors in the Land Court proceedings are landowners in the immediate vicinity of the Project, there is also a broad cross section of the local community (including those living in very close proximity to the Mine and families who have been in the area since the 1800s), and people who are heavily involved with various community groups who are supportive of the Mine and the Project. Some of these community members gave evidence in Court in support of the Project. NAC's community investment fund (CIF) remains very important to the functioning of a range of community groups, is transparently managed through the diverse membership of the NAC's community reference group (CRG) and is generally warmly received within the community. These court processes have resulted in a high level of community awareness of the Project.

NAC is committed to engaging with relevant stakeholders regarding the proposed changes to IC4 and IC5. As a result, NAC has prepared a comprehensive Stakeholder Engagement Plan for the proposed change to IC4 and IC5 for the purpose of distributing information and to seek feedback from stakeholders. The Stakeholder Engagement Plan for the proposed changes to IC4 and IC5 is presented in **Annexure E**. NAC has already commenced initial consultation with some stakeholders identified within the Stakeholder Engagement Plan between November and December 2024. Meetings with all stakeholders (except 1) were held face to face. One stakeholder meeting was held via phone. Consulted stakeholders included:

- Government – 3 levels (18th to 19th November 2024)
 - Federal
 - State
 - Local
- 13 CRG members (27th to 28th November 2024) representing various stakeholder groups:
 - Member 1 – Jondaryan Resident / Neighbouring Landholder / Environmental Group
 - Member 2 – Indigenous Affairs representative
 - Member 3 – Education & Training
 - Member 4 – MacLagan / Quinalow / Peranga communities
 - Member 5 – Goombungee / Haden communities
 - Member 6 – Oakey (Business)
 - Member 7 – Friends of Jondaryan Woolshed / Community Wellbeing
 - Member 8 – Friends of Jondaryan Woolshed / Former Jondaryan Resident
 - Member 9 – Jondaryan Resident / Jondaryan Landholder
 - Member 10 – Kulpi community
 - Member 11 – Health
 - Member 12 – Kulpi / Rural Business / Kulpi Landholder
 - Member 13 – Crow's Nest
- Landholders (2) adjacent to the Western Bypass (10th December & 16th December respectively). Another two landholders were approached for consultation, however one of them requested for a meeting in early 2025 and the other landholder could not be contacted.

A summary of the consultation is noted below, with detailed commentary noted in **Annexure J**.

Government

- Member representing Federal Government supportive of not constructing RL.
- Member representing State Government noted that the Office was likely to receive enquiry / concerns from a small number of Jondaryan residents. Queried timeline for Western Bypass construction.
- Member/s representing Local Government understood reasons behind the decision and noted a small number of Jondaryan residents will potentially raise concerns. Suggested improvements such as building a roof over the facility. Also credited NAC for their work as a community member.
- All members asked to be kept informed about application developments.

CRG Members

Member 1:

- Proposed changes were the 'common sense approach' and the RL would be a redundant piece of Infrastructure after a short operating period. Majority of the Jondaryan residents would be supportive of change with minority expected to have concerns.
- Member suggested additional established bamboo trees on North-Eastern side of JRLF.

Member 2:

- Proposed changes are a 'better environmental outcome' and positive change due to reduced disturbance.

Member 3:

- Proposed changes made sense. Noted that a Jondaryan specific reference group proposed by NAC would be a great initiative.

Member 4:

- Proposed changes did not affect the communities they represent.

Member 5:

- Wider community will not be concerned with proposed changes. Jondaryan community would be the most likely to be impacted. Diesel emissions from Warrego highway traffic is more of a concern than JRLF impacts.
- Suggested improvements to JRLF to mitigate visual disturbance and for NAC to investigate eco-tourism opportunities.

Member 6:

- Reduced land disturbance is a positive and cannot see any issues with the proposed change. Minimal impact on local businesses due to nature of work required for RL construction.
- Flagged the proposed changes are likely to attract publicity particularly from Jondaryan community.

Member 7:

- Impact not going to be any greater than the last 20 years. Potential public perception that NAC had no intention to construct the RL.
- Suggested NAC re-direct construction funds to the community such as a 'long-term legacy fund' to provide benefits.

Member 8:

- No issues with the proposed change. Identified lighting at JRLF sometimes caused disturbance and suggested installation of hood over lights to direct lighting better.

- Diesel and tyre soot from Warrego highway would potentially have larger impacts on Jondaryan residents than JRLF.
- Suggested NAC support eco-tourism opportunities at the JRLF.

Member 9:

- Jondaryan community likely not aware of the requirement to build the RL. Upgrade to the Southern Section of existing JM Road is important and would be a positive.
- Night-time loading and noise from facility was not a concern. Provided feedback that the existing bamboo trees around JRLF were effective.
- Diesel and tyre soot from the Warrego highway would potentially have greater impacts on Jondaryan residents than the JRLF.
- Suggested NAC support eco-tourism opportunities at the JRLF.

Member 10:

- Proposed changes would mean more long-term jobs and provide better support to the community.
- NAC need to ensure the Western Bypass is fit for purpose so that community has long-term benefits. Upgrades to the Southern Section of existing JM Road should be undertaken.
- Queried if environmental impacts to neighbouring properties are being considered and if trucks carrying coal from mine to JRLF needed to be covered. Suggested use of load covers to mitigate coal spillage and dust.

Member 11:

- Proposed changes make economic sense. No redundant infrastructure left at the end of mining.
- Stockpile at JRLF was the original issue. Suggested addition vegetation around JRLF. Not aware of local respiratory health issues and noted the proposed changes would have little effect on local health services. Some residents who live locally would be affected potentially by road works and additional trains.
- Suggested that rail crossing in Oakey is dangerous due to high traffic and no boom gates.

Member 12:

- Supported the proposed changes particularly with ongoing legal action.
- Western Bypass should be fit for purpose and upgrades to the Southern Section of existing JM road is important as it was significantly damaged.
- Suggested that upgrades be undertaken as the same time as construction of the Western Bypass. Noted that if the new road was done well, there would not be a significant negative reaction.
- Queried if there would be subcontracting opportunities for local businesses in relation to road upgrades or construction.

Member 13:

- Expressed disappointment that loading at JRLF would continue but noted that the proposed changes were understandable given NAC's legal challenges and changed Project circumstances.
- Queried coal loading limits at JRLF, environmental monitoring undertaken at JRLF and if monitoring results are still shared at Jondaryan.
- Suggested NAC independently manage the maintenance of the new road.
- Commended NAC for demonstrating responsible operations through several positive initiatives and extensive monitoring in the past.

Landholders adjacent to Western Bypass

Landholder 1:

- Proposed changes did not concern the landholder including the potential for increased noise.

Landholder 2:

- House on property currently leased out. However, landholders were not concerned about any potential impacts from the proposed new use of the Western Bypass.

Landholder 3:

- Requested for meeting in early 2025.

Landholder 4:

- Could not be contacted.

Further, an article was also published in the Oakey Champion on 18 December 2024 (**Annexure M**), referring to NAC's proposed plans and preliminary discussions with the OCG and TRC to continue usage of JRLF for the remainder of Stage 3 Project. This would result in the RL not being constructed. No feedback from community members and stakeholders has been received since the article was published, indicating no significant concerns from the community in relation to the proposed changes.

11.2 Social Impact Management

As required by IC17, NAC have regularly submitted Social Impact Management Reports (SIMR) to the Coordinator-General for the pre-construction phase. NAC submitted its first SIMR report for IC18 (construction & operation) for the period between 1 May 2023 to 30 April 2024.

The SIMR (construction and operation) describes:

- (i) the actions taken to inform the community about project impacts and show that community concerns about project impacts have been taken into account.*
- (ii) the actions, outcomes and adaptive management strategies to avoid, manage or mitigate project related impacts on community health safety and social infrastructure*
- (iii) the actions, outcomes and adaptive management strategies to avoid, manage or mitigate project related impacts on local and regional housing markets*
- (iv) the actions, outcomes and adaptive management strategies to enhance local employment, training and development opportunities.*

NAC propose to update the existing SIMP to include new engagement and evaluation measures specific to the JRLF and Jondaryan community. NAC propose to keep the Coordinator-General informed of any impacts, actions, outcomes and strategies adopted by NAC to address community related concerns, by including additional reporting specific to the Jondaryan community and JRLF in the existing SIMR: construction and operation. This additional reporting will describe requirements specific to IC18(b).

11.3 Community Reference Group (CRG)

NAC initiated a CRG in 2012 which acts as a consultative forum for ongoing engagement between NAC and local community groups and stakeholders. The functions of the CRG are as below:

- Provide a local perspective on mine topics, particularly in relation to any potential impacts or opportunities presented by NAC operations;
- Act as a conduit to the local community by communicating information about key milestones and outcomes arising from the CRG; and
- Inform decision-making at NAC by ensuring broader community interests are taken into consideration.

The CRG therefore allows for a cross-section of community concerns, interests and opportunities to be raised and considered in a balanced way having regard to social, economic and environmental perspectives. To inform the change request application, NAC have held discussions with CRG members and sought feedback on potential community impacts and opportunities (**Annexure J**). The CRG will also be kept informed about the application through regular updates on the scope and progress.

11.4 Community Investment Fund (CIF)

NAC currently contributes substantial support each year to community-based organisations in the region surrounding the Mine, such as local schools and sporting clubs, community groups and centres, health and aged care organisations, regional industry associations, charities, festivals and events. The CIF assists not-for-profit community groups and organisations through supporting strong local sustainable projects with grants of \$5,000 or more. The CIF is part of NAC's on-going commitment to community investment and development, providing further opportunity to give back to the communities in which NAC live and work. The CIF is designed to deliver measurable benefit to a broad range of people and supports a strong focus on community development programs. NAC has specific CIF criteria in place and considers applications that focus on NAC's priorities for investment including:

- Education, training, capacity building and youth support
- Community safety, health and welfare
- Sport and recreation
- Environment and sustainability
- History and cultural heritage

The CRG plays a significant role in the administration of the CIF by assessing applications and providing community investment recommendations to NAC. In addition to the CRG for the Project, NAC propose to establish a Jondaryan Community Consultative Committee (JCCC) to assist in identifying community investment and development opportunities that would benefit the Jondaryan community. A number of sites and facilities in the Jondaryan community are currently managed by TRC. There are opportunities to collaborate with the TRC and the JCCC to invest in these facilities, further supporting the Jondaryan community.

NAC are also in the process of updating their Community Resources and Needs Assessment that was previously undertaken in 2016. The Community Resources and Needs Assessment Project focuses on community characteristics, needs, resources and strategic opportunities in local communities such as Acland, Oakey, Jondaryan, Goombungee, Kulpi, Peranga and Maclagan. In the context of this Change Request, this assessment will aim to streamline and identify other investment opportunities within Jondaryan community.

12.0 Conclusion

NAC requests that the Coordinator-General evaluate the effects of the proposed changes to IC4 and IC5. Given the revised mine plan (maximum production of up to 5.2 Mtpa) developed because of regulatory and operational constraints, removal of the requirement to construct the TLF, RL & MHF would allow for continued operation at JRLF whilst continuing to operate within authorised throughput limits (JRLF EA).

The proposed changes are required prior to 14 September 2025 to ensure mine operation continuity thereby preventing job losses and avoidance of business risks for customers who rely on NAC for ongoing supply of coal. The requested changes have in part been driven by long-standing project uncertainty associated with objector litigation and most recently resolved third-party appeal against the AWL that could have impacted the continuity of mining. This uncertainty together with the associated mine shut down and consequential protracted ramp up period, affected NAC's ability to commit to major infrastructure expenditure. The resultant delays would mean less than 10 years of infrastructure usage based on approved Project life, with no anticipated infrastructure repurposing opportunities. These factors triggered a re-evaluation of the coal handling and loading system, with the optimal solution being the continued use of the existing JRLF.

Infrastructure for coal handling and train loading at JRLF already exists, which has previously proven suitable to support planned production rates. JRLF is an established operation where many effective controls are already in place to minimise environmental impacts. Continued operation at JRLF allows for efficient use of current infrastructure and focuses NAC's continuous improvement efforts onto the introduction of additional measures that further minimise environmental impacts, where warranted. A related benefit of retaining JRLF is that clearing of land approved for the Project would be reduced by 98ha (+/-10%) and construction related environmental impacts associated with major infrastructure would be avoided. NAC remain committed to compliance with obligations and limits authorised in JRLF EA.

NAC remain engaged with the community through key stakeholders such as the CRG, which acts as a conduit to the local community. The Stakeholder Engagement Plan developed in relation to the proposed change provides detail on the planned activities to be undertaken by NAC. This plan is designed to communicate the application to the community, to seek feedback regarding potential community impacts to inform the proposed change, and to provide regular updates to stakeholders. NAC has undertaken preliminary consultation with some key stakeholders (Government, CRG members and landholders adjacent to the Western Bypass) with the majority supporting or not opposing the proposed changes. Concerns and suggestions made by stakeholders are being reviewed and improvements to address such concerns will be explored.

There is substantial evidence supporting the importance of the Project and its significant positive economic impact on the local region, the State and the nation. This is supported by the Coordinator-General's Report, the Land Court findings, economic modelling undertaken on behalf of NAC and modelling undertaken on behalf of the then-Department of Natural Resources, Mines and Energy (DNRME). The proposed changes will provide certainty for the Project and support the continuation of associated economic benefits.

Annexure A - Glossary

Term	Meaning
2021 Land Court Remittal Hearing	<i>New Acland Coal Pty Ltd v Oakey Coal Action Alliance Inc. & Ors</i> (No 2) [2021] QLC 44
AEIS	Additional information to Environmental Impact Statement
APC	Acland Pastoral Company Pty Limited
AWL	Associated Water Licence
AWL Appeals	Appeals in the Land Court commenced by NAC and OCAA with court reference WAA076-23 and WAA077-23
CGCR4	Coordinator-General's Change Report 4
CIF	Community Investment Fund
Commitments	NAC's 836 commitments that it made throughout the EIS process as amended by the Coordinator General Change Reports for the EIS.
CRG	Community Reference Group
DETSI	Department of Environment, Tourism, Science & Innovation
DNRME	Department of Natural Resources, Mines and Energy
Draft EA	The draft EA approved on 28 August 2015
EA	Environmental Authority
EA Amendment Application	Application to amend the EA dated 28 August 2015
EIS	Environmental Impact Statement
EP Act	Environmental Protection Act 1994 (Qld)
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999 (Cth)
EPBC Approval	Approval under the EPBC Act
IC4	Imposed Condition 4 of the Coordinator-General's Report
IC5	Imposed Condition 5 of the Coordinator-General's Report
IC17	Imposed Condition 17 of the Coordinator-General's Report
IC18	Imposed Condition 18 of the Coordinator-General's Report
JER	Joint Expert Report
JM Road	Jondaryan Muldu Road
JRLF	Jondaryan Rail Loadout Facility
JRLF EA	EA with reference EPPR00814313
MHF	Material Handling Facility
ML	Mining Lease

MLA	Mining Lease Application
Mtpa	Million tonnes per annum
MR Act	Mineral Resources Act 1989 (Qld)
NAC	New Acland Coal Pty Ltd
NHCL	New Hope Corporation Limited
NHG	New Hope Group Pty Ltd
OCAA	Oakey Coal Action Alliance
Original Objections Hearing	Objections hearing for the Project's MLAs and EA Amendment
QBH	Queensland Bulk Handling, terminal at Port of Brisbane
QR	Queensland Rail
RL	Rail Spur & balloon loop
RIDA	Regional Interests Development Approval
RIM	Rail Infrastructure Manager
RSC	Rosalie Shire Council
SDPWO Act	State Development and Public Works Organisation Act 1971 (Qld)
SIA	Social Impact Assessment
SIMP	Social Impact Management Plan
SIMR	Social Impact Management Report
TARPs	Trigger Action Response Plans
The Coordinator-General's Report	Coordinator-General's Evaluation Report on the Environmental Impact Statement for the Project dated December 2014
The Mine	New Acland Coal Mine since 2002
The Project	New Acland Coal Mine Stage 3 project
TLF	Train Loadout Facility
TIA	Traffic Impact Assessment
TRC	Toowoomba Regional Council

Annexure B - Chronology of Project

Date	Description
23 April 2007	Initial Expansion Project for Stage 3 of the New Acland Mine was referred to the Federal Environment Minister under the EPBC Act.
18 May 2007	Initial Expansion Project was declared a significant project by the Coordinator-General pursuant to section 26 of the SDPWO Act.
24 May 2007	Initial Expansion Project was declared to be a controlled action under the EPBC Act, to be assessed by an EIS under the SDPWO Act pursuant to the accredited bilateral assessment process.
25 May 2007	Applicant lodged MLA 50232 pursuant to section 245 of the MR Act.
November 2009	Applicant submitted the first EIS for the Initial Expansion Project, which at that time still involved the staged expansion for the mine up to a capacity of 10 Mtpa, and which was expected to extend coal production at the mine until approximately 2042.
14 November 2009 - 3 February 2010	First EIS was released for public consultation.
23 August 2012	Certificate of Application for MLA 50232 was endorsed and issued by the DNRM.
26 October 2012	Applicant submitted a request to the Federal Environment Minister that the referral under the EPBC Act be varied to incorporate changes to the Initial Expansion Project (Revised Expansion Project).
9 November 2012	Federal Environment Minister accepted the variation to the referral for the Revised Expansion Project.
14 November 2012	Determination that the EIS process for the proposed revised Project (including reductions to its scope), would restart at the draft terms of reference stage.
22 March 2013	New ToR for the Revised Expansion Project were issued.
January 2014	Applicant submitted a revised EIS for the Revised Expansion Project to the Coordinator-General.
18 January 2014 - 3 March 2014	EIS was released for public consultation.
August 2014	AEIS submitted to the Coordinator-General.
1 September 2014 - 29 September 2014	AEIS released for public consultation.
October - December 2014	The Coordinator-General requested that the Applicant provide further information to clarify certain matters raised in the AEIS and the submissions to the AEIS.
December 2014	Information clarification to the AEIS provided to the Coordinator-General.

19 December 2014	The Coordinator-General issued his final report on the EIS.
16 January 2015	Applicant lodged the application for MLA 700002, being the MLA for the private rail spur.
13 April 2015	Applicant lodged the EA Amendment Application.
13 May 2015 - 2 July 2015	Applicant publicly notified MLAs 50232 and 700002 and the EA Amendment Application.
28 August 2015	Draft EA issued by Department of Environment and Heritage Protection.
October 2015	MLAs 50232 and 700002 and the EA Amendment Application were referred to Land Court of Queensland for Objections Hearing. The Original Objections Hearing was heard before Member Smith from March to October 2016.
18 January 2017	Commonwealth Department of Environment and Energy gave approval (EPBC Approval) to the Revised Expansion Project under the EPBC Act.
3, 4, 5, 10, 11, 20 April 2017	Further evidence and submissions in Original Objections Hearing (relating to new evidence)
31 May 2017	Member Smith delivered his judgment regarding the Original Hearing (since set aside) (Original Judgment).
15 June 2017	Applicant applied for judicial review of the Original Judgment.
March 2018	Supreme Court hearing of judicial review application.
28 May 2018	Justice Bowskill of the Supreme Court set aside the Original Judgment and ordered a limited re-hearing in the Land Court (QSC Judgment).
30 May 2018	OCAA commenced an appeal of the QSC Judgement in the Court of Appeal.
2 - 4 October 2018	Remitted Land Court hearing ordered by the QSC Judgment was heard before President Kingham in the Land Court.
7 November 2018	Land Court gave a recommendation to grant the EA Amendment Application and the MLAs, conditional upon the amendment of certain Coordinator-General conditions relating to noise limits by 31 May 2019 (First Remitted Land Court Hearing).
12 February 2019	The Coordinator-General approved the Applicant's application to reduce the noise limits, as required by the conditional First Remitted Land Court Hearing.
12 March 2019	In accordance with the First Remitted Land Court Hearing, the EA Amendment Application was granted by the DES, and an EA was issued by DES (Issued EA).
23 August 2019	Applicant gained approval of the Receiving Environment Monitoring Plan in accordance with condition 10 of the EPBC Approval.
10 September 2019	Court of Appeal delivered its reasons for dismissing OCAA's appeal of the QSC Judgment and found the Original Objections Hearing by Member Smith was affected by apprehended bias (QCA Judgment).

1 November 2019	Court of Appeal issued orders which, in effect, upheld the grant of the Issued EA and confirmed that there was no requirement for the MLAs and EA Amendment Application to be sent back to the Land Court for a rehearing.
29 November 2019	OCAA applied for special leave to appeal the QCA Judgment to the High Court of Australia, seeking to have the matter sent back to the Land Court for a full rehearing on the basis of the finding of apprehended bias in the Original Objections Hearing.
2 December 2019	Applicant gained approval of the Offset Management Plan in accordance with condition 4 of the EPBC Approval.
10 January 2020	Applicant obtained approval for Environmental Offset Strategy, approved by the Coordinator-General pursuant to Imposed Condition 13.
3 March 2020	Applicant obtained approval for Noise and Vibration Management Plan, confirmed by DES as satisfying condition F8 and F9 of the Issued EA.
13 March 2020	Applicant obtained approval for Land Suitability Reference Site Report, approved by the Coordinator-General in accordance with Imposed Condition 7.
25 March 2020	Applicant obtained approval for Topsoil Management Plan, approved by the Coordinator-General in accordance with Imposed Condition 8.
7 April 2020	Applicant obtained approval for Air Emissions Management Plan, confirmed by DES as satisfying the requirements of Condition B4 of the Issued EA.
19 May 2020	Applicant obtained approval for the Final Land Use and Rehabilitation Plan approved by the Coordinator-General pursuant to Imposed Condition 8.
	Applicant obtained approval for Koala Species Management Plan required pursuant to Condition 16 of the Coordinator-General's Report.
5 June 2020	OCAA was granted special leave by the High Court of Australia.
25 August 2020	Applicant obtained a RIDA pursuant to the Regional Planning Interests Act 2014 (Qld).
18 September 2020	The Coordinator-General approved the Applicant's application to amend Imposed Condition 4 to require the construction of the train loadout facility within two years of the commencement of mining, rather than before the commencement of mining.
29 September 2020	The Coordinator-General approved the Applicant's application to amend stated conditions B3 and H40 to align with the latest Air Emissions Management Plan and Environment Offset Strategy, respectively.
16 November 2020	Applicant obtained approval for the Offset Delivery Plan, confirmed by DES that it is appropriate to deliver the offset in the way stated in the notice of election, offset delivery plan and financial settlement offset calculation.
26 November 2020	Applicant gained approval of the Groundwater Management and Monitoring Plan in accordance with conditions 12, 13 and 15 of the EPBC Approval.

14 December 2020	Applicant obtained approval for an Agreed Delivery Arrangement under the Environmental Offsets Act 2014, which was entered into between the Applicant and DES.
3 February 2021	High Court of Australia remitted the proceedings to the Land Court of Queensland for a full re-hearing.
25 October 2021 - 25 November 2021	Second Remitted Land Court hearing of OCAA's objection.
17 December 2021	Land Court Decision recommended approval of the mining leases and EA amendment application on condition that the Coordinator-General approves changes to the stated conditions consistent with the recommendations of the Land Court.
14 January 2022	The period of effect of the EPBC Approval was extended to have effect until 31 January 2050.
30 March 2022	Request for Project Change Application submitted to the Coordinator-General following the Land Court Decision.
26 May 2022	The Coordinator-General issues Change Report No. 4, following the Request for Project Change Application submitted 30 March 2022.
28 June 2022	Following the Second Remitted Land Court Hearing, the EA Amendment Application was granted by the DES, and DES issued the amended Stage 3 Environmental Authority EPML00335713.
26 August 2022	The Minister of Resources grants MLs 50232 and 700002.
20 October 2022	The Department of Regional Development, Manufacturing and Water grants the Associated Water Licence for ML 50232.
3 May 2023	Official opening of New Acland Stage 3 by the Resources Minister
15 May 2023	OCAA appeals against Associated Water Licence for ML 50232. NAC appeal against 2 conditions (the AWL Appeals)
14 September 2023	First coal extracted for ML 50232
29 November 2023	NAC obtained an amended RIDA pursuant to the Regional Planning Interests Act 2014 (Qld).
14 January 2025	OCAA discontinued its appeal against grant of the AWL

Annexure C - Progress Summary on infrastructure delivery

New Infrastructure

NAC has spent substantial sums on Stage 3 enabling infrastructure works, which have been undertaken in anticipation of receipt of Stage 3 approvals:

- Relocation of HV powerlines and a Telstra exchange away from future mining areas was undertaken from 2014 onwards.
- Installation of the main West Moreton rail line turn-out was completed. This is located east of the township of Jondaryan and was installed by QR under contract to NAC during 2016.
- Most of the Peranga High Voltage power lines, from the Jondaryan-Nungil Road to the TLF, was installed during 2017.
- The Northern Mine Infrastructure Area (MIA) Access Road, providing access to the mine administration area from the Oakey-Cooyar Road to the North, was completed in 2017.

Internal Project Resourcing

In Q2 2024, NAC engaged dedicated project leads for the RL, MHF and TLF works. Addition of these personnel to the execution team significantly bolstered the existing Stage 3 capacity for progression in these areas.

Rail System Design Development

An Expression of Interest process, followed by a formal competitive Request for Proposals, was completed for the RL design. The scope was for Design Development to 30 percent completion (DD30). The information developed during the DD30 works would form the scope of works in tendering the proposed rail Detailed Design and Construction works package.

Negotiations were completed with the preferred design consultant, with the consultancy services agreement executed in June 2024.

Operational RIM

The engagement process for the Operational Rail Infrastructure Manager (RIM) commenced via a competitive tender process. Written notification was issued to the preferred Operational RIM proponent, with engagement remaining subject to agreement clarifications and internal approvals. An early works tranche was formalised such that the future Operational RIM was available to engage with the rail designers as required during rail design development. The Operational RIM contributes to, and must be satisfied with, the rail design and design process, and is required to formally accept the final design of the rail system.

Queensland Rail

NAC engaged with QR in 2022, re-establishing working arrangements and progressing an Interface Agreement for the new rail infrastructure. This Interface Agreement in part addresses design requirements for the rail connection point and rail signalling systems. These are key contributing elements to the basis of the final rail system design. The Agreement defines QR's ongoing involvement in design review and approval activities.

In Q3 2024, NAC also established weekly meetings with QR for collaborative discussions regarding ongoing use of the West Moreton rail system. An independent rail system capacity survey is under discussion as part of this forum.

Rail Construction Contractors

NAC made preparations for a market briefing, which was to be followed by an Expression of Interest and then a formal Request for Proposal process, based on a strategy of implementing the rail as a detailed Design and Construction (D&C) package.

Early works execution planning identified that a D&C contract would be suitable to manage the execution risks associated with construction of a rail system of this scale, and in particular one that interfaces with main line rail infrastructure. The initial design development (DD30) stage provides sufficient rail system definition, to enable a competitive tender process to be conducted with experienced rail construction contractors. This strategy of market engagement remained subject to internal approval, largely due to the interrelated legal, technical and commercial risks associated with the Stage 3 project execution.

MHF and TLF Front End Engineering Design (FEED) and Detailed Design

Following a tender process the successful design consultant was appointed in November 2023. FEED study works for the MHF and TLF facilities was completed in June 2024. Assessment of the FEED study recommendations progressed to a preliminary level against internal assessment criteria.

Annexure D - Proponent Commitment Assessment

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
3	Project Approvals - AEIS	The development of the rail spur and balloon loop may proceed by way of application for development approvals under the SPA (including for a Material Change of Use) or an application for an Infrastructure ML under the MRA. At this stage, a decision has not been made to rule out either option.	Yes	An Infrastructure ML has been approved for the new rail corridor. If this Change Request is approved, development of the RL would not be required, and NAC would continue to operate from JRLF.
8	Target Production Rates – Draft EIS	The increase of capacity to 7.5 Mtpa will not occur until all approvals are acquired, including: – the successful completion of this EIS process, including a comprehensive community and stakeholder engagement program; – the issuance of an approval for EPBC 2007/3423 from the Commonwealth government; – the issuance of an amended EA to address the additional requirements of the revised Project by the DEHP; – the granting of MLA 50232 (for the proposed extent of 'surface rights' to conduct mining activities); and – receipt of ancillary approvals, for example road closures. - construction of associated infrastructure required to produce and transport coal off-site at a production rate up to 7.5 Mtpa.	No	This proposed change to IC4 and IC5 does not impact or change this Commitment. All primary approvals have been secured including granting of ML50232 and primary approvals such as EA, EPBC, RIDA and the AWL. The AWL is subject to appeal by NAC in the Land Court of Queensland (noting that the third-party appeal was recently discontinued). Due to operational and regulatory constraints, NAC revised mine plan is based on maximum production up to 5.2 Mtpa of product coal. The road closure agreements as negotiated with relevant local authorities have been executed, with a number of the identified road closures already effected. If the Change Request is approved, NAC will not construct the infrastructure (TLF, RL & MHF) and will continue operations at JRLF within authorised throughput limits (5.2 Mtpa).

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
22	Jondaryan Rail Loadout Facility – Change Report #2	New Acland Coal Pty Ltd (NAC) will decommission the Jondaryan Rail Loadout Facility (JRLF) within 12 months of the new Train Load-out Facility on the mining lease becoming operational. The JRLF will be decommissioned in accordance with the JRLF Decommissioning Management Strategy, presented in Table 3-27. The corresponding JRLF Item Number is depicted in Figure 3–29.	Yes	If this Change Request is approved, NAC would continue operations of the JRLF within authorised limits for the remainder of life of the Project. In such circumstances, NAC propose to decommission JRLF at the end of Project life. The JRLF Decommissioning Management Strategy provided in the Stage 3 Project's Environmental Impact Statement (EIS) remains unchanged. NAC still intends to develop a dedicated management plan for the decommissioning and rehabilitation of the JRLF site.
27	Revised Project Amendments - AEIS	The internal haul road from the Materials Handling Facility (MHF) to the new TLF will remain in place for the duration of the revised Project. Other internal haul roads used for the transportation and raw coal from the mine pit to the Run-of-Mine Pad and light vehicle access will be periodically constructed in front of the mine path to allow for access and transportation of raw coal. These minor changes will not result in an increase in environmental nuisance or harm.	Yes	If this Change Request is approved, NAC would continue to operate the JRLF. This would mean retention, realignment and maintenance of the internal product haulage road from the MHF to the TLF would not be required. NAC would be required to construct and maintain a haul road from Manning Vale West pit to the CHPP to truck raw coal. Pending obtaining all necessary approvals, product coal would be transported on the fit for purpose proposed new JM Road from the existing CHPP coal bins to the existing JRLF operation. In the short-term NAC propose to continue using the existing JM Road to JRLF operation as a product haulage route until the Western bypass and ultimately proposed new JM road is commissioned. NAC has executed with TRC, a variation to the existing maintenance agreement to continue transporting coal via the existing JM road in the short-term. NAC are currently in discussions with TRC on long-term coal haulage routes and contracts.
30	Jondaryan Rail Loadout Facility – AEIS	NAC commits not to increase throughput at the existing rail-load out facility at Jondaryan above 5.2 Mtpa.	No	NAC remain committed to not increasing the quantity of coal throughput beyond 5.2 Mtpa at JRLF. NAC will continue to comply with loading limits at JRLF in accordance with Condition G5 of the JRLF EA.

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
31	Jondaryan Rail Loadout Facility – Change Report #2	The JRLF will be closed within 24 months of the mining of first coal from ML50232, with the new train load out facility becoming the sole distribution point for all railed product.	Yes	If this Change Request is approved NAC would continue to operate the JRLF thereby deferring closure of JRLF to end of Project life. Long-standing uncertainty associated with Land Court challenges impacted the ability to invest major capital to construct the infrastructure. JRLF is an established operation that has been in use of ~20 years. NAC have environmental monitoring programs in place at JRLF and have introduced numerous engineering, plant and procedural improvements over the years to minimise environmental impacts. Since January 2018, there has been 3 complaints received, and 4 concerns raised related to operations at JRLF. Further, the facility has historically proven to be sufficient for ongoing, compliant operation at up to 5.2 Mtpa as authorised under JRLF EA, and this limit aligns with the revised mine plan production of up to 5.2 Mtpa of product coal. Therefore, continued use of JRLF would result in efficient use of current infrastructure rather than having to construct new infrastructure that cannot be repurposed and has a maximum usage period of 8-10 years based on current approvals. Further, environmental impacts associated with construction could be avoided through continued operation at JRLF.
32	Jondaryan Rail Loadout Facility – AEIS	The JRLF Decommissioning Management Strategy is presented below in Table 5-1 of the AEIS. NAC will develop a dedicated management plan for the decommissioning and rehabilitation of the JRLF site (including a monitoring regime to determine rehabilitation success).	No	NAC still intends to develop a dedicated management plan for the decommissioning and rehabilitation of the JRLF site. No change is proposed to the JRLF Decommissioning Strategy.
33	Jondaryan Rail Loadout Facility – AEIS	NAC intends to rehabilitate the JRLF site to the post mine land use of grazing.	No	The intended post operational land use for the JRLF remains grazing. This land will be incorporated into the APC farming operations.

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
34	Jondaryan Rail Loadout Facility – AEIS	NAC will undertake further consultation with the Jondaryan community to ensure information is available regarding activities specific to the Jondaryan community e.g. JRLF decommissioning, rail construction and ongoing monitoring activities.	No	NAC remain committed to consulting with the Jondaryan Community on matters related to JRLF. NAC have developed a Stakeholder Engagement Plan to inform the proposed change to continue operating via JRLF for the remainder of Project life. NAC also remain committed to consulting with Jondaryan community prior to decommissioning of JRLF.
35	Jondaryan Rail Loadout Facility – AEIS	Table 5.1.4 – B of the AEIS provides an outline of planned community consultation and engagement in the Jondaryan area, including consultation around environment and relocation of the JRLF.	Yes	NAC remains committed to the delivery of the consultation commitments. If the proposed changes to IC4 and IC5 were approved, this would mean that JRLF would continue operation within authorised limits for the remainder of Project life. NAC has developed a specific Stakeholder Engagement Plan for Jondaryan for the proposed change to IC4 & IC5. Consultation has already commenced with some key stakeholders (Government, CRG members and landholders adjacent to the Western Bypass) as detailed in Annexure J . It should be noted that the Jondaryan District Resident's Association no longer exists.
41	Response to Submissions - AEIS	The MHF possesses four operational stockpile areas and two emergency stockpile areas. Under normal operating conditions, the four stockpile areas will be used, but will never be completely full due to the dynamic continuous nature of the coal handling process. The two emergency stockpile areas will only be operated in exceptional circumstances, for example, if the main railway line stops operation for an extended period. If used, the two emergency stockpile areas will require manual reclaiming by mobile equipment (e.g. front end loaders).	Yes	If the proposed change to IC4 and IC5 is approved, this would mean that the MHF would not be required, as retention of JRLF has historically proven to be sufficient for ongoing, compliant operation at up to 5.2 Mtpa. In addition to JRLF, NAC will maintain its main stockpiles at the mine and QBH.
42	Response to Submissions – Draft EIS	NAC will continue to ensure that product coal is not stored for extended periods at the site over the life of the revised Project, apart from during exceptional circumstances.	No	NAC remains committed to ensuring that product coal is not stored for extended periods at the site, other than in exceptional circumstances.

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
48	Native Title and Cultural Heritage - Draft EIS	NAC proposes to develop with the Western Wakka Wakka People Aboriginal party, and have approved, a replacement CHMP under Part 7 of the ACH Act for the revised Project (including the rail spur). NAC's intention is for this CHMP to be the sole instrument governing the management of Aboriginal cultural heritage that may be affected by activities carried out both for the revised Project within the boundaries of MDL 244 and for the proposed rail spur.	No	The Cultural Heritage Management Plan has been developed and approved. Approval of this Change Request would mean that ground disturbance in RL corridor will not be required.
94	Rail Corridor - Draft EIS	Decommissioning and rehabilitation of disturbance associated with the Rail Corridor will initially involve a decision on the value of retaining the asset for the future benefit of the community. Should it be considered preferable for the rail line to be removed and rehabilitated then the overall rehabilitation objective will be the return of the rail corridor to a land use which supports grazing where practicable.	No	Approval to the Change Request would mean that loading of coal would continue to be undertaken via JRLF and construction of the RL would not be required.
116	Mitigation Measures - Draft EIS	Work methods will be developed and included in the Contractor Environmental Management Plans (CEMP). These methods will detail appropriate control and mitigation measures for the revised Project. In addition to these measures, the specific environmental management conditions will be implemented to mitigate the impacts of the construction of the railway line crossing of Lagoon Creek.	No	Approval to this Change Request would mean consequential continued use of JRLF for coal loadout to trains for the remainder of Project life. The construction CEMP and the associated environmental impact control and mitigation requirements would not need to be developed and implemented as the RL would not be constructed. Clearing and associated construction related environmental impact within RL corridor will be avoided, including impacts of the railway crossing on Lagoon Creek.
125	AEIS – Water Resources	The design of the rail spur will be in accordance with Aurizon standards. The release of mine water will be undertaken in accordance with the requirements of the conditions of the environmental authority from DEHP.	No	Approval to this Change Request would mean the RL would not need to be constructed. Therefore, there would be no requirement for rail related releases of mine water. All releases of water are otherwise managed in accordance with the EA.

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
189	Dust - Draft EIS	NAC will undertake veneering and profiling of the loaded coal to minimise dust emissions during the transport of coal from the Train Loadout Facility.	No	Veneering of the loaded wagons is a process integral to the current train loading practices at JRLF. These practices would continue in the event of this Change Request being approved.
191	Habitat Fragmentation - Draft EIS	Remnants of vegetation and habitat will be retained adjacent to the rail loop, along Acland-Sabine Road, in the north-western corner of the revised Project area and in the southern-eastern corner of revised Project area. These remnants will not be cleared by the revised Project and as a result, will not be further fragmented.	No	In the event this Change Request is approved, the noted remnant vegetation areas would no longer be at risk of being affected by rail construction activities. Retaining train loading operations at the JRLF removes requirement for RL construction activity to be conducted in these areas. As noted elsewhere, an area of approximately 98 ha will not require clearing through continued used of JRLF (RL, TLF & MHF).
202	Summary of Mitigation Measures and Commitments - Draft EIS	Removal of riparian vegetation at waterway crossings: - Minimise width of the rail and road crossing and locate workspace areas away from creek banks, so as to reduce the disturbance to riparian vegetation, bank and channel affected by construction. - Restrict construction within and around the creek channel to the dry periods and rehabilitate areas of disturbed channel bed and banks. - Design and construct temporary barriers in waterways to minimise disturbance to environmental flows. - Monitor the effectiveness of waterway crossing rehabilitation.	No	In the event this Change Request is approved, removing the requirement for construction of the RL allows for: - No risk of disturbance of riparian vegetation, the creek banks or channel - No requirement to rehabilitate disturbed areas of the channel bed and banks - No temporary waterway barriers would be required - Adverse impacts on the creek zone would be avoided

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
203	Summary of Mitigation Measures and Commitments - Draft EIS	Earthworks and construction within the channel and banks for watercourse crossing: - Minimise width of the rail and road crossing and locate workspace areas away from creek banks, so as to reduce the disturbance to riparian vegetation, bank and channel affected by construction. - Restrict construction within and around the creek channel to the dry periods and rehabilitate areas of disturbed channel bed and banks. - Design and construct temporary barriers in waterways to minimise disturbance to environmental flows. - Monitor the effectiveness of waterway crossing rehabilitation.	No	In the event this Change Request is approved, removing the requirement for construction of the RL allows for: - No risk of disturbance of riparian vegetation, the creek banks or channel - No requirement to rehabilitate disturbed areas of the channel bed and banks - No temporary waterway barriers would be required - Adverse impacts on the creek zone would be avoided
205	Summary of Mitigation Measures and Commitments - Draft EIS	The location of the rail loop and spur will avoid areas of brigalow and poplar box woodland in the south-western corner of the mining lease.	No	Approval of this Change Request would result in no RL construction and continued operations at JRLF for the remainder of Project life. Therefore, there would be no risk of these identified potential impacts to areas of brigalow and poplar box woodland vegetation as no disturbance to land in the rail corridor is necessary.

233	Mitigation Measures – Draft EIS	Water Management and Infrastructure: • Development and operation of the integrated water management system to manage clean and dirty water transfer and storage, water reuse, and the controlled releases of water within approved water quality targets (e.g. Environmental Authorities and Final Model Water Conditions for Coal Mines in the Fitzroy Basin). The revised Project's WRMP is located in Appendix J.4. • Release water from Environmental Dams during natural flow events in accordance with approved release strategies (e.g. Environmental Authorities and Final Model Water Conditions for Coal Mines in the Fitzroy Basin) to maintain seasonal flow regime and minimise potential disruption to aquatic values from increased flow magnitudes and extended tail flow following flow events. • Management of potential for uncontrolled releases through the development and operation of the water management infrastructure which incorporates the design and construction of all water management structures using practical hydraulic parameters based on an appropriate risk-based rainfall event, catchment size, slopes, discharge design and soil types. • Monitoring and assessment of aquatic values in Lagoon Creek at sites upstream and downstream of the Mine and downstream of the revised Project site. Monitoring locations are required to evaluate condition of aquatic and riparian habitat, water quality, aquatic flora and fauna to account for seasonal variation and for assessing potential cumulative impacts. This can be incorporated into a Receiving Environment Management Plan (REMP) for the revised Project, as specified by DEHP (2012). • Culverts to be constructed for the rail spur in the area of the Lagoon creek flood plain to allow for overland flow of run-off.	No	In the event this Change Request is approved, this would result in no RL construction and continued operations at JRLF for the remainder of life of the Project. This would be no requirement for culvert installation under the rail spur at the areas of overland flow run off associated with the Lagoon creek flood plain. The flood plain areas would remain in their current state and be unaffected.
-----	---------------------------------	---	----	--

234	Mitigation Measures – Draft EIS	Construction of Waterway Crossings: The following proposed mitigation measures will assist in protecting and where possible enhancing the aquatic ecology values potentially impacted by the rail and road crossings at Lagoon Creek. • Construct the road and rail spur watercourse crossings in accordance with the Queensland code of environmental compliance for exploration and mineral development projects. • Locate creek crossings at established road crossing sites where possible. • Minimise the width of the rail and road crossings, associated infrastructure, and workspace areas, so as to reduce the length of bank and channel at the crossing of Lagoon Creek affected by the construction and operation activities. • Restrict construction within and around the creek channel to the dry season where possible and complete stream bed and bank restoration before the onset of flow. • Provide passage for aquatic fauna under the rail line and haul road where it crosses Lagoon Creek. The permanent structures will be in accordance with the minor waterway barrier works self-assessable code (DEEDI, 2010a) including the provision of appropriate hydraulic conditions across a range of low to high flow events, and appropriate levels of natural light. Temporary barriers will be in accordance with temporary waterway barrier works (DEEDI 2010b). • Monitoring and maintaining water quality in accordance with Queensland Water Quality Guidelines (DERM 2009b) during and after construction. • Monitoring of aquatic flora and fauna before, during and after construction to provide assessment of impacts on community structure. • The Conservation Zone Management Plan located in Appendix J.6 describes the appropriate rehabilitation and bank stabilisation measures that will be implemented for the revised Project.	No	In the event this Change Request is approved, retention of the JRLF for coal loadout operations means construction of the new RL will not occur. This would eliminate the risk of adversely affecting aquatic ecology values around the approved rail crossing at Lagoon Creek and there would be no impact to the Lagoon Creek bank or channel. No aquatic fauna passages would need to be constructed as existing fauna movements would be unaffected. There would be no construction period or post-construction impacts on water quality. No bank stabilisation or rehabilitation measures would be required.
-----	---------------------------------	---	----	--

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
		Revegetation of riparian zones will use locally endemic species and include the identification and marking of exclusion areas to protect adjacent riparian communities where applicable.		
251	Mitigation Measures – Draft EIS	TLF: - No coal will be stored in open/exposed stockpiles. - An enclosed overhead bin will deliver the coal to each rail wagon as part of the train loadout system. - Coal will be loaded by side tipper into a hopper as part of the train loadout system. - Veneering and profiling of the loaded coal will be conducted to minimise dust emissions during transport.	Yes	If this Change Request is approved NAC would continue to operate the JRLF and would not be required to construct the TLF. Side tipping of coal from the coal haulage trucks at the JRLF will continue as per current practices. Veneering of the loaded coal wagons will continue as per current practice.
254	Mitigation Measures – Draft EIS	Rail Spur and Balloon Loop: - The size of cleared areas will be kept to an operational minimum to limit exposed areas available for dust emissions by wind erosion. - The speed of light vehicles on-site will be limited to reduce wheel-generated dust. - A watering truck will be employed to control dust in dry and/or windy conditions. - Cease works if excessive dust generation from construction activities occurs.	No	In the event this Change Request is approved, construction of the RL will not be required, and coal loadout operations would continue at JRLF for the remainder of the life of the Project. Not constructing the RL, would eliminate the concerns identified regarding airborne dust which was to be managed under this commitment.

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
278	Health Impacts - AEIS	NAC has instituted veneering of coal trains, has committed to the relocation of the JRLF, consultation with residents living closest to the mine, and has committed to an adaptive management approach for air quality and noise. For additional information on these matters, please refer to Section 5.1.3 of the AEIS.	Yes	If this Change Request is approved, NAC would continue to operate the JRLF and continue loading of coal via JRLF while operating within authorised limits. A system for veneering of trains is installed at the JRLF and will remain in practice for trains loaded during Stage 3 operations. Adaptive management practices are already established for JRLF, including through TARPs. These adaptive controls will continue to be refined as options for improvement are identified, and also if required for ensuring compliance with EA conditions is maintained. NAC continues to engage with the community regarding the mine and its operation.
281	Advisory Agency Responses – AEIS	The following dust mitigation measures are implemented at the JRLF to reduce the potential risk of air quality impacts: • High volume roadways, which convey 75% of site traffic, have been sealed • All trucks leaving the facility are covered and must exit over a 'rattle grid'; • Speed restrictions apply to vehicle movements on site; • A larger water truck has been commissioned for use on site to improve the watering regime; • Unsealed road surfaces are graded regularly to reduce silt content of the surface; • Side tipper trucks are used because they possess lower emissions than other types of trucks; • Sealed roads are swept as required to reduce soiling due to track-out; and • Additional dust management measures (e.g. water truck to spray site roads, dust sweeper on sealed roads) are implemented when air quality monitoring records exceed the dust trigger level.	No	The proposed change to IC4 and IC5 does not impact or change this Commitment. These matters are implemented as described. In addition to these measures, NAC have a Dust Control Strategy in place at JRLF that would activate timely implementation of high management dust control actions in addition to best practice dust control measures during periods of adverse meteorological conditions.

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
282	Advisory Agency Responses – AEIS	NAC undertakes air quality monitoring to determine if the JRLF is generating potential air quality impacts on sensitive receptors. The air quality monitoring locations for the JRLF are presented in Figure 5.2. The air quality monitoring program for the JRLF includes: - Two real-time TSP monitoring stations – one at the JRLF and one within Jondaryan; - Quarterly PM10 monitoring at the corner of Lagoon and Earl Streets in Jondaryan; and - Dust deposition gauges at 5 locations in Jondaryan and near the JRLF.	No	NAC will maintain its dust monitoring program within Jondaryan until the site is successfully rehabilitated.
283	Advisory Agency Responses – Change Report #2	NAC propose to construct the new rail spur and balloon loop, TLO facility and materials handling facility within 24 months of mining first coal on ML50232. The decommissioning of the JRLF will occur within 12 months of the new train load out facility on the mining lease becoming operational. The new TLO facility and JRLF will not be in joint operation. The existing JRLF site will be returned to its original land use of grazing.	Yes	If this Change Request is approved, NAC would continue to operate the JRLF, and this would result in decommissioning of the JRLF at the end of Project life. NAC remains committed to JRLF being returned to its original land use of grazing at the end of its use. This rehabilitated land will be incorporated into APC farming operations.
284	Response to Submissions – AEIS	NAC will continue to periodically review the effectiveness of the JRLF's impact mitigation measures, further investigate practical mitigation measures and seek expert air quality advice as required. NAC continue to regularly consult with the local Jondaryan community to resolve as legitimate complaints.	No	NAC will continue to employ these environmental management measures consistent with leading practice. NAC has engaged experts to review current air quality program and mitigation measures (Annexure K). Recommendations from study will be investigated further to inform improvements. NAC continues to ensure that complaints are documented and responded to in a consistent and timely manner and in accordance with current regulatory requirements and Company Policy.

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
288	Response to Submissions – AEIS	NAC will also continue to report the results of this monitoring [dust monitoring at JRLF] on a regular basis to the Jondaryan residents, the wider public and the DEHP (main regulatory authority).	No	As currently practised, NAC will continue to make its monitoring data for the JRLF publicly available monthly at the Community Notice Board located at Cobb & Co Roadhouse Jondaryan. In addition, NAC are required to meet the public reporting obligation of Imposed Condition 3, which involves the monthly provision of environmental performance monitoring data for the Stage 3 Project's air, noise and vibration limits.
289	Response to Submissions – AEIS	NAC propose to undertake water quality sampling at selected number of rainwater tanks in Jondaryan following the decommissioning of the JRLF. If this water quality testing does not meet the water quality objectives in the ADWG, NAC commit to engaging with the local community with the objective of identifying key strategies that can be implemented to improve water quality in rainwater tanks.	No	NAC remains committed to these actions following decommissioning of the JRLF. Decommissioning of JRLF will be undertaken as per timeframes proposed in Commitment 283.
299	Noise and Vibration Impact Assessment for Mining Operations – Draft EIS	Mining activities will typically be conducted either on a six day, 24 hour basis or a seven day, 24 hour basis depending on the mining schedule and the type of mining equipment used. The CHPP activities will be conducted on a seven day, 24 hour basis. Certain mining related activities such as blasting will only be undertaken during daylight hours and will not generally be carried out on Sundays or public holidays. Conducting mining operations on a 24 hour basis is standard practice in Queensland, with various measures in place to ensure a safe operation. The TLF will operate on a seven day, 24 hr basis. Train operations will also occur on a seven day, 24 hr basis.	No	In the event this Change Request is approved, this will not result in any changes to the proposed hours of operation. Train loading related activities would occur at JRLF instead of TLF. Train loading and coal haulage operations at JRLF will be conducted 24 hours a day, 7 days a week. The only shut down will be for Christmas Day and Boxing Day holiday for 48 Hrs.

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
311	Response to Submissions – AEIS	Noise issues in relation to the Western Railway line are under Aurizon’s jurisdiction and management. Therefore, it is suggested that all noise concerns about rail transport be raised directly with Aurizon. Longer term, NAC will use its monitoring results to continuously review its compliance status and to develop new and modify existing mitigation strategies to minimise potential adverse noise impacts from the JRLF’s operations affecting Jondaryan. NAC is committed to operating the JLRF in compliance with the noise conditions of its environmental authority up until closure of the facility.	No	The proposed change to IC4 and IC5 does not impact or change this Commitment. NAC is committed to the operation of the JRLF in compliance with its conditioned noise limits.
327	Rail Transportation – Draft EIS	NAC will initiate discussions on the preferred acquisition process with QR Limited at the appropriate time. Since the rail loop encroaches on MLA 50232, approval to subdivide and construct the rail infrastructure needs to be obtained by NAC prior to the rail corridor being leased to QR Limited or operated privately by NAC.	No	If this Change Request is approved, the RL will not be constructed and therefore no such approvals for leasing or privately operating the rail corridor will be required.
328	Rail Transportation – Draft EIS	The management of the RL will be carried out under the provisions of the Transportation Infrastructure Act 1994. QR Limited’s standard workplace health and safety and industrial rail management provisions will be adopted.	No	If this Change Request is approved, the RL will not be constructed. Operations at JRLF will continue to be undertaken under relevant legislation.

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
331	Mitigation Measures – Draft EIS	NAC will implement the following mitigation measures throughout the operational phase to minimise the impact of traffic movements: - Working hour arrangements will be modified and haulage tasks avoided during peak traffic periods and school drop-off and pick-up times. - Established haul routes and arterial roads will be used for coal transportation to minimise traffic on local roads. - Traffic conditions during the operational phase will be monitored in order to identify and address any negative impacts. - Local communities will be adequately notified about proposed changes to local traffic conditions during the operational phase, including the provision of advanced notice, clear signage of changed traffic conditions, and as required, traffic control personnel. - Traffic control measures designed for the safe movement of vehicles, pedestrians and cyclists accessing the revised Project site will be provided. - Adequate on-site parking will be provided to accommodate employee vehicles. - Access to Acland will be maintained at all times via Oakey-Cooyar Road. - Adequate consultation is undertaken with the appropriate regulatory authorities.	Yes	NAC are currently in discussions with TRC for shared use of the proposed new JM Road. This includes engagement to revise / rescope studies required to truck product coal on the proposed new JM Road in line with contemporary guidelines. Effective practices for management of these operational period risks and interfaces are well established following many years of shared use of the existing JM road for the NAC product coal haulage and for general public and other commercial fleet. This Change Request does not propose to change these proven practices and amendments will be sought as required or as appropriate during the balance of mine operational life.
333	Summary of Mitigation Measures and Commitments – Draft EIS	NAC will ensure that appropriate discussions are undertaken with the relevant road and rail authorities to ensure an appropriate mitigation measures are implemented based on the proposed design considerations outlined within the ALCAM Report.	No	In the event this Change Request is approved, this would retain existing coal loading practices at JRLF. Therefore, no new road/rail crossing interfaces and interface risks would be introduced at these two approved road/rail crossings.

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
346	Advisory Agency Responses – AEIS	The accredited ALCAM report from QR will outline the findings of the level crossing assessment undertaken on the key level crossings located within proximity to the revised Project site. NAC will ensure that appropriate discussion are undertaken with the DTMR Downs-South West Region and the relevant rail authority to ensure appropriate mitigation measures are implemented based on the design consideration outlined within the ALCAM report and subsequent discussion with the relevant authorities. Any necessary construction approvals will be sought once an agreement has been reached with the relevant authorities during the detailed design stage.	No	In the event this Change Request is approved, this would retain existing coal loading practices at JRLF. Therefore, no new road/rail crossing interfaces and interface risks would be introduced at these two approved road/rail crossings.
352	Advisory Agency Responses – AEIS	Discussions between NHG, Queensland Rail and Aurizon will continue with regard to infrastructure and logistics associated with any required upgrades.	No	NAC remains actively engaged with both above and below rail service providers, with regular ongoing scheduled and ad hoc interface meetings as appropriate.
355	Advisory Agency Responses – AEIS	The TMP and RMP reports will outline the impacts of the potential temporary closure of the Western Railway during emergency events on the surrounding road network and uses.	No	Consideration of this will remain for the TIA development, with any relevant associated controls considered in management plans required by TRC.
357	Response to Submissions – AEIS	NAC commits to proactively consulting with the submitter (Private Submitter 16) on proposed plans for the rail spur that passes through land owned by the submitter, including Lots 13 and 14 on RP3467. An agreement will be developed and executed between NAC and the submitter.	No	NAC remains engaged with this submitter. The noted agreement has been established. In the event this Change Request is approved, key aspects of this agreement would not need to be implemented in the absence of construction of the RL.

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
363	Response to Submissions – AEIS	NAC will fund all planned changes required to the local road and rail network as a result of the revised Project's implementation and operation.	No	There is no change to this commitment. NAC will continue to fund any changes required as a result of the revised Project's implementation and operation.
386	Mitigation Measures – Draft EIS	Completion of Tree Screening Activities: NAC undertook tree planting activities during February 2005 and a total of 2,500 trees were planted at a rate of approximately one tree every 2 m. The tree species used were Eucalyptus argophloia (Chinchilla white gum), Eucalyptus poplunea (Poplar box) and Casuarina cristata (Belah). New tree-screening activities will occur: • along the western side of Oakey-Cooyar Road to minimise expansive views of the revised Project site to the east; • along the western side of the re-aligned section of Jondaryan-Muldu Road to limit views of mining vehicle traffic; • along both the eastern and western sides of Jondaryan-Muldu Road south-west of the revised Project site to limit views of the rail spur and mining vehicle traffic; and • on the eastern and western edges of Acland to preserve the character of the town. • Other areas of tree-screening activities surrounding the revised Project site may be appropriate, such as around individual residential homesteads and within Acland. This would be identified through consultation with individual landholders impacted by the revised Project.	No	Consideration and implementation of tree screen remains ongoing. In the event this Change Request is approved, no tree screening would be necessary in association with the RL as they would not require construction.

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
417	Social Environment – Draft EIS & Change Report #2	Impact on amenity: - The JRLF will be replaced by the new train load out facility on the revised Project site, within 24 months after the mining of first coal from ML50232. - Continue dust suppression measures, such as veneering and implement the use of enclosed hoppers for loading. - Implement environmental management measures as identified in Appendix J.19. - NAC will continue its on-going community consultation to provide updated information and respond to issues and concerns. - The current and future activities of APC will promote the continued agricultural use of land surrounding the revised Project site. - Continue the CRG as a communication channel to identify concerns and disseminate information	Yes	If this Change Request is approved, NAC will continue to operate the JRLF and retain existing coal loading practices. Loading of coal at JRLF will be undertaken by FEL and not from enclosed hoppers. The use of veneering, dust suppression and control measures would continue at the JRLF as per practices to date. Adaptive management practices are already established for JRLF, including TARPs. These adaptive controls will continue to be refined as options for improvement are identified, and if required for ensuring compliance with EA obligations is maintained. NAC continues to engage with the community regarding the mine and its operation. NAC has developed a specific Stakeholder Engagement Plan for Jondaryan for the proposed change to IC4 & IC5. Consultation has already commenced with some key stakeholders (Government, CRG members and landholders adjacent to the Western Bypass) as detailed in Annexure J. NAC has also provided a summary of the Community Engagement activities in Annexure F. NAC's continued compliance with IC17 & IC18 ensures that the Office of the Coordinator-General is kept properly informed around the Project's consultation and social management.
431	Social Environment – Draft EIS & Change Report #2	Improved amenity at site of JRLF. - Decommissioning of the JRLF within 12 months of the new Train Load-out Facility on the mining lease becoming operational. - Removal of buildings, coal stockpile and concrete floors at JRLF. - Use of the JRLF site for grazing and agriculture following decommissioning of the JRLF.	Yes	If this Change Request is approved, NAC will continue to operate the JRLF within authorised limits for the remainder of Project life. In such circumstances, NAC propose to decommission JRLF at the end of Project life. The JRLF Decommissioning Management Strategy provided in the Stage 3 Project's Environmental Impact Statement (EIS) remains unchanged. NAC still intends to develop a dedicated management plan for the decommissioning and rehabilitation of the JRLF site. The intended post operational land use for the JRLF remains grazing. This land will be incorporated into APC farming operations.

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
432	Summary of Mitigation Measures – Draft EIS	Dust, noise and visual impacts from mining operations. - NAC will continue to implement the environmental impact control strategies and measures described in Appendix J.19. - Use of enclosed hoppers, veneering and dust suppression measures at the rail loading facility. - NAC will implement visual screening measures, such as tree planting, along roads and neighbouring properties.	Yes	If this Change Request is approved, NAC would retain existing coal loading practices at JRLF. Loading of coal at JRLF will be undertaken by FEL and not from enclosed hoppers as per current operational practices at JRLF. The use of veneering, dust suppression and control measures would continue at the JRLF as per practices to date.
475	Consultation and Social Environment - AEIS	NAC accepts that residents of Jondaryan have concerns regarding the location of the JRLF prior to its decommissioning. As such, NAC will strengthen engagement activities in the Jondaryan area in the provision of updated information, results of air quality monitoring, and opportunities for regular discussion and feedback on the facility and potential impacts. Specific engagement activities will continue through decommissioning and rail construction and until such time as the facility is relocated from its current location. Following relocation, Jondaryan residents will continue to be considered part of the Mine's broader community for engagement activities.	Yes	NAC has developed a specific Stakeholder Engagement Plan for Jondaryan for the proposed change to IC4 & IC5. Consultation has already commenced with some key stakeholders (Government, CRG members and landholders adjacent to the Western Bypass) as detailed in Annexure J. NAC also has undertaken extensive consultation throughout the Project a summary provided in Annexure H. NAC has also engaged with stakeholders from the Jondaryan community (Annexure I). NAC's continued compliance with IC17 and IC18 ensures that the Office of the Coordinator-General is kept properly informed around the Project's consultation and social management. If the proposed change to IC4 and IC5 is approved, NAC propose to update the SIMP to include engagement and evaluation measures specific to JRLF and Jondaryan community. NAC also propose to keep the Coordinator-General informed about the impacts, outcomes, actions and strategies to address community concerns by including additional reporting in the existing SIMR submissions as required by IC18.

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
476	Consultation and Social Environment - AEIS	Commitments specifically relating to Jondaryan include: - NAC community staff to regularly visit Jondaryan and be available for residents to provide information, answer questions and respond to concerns regarding the rail construction and JRLF decommissioning; - Additional community information sessions to provide Jondaryan residents with further specific information around the revised Project timelines; - Preference will be given to at least one position on the CRG for a Jondaryan Community Representative. Note that the CRG includes 2 Jondaryan representatives for 2014 calendar year; - Ongoing engagement with the Jondaryan District Resident's Association (JDRA), including presentations to JDRA meetings; and - Jondaryan residents will receive mailed information on environmental monitoring and key milestones.	No	NAC has developed a specific Stakeholder Engagement Plan for Jondaryan for the proposed change to IC4 & IC5. NAC also has a consultation strategy for the construction and operational phases of the Stage 3 Project. As of August 2024, CRG includes 4 members from the Jondaryan community. JDRA no longer exists. However, NAC will consult with relevant stakeholders identified in the Stakeholder Engagement plan. NAC's continued compliance with IC17 & IC18 ensures that the Office of the Coordinator-General is kept properly informed around the Project's consultation and social management. If the proposed change to IC4 was approved, the SIMR to be developed to meet the requirements in IC18 (b). This SIMR will include content specifically tailored to Jondaryan community.
477	Consultation – AEIS	Table 5.1.10-C of the AEIS provides a detailed overview of consultation and community engagement activities regarding Jondaryan	No	NAC has developed a specific Stakeholder Engagement Plan to inform proposed changes to IC4 & IC5. Consultation has already commenced with some key stakeholders (Government, CRG members and landholders adjacent to the Western Bypass) as detailed in Annexure J . NAC has also provided a summary of the Community Engagement activities in Annexure F . NAC also has undertaken extensive consultation throughout the Project, with a summary provided in Annexure H . NAC has also engaged with stakeholders from the Jondaryan community as provided in Annexure I . NAC's continued compliance with IC17 & IC18 ensures that the Office of the Coordinator-General is kept properly informed around the Project's consultation and social management.

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
554	Existing Commitments – Draft EIS	On the completion of mining activities, infrastructure will be treated as follows: • mine roads will be left behind for use as farm roads or if not required, rehabilitated; • water dams will remain if required by the relevant landowner and approved by regulators, otherwise, they will be rehabilitated; • buildings, plant and equipment will be removed and the surface rehabilitated, including the CHPP, workshop, offices, storage tanks and material handling facility and train loadout facility; • concrete pads will be covered with benign waste rock, topsoiled and revegetated or removed and disposed to the nearest landfill; • contaminated land management will be completed as required under the Environmental Protection Act 1994; • all TSFs will possess a competent final cover system; and • the final voids remaining at the end of the mine life will be battered down to form depressed landforms to support the proposed final land use.	No	In the event this Change Request is approved this would mean that the TLF & MHF will not be constructed. NAC will comply with decommissioning and rehabilitation strategies for all other areas as outlined within this commitment.

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
666	Existing Commitments – Draft EIS	Haul roads - Water carts will maintain moisture conditions on haul roads. - Road grading and maintenance will be undertaken on a regular basis (refer to Standard Operation Procedure (SOP 05 12.02 Maintain and Water Mine Roads in Appendix A.2). Key actions include: - Application of coarse rejects on haul roads to reduce dust generation. - Grading procedures to achieve constant spread of fines and coarser material. - Speed on haul roads will be limited to 60km/h (20 km/h on selected corners). - Where feasible, the volumes of trays on haul trucks will be maximised to increase carrying capacity and to reduce vehicle kilometres travelled on haul roads. - Visual monitoring of haul roads and major work areas will be undertaken to identify noticeable dust generation for corrective actioning. - Certain site roads will be sealed (near administration area – site access and employee car park). - Efficient watering will be conducted during peak periods of activity and within areas of concentrated activity. - Well defined and planned haul routes and internal roads will be developed to maximise efficiency of travel. - Obsolete mine roads will be rehabilitated. - The private haulage route from the Materials Handling Facility to Train Loading Facility will be a sealed road.	No	In the event this Change Request is approved, this would not alter onsite haulage and haul road practices. Subject to TRC approval, product coal haulage would be on the proposed new JM Road which will be bitumen sealed and will be designed for the traffic and wheel loading associated with the product haulage trucks.

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
670	Existing Commitments – Draft EIS	Material Handling Facility - An automatic sprinkler system will be employed to moisten product coal stockpiles. - Water sprays will operate at transfer points on conveyors. - Coal spills will be removed regularly to minimise the potential for dust generation. - A vacuum sweeper will operate on roads near the Materials Handling Facility. - The washed coal will normally retain a moisture level of approximately 10%.	Yes	If this Change Request is approved, NAC would not construct the MHF and retain existing coal loading and handling practices at JRLF. Existing dust control practices would be maintained or enhanced where required for the JRLF to continue achieving compliance with EA conditions. Existing vacuum sweeper remediation would be implemented as required. The washed coal remains at the same high level of moisture content, which has been evidenced to provide good control over fugitive dust release during road haulage over the short distance between the mine and the JRLF.
725	Existing Commitments – Draft EIS	The revised Project is not expected to generate significant volumes of waste paint/solvent. Paints and Resins used for the construction and operation of the infrastructure area (MHF, TLF workshops and buildings) will be minimised by producing/procuring only the amount necessary. Waste will be collected on-site, stored in a segregated area, transported off-site by licensed regulated waste transporter under appropriate documentation, and disposed off-site by a regulated waste receiver.	No	In the event this Change Request is approved, this would result in continuation of the existing operationally related waste management practices. No new construction related waste management and minimisation practices will be required for the new MHF and TLF, as they would not require construction.
741	Existing Commitments – Draft EIS	Excavated waste generated during construction of site infrastructure (rail spur line and balloon loop, MHF and TLF) for the revised Project will be used as fill on-site. Waste materials will be reused as much as practicable to construct haul roads and pads. Unsuitable material will be disposed of in waste dumps.	No	In the event this Change Request is approved, this would mean that significant volumes of material excavation, including waste excavation, will be eliminated by not constructing the RL, TLF and MHF. The disturbance areas are anticipated to be reduced by ~ 98 ha in areas of the mining lease.

No.	Title	Commitment	Will the proposed change to Imposed Conditions 4 and 5 impact the Commitment?	Effect of Proposed Change
824	Existing Commitments Appendix B AEIS - KSMP	The construction of the revised Project's rail infrastructure and re-alignment of the Jondaryan-Muldu Road will follow the same principles for Koala management as NAC's mining operations. NAC will ensure all contractors working on these activities are contractually bound to comply with the KSMP, especially in areas where vegetation clearance is required.	No	In the event this Change Request is approved, there will be no construction risks introduced with respect to Koalas for the RL alignment, as construction of this infrastructure would not be undertaken. Construction of the Western bypass would remain in accordance with the requirements of the KSMP.
825	Existing Commitments Appendix B AEIS - KSMP	Once operational, the revised Project's rail infrastructure will be permanently fenced to exclude humans and stock. On the rare occasion, a Koala may traverse the rail infrastructure. Should this occur, the KSMP's management principles will apply, that is, all rail activities in the vicinity of the Koala will be suspended until the Koala has moved independently out of the danger zone or is relocated to a safe area by a licenced and experienced Koala Spotter/Handler.	No	In the event the Change Request is approved, there will be no new operational risks introduced with respect to Koalas for the RL alignment, as construction of this infrastructure would not be undertaken.
843	Acland Management Plan – AEIS	The NHG remains committed to on-going and best-practice stakeholder engagement relating to the New Acland Coal Mine Stage 3 Project. This consultation will largely involve residents located in nearby townships such as Acland and Jondaryan. The company is committed to targeted community engagement activities to ensure local stakeholders have the opportunity to comment on the Acland township.	No	NAC remains committed to the delivery of the consultation commitments out lined in this Commitment. It should be noted that the Jondaryan District Resident's Association no longer exists.

Annexure E - Stakeholder Engagement Plan

STAKEHOLDER ENGAGEMENT PLAN

Request to change Imposed
Conditions 4 and 5 of Coordinator
General Change Report 4.



CONTENTS

1. Overview	101
2. Community and Stakeholder Engagement.....	101
3. Key Stakeholder Groups	101
4. Implementation.....	102
5. Broad Community Engagement Activities	106
6. Evaluation Methods.....	106

1. Overview

The following Stakeholder Engagement Plan provides a plan of community engagement mechanisms and activities which will be utilised to consult and engage with local stakeholders on NAC's application (the application) to change IC4 and IC5 in Appendix 1 of the CGCR4.

This Stakeholder Engagement Plan should be read in context of the proposed change to IC4 and IC5. The information provided below has been designed to assist stakeholders to understand the proposed changes to IC4 and IC5 and to provide feedback to NAC.

2. Community and Stakeholder Engagement

Engagement objectives and guiding principles for all NAC Stage 3 (the Project) activities include:

- Proactive, respectful and two-way approach to community engagement;
- Providing a wide range of communication, consultation, engagement and information strategies to enable the community to engage with NAC;
- Ensuring early identification of potential stakeholder issues and implementation of appropriate mitigation strategies;
- Providing straightforward, factual information and establishing regular timeframes for delivering information;
- Providing feedback on how stakeholder and community input has been considered in Project planning and decision making;
- Maintaining constructive relationships with elected representatives and key government agencies;
- Providing a personalised program of consultation and engagement for individual landholders that is specific to their property and issues of concern;
- Building broad understanding of the Project's benefits and opportunities;
- Implementing a clear and effective complaints and disputes resolution process; and
- Maintaining a positive reputation and building support for the Project and NAC in the community.

3. Key Stakeholder Groups

This Stakeholder Engagement Plan will target:

- The residents in the Jondaryan Township;
- Businesses located in the Jondaryan area;
- Landholders surrounding the current JRLF;
- Landholders surrounding the new TLF and RL (as indicated on Figure 2.1 of the Coordinator-General's evaluation report on the environmental impact statement);
- Local and state government representatives;

- Members of the NAC - CRG; and
- Key local stakeholders with a particular interest in the Jondaryan community (e.g. Oakey Chamber of Commerce and TRC representatives).

4. Implementation

Responsibility for implementation of the plan sits with NAC's Community and Landholder Superintendent.

Implementation activities may involve or be undertaken by a range of departments within NHG including:

- NAC Community Team;
- NHG and NAC Technical Services Team;
- NAC Environmental Team;
- NHG Project Team; and/or
- NAC Management Team.

Stakeholder	Purpose of engagement	Influence/Imp act	Strategy to engage	Timing/frequency	Comments
NAC's CRG	The CRG functions as a consultative forum that facilitates community input and disseminates Project information. Four Jondaryan representatives currently hold positions on the CRG.	High influence / high interest	Initial discussion on the application, including presentation; seek feedback on potential community impacts of Project deliverables; provide regular updates on the application scope and progress.	Bi-monthly meetings with CRG (life of Project) or email updates where a meeting is not possible.	Meeting with CRG members completed between 27 & 28 November 2024.
Jondaryan Community Groups (including however not limited to) - Jondaryan Public Hall Committee - Friends of the Jondaryan Woolshed - Jondaryan State School P&C - Jondaryan Painted Honeyeater Committee	Small number of Community Groups in Jondaryan however members represent a diverse group of stakeholders e.g.: education, tourism/recreation, environmental and community service groups.	High influence / high interest	Initial discussion on the application, including presentation; seek feedback on potential community impacts of Project deliverables; provide updates on application progress via preferred form of communication.	Minimum of two face-to-face meetings per group, per annum (life of Project) or email updates where a meeting is not possible.	
Jondaryan Business Owners (including however not limited to) - Caltex - Jondaryan Woolshed - Quarry - Jondaryan Hotel	Small number of commercial businesses in Jondaryan. Majority of Jondaryan businesses are situated within 4km radius of existing JRLF.	High influence / high interest	Initial discussion on the application, including presentation; seek feedback on potential business impacts of Project deliverables; provide updates on application progress via preferred form of communication.	Minimum of one face-to-face meeting per business, per annum (life of Project), e-mail or letterbox updates where a meeting is not possible.	
Residents of Jondaryan	Residents represent majority rural, working and retired families. Nearest resident is located approximately 1.0 km from existing JRLF.	High influence / high interest	Initial discussion on the application, including presentation at Jondaryan Community Update; seek feedback on potential impacts of Project deliverables; individual face-to-face meetings with key stakeholders; provide updates on application progress via preferred form of communication (face-to-face, letterbox drop, email).	Invitation to Jondaryan residents to attend Jondaryan Community Update. Minimum of two Jondaryan Community Updates per annum (life of Project). Letterbox drop of NAC Community Newsletter to Jondaryan residents three times per annum.	Residents invited to nominate for a position on the Jondaryan Consultative Committee during the Jondaryan Community Update.

Jondaryan Emergency Services - Queensland Police Service (QPS) - Jondaryan Rural Fire Brigade (RFB)	Queensland Police Service Station and Jondaryan Rural Fire Brigade Shed are both situated on Duke Street in Jondaryan, within 1.5 km of existing JRLF. Both Jondaryan QPS & RFB provide emergency response to areas within NAC operations.	Medium influence / medium interest	Initial discussion on the application, including presentation; seek feedback on potential emergency services impacts of Project deliverables; provide regular updates on the application progress.	Initial face-to-face meeting with each service. Invitation to attend JRLF familiarisation tour. Minimum of two face-to-face meetings per annum (life of Project) or email updates where a meeting is not possible. Invitation to attend tour of JRLF as part of regular engagement with Jondaryan Emergency Services.	
Toowoomba Regional Council (TRC) Community Development Officer/s (CDO)	TRC CDO's provide community engagement on behalf of TRC. The Jondaryan community is part of the TRC West CDO boundary.	Medium influence / medium interest	Initial discussion on the application, including presentation; seek feedback on potential community impacts of Project deliverables; provide regular updates on the application progress.	Initial face-to-face meetings to occur. Minimum of four face-to-face meetings, per annum (life of Project) or email updates where a meeting is not possible.	Meeting with Local Government members completed on 18 November 2024.
State and Federal Members of Parliament (MP) - Member for Condamine - Member for Groom	Member for Condamine and Member for Groom represent the interest of the constituents located in Jondaryan and surrounding NAC operations.	High influence / high interest	Initial discussion on the application, including presentation; seek feedback on potential social impacts of Project deliverables; provide regular updates on the application progress.	Initial face-to-face meeting to occur. Invitation to attend JRLF familiarisation tour. Minimum of two face-to-face meetings per annum (life of Project) or email updates where a meeting is not possible.	Meeting with State and Federal Government members completed between 18 & 19 November 2024.
Landholders	Landholders in proximity to JRLF, TLF & RL.	High influence / high interest	Initial discussion on the application, including presentation; seek feedback on potential impacts to industries and businesses in the region due to project deliverables; provide regular updates on the application scope and progress.	Initial face-to face meeting. Follow up meeting to be scheduled based on feedback from landholders. Minimum of two face-to-face meetings per annum (life of Project) or email updates where a meeting is not possible.	Meeting with 2 landholders adjacent to the Western Bypass completed on 10 December 2024 and 16 December 2024 respectively.

Business and Industry Groups (including however not limited to) • Oakey Chamber of Commerce (OCC) • Toowoomba and Surat Basin Enterprise (TSBE)	Representative business groups locally and regionally. Monitoring of impacts to local businesses and opportunities for collaboration throughout the life of the Project.	Medium influence / medium interest	Initial discussion on the application, including presentation; seek feedback on potential impacts to industries and businesses in the region due to project deliverables; provide regular updates on the application scope and progress.	Initial face-to-face meeting with OCC executive members and TSBE CEO. Minimum of two face-to-face meetings per annum (life of Project) or email updates where a meeting is not possible.	
Jondaryan Community Consultative Committee (JCCC)	The purpose of the Jondaryan Community Consultative Committee is to • provide a forum for committee members to give feedback on Project operations and; • opportunities to avoid, minimise and/or manage potential local impacts The committee will additionally provide advice to NAC on considering local social investment initiatives.	High influence / high interest	Invitation to join the JCCC to go out to Jondaryan residents, community groups and business representatives.	Initial meeting to establish committee. Bi-monthly meetings with JCCC (life of Project) or email updates where a meeting is not possible.	The JCCC is a new initiative, aimed at establishing good working relationships with the Jondaryan community to ensure community impacts continue to be considered during the construction, operations and rehabilitation of the Project.

5. Broad Community Engagement Activities

In addition to activities specifically undertaken to inform and consult with local landholders and community about the application, the Project has a range of mechanisms aimed at providing general information about the Project as required:

- NAC Community team dedicated to engagement with landholders and communities surrounding NAC's mine operations;
- NAC's Community Information Centre in Oakey, open 9am – 4pm Monday to Friday;
- 24-hour community hotline for urgent safety, environmental or operational matters requiring immediate attention;
- Direct phone number and NAC community email address for general, non-urgent enquiries; and
- NHG website

6. Evaluation Methods

It will be important to continually monitor and evaluate the effectiveness of this engagement plan with local stakeholders to ensure:

- i) The business is communicating with stakeholders effectively;
- ii) Concerns raised by stakeholders are understood by NAC; and
- iii) Issues and impacts are identified and acted upon where appropriate

Several methods will be used to record, evaluate and monitor community feedback. They include:

- Observations
 - (i) Team members will record their observations during local stakeholder engagement activities. These observations will detail what happened during the activity, who was involved and how they reacted. Team members will also record 'stand out moments' and quotes.
- Informal feedback
 - (i) All significant feedback received from local stakeholders regarding consultation activities will be recorded in the Project database analysed and reported as required.
- Benchmarking activities
 - (i) Benchmarking activities will be undertaken using questions on any activities and feedback forms to determine changes in local community sentiment, knowledge and behaviours.

Annexure F - NAC Community Engagement Measures

1. NAC has provided a pre-construction SIMR to the Coordinator-General every six months since mid-2015. The most recent of these reports submitted to the Coordinator-General is for the period 1 May 2023 to 30 April 2024 and is the first construction and operation SIMR to be prepared for the Project. This follows the previous sixteen submissions made to the Coordinator-General to address requirements of SIMR for IC17.
2. These reports are available on New Hope Group's website (<https://newhopegroup.com.au/general-reporting/>) and cover the following issues:
 - a) Outcomes of community and stakeholder engagement undertaken by NAC;
 - b) Updates on current court processes
 - c) NAC's engagement processes with landholders, the Community and key stakeholders;
 - d) Consultation issues reporting and complaints management;
 - e) Progress of the Project's community health, safety and social infrastructure management strategies; and
 - f) NAC community investment and partnership outcomes.
3. Since mid-2013, NAC has released a quarterly New Acland Community Newsletter, distributed to approximately 3,000 local residents, in hard copy form until early 2020 and soft copy (digitally) since, that includes updates and promotion of:
 - a) Stage 3 Project activities and planning updates (locally awarded contracts, publication of research, planning and compliance reports);
 - b) Updates on current court processes;
 - c) Key facts about project impact management processes (e.g. water resources, bore baseline assessment process, Acland Management Plan);
 - d) Community investment project and partnership outcomes;
 - e) NHG team updates;
 - f) Enquiries, concerns and complaints information; and
 - g) Community Information Centre opening hours
4. Since 30 October 2012, NAC has held regular meetings with a CRG consisting of a cross-section of the community. The meetings cover:
 - a) NHG Company updates;
 - b) Review of CIF applications and recommendations;
 - c) Involvement in Community Needs and Resources Assessment and subsequent local projects;
 - d) Community updates including information sharing from local events, interests and concerns;
 - e) Updates on current court processes;

- f) Updates on modelling undertaken by NAC; and
 - g) General business updates (CRG structure, membership, meeting times).
5. NAC operated a shopfront Community Information Centre in Oakey from September 2012 to March 2021, which provided an opportunity for the public to obtain information on the Project. The Community Information Centre opened on 21 June 2023 as part of Stage 3 commencement activities.
 6. NAC has held community information sessions since February 2014 to answer questions from local residents and other stakeholders about the Project.
 7. An analysis of the post EIS engagement requirements was undertaken by Elliot Whiteing Social Planning Solutions. This body of work provided NAC with:
 - a) An 'Integrated Engagement Plan', which captured all engagement actions and commitments from the EIS and AEIS period in a forward plan for implementation; and
 - b) A 'Social Commitments Delivery Plan', which captured all SIMP actions, social commitments from the EIS/AEIS commitments register, and all related actions from the Social Impact Assessment (SIA) completed during the EIS and AEIS period.
 8. NAC will continue to employ the use of its CRG for targeted consultation and community investment.
 9. NAC will continue its proactive six-monthly consultation sessions with individual neighbours, and other key stakeholders, which may include special proactive and/or reactive visits to specific nearby neighbours who may be or have been influenced by the Mine's operation. NAC's General Manager will also continue to participate in specialist consultation events with near neighbours (i.e. for important matters involving the Mine's operation) and will periodically host special events for surrounding landowners.
 10. NAC/NHG will maintain (or reinstate, where relevant) its Project and Company websites, and as required, will continue coverage of Stage 3 related activities via the media (e.g. advertising, print, radio, television) and/or social media.
 11. In addition, NAC has been using Consultation Manager (client relationship/stakeholder management software) to capture its consultation efforts related to the Project since 2012. **Annexure H** provides a summary of the key consultation facts for the Project for the period 1 January 2014 to 31 December 2024. **Annexure I** provide a summary of the stakeholder engagement undertaken with the Jondaryan community and matters in relation to JRLF.

Annexure G - New Acland Community Newsletter (December 2024)

Sponsorship snapshot

St Monica's Catholic Primary School's 2024 Trivia Night

New Acland Coal were Silver Sponsors of St Monica's Catholic Primary School's 2024 Trivia Night in October, which supported the school's P&F fundraising efforts.

NAC entered two teams with representatives from CHPP, Tech Services, Production and Community departments.

'We've Got a Few Tricks up Our Seams' (CHPP) showed off their talents, finishing runners up, followed closely by the 'Rock & Coalers'.

Thank you to St Monica's for hosting another fantastic event.

Darling Downs & South West QLD First Nations Business Expo

NAC was thrilled to sponsor the Darling Downs & South West QLD First Nations Business Exhibition in early October.

The event celebrated First Nations businesses and detailed how they are making an impact. NAC's HR and Community Manager, Ben Day also spoke at the event.



Jacaranda Day 2024

Earlier this year, NAC announced a two-year, \$20,000 donation to the Rosalie Shire Historical Society to fund the Goombungee Jacaranda Day, which was cancelled in 2023.

In November, the Rosalie Shire Historical Society hosted its 30th Jacaranda Day, which attracted more than 5,000 people from the Darling Downs region and featured the iconic float parade, local entertainment and performances, exhibitions, art, markets and food stalls.

NAC is proud to support the Rosalie Shire Historical Society and help keep the Jacaranda Day tradition alive.



The Great Chocolate Chip Mining Expedition

In August, students from Kulpi State School, St Monica's Catholic Primary School, Oakey State School, and Little Kookas Childcare participated in NAC's Great Chocolate Chip Mining Expedition as part of Under 8's Day.

Using toothpicks as mining tools, students carefully "excavated" chocolate chips from cookies, learning about coal mining in a fun, tasty way. After mining, the students got creative by "rehabilitating" their cookies with colourful frosting and sprinkles, which taught them about the importance of land restoration.



NAC Community Investment Fund

The NAC Community Investment Fund supports sustainable community initiatives in the local area surrounding New Acland Mine.

Congratulations to the successful September recipients who shared a total of \$38,681.05.

- Anglican Parish of Oakey – 50 new chairs for the parish hall.
- MacLagan Windermere Kindergarten – restumping of the entire kindergarten building.
- QCWA Crows Nest Branch – painting the hall interior.
- The MacLagan and District Men's Shed – lathe attachments, tools, a dust collector and upgrades to the electrical framework to support the new equipment.

Applications for the next round of Community Investment Fund support opens 1 March 2025. Application forms are available from the NAC Community Information Centre on Campbell Street, Oakey.



From the General Manager

AND JUST LIKE THAT, ANOTHER FESTIVE SEASON IS UPON US.

This year has been filled with significant milestones for New Acland Coal, highlighted by our full-time permanent workforce reaching 250 employees in October. This figure includes several new to industry workers who have joined our expanding team.

In just 18 months, our workforce has doubled, which is a testament to the incredible support from the local community, residents, families, farmers, small business owners, and community organisations, who have rallied behind the expansion of New Acland Mine.

The number of trains departing the Jondaryan Rail Load Out Facility has slowly increased over the past six

months and reflects the ramp-up of activities at New Acland Mine. We are currently loading approximately 25 trains per week.

With the ongoing expansion of Stage 3, our commitment to the community continues to strengthen. This quarter, we proudly distributed more than \$36,600 through the New Acland Coal (NAC) Community Investment Fund to four outstanding recipients. Congratulations to the deserving winners!

We are proud to support the community and in November donated \$360,000 to the PCYC Oakey Connect program, which will allow Kat Medland and her team to support the region's youth for another two years.

NAC's support will fully fund the Oakey Connect program, including three team members, a vehicle, and all activities and community events.

As we look forward to a new year filled with ramped-up operations, a growing workforce, and even stronger community support, I would like to wish you all a safe and joyful festive season.

May 2025 bring you and your family health, happiness and laughter.

Dave O'Dwyer
New Acland Mine General Manager

Black Coffee Indigenous Business Network

NAC was delighted to host the Indigenous Business Month 'Special' Black Coffee Indigenous Business Network event in Oakey in October.

More than 50 local business leaders including Pat Weir MP, Cr Edwina Farquhar, Cr Trevor Manteufel and members of Toowoomba and Surat Basin Enterprise attended the informative event at the Oakey RSL.

Black Coffee is a grassroots Indigenous business networking gathering held in regions around Australia each month. Originating in Queensland but now across Australia, the goal of the Black Coffee movement is to provide a platform to connect micro and small business owners around Australia. Indigenous business owners and professionals, along with their supporters, get together and yarn with the aim to build relationships and grow networks.



Enquiries & complaints

For general, non-urgent matters please call (07) 4691 3445 or visit the Community team at the NAC Community Information Centre in Oakey, between 9am – 4pm Monday to Friday.

112 Campbell Street Oakey.

For urgent safety, environmental or operations matters requiring immediate attention, please call our 24-hour community hotline on 1800 882 142.

You can also reach us by email: community@newhopegroup.com.au

To find out more, please visit: <https://newhopegroup.com.au/>



New Hope Group, GPO Box 2440, Brisbane QLD 4001
community@newhopegroup.com.au
+61 7 3418 0500
newhopegroup.com.au

New Acland Coal celebrates 250th worker milestone



NEW ACLAND COAL HAS REACHED A SIGNIFICANT MILESTONE, WITH ITS 250TH FULL-TIME EMPLOYEE STARTING WORK AT NEW ACLAND MINE IN OCTOBER.

The achievement comes less than two years after the Queensland Government critically assessed and approved the Stage 3 project.

New Acland Coal General Manager, Dave O'Dwyer said the 250th worker milestone reflects the ramp up of job opportunities on site.

"The 250th worker is another landmark day for the entire team at New Acland Coal, but importantly, there are plenty more to come," Mr O'Dwyer said.

"The full-time-permanent workforce on site has doubled over the past 18 months.

"There are plenty of new, old faces who have returned to New Acland Mine.

"Excitingly, we have also welcomed a host of new-to-industry workers to the team and purchased new equipment which will help us return to full production.

"We're proud to be a leading employer in the region, by offering well-paid, local jobs to hard-working Queenslanders."

Brendan Dyson, a primary school teacher turned operator, is one of New Acland Coal's new starters.

"I taught locally for more than 22 years, however, I was seeking a role that provided better work-life balance and a more active lifestyle," Mr Dyson said.

"You obviously need to maintain a high level of professionalism as a teacher. I am proud to report the professionalism at the mine matches that of the classroom.

"Safety is the number one priority. I've never been forced to go faster, and I'm encouraged to do my best.

"I was nervous to start with, but I thought 'What is there to lose?' I took the leap, and I'm so grateful I did. I'm really enjoying it."



St Monica's Catholic Primary School

In July, NAC Community team members, Bec Meacham and Melanie Williamson visited St Monica's Catholic Primary School Prep students to share a presentation on where coal comes from and how it is used in daily life. Each student received a goodie bag to take home as a memento of the day.

Year 6 students from St Monica's also toured the New Acland Mine in September. General Manager, Dave O'Dwyer guided 30 students and teachers through Manning Vale East Pit, showcasing the machinery in action while sharing insights into Oakey's rich mining history and the coal extraction process.



Funding extension for PCYC Oakey Connect program

A substantial funding extension from New Acland Coal unveiled in November will allow the PCYC Oakey Connect program to continue to support the region's young people for another two years.

New Acland Coal, which has been supporting social and community projects throughout the Darling Downs for more than 20 years, will invest another \$360,000 to fully fund the vital program.

Two years ago, New Acland Coal stepped-in and prevented the PCYC Oakey Connect program from closing due to lack of funding.

The Oakey Connect program supports young people to build resilience by developing skills and habits to help navigate life. The PCYC also champions education pathways and relationships between young people and community leaders.

New Acland Coal General Manager, Dave O'Dwyer said the miner's financial support will fully fund the PCYC Oakey

Connect program, including three team members, a vehicle and all program activities and community events.

"The PCYC Oakey Connect program plays an essential role in the local community," Mr O'Dwyer said.

"New Acland Coal is thrilled Kat Medland and the Oakey Connect team will continue to provide social, physical and mental wellbeing support to young people in the region.

"Youth unemployment and subsequent social issues are a major concern for many families.

"New Acland Coal's support will allow the Oakey Connect program to continue to deliver a range of initiatives, including training and upskilling programs, exercise and nutrition classes, youth mentoring, school outreach programs, social sport competitions and employment pathways."

PCYC Oakey Connect program coordinator, Kat Medland said two more years of guaranteed funding will change lives.

"New Acland Coal's funding extension means the PCYC Oakey Connect program can continue to support and empower young people throughout the district," Ms Medland said.

"I don't know what would have happened had New Acland Coal not stepped up and continued to back this amazing program.

"Over the past two years, the PCYC Oakey Connect program has delivered remarkable results and helped primary and secondary school students who have fallen through the cracks.

"The funding commitment means the PCYC Oakey Connect program can provide an even better service and help more families and local young people.

"PCYC is all about youth development, getting kids back on track, back into school, and developing pathways so they can better their education and become great members of the local community."

UQ PhD student visit

NAC recently hosted PhD students from The University of Queensland's Sustainable Minerals Institute.

The visit included a tour of the mine and conversations about NAC's progressive rehabilitation methods, land use and biodiversity and community consultation.



Local suppliers and businesses

When and where possible, NAC likes to work with local suppliers and businesses like Magnitude Pipelines & Construction, to help facilitate the expansion of New Acland Mine Stage 3.

Headquartered in South East Queensland, Magnitude Pipelines & Construction is a 100 per cent Indigenous owned and operated company and will assist the team at New Acland Coal with a range of projects on site.



The In late September, 50 residents from Palm Lakes Over 50's Resort in Toowoomba enjoyed a tour of New Acland Mine. This hands-on experience allowed them to explore the site and learn about the mining process. The tour concluded with a presentation by NAC Community team member Linda Sexton, who explained the mining process at New Acland Coal.



Acland Pastoral Company update

Acland Pastoral Company (APC) is ending a busy year on a high note.

The team has welcomed calves from approximately 400 breeders, supported by the addition of 11 new bulls. Joining kicked off in October, with branding now underway to mark the start of an exciting season ahead.

APC's winter harvest is also in full swing, with yields remaining steady due to a relatively dry end to the season.

With winter crops almost harvested, the team is shifting focus toward summer, preparing approximately 800 hectares for a promising sorghum planting season.

Annexure H - Project Consultation Summary 2014 – 2024

Year	Main Consultation Facts	Top Five Discussion Topics
2014	Total Number of Consultation Events: 293 No. 1 Form of Consultation: Community Info Centre Visit (174 events) No. 1 Stakeholder Involvement: Regional Enquires (183 events)	1. Employment 2. EIS / AEIS / Supplementary EIS 3. Approvals Process 4. Acquisition Process 5. Consultation – Public
2015	Total Number of Consultation Events: 1374 No. 1 Form of Consultation: Community Info Centre Visit (268 events) No. 1 Stakeholder Consulted: Regional Enquires (361 events)	1. Employment 2. Sponsorship 3. Technical Reports / (Baseline) Studies 4. Groundwater 5. Acquisition Process
2016	Total Number of Consultation Events: 2132 No. 1 Form of Consultation: Phone Call Out (357 events) No. 1 Stakeholder Consulted: Tier 2 Landholder (459 events)	1. Employment 2. Technical Reports / (Baseline) Studies 3. Sponsorship 4. Groundwater 5. Employment
2017	Total Number of Consultation Events: 1378 No. 1 Form of Consultation: Phone Call Out (280 events) No. 1 Stakeholder Consulted: Tier 2 Landholder (458 events)	1. Technical Reports / (Baseline) Studies 2. Groundwater 3. Community Partnerships / Community / Investment Fund 4. General Enquiry 5. Business Opportunity
2018	Total Number of Consultation Events: 422 No. 1 Form of Consultation: Community Info Centre Visit (87 events) No. 1 Stakeholder Consulted: Tier 2 Landholder (125 events)	1. Technical Reports / (Baseline) Studies 2. Groundwater 3. Community Partnerships / Community / Investment Fund 4. General Enquiry

		5. Business Opportunity
2019	Total Number of Consultation Events: 601 No. 1 Form of Consultation: Community Info Centre Visit (285 events) No. 1 Stakeholder Consulted: Regional Enquiries (237 events)	1. Community Partnerships / Community Investment Fund 2. Community health & wellbeing 3. Social infrastructure / Services 4. General support 5. Sponsorship
2020	Total Number of Consultation Events: 545 No. 1 Form of Consultation: Phone Call (213 events) No. 1 Stakeholder Consulted: Tier 2 Landholder (156 events)	1. Community communication and engagement 2. Community Partnerships / Community Investment Fund 3. Business Opportunity 4. General Enquiry 5. Approvals Process
2021	Total Number of Consultation Events: 134 No. 1 Form of Consultation: Stakeholder Meeting/Briefing (33 events) No. 1 Stakeholder Consulted: Tier 1 Landholder (28 events)	1. Community communication and engagement 2. Sponsorship 3. Approvals process 4. Pastoral activities 5. Community Partnerships / Community Investment Fund
2022	Total Number of Consultation Events: 443 No. 1 Form of Consultation: Letter Out (31 events) No. 1 Stakeholder Consulted: Tier 2 Landholders (21 events)	1. Pest Management 2. Communication and Engagement 3. Property Access 4. Pastoral Activities 5. Approvals Process
2023	Total Number of Consultation Events: 424 No. 1 Form of Consultation: Community Information Centre Visit (156 events) No. 1 Stakeholder Consulted: Tier 1 Landholder (107 events)	1. Communication and engagement 2. Community Health & Wellbeing 3. Social Impact 4. Business & Employment 5. Sponsorship

2024	Total Number of Consultation Events: 345 No. 1 Form of Consultation: Community Information Centre Visit (123 events) No. 1 Stakeholder Consulted: Landholder (80 events)	1. Communication and engagement 2. Community Health & Wellbeing 3. Social Impact 4. Blasting & Vibration 5. Business & Employment
--------------------	---	---

Annexure I – Stakeholder Engagement on matters relating to JRLF and with Jondaryan Community

Year	JRLF Consultation Summary
1 January 2019 – 31 December 2024	Total Number of Consultation Events: 63 <u>Forms of Consultation:</u> 1. Stakeholder Meeting / Briefing (Face to Face) – 25 2. Phone Call Out – 11 3. Community Information Session – 6 4. Community Information Centre Visit – 6 5. Phone Call In – 6 6. Public Forum – 3 7. Site Tour – 2 8. Discussion – 2 9. Email - 1 Total Number of Stakeholders: 57

Year	Stakeholder Engagement Summary with Jondaryan Community
1 January 2019 – 31 December 2024	Total Number of Consultation Events: 192 <u>Main Issues:</u> 1. Communication & Engagement – 65 2. Jondaryan Rail Loadout Facility – 63 3. Approvals Process – 12 4. Community Health & Wellbeing – 12 5. Community Partnerships/CIF – 10 6. Pastoral Activities – 10 7. Pest Management – 10 8. Rail – 8 9. Public Interest: General Enquiry - 8 Total Number of Stakeholders: 331

Annexure J - IC4 & IC5 Consultation with Stakeholders

Table 1: Consultation with 3 levels of government

No	Group	Stakeholder	Date	Summary Information provided by NAC	Feedback and Questions from Member	Actions
1	Federal Government	Member for Groom	18 November 2024	- Background information provided on IC4. Advised that options are being explored around not constructing the RL in consultation with the OCG and TRC. Part of the process is to undertake initial consultation with key stakeholders. - Advised that 3 levels of government are being consulted with following which key community members will be consulted.	- Supportive of not constructing the RL. - No concerns raised by the community around Jondaryan or NAC operations.	- Office to be kept updated on application progress. - Invitation to be extended by NAC to members office for a site familiarisation tour of JRLF.
2	State Government	Member for Condamine	19 November 2024	- Background information provided on IC4. Advised that options are being explored around not constructing the RL in consultation with the OCG and TRC. Part of the process is to undertake initial consultation with key stakeholders. - Advised that 3 levels of government are being consulted with following which key community members will be consulted. - Initial consultation feedback would be provided to the OCG. Formal consultation will be undertaken in the new year post formal submission of the Change request. - Construction timeline of the JM Road Diversion (Western Bypass) would be ~ 9 months - Noted that NAC Community team could assist with questions that Jondaryan residents may have.	- Queried Western Bypass construction timeline. - Noted potential concerns could be raised by a small number of Jondaryan residents.	- Office to be kept updated on application progress. - Invitation to be extended by NAC to members office for a site familiarisation tour of JRLF.
3	Local Government	Members (x2) of Toowoomba Regional Council	18 November 2024	- Background information provided on IC4. Advised that options are being explored around not constructing the RL in consultation with the OCG and TRC. Part of the process is to undertake initial consultation with key stakeholders. - Advised that 3 levels of government are being consulted with following which key community members will be consulted.	Member 1: Was across the history of the RL. Member 2:	- Office to be kept updated on application progress. - Invitation to be extended by NAC to TRC for a site familiarisation tour of JRLF.

No	Group	Stakeholder	Date	Summary Information provided by NAC	Feedback and Questions from Member	Actions
				- Initial consultation feedback would be provided to the OCG. Formal consultation will be undertaken in the new year post formal submission of the Change request. - Improvements are being explored at JRLF but not yet finalised. - Noted NAC revised mine plan which would reduce production from 7.5 Mtpa to a maximum of 5.2 Mtpa on account of outstanding land court matters and drawn-out approvals leading to mine being placed in care and maintenance. - Noted significant benefits of not building the RL, including reduction in disturbance and the redundant nature of the infrastructure once mining was completed. TRC member noted that infrastructure could not be repurposed for cattle or grain due to its location. - Advised about continued use of the existing JM Road as per the road use agreement, and the Western Bypass is still planned to be constructed. NAC would work with TRC (noting discussions already underway) to use the Western Bypass to haul coal to JRLF in the future. Studies underway to ensure the Western Bypass meets DTMR and TRC requirements. - Noted 271 people employed at the mine (increase of 150 in 12 months), with majority being locals to the region. - Community team could assist with questions that Jondaryan residents may have.	- Indicated understanding the economics behind the decision. Also enquired about improvements to JRLF and specifically noted a roof on the facility. - Noted potential concerns could be raised by a small number of Jondaryan residents and there will be certain community members who will not support the proposal. TRC credited NHG for their work as a community member. - Queried the workforce numbers currently employed at the mine. Member 1 & 2: - Queried the next steps and specific requirements from TRC.	

Table 2: Consultation with CRG Members

No	Group	Stakeholder	Date	Summary Information provided by NAC	Feedback and Questions from CRG Member/s	Actions
1	CRG Member	Jondaryan Resident / Neighbouring Landholder / Environmental Group	27 November 2024	Background information provided on IC4. Advised that options are being explored around not constructing the RL in consultation with the OCG and TRC.	- RL would be a redundant piece of infrastructure noting the short operational period, and the proposed approach was the “common sense approach”. - Majority of the Jondaryan residents would have no concerns with the change. Minority expected to have concerns. Only small number of landholders and residents (including member’s family) would be truly affected by changes. - Bamboo trees around the facility have created a great visual barrier. Suggested having additional established trees around the North-Eastern side of JRLF.	- Keep CRG informed about application progress. - NAC to consider additional established trees around JRLF.
2&3	CRG Members (2)	Indigenous Affairs representative (2) / Education & training (3)	27 November 2024	- Background information provided on IC4. Advised that options are being explored around not constructing the RL in consultation with the OCG and TRC. - Advised that some residents maybe concerned about dust or noise. Provided information around monitoring, management and mitigation measures to address potential impacts.	Member (2): - Proposed changes would be a positive change due to reduced land and environmental disturbance. Approach made sense and is a better environmental outcome. Member (3): - Agreed that the proposed changes made sense. - Noted that the Jondaryan specific reference group (JCCC) would be a great initiative.	Keep CRG informed about application progress.
4	CRG Member	Maclagan / Quinalow / Peranga communities	27 November 2024	Background information provided on IC4. Advised that options are being explored around not constructing the RL in consultation with the OCG and TRC.	- Did not think the proposed changes would impact the communities they represent. - Noted that most residents use the Jondaryan Nungil Road to	Keep CRG informed about application progress.

No	Group	Stakeholder	Date	Summary Information provided by NAC	Feedback and Questions from CRG Member/s	Actions
				NAC community team will liaise with impacted landholders.	Jondaryan or Oakey Cooyar Road to Oakey. Both are alternative routes to the existing JM Road. Member also advised that they regularly commute to Oakey and Jondaryan via MacLagan and did not feel the proposed changes would cause major impact. Noted that there did not seem to be conversations within the community regarding the existing rail or proposed RL.	
5	CRG Member	Goombungee / Haden	27 November 2024	- Background information provided on IC4. Advised that options are being explored around not constructing the RL in consultation with the OCG and TRC. - Provided information on average train loading times, existing environmental monitoring and dust mitigation in place around JRLF.	- Noted that the Jondaryan community would be the most likely to be impacted. Wider community not expected to be greatly concerned with proposed changes. - Member raised that diesel emissions from Warrego highway would be worse than any potential coal dust. - Suggested improvements to JRLF to mitigate visual disturbance (coal stockpiles). Raised questions regarding train loading times and dust suppression at JRLF. - Provided feedback to improve eco-tourism opportunities around JRLF such as constructing a viewing platform for people to observe train loading. - Suggested to include signage around JRLF promoting NAC rehabilitation / operational process.	- Keep CRG informed about application progress. - NAC to consider suggestions made in relation to eco-tourism opportunities and additional signage around JRLF. - Provide copy of IC4 & IC5 wording to CRG member.
6&7	CRG Members (x2)	Business / Oakey (6) & Friends of Jondaryan Woolshed / Community Wellbeing (7)	28 November 2024	Background information provided on IC4. Advised that options are being explored around not constructing the RL in consultation with the OCG and TRC.	Member (6): NAC need to be prepared for any opinions and publicity the proposed	- Keep CRG informed about application progress. - NAC to consider suggestions made to redirect RL

No	Group	Stakeholder	Date	Summary Information provided by NAC	Feedback and Questions from CRG Member/s	Actions
				- Provided information on consultation process including formal consultation and public submissions. - Acknowledged that public perception maybe as Member (7) has stated but not necessarily the case. NHG have extensively considered the matter in arriving to this decision.	change may receive particularly from the Jondaryan community. - Did not see any issues with the proposed change and the reduced land disturbance was a positive. - Proposed change would have little impact on local businesses due to the nature of the work required for RL construction. Member (7): - Impact from JRLF was not going to be greater than the last 20 years. - Public perception may be that NAC never had any intention to build the RL. Member queried how NAC would deal with such questions. - Suggested to re-direct RL construction funds to community to provide long-term benefits such as a 'long term legacy fund' to support maintenance and running costs of community initiatives.	construction funds and establishment of a fund to support community.
8&9	CRG Members (x2)	Friends of Jondaryan Woolshed / Former Jondaryan Resident (8) & Jondaryan resident / Jondaryan Landholder (9)	28 November 2024	- Background information provided on IC4. Advised that options are being explored around not constructing the RL in consultation with the OCG and TRC. - Provided information on consultation process including formal consultation and public submissions. - Provided information on existing environmental monitoring, dust mitigation and water storage in and around JRLF.	Member (8&9): - Noted that diesel and tyre soot from Warrego highway would have greater impact on Jondaryan residents than JRLF. - Suggested that NAC support eco-tourism efforts around JRLF. Member (9): - Most of the Jondaryan community were likely not aware of requirement to build RL.	- Keep CRG informed about application progress. - NAC to consider following suggestions: - Upgrades to Southern Section of existing JM Road. - Investigate light disturbance and possible mitigation measures. - Review opportunities to support eco-tourism around JRLF.

No	Group	Stakeholder	Date	Summary Information provided by NAC	Feedback and Questions from CRG Member/s	Actions
					- Upgrade of Southern Section of JM Road is important. - Existing bamboo trees around JRLF were doing its job. Noted that the trees on the western side of JRLF were good. - Small amount of coal spillage on existing JM Road. Suggested that it would be good to see road trains covered between the mine and JRLF. - Queried about dust suppression measures and water use at JRLF. Member (8): - Did not see any issue with proposed change. - Queried if lighting at JRLF was changed and noted that they were extremely bright and sometimes caused disturbance. Suggested to install a 'hood' on top of the lights to direct lighting and reduce visual disturbance at night.	Investigate covering of loaded road trains between mine and JRLF.
10	CRG Member	Kulpi	28 November 2024	- Background information provided on IC4. Advised that options are being explored around not constructing the RL in consultation with the OCG and TRC. - Provided information on air quality and noise assessments being undertaken. - Advised that existing design for Western Bypass did not include passing lanes.	- Proposed changes would mean more long-term jobs and better support to the community. - Queried if environmental impacts to neighbouring properties had been considered and if passing lanes were being considered as part of the Western Bypass. - Noted that the Western Bypass needs to be fit for purpose to ensure the community gets long-term benefit and that as part of the road	- Keep CRG informed about application progress. - NAC to consider suggestion of the use of load covers for road trains carrying coal between the mine and JRLF and upgrades to the existing JM Road (Southern Section).

No	Group	Stakeholder	Date	Summary Information provided by NAC	Feedback and Questions from CRG Member/s	Actions
					upgrades, NAC should also consider upgrading the existing JM Road (Southern Section). Queried if road trains carrying coal from the mine to JRLF were required to be covered and suggested NAC investigate the use of load covers to mitigate coal spillage and dust.	
11	CRG Member	Health	28 November 2024	- Background information provided on IC4. Advised that options are being explored around not constructing the RL in consultation with the OCG and TRC. - Provided information on existing monitoring and dust mitigation in and around JRLF. - Queried if locally, respiratory related issues were increasing (specifically at Jondaryan).	- Proposed changes make economic sense for NAC and that no redundant piece of infrastructure will be left, post completion of mining. - Noted that the stockpile was the original issue for the community and suggested additional vegetation around JRLF. - Noted that proposed changes would have little effect on local health services. Some staff may be impacted who live locally due to road works or additional trains. - Not aware of increase in local respiratory related health issues. Data is captured and Environmental Health Unit could provide further information if required. - Noted the rail crossing at Oakey was dangerous due to high traffic rate and no boom gates.	- Keep CRG informed about application progress. - NAC to consider suggestion made regarding additional established trees between highway and JRLF.
12	CRG Member	Kulpi / Rural Business / Kulpi Landholder	28 November 2024	- Background information provided on IC4. Advised that options are being explored around not constructing the RL in consultation with the OCG and TRC. - Advised that the existing design of Western Bypass did not include any passing lanes and that a contractor for	- Supported the proposed changes, particularly with ongoing legal action. - Provided feedback that the Western Bypass should be fit for purpose to support life of mine use. Noted that there would not be a significant negative reaction, if the Western Bypass was done well.	- Keep CRG informed about application progress. - NAC to consider suggestion to upgrade the Southern Section of existing JM Road. - Seek information on local procurement opportunities

No	Group	Stakeholder	Date	Summary Information provided by NAC	Feedback and Questions from CRG Member/s	Actions
				the Western Bypass construction had not yet been appointed. Representative noted it was unsure who would be responsible for the maintenance of the Western Bypass. Provided information about NAC's focus on local procurement and advised that local suppliers and businesses are used where possible and the same would apply for the construction of the Western Bypass.	- Upgrade to the Southern Section of the JM Road is important as it was badly damaged. Upgrade should be completed at the same time as Western Bypass construction. - Queried who would be responsible for construction and maintenance of the Western Bypass. Noted that the existing JM road had not been maintained well. - Queried if passing lanes were part of the Western Bypass design and commented that the road would also be used for cattle and grain haulage. - Queried about opportunities for local businesses to tender as subcontractors in relation to the Western Bypass construction or possible JRLF upgrades.	related to Western Bypass and provide feedback to the CRG member.
13	CRG Member	Crow's Nest	28 November 2024	- Background information provided on IC4 including proposed maximum coal loading limit of 5.2 Mtpa. Advised that options are being explored around not constructing the RL in consultation with the OCG and TRC. - Provided information on existing monitoring and dust mitigation in and around JRLF. Advised that air quality results are posted on Jondaryan Community Notice Board.	- Queried existing coal limits at JRLF, environmental monitoring at JRLF & if air quality results are still published at Jondaryan. - Expressed disappointment that coal loading would continue at JRLF but noted that the proposed changes were understandable given legal challenges and changed Project circumstances. - Noted that NAC have completed a lot of positive initiatives and extensive monitoring in past to demonstrate responsible operation. - Provided feedback that NAC should independently manage maintenance of Western Bypass.	- Keep CRG informed about application progress. - NAC to consider suggestion made to independently manage maintenance of Western Bypass.

Table 3: Consultation with landholders adjacent to Western Bypass

No	Group	Stakeholder	Date	Summary Information provided by NAC	Feedback and Questions from Landholder	Actions
1	Landholder	Landholder adjacent to the Western Bypass	10 December 2024	- Background information provided on IC4. Advised that options are being explored around not constructing the RL in consultation with the OCG and TRC. - Advised that NAC propose to use the Western Bypass and Southern Section of existing JM Road for coal haulage from mine to existing JRLF for life of Project. Discussed NAC are undertaking noise and dust impact assessments. - General discussion around maintenance of Western Bypass and Southern Section of existing JM Road.	Proposed change doesn't worry them including the potential for increased noise from the Western Bypass. Also noted, that they missed the shortcut (i.e. Acland Silverleigh Road).	- Keep landholders updated on IC4 Application. - As Western Bypass project timeline is confirmed, provide regular monthly updates to landholders.
2	Landholder	Landholder adjacent to the Western Bypass	16 December 2024	- Background information provided on IC4. Advised that options are being explored around not constructing the RL in consultation with the OCG and TRC. - Advised that NAC propose to use the Western Bypass and Southern Section of existing JM Road for coal haulage from mine to existing JRLF for life of Project.	- House on property current leased by landholder. - Not concerned about new road and didn't feel there would be significant impact to their property or tenant from the proposed road use.	- Keep landholders updated on IC4 Application. - As Western Bypass project timeline is confirmed, provide regular monthly updates to landholders.
3	Landholder	Landholder adjacent to the Western Bypass	-	-	Meeting request prior to Christmas declined. Requested for meeting in early 2025.	Follow up with landholder and schedule meeting.
4	Landholder	Landholder adjacent to the Western Bypass			Could not be contacted. NAC representative attempted to contact landholder via phone.	Follow up with landholder and schedule meeting.

Annexure K - JRLF Dust Control Review

Jondaryan Rail Coal Dust Loading Facility Dust Control Review

Prepared for:

New Hope Group

March 2025

Final

Prepared by:

Katestone Environmental Pty Ltd

ABN 92 097 270 276

Level 4, 154 Melbourne Street, South Brisbane
Queensland, 4101, Australia

www.katestone.global
admin@katestone.com.au
Ph +61 7 3369 3699

Document Control

Deliverable #: D24054-6

Title: Jondaryan Rail Coal Dust Loading Facility Dust Control Review

Version: 1.3 (Final)

Client: New Hope Group

Document reference: D24054-6 Jondaryan Rail Coal Loading Facility Dust Review v1.3

Prepared by: Simon Welchman and Alex Scholten

Reviewed by: Natalie Shaw

Approved by: Simon Welchman



10 March 2025

Disclaimer

<https://katestone.global/report-disclaimer/>

Copyright

This document, electronic files or software are the copyright property of Katestone Environmental Pty. Ltd. and the information contained therein is solely for the use of the authorised recipient and may not be used, copied or reproduced in whole or part for any purpose without the prior written authority of Katestone Environmental Pty. Ltd. Katestone Environmental Pty. Ltd. makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document, electronic files or software or the information contained therein.

Contents

Executive summary	iv
1. Introduction	1
1.1 Scope	1
1.2 Overview of JRLF.....	1
2. Legislative framework for air quality.....	3
2.1 EP Act and Air EPP	3
2.2 Environmental Permit.....	3
3. Background to dust	5
3.1 Dust generation	5
3.2 Dust metrics.....	6
4. Ambient Air quality Monitoring Data	8
4.1 Air quality monitoring network.....	8
4.2 Meteorology	11
4.2.1 Wind speed and direction	11
4.2.2 Rainfall	12
4.3 TSP	13
4.4 PM ₁₀	15
4.5 Dust deposition rate	16
4.5.1 Insoluble solids.....	16
4.5.2 Coal contribution.....	18
4.5.3 Summary of monitoring results	20
5. Existing Dust Controls.....	21
5.1 Existing controls	21
5.1.1 Summary.....	21
5.1.2 Dust suppressant infrastructure	21
5.2 Key emission sources and assumptions.....	22
6. Evaluation of dust controls	24
6.1 Literature review – best practices	24
6.2 Evaluation of JRLF.....	24
6.2.1 Loading and dumping coal.....	24
6.2.2 Haulage.....	25
6.2.3 Bulldozing.....	27
6.2.4 Wind erosion of coal stockpiles.....	28
6.2.5 Wind erosion of exposed areas	29
6.2.6 Air Quality Management Tools	30
7. Conclusions.....	32
8. References	33

Tables

Table 1	JRLF Throughputs by various source/destinations (tonnes per annum)	2
Table 2	Ambient air quality objectives (Air EPP)	3
Table 3	Ambient air quality levels specified in EA EPPR00814313.....	4
Table 4	Atmospheric lifetime and potential travel distance for particles of various size categories	7
Table 5	Summary of provided datasets	10
Table 6	Summary of annual rainfall	13
Table 7	Number of days TSP concentration above the EA limit of 80 µg/m ³ by year	14
Table 8	24-hour average TSP summary statistics at TEOM1 by year (µg/m ³) – industry performance monitoring location – not representative of residential locations	14
Table 9	24-hour average TSP summary statistics at TEOM2 (Jondaryan) by year (µg/m ³).....	15
Table 10	Number of days PM ₁₀ concentration above the EA limit of 50 µg/m ³ by year.....	15
Table 11	24-hour average PM ₁₀ summary statistics at TEOM2 (Jondaryan) by year (µg/m ³)	16
Table 12	Total dust deposition rates as insoluble solids, number of months above the limit of 120 mg/m ² /day by site and by year.....	17

Table 13	Total dust deposition data as insoluble solids availability by site and by year (number of monthly data points available).....	17
Table 14	Maximum monthly total dust deposition rate as insoluble solids (mg/m ² /day)	18
Table 15	Annual average total dust deposition rate as insoluble solids (mg/m ² /day)	18
Table 16	Coal contribution to deposition when insoluble solids greater than 120 mg/m ² /day	19
Table 17	Assumptions used to develop dust emissions inventory for the JRLF	21
Table 18	Assumptions used to develop dust emissions inventory for the JRLF	22
Table 19	Relative emission rates for the JRLF	23
Table 20	Summary of application of best practice control measures to reduce particulate matter emissions from truck loading/dumping coal at JRLF	24
Table 21	Summary of application of best practice control measures to reduce particulate matter emissions from haulage at JRLF	25
Table 22	Summary of application of best practice control measures to reduce particulate matter emissions from bulldozer activities at JRLF.....	27
Table 23	Summary of application of best practice control measures to reduce particulate matter emissions from wind erosion of coal stockpiles at JRLF	28
Table 24	Summary of application of best practice control measures to reduce particulate matter emissions from wind erosion of exposed areas at JRLF	29
Table 25	Summary of application of best practice air quality management tools to assist in reducing particulate matter emissions from mining at JRLF	31

Figures

Figure 1	JRLF Throughput from 2010 to 2024	2
Figure 2	Sizes of particulate matter smaller than PM _{2.5} and PM ₁₀ relative to the average width of a human hair (http://www.epa.gov)	7
Figure 3	JRLF dust monitoring network locations prior the EA amendment	9
Figure 4	Current JRLF dust monitoring network locations following the EA amendment	10
Figure 5	Distribution of winds at the TEOM monitors (January 2018 to November 2024).....	11
Figure 6	Annual distribution of winds at TEOM1 (January 2018 to November 2024)	11
Figure 7	Annual distribution of winds at TEOM2 (January 2018 to November 2024)	12
Figure 8	Monthly number of rain days at TEOM1 (≥ 0.25 mm)	13
Figure 9	Frequency distribution plot of coal contribution when insoluble solids greater than 120mg/m ² /day	20
Figure 10	Breakdown of dust emissions from the JRLF by activity	23
Figure 11	Existing surface of site roads	27

Glossary

Term	Definition
%	percent
$\mu\text{g}/\text{m}^3$	micrograms per cubic metre
μm	microns
ha	hectare
tonnes/yr	tonnes per year
km	kilometres
km/hr	kilometres per hour
$\text{L}/\text{m}^2/\text{hr}$	litres per metre square per hour
mm	millimetres
m/s	metres per second
$\text{mg}/\text{m}^2/\text{day}$	milligram per metre square per day
ML	mega litre
Mtpa	million tonnes per annum
t	tonne
Nomenclature	Definition
PM_{10}	particulate matter with a diameter less than 10 micrometres
$\text{PM}_{2.5}$	particulate matter with a diameter less than 2.5 micrometres
TSP	Total suspended particulates
Abbreviation	Definition
Air EPP	<i>Environmental Protection (Air) Policy 2019</i>
CBA	Cost benefit analysis
DEM	Dust extinction moisture level
DETSI	Department of Environment, Tourism, Science and Innovation
EA	Environmental Authority
EF	Emission factor
EMP	Environmental Management Plan
EP Act	<i>Environmental Protection Act 1994</i>
EPA	Environment Protection Authority
ERA	Environmentally Relevant Activity
JRLF	Jondaryan Coal Loading Facility
NAC	New Acland Coal Mine
QLD	Queensland
TEOM	Tapered Element Oscillating Microbalance monitor

EXECUTIVE SUMMARY

Katestone Environmental Pty Ltd (Katestone) was commissioned by New Hope Group to complete a review of dust controls implemented at the Jondaryan Coal Loading Facility (JRLF).

APC Pty Ltd (APC) is the owner of the JRLF and holder of the JRLF Environmental Authority (the EA) EPPR00814313. APC is a subsidiary of the New Hope Group, the owner of New Acland Coal (NAC) Mine. The JRLF is located on Lot 1 SP162572, with the associated rail siding on 2SP162572, and is approximately 15km southwest of the NAC Mine and handles up to 5.2 million tonnes per annum (Mtpa) of product coal for rail out to the Port of Brisbane and trucking to some domestic customers. Coal from the NAC Mine is transported via public and private roads to the JRLF.

The focus of this review is to understand the effectiveness of current dust controls as well as to identify additional controls that could be implemented at the JRLF to further minimise dust emissions. The JRLF is a currently approved and operating coal loading facility. A number of possible dust controls cannot be implemented without new approvals at the JRLF, which may be onerous. As a result, in this review, additional controls are restricted to those that can be achieved with current infrastructure without the need for additional approvals.

A review of dust monitoring results from the JRLF indicates that there is some evidence that dust levels have reduced in recent years, which appears to coincide with reduced coal throughput. Coal throughput will increase as NAC production increases. Consequently, the JRLF should continue to closely monitor dust levels as production increases, continue to manage the site operations proactively in accordance with the established Dust Control Strategy, and feedback any events of elevated dust levels into the Environmental Management Plan (EMP) where they are found to be due to the JRLF.

The following actions are recommended:

- Improvements in road surfaces at the site are likely to achieve reductions in dust emissions. Investigate options to improve road surfaces.
- Approaches to increase effectiveness of watering should be investigated. This should include revisiting practices and trials conducted to date.
- Investigate opportunities to enhance vegetation around site with the following aims:
 - Reduce incident wind speeds to reduce wind erosion
 - Increase capability of vegetation between JRLF and sensitive receptors to capture dust generated onsite.
- Empty stockpiles are a potential source of wind-blown dust and add to the dust management burden. Opportunities to reduce stockyard area and rehabilitate former stockyard areas should be investigated.
- Investigate opportunities to increase water application or other suppressants to stockpiles, particularly at times of significant evaporation and where coal stockpiles are anticipated to be placed for extended periods of time.
- Investigate whether wind fences or screens could be viable at the site with the aim of reducing incident wind speeds, and therefore, wind erosion.
- Areas cleared of vegetation are a potential source of wind-blown dust and add to the dust management burden. Investigate opportunities to reduce cleared areas and rehabilitate.
- The site's EMP should include contingency in the event that unusually dusty coal is received in order to minimise dust emissions.

Investigations of additional controls should be subject to cost, risk and benefit analysis.

1. INTRODUCTION

1.1 Scope

Katestone Environmental Pty Ltd (Katestone) was commissioned by New Hope Group to complete a review of dust controls implemented at the Jondaryan Coal Loading Facility (JRLF).

APC. Pty Ltd (APC) is the owner of the JRLF and holder of the JRLF Environmental Authority (the EA) EPPR00814313. APC is a subsidiary of the New Hope Group, the owner of New Acland Coal (NAC) Mine. The JRLF is located on Lot 1 SP162572, with the associated rail siding on 2SP162572, approximately 15km southwest of the NAC Mine and handles up to 5.2 million tonnes per annum (Mtpa) of product coal for rail out to the Port of Brisbane and trucking to some domestic customers. Coal from the NAC Mine is transported via public and private roads to the JRLF.

The focus of this review is to understand the effectiveness of current dust controls as well as to identify additional controls that could be implemented at the JRLF to minimise dust emissions. The JRLF is a currently approved and operating coal loading facility. A number of possible dust controls cannot be implemented without new approvals at the JRLF, which may be onerous. As a result, in this review additional controls are restricted to those that can be achieved with current infrastructure without the need for additional approvals.

Specifically, the proposed scope of works is to:

- Complete a site inspection and identify information requirements
- Review dust monitoring data collected by New Hope Group in the vicinity of the coal loader and evaluate whether impacts have occurred in the surrounding community
- Review current practices to control dust emissions from the JRLF
- Compare current practices with best practices adopted elsewhere and identify additional measures to control dust emissions
- Prepare a report that summarises the methodology and findings of the study.

1.2 Overview of JRLF

The JRLF receives coal from the New Acland Coal Mine at a rate of up to 5.2Mtpa. The coal is transported from the mine to the coal loader in trucks. Each truck holds about 95 tonnes of coal. Approximately, 7 trucks are received at the Jondaryan Coal Loader per hour. The coal is dumped from the truck and is then stockpiled using Front End Loaders. Dozers are used periodically to manage the stockpiled coal.

Coal is stockpiled in specific locations depending on the type of coal and the customer. Consequently, some coals may remain in stockpiles for a relatively long period (up to a few months) whilst the majority of coal will be transported from the facility within a few days.

Depending on demand, a small proportion of the JRLF throughput leaves the JRLF by truck and is transported to domestic customers (assumed to be 0.2Mtpa for the purpose of the inventory calculations). These truck movements occur between the hours of 6am to 6pm. The remainder and majority of coal is transported by rail to the port at Brisbane.

The JRLF is well separated from residential activities with the nearest residence in Jondaryan approximately 1km from the coal stockpiles.

JRLF coal throughputs from 2010 to 2024 are shown in Figure 1 and Table 1. The data shows throughputs of 4Mtpa to above 5Mtpa from 2010 to 2019, with much lower throughputs from 2020 to present. In the future, coal throughputs are expected to increase as the NAC production ramps up.

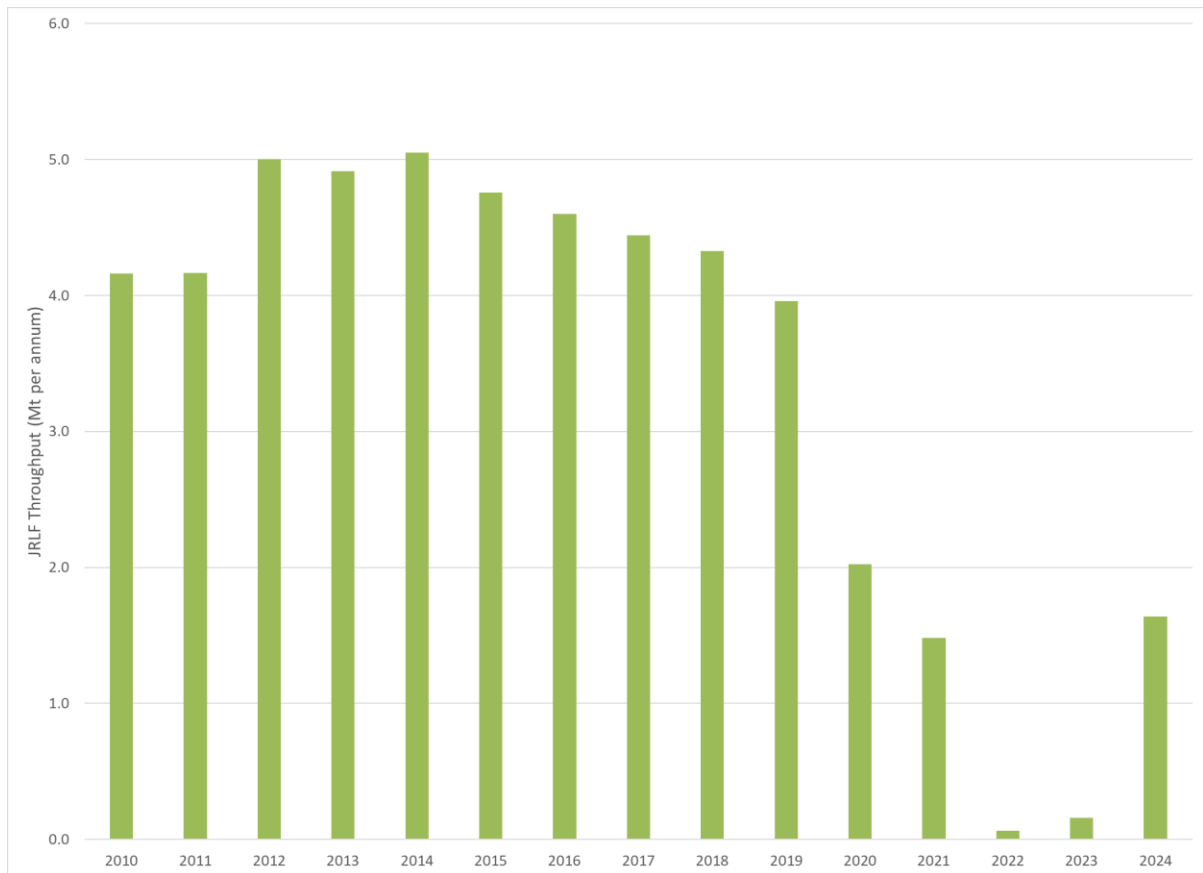


Figure 1 JRLF Throughput from 2010 to 2024

Table 1 JRLF Throughputs by various source/destinations (tonnes per annum)

Year	NAC to Jondaryan	Jondaryan throughput	Local coal customers	Jondaryan to Port
2010	4,304,054	4,162,159	518,135	3,644,024
2011	4,317,679	4,166,081	491,048	3,675,032
2012	5,003,407	5,001,349	181,770	4,819,579
2013	4,666,618	4,913,644	191,041	4,722,603
2014	5,136,411	5,049,661	145,175	4,904,486
2015	4,808,759	4,758,151	156,777	4,601,374
2016	4,610,907	4,600,813	158,403	4,442,410
2017	4,480,831	4,443,620	135,047	4,308,573
2018	4,323,237	4,326,893	140,114	4,186,779
2019	4,027,431	3,959,640	168,696	3,790,944
2020	2,025,399	2,023,511	32,252	1,991,259
2021	1,312,730	1,479,768	2,136	1,477,632
2022	52,063	63,226	0	63,226
2023	203,796	159,666	0	159,666
2024	1,750,557	1,637,414	41,767	1,595,647

2. LEGISLATIVE FRAMEWORK FOR AIR QUALITY

2.1 EP Act and Air EPP

The *Environmental Protection Act 1994* (EP Act) provides for the management of the air environment in Queensland. The EP Act gives the Department of Environment, Tourism, Science and Innovation (DETSI) the power to create Environmental Protection Policies that identify, and aim to protect, environmental values of the atmosphere that are conducive to the health and well-being of humans and biological integrity. The *Environmental Protection (Air) Policy* (Air EPP) was made under the EP Act and gazetted in 1997; the Air EPP was revised and reissued in 2019.

The objective of the Air EPP is to identify the environmental values of the air environment to be enhanced or protected and to achieve the objective of the EP Act, i.e., ecologically sustainable development.

The environmental values to be enhanced or protected under the Air EPP are the qualities of the environment that are conducive to:

- protecting health and biodiversity of ecosystems;
- human health and wellbeing;
- protecting the aesthetics of the environment, including the appearance of building structures and other property; and
- protecting agricultural use of the environment.

The administering authority must consider the requirements of the Air EPP when it decides an application for an environmental authority, amendment of a licence or approval of a draft environmental management plan. Schedule 1 of the Air EPP specifies air quality indicators and objectives for specific air pollutants.

The Air EPP defines air quality objectives for enhancing or protecting the environmental values. Also relevant is DETSI's guideline document: Application requirements for activities with impacts to air, which defines a dust deposition rate limit. The objectives relevant to the key air pollutants that may be generated from the JRLF are presented in Table 2.

Table 2 Ambient air quality objectives (Air EPP)

Pollutant	Environmental value	Averaging period	Air quality objective (µg/m³)
TSP	Health and wellbeing	1-year	90
PM ₁₀	Health and wellbeing	24-hour	50
		1-year	25
Dust deposition rate ¹	Amenity	Month	120 mg/m²/day
Note: 1 Application requirements for activities with impacts to air (DESI, 2024)			

2.2 Environmental Permit

The air quality limits for parameters monitored at the Jondaryan Rail Coal Loading Facility, outlined in Table 3, are defined in the environmental authority permit EPPR00814313. These limits apply for air quality at any sensitive place or commercial place, not within the JRLF itself.

Table 3 Ambient air quality levels specified in EA EPPR00814313

Parameter	Averaging period	Air quality level	Unit
Dust deposition rate	Month	120	mg/m ² /day
TSP	24-hour	80	µg/m ³
PM ₁₀	24-hour	50	µg/m ³

3. BACKGROUND TO DUST

3.1 Dust generation

In general, dust emissions can occur at any point where coal is carried, picked up, conveyed, discharged, crushed or open to erosion by the wind. The quantity of dust that is emitted will depend on the following:

- Characteristics of the coal
- Magnitude of the activity being conducted e.g. the mass of coal being handled or the area of coal that is exposed to the wind
- Prevailing meteorological conditions.

Whilst coal stockpiles are often the primary source of wind erosion, secondary dust emissions can also occur due to wind action on material that has been spilled onto the ground and residual coal that is left behind after a stockpile has been removed.

Not all coals are prone to produce substantial quantities of dust. Specific properties of coal play an important role in the amount of dust that is emitted during handling and storage.

Work undertaken at the coal ports throughout Australia show that the dustiness of coal is variable between different mines and even between different seams within a mine. The variability between coal types is likely to be related to a range of different characteristics of each of the coals, such as:

- Hydrophobic/hydrophilic nature
- Density
- Chemical composition
- Fines content and particles size distribution.

The individual influence of each of these characteristics on dustiness has not been studied in detail. However, the relative dustiness of coals has been measured in terms of the dust extinction moisture level (DEM) and the wind speeds that can cause dust emissions. Dust lift-off can be considered to develop in three stages:

- Saltation is the term adopted for the initial stage when dust particles begin to move on the surface of a coal stockpile prior to becoming airborne
- Minor dust lift-off refers to the stage where very fine dust particles become airborne
- Major dust lift-off refers to the stage where relatively large quantities of variable size dust particles become airborne.

The wind speeds of saltation, minor and major lift-off have been characterised for many Australian coals. The wind tunnel speed at which saltation occurs ranged between 13 km/hr and 27 km/hr and major liftoff occurred in the range of 27 km/hr to 53 km/hr for samples at 37 degree incline. For the majority of coals, major dust lift-off occurs for wind speeds below 40 km/hr (Connell Hatch, 2008).

There is a direct relationship between dustiness and moisture content of coal. A laboratory test procedure has been developed, as detailed in Australian Standard AS 4156.6-2000, Coal Preparation Part 6: Determination of dust/moisture relationship for coal, to determine the relationship between moisture content and dustiness for each coal type. From this procedure it is possible to determine the DEM for each coal type.

External factors can also contribute to elevated emissions of dust. Meteorological conditions at the JRLF will have an important effect on the dustiness of coal during handling and storage. Hot and dry conditions can enhance the dustiness of the surface of coal during storage and, if not treated/watered, can result in elevated emission rates

from the surface of the stockpiles during windy conditions and elevated emissions when coal is loaded from the stockpile into trucks and wagons.

3.2 Dust metrics

Particulate matter is a term used to define solid or liquid particles that may be suspended in the atmosphere. Particulate matter is a generic term that is commonly used interchangeably with other terms such as smoke, soot, haze and dust. The potential effect of particulate matter on the environment, human health and amenity depends on the size of the particles, the concentration of particulate matter in the atmosphere and rate of deposition. Concentration is the mass of particulate matter that is suspended per unit volume of air. Suspended particulate matter in ambient air is usually measured in micrograms per cubic metre ($\mu\text{g}/\text{m}^3$). Deposition is the mass of particulate matter that settles per unit surface area. Deposited particulate matter is usually measured in grams per square metre (g/m^2).

Particulate matter with an aerodynamic diameter greater than 10 micrometres (μm) tend to be associated with amenity impacts, while particulate matter less than 10 μm are associated with health impacts. For this reason, particulate matter is sub-divided into a number of metrics based on particle size. These metrics are total suspended particulates (TSP), PM_{10} , $\text{PM}_{2.5}$ and dust deposition rate:

- (a) TSP refers to the total of all particles suspended in the air. When TSP is measured using the standard method (a high-volume air sampler), the maximum particle size has been found by the industry to be approximately 30 μm . TSP was first used as a human health metric, but research found a poor correlation between the concentration of TSP and health effects. TSP is now used as a metric of the potential for particulate matter to affect amenity (USEPA, 2010).
- (b) PM_{10} is a subset of TSP and refers to particles suspended in the air with an aerodynamic diameter less than 10 μm (USEPA, 2010).
- (c) Coarse particulate matter is a subset of TSP and PM_{10} and refers to particles suspended in the air with an aerodynamic diameter between 2.5 and 10 μm (USEPA, 2010).
- (d) $\text{PM}_{2.5}$ is a subset of TSP and PM_{10} and refers to particles suspended in the air with an aerodynamic diameter less than 2.5 μm . $\text{PM}_{2.5}$ is also called fine particulate matter (USEPA, 2010).
- (e) Dust deposition rate is the mass of particulate matter that collects on an area over a one-month period. Dust deposition rate is used as a metric of the potential for particulate matter to affect amenity.

The atmospheric lifetime of particles depends on the size of the particle, with coarse particulate matter tending to deposit quickly and in relatively close proximity to its point of emissions, whilst fine particulate matter may remain suspended in the atmosphere for many days and travel many hundreds of kilometres. The atmospheric lifetimes of particles and potential travel distances based on the particle size are summarised in Table 4 (USEPA, 1996).

Table 4 Atmospheric lifetime and potential travel distance for particles of various size categories

Particle size	Description	Atmospheric lifetime	Travel distance
TSP	Total of all particles suspended in the atmosphere	Minutes to hours	Typically deposits within the proximate area downwind of the point of emissions
PM ₁₀	A subset of TSP, including all particles smaller than 10 µm in diameter.	Days	Up to 100 kilometres or more
PM _{2.5}	A subset of the PM ₁₀ and TSP categories, including all particles smaller than 2.5 µm in diameter.	Days to weeks	Hundreds to thousands of kilometres

Figure 2 shows the sizes of particulate matter as PM_{2.5} and PM₁₀ relative to the average width of a human hair, which is 70 µm (U.S. EPA).

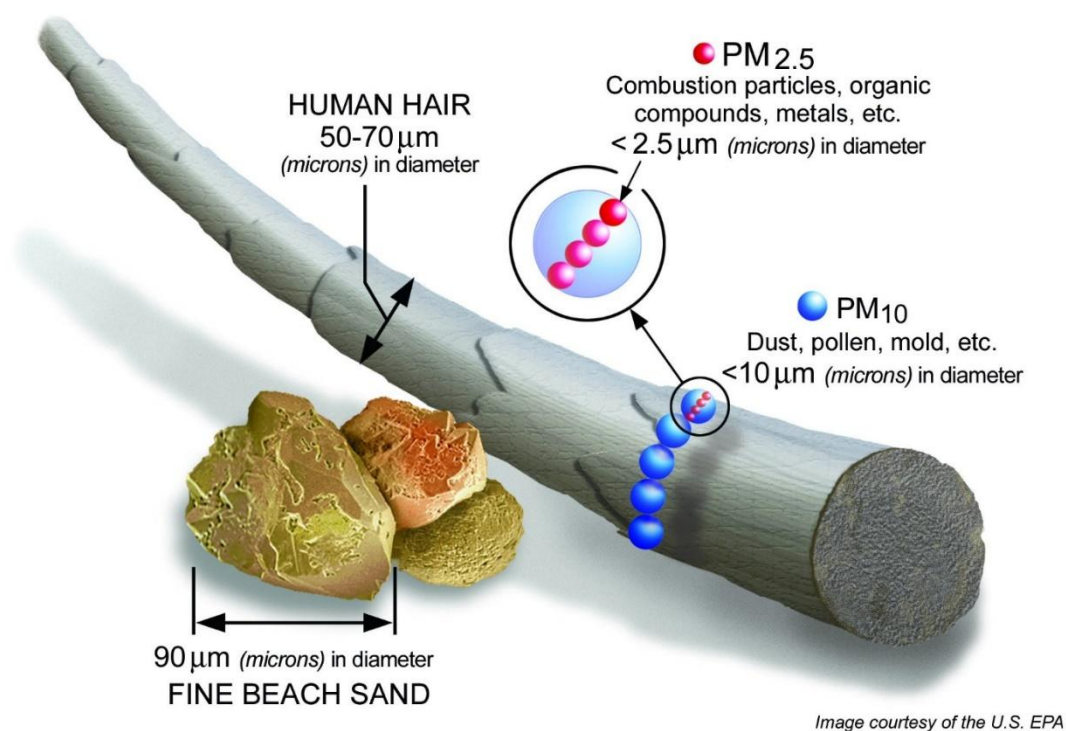


Figure 2 Sizes of particulate matter smaller than PM_{2.5} and PM₁₀ relative to the average width of a human hair (<http://www.epa.gov>)

4. AMBIENT AIR QUALITY MONITORING DATA

4.1 Air quality monitoring network

New Hope Group conducts monitoring of TSP, PM₁₀ and dust deposition rate in the vicinity of the JRLF and in Jondaryan. Monitoring of TSP is conducted using two Tapered Element Oscillating Microbalance (TEOM) monitors and PM₁₀ levels are estimated from TSP via a correlation algorithm.

An EA amendment (EPR00814313) was issued in July 2023, prompting changes to the dust monitoring network. Before the amendment, there were ten dust deposition monitors. After the amendment, two monitors were removed, and three were relocated to ensure safe access to suitably representative and consistent monitoring locations.

It is important to note that all dust monitoring results (TSP, PM₁₀, and insoluble solids) reflect total dust levels in the atmosphere at the point and time of measurement. Each sample may contain dust from multiple sources, including roads, motor vehicles, industrial activities, natural environments, residential areas, and agricultural operations. As such, reductions in emissions from a single source will not eliminate dust from the atmosphere.

The two TEOM monitors are located as follows:

- **TEOM1:** Positioned on the western boundary of the JRLF and measures TSP and PM₁₀ through a correlation algorithm. This monitor is not indicative of dust at sensitive receptors, rather it is used to provide information on the performance of JRLF dust management practices on a near real-time basis.
- **TEOM2:** Positioned west of the JRLF in the town of Jondaryan and measures TSP and PM₁₀ through a correlation algorithm. This monitor is indicative of total dust at sensitive receptors.

Before the EA amendment, ten dust deposition monitors were located as follows:

- **Seven Monitors in Jondaryan (residential):** Distributed throughout the township including AD27, AD33, AD35, AD36, AD37 and AD41. These monitors are indicative of total dust at sensitive receptors.
- **Two Monitors Near the Western Boundary (industrial):** Positioned on the western boundary of the JRLF - AD11 and AD28. These monitors are not indicative of total dust at sensitive receptors.
- **One Monitor Northeast of the Site (industrial):** Positioned on the eastern boundary of the JRLF - AD29. This monitor is not indicative of total dust at sensitive receptors.

The monitoring network prior to the EA amendment is shown in Figure 3.

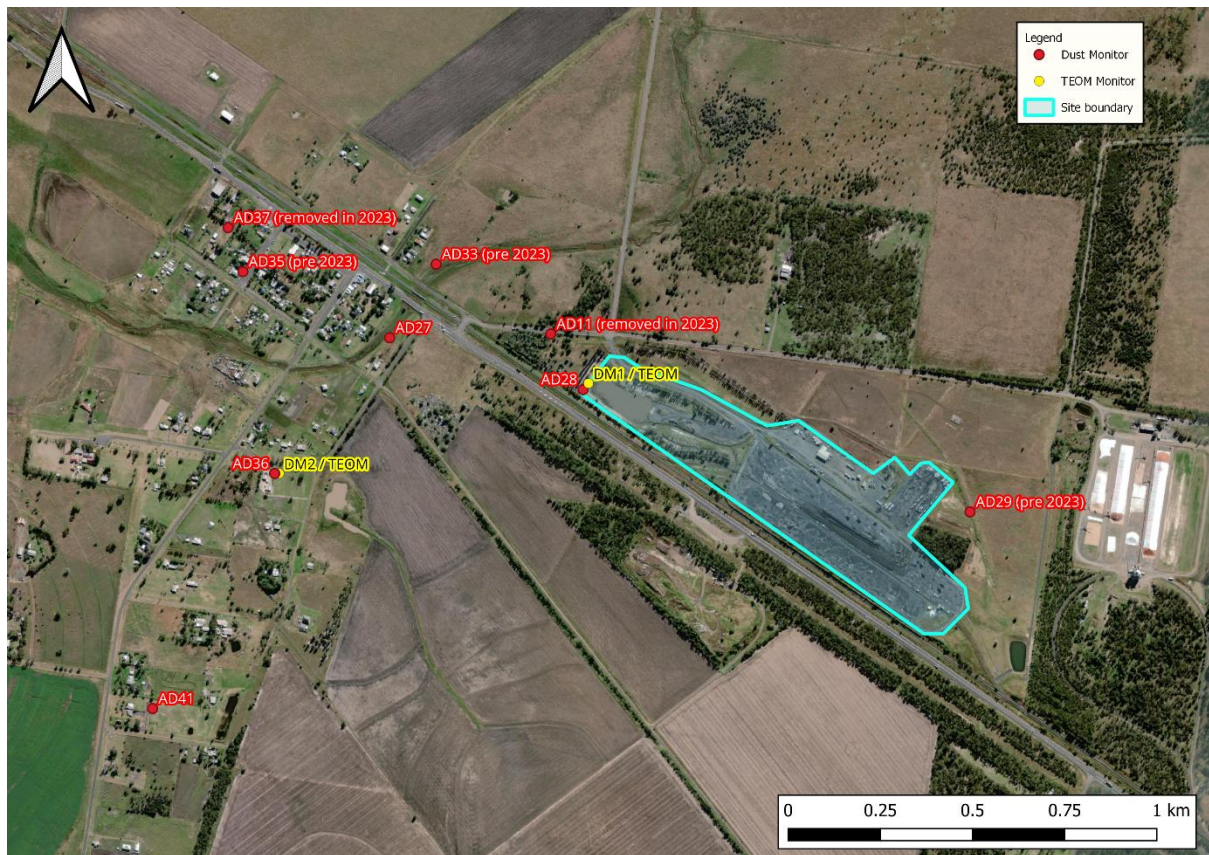


Figure 3 JRLF dust monitoring network locations prior the EA amendment

Following the EA amendment, the dust deposition monitoring network was adjusted. The adjustments to the monitoring network have not resulted in significant changes to its overall configuration. The key considerations are as follows:

- **AD29, AD33 and AD35:** These monitors were relocated slightly and as such their new positions continue to provide representative dust deposition data for regions to the west, north, and east of the site, respectively.
- **AD11 and AD37:** These monitors were removed. AD11 was in close proximity to TEOM 1, where similar data is expected to be collected. AD37 was located very close to AD35, and its data is now represented by AD35, ensuring continuity in monitoring.

The current monitoring network is arranged as shown in Figure 4.

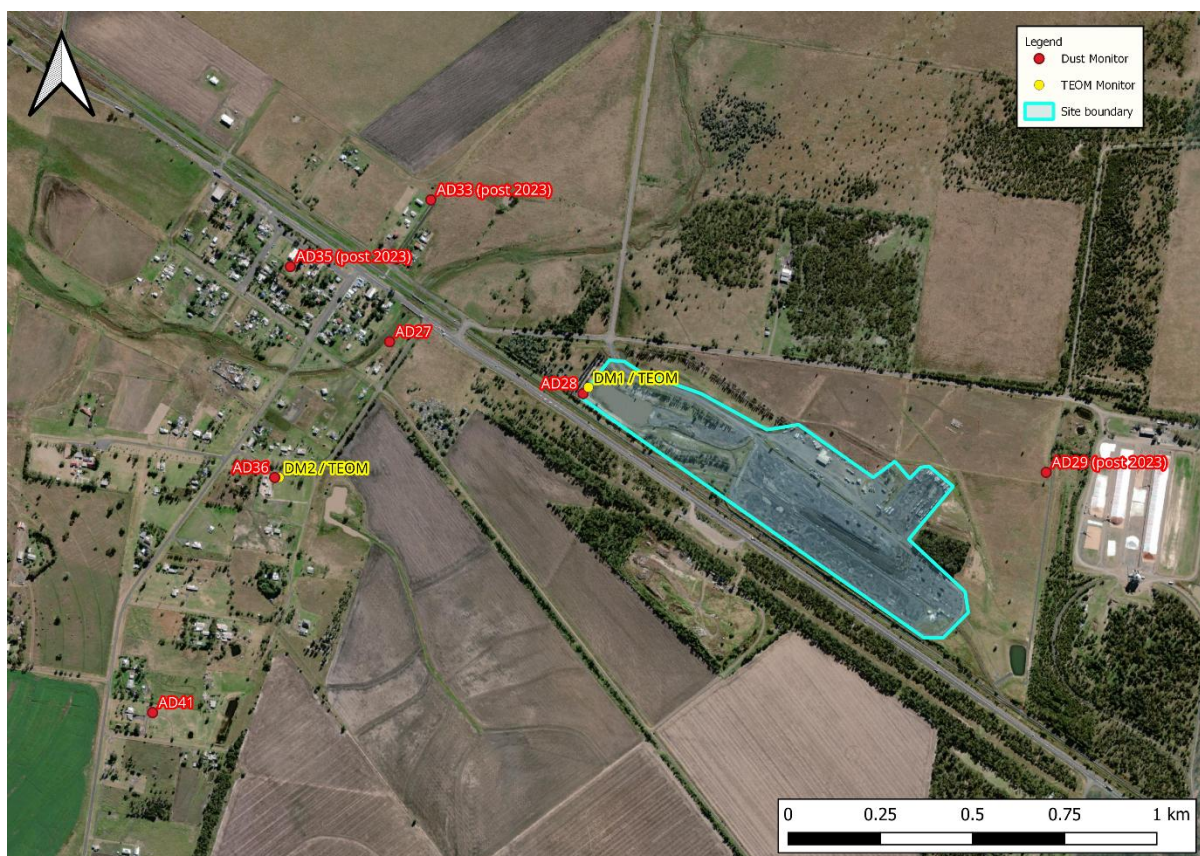


Figure 4 Current JRLF dust monitoring network locations following the EA amendment

The datasets supplied to Katestone by New Hope Group and analysed in this section are summarised in Table 5. Katestone has been advised that these datasets have been validated by ACOEM; no additional validation or quality assessment of the data has been performed by Katestone.

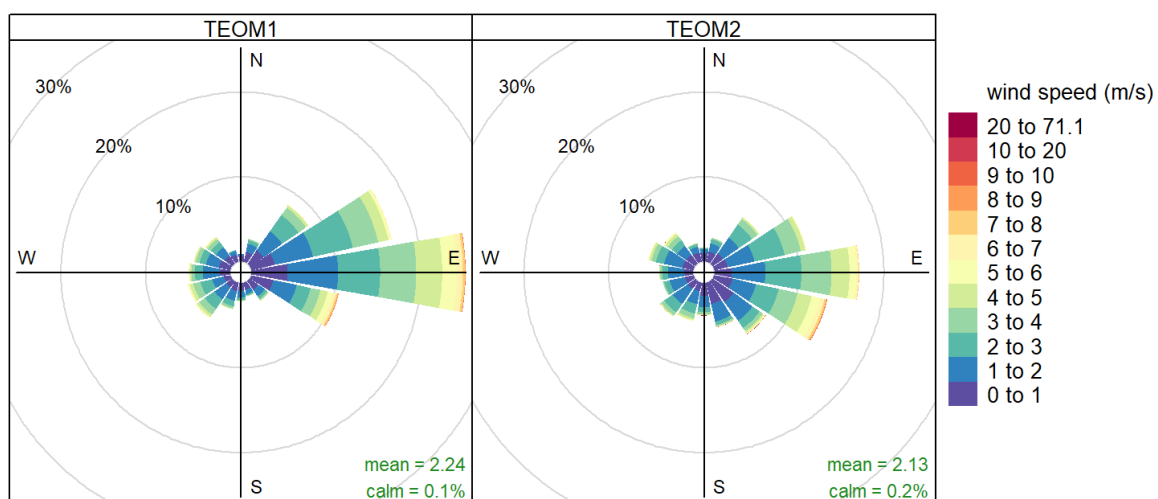
Table 5 Summary of provided datasets

Monitoring locations	Parameter	Units	Averaging period	Date range
TEOM1, TEOM2	TSP concentration	$\mu\text{g}/\text{m}^3$	24-hour	November 2016 – November 2024
	Calculated PM_{10} concentration			
	Wind speed	m/s	5-minute	1 January 2018 – 13 November 2024
	Wind direction	°		
TEOM1	Rainfall	mm	5-minute	9 March 2022 – 13 November 2024
AD27, AD28, AD29, AD33, AD35, AD36, AD41, AD11, AD37	Deposited dust	$\text{mg}/\text{m}^2/\text{day}$	Monthly	January 2014 – September 2024

4.2 Meteorology

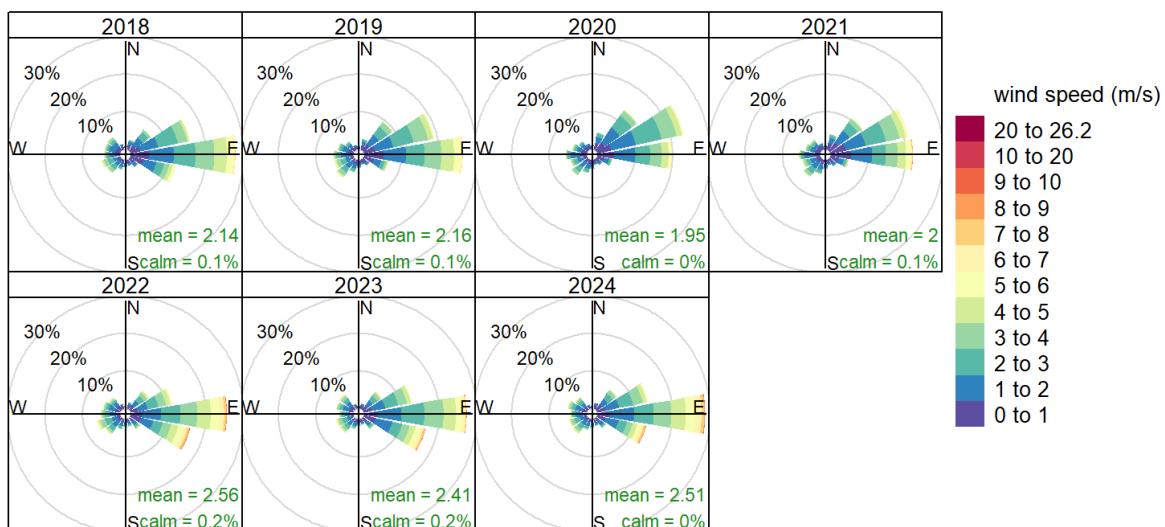
4.2.1 Wind speed and direction

Figure 6 presents the distributions of winds measured at the TEOM monitoring stations from January 2018 to November 2024. Both monitors record primarily easterly winds, with the strongest winds also being recorded from the east and east-southeast. Figure 6 and Figure 7 present the annual distribution of winds at TEOM1 and TEOM2, respectively. These figures show that winds are relatively consistent year to year, with little inter-annual variability.



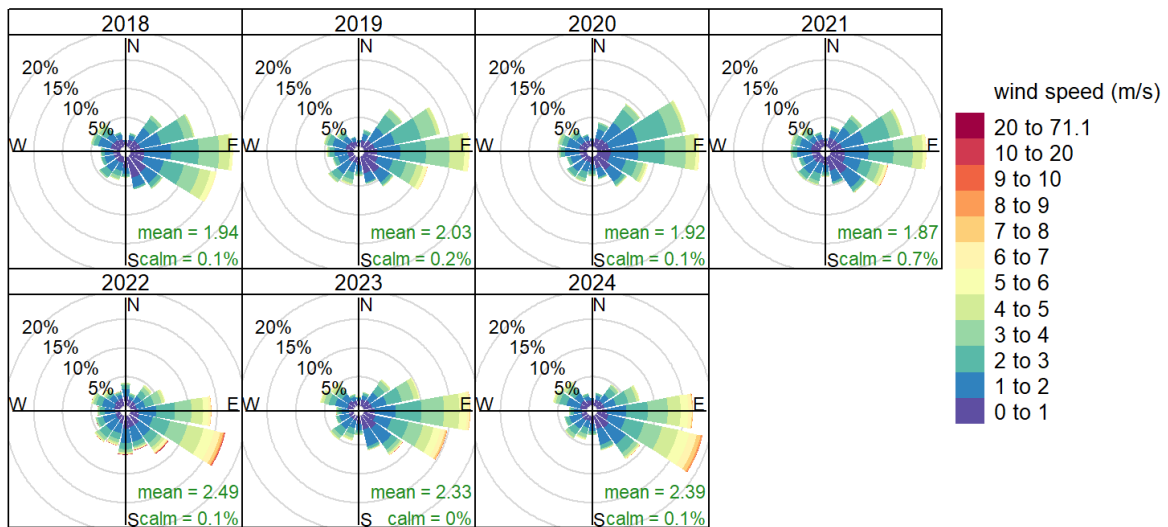
Frequency of counts by wind direction (%)

Figure 5 Distribution of winds at the TEOM monitors (January 2018 to November 2024)



Frequency of counts by wind direction (%)

Figure 6 Annual distribution of winds at TEOM1 (January 2018 to November 2024)



Frequency of counts by wind direction (%)

Figure 7 Annual distribution of winds at TEOM2 (January 2018 to November 2024)

4.2.2 Rainfall

Variations in the annual distribution of rainfall can greatly affect the generation and dispersion of particulate emissions. Even a small amount of rain can prevent or significantly reduce the airborne transport of particulates. For this reason, variation in the number of days with sufficient rainfall to prevent the transport of particulate emissions from JRLF to the township can contribute to variation in ground-level concentrations of particulates and dust deposition rates. For the purpose of estimating fugitive dust emissions from activities such as the JRLF, the National Pollutant Inventory defines a 'rain day' as any day with at least 0.25 mm of rainfall.

A rain gauge has been co-located with the TEOM1 monitor since March 2022, and reports rainfall in 5-minute increments. A 75% data capture threshold has been applied when calculating daily rainfall totals, such that at least 216 of the 288 5-minute measurements must be available over a calendar day for a valid rainfall total to be calculated. Note that the dataset is missing data up to 8 March 2022 and from 14 November 2024, and that 6 other days had insufficient data to achieve the data threshold. One of these days (7 April 2023) recorded 2.6 mm of rain and so would have been classified as a "wet" rain day.

Table 6 summarises the number of rain days, "wet" days, and total rainfall each year. Despite being the only full year of data, there were significantly fewer rain days and wet days in 2023 than in either 2022 or 2024. The comparison to 2024 is particularly notable given the similarity in their annual rainfall totals. Similarly, despite 2022 missing over two months of data, it recorded over 25% more rain days and wet days than the next highest year (2024). Figure 8 shows the number of rain days in each month. There were clearly fewer rain days over April to October 2023 than in either 2022 or 2024.

Table 6 Summary of annual rainfall

Year	Rain days (≥ 0.25 mm)	Wet days (≥ 1 mm)	Annual rainfall (mm)	Data availability (% of days with valid total)
2022	86	62	672.6	81%
2023	55	33	454.6	99%
2024 ¹	67	49	475.6	87%

Table note:

¹ Data for 2024 is incomplete

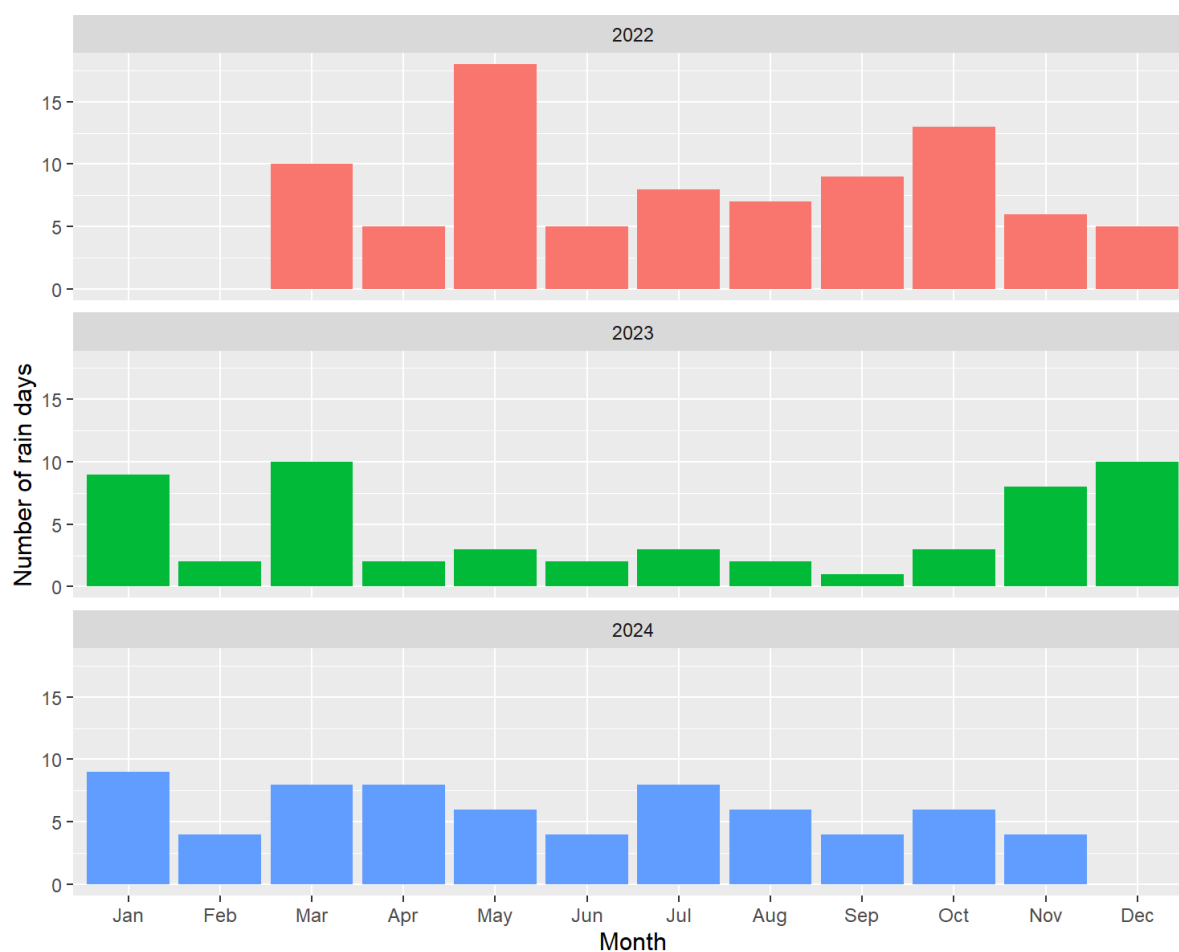


Figure 8 Monthly number of rain days at TEOM1 (≥ 0.25 mm)

4.3 TSP

The continuous TSP monitors at the JRLF are situated to measure TSP levels in the downwind near-field of the JRLF (TEOM1) and then, further downwind, on the edge of the town of Jondaryan (TEOM2). Logically, if dust emissions occurred from the JRLF and travelled west, they would be first detected at TEOM1 and subsequently they may be detected at TEOM2 depending on the degree to which dispersion occurs. Because of their relative proximity to the JRLF, significant dispersion of any dust emissions from the JRLF will occur between TEOM1 and the edge of Jondaryan.

The 24-hour average concentrations of TSP measured at the two TEOM monitors are summarised in Table 7 to Table 9. The TSP measurements indicate the following:

- While the EA limit is not relevant for the TEOM1 location, for reference it is noted that the TEOM1 recorded TSP levels above the EA management limit of 80 µg/m³ on 374 days between 1 November 2016 and 30 November 2024. The highest number of days above the limit in a year occurred in 2019, with 143 days.
- TEOM2 recorded TSP levels above the EA management limit on 19 days from 1 November 2016 and 30 November 2024. The highest number of days above the limit occurred in 2019 (14 days). It is relevant to note that, consistent with the note that the monitors register dust from all sources upwind, significant bushfires occurred during 2019, which likely contributed to the number of days above the limit. The actual days of total elevated dust that may be relevant to the JRLF as a source are, therefore, potentially quite few.
- The relationship between the TEOM1 and TEOM2 statistics, with higher levels measured at TEOM1 suggesting near-field dust sources, which would likely include the JRLF, the grain loading facility and nearby heavily trafficked roads.
- Since 2020, there have been substantially fewer days at TEOM1 with TSP concentrations above 80 µg/m³. This is potentially related, in part, to the much lower coal throughputs at the JRLF since the end of 2019¹. Similarly, TEOM2 has had zero days above the limit since 2020 except for one recorded in 2023 at a time where there was not an exceedance at TEOM1, which is closer to the JRLF and when no stockpiles nor operations were in progress at the JRLF.
- The statistical analysis in Table 8 and Table 9 show that, from the annual maximums to the 95th percentiles, the dust levels drop rapidly indicating peak levels are relatively rare, particularly at TEOM2.

Table 7 Number of days TSP concentration above the EA limit of 80 µg/m³ by year

Year	TEOM1 ¹	TEOM2
2016	2	0
2017	96	0
2018	105	4
2019	143	14
2020	23	0
2021	3	0
2022	1	0
2023	0	1
2024	1	0
Total	374	19

Note:
¹ This analysis is provided for reference, however, it is noted that the EA limit does not apply to the TEOM1 location. TEOM1 is used for the dust performance management of the JRLF it is not representative of residential locations.

Table 8 24-hour average TSP summary statistics at TEOM1 by year (µg/m³) – industry performance monitoring location – not representative of residential locations

Year	Maximum	95 th Percentile	70 th Percentile	Mean	Data capture
2016	84.0	-	-	-	12%
2017	348.0	202.6	74.6	71.9	97%
2018	253.8	163.2	79.6	69.9	97%
2019	487.6	192.8	95.7	82.5	98%

¹ TEOM1 is not located near a sensitive receptor. TEOM1 is used for site dust performance management.

Year	Maximum	95 th Percentile	70 th Percentile	Mean	Data capture
2020	155.2	81.8	43.5	37.6	95%
2021	136.3	52.6	26.6	23.7	98%
2022	81.4	30.4	18.1	15.7	99%
2023	52.5	35.7	21.9	19.3	96%
2024	87.0	50.4	29.7	24.9	90%

Note:

¹ This analysis is provided for reference, however, it is noted that the EA limit does not apply to the TEOM1 location. TEOM1 is used for the dust performance management of the JRLF.

Table 9 24-hour average TSP summary statistics at TEOM2 (Jondaryan) by year (µg/m³)

Year	Maximum	95 th Percentile	70 th Percentile	Mean	Data capture
2016	47.8	-	-	-	12%
2017	72.9	41.6	28.4	24.1	97%
2018	223.3	49.0	28.6	26.6	99%
2019	377.1	67.7	33.7	33.8	99%
2020	67.3	36.6	22.5	18.7	93%
2021	48.1	22.9	16.0	13.7	94%
2022	42.4	23.7	16.5	14.1	98%
2023	92.0	35.2	21.3	18.7	97%
2024	71.7	33.9	19.4	16.7	90%

4.4 PM₁₀

Concentrations of PM₁₀ are calculated from the measurements of TSP using an algorithm as detailed in the EA. The 24-hour average concentrations of PM₁₀ determined from the TSP data measured at TEOM2 is summarised in Table 10 and Table 11. The PM₁₀ concentrations follow very similar trends to the TSP monitor, as follows:

- TEOM2, located to provide an indication of PM₁₀ at sensitive areas, recorded PM₁₀ levels above the EA limit on 19 days from 1 November 2016 and 30 November 2024. The highest number of days above the limit occurred in 2019 (14 days). It is relevant to note that, the monitors will detect PM₁₀ from any source that may contribute at that location and time. Significant bushfires occurred during 2019, which likely contributed to the number of days above the EA limit.
- Since 2020, TEOM2 has had zero days above the limit except for one recorded in 2023. As for TSP, this exceedance was at a time when there was not an exceedance of the TSP limit at the closer TEOM1 location, and when no coal stockpiles nor operations were in progress at the JRLF.
- The statistical analysis in Table 11 shows that, from the annual maximums to the 95th percentiles, the dust levels drop rapidly indicating peak levels are relatively rare at TEOM2.

Table 10 Number of days PM₁₀ concentration above the EA limit of 50 µg/m³ by year

Year	TEOM2
2016	0
2017	0
2018	4
2019	14
2020	0
2021	0
2022	0

Year	TEOM2
2023	1
2024	0
Total	19

Table 11 24-hour average PM₁₀ summary statistics at TEOM2 (Jondaryan) by year (µg/m³)

Year	Maximum	95 th Percentile	70 th Percentile	Mean	Data capture
2016	31.0	-	-	-	12%
2017	46.1	27.2	19.4	16.8	97%
2018	136.3	31.8	19.5	18.3	99%
2019	228.6	43.0	22.6	22.6	99%
2020	42.7	24.3	15.9	13.5	93%
2021	31.2	16.1	12.0	10.6	94%
2022	27.8	16.6	12.2	10.8	98%
2023	57.6	23.4	15.1	13.6	97%
2024	45.4	22.7	14.0	12.4	90%

4.5 Dust deposition rate

4.5.1 Insoluble solids

Dust deposition data, as insoluble solids, from the JRLF deposition gauges (sites AD11 – AD41) have been reviewed for the period from January 2014 to September 2024. A summary of monthly measurements above the EA limit by year and by site is outlined in Table 12 and data availability is shown in Table 13, where, 12 monthly measurements indicates 100% data capture for the year. Maximum monthly and annual average dust deposition rates by site and by year are shown in Table 14 and Table 15, respectively.

The data indicates the following:

- Of the 1,089 results, a total of 142 measurements show the monthly total dust deposition rate was above the EA limit of 120 mg/m²/day across 9 monitoring sites.
- Site AD29 has the highest number of months above the limit (41), followed by AD11 (34). It is relevant to note that AD29 is immediately downwind of the grain facility and, therefore, is likely to be influenced by dust generated at that site as well as the JRLF. The year with the highest total number of measurements above the limit was 2019, with 21 events. More than half of these measurements occurred at AD29 and AD11. After 2019, there have been fewer instances where the dust deposition rate was above the limit.
- Average dust deposition rates at AD28 are generally about half the levels at AD11 despite the sites being a similar distance from coal stockpiles and loading activities. AD11 is within about 10 metres of Jondaryan Sabine Road (a public road utilised for road transport by the adjacent grain facility), whilst AD28 is about 60 metres from the Warrego Highway. The dust deposition rates, therefore, indicate that AD11 is heavily influenced by its proximity to the road whereas AD28 is sufficiently removed from the Warrego Highway that the influence of dust generation associated with the highway traffic is minimised.
- Maximum monthly and annual average dust deposition rates are higher at the industrial sites (AD11, AD28 and AD29), with the average at AD29 being higher than all sites in the JRLF monitoring network. This is likely because AD29 may experience dust from both the JRLF and the grain facility to its east.
- Whilst lower than the industrial sites, the average dust deposition rates at AD33 and AD41 are relatively high compared to the other residential sites. Observations indicate that there were significant levels of

mineral matter, vegetative matter and insects in these dust deposition samples suggest agricultural or natural sources of dust are important at these locations.

- AD35 and AD36, which are located within Jondaryan, can be considered as representative of actual total dust deposition levels at sensitive receptors. Only one exceedance was recorded between these two stations in the ten year period of data reviewed.

Table 12 Total dust deposition rates as insoluble solids, number of months above the limit of 120 mg/m²/day by site and by year

Year	Industrial ¹			Residential						Total
	AD11 ³	AD28	AD29 ²	AD27	AD33 ²	AD35 ²	AD36	AD37 ³	AD41	
2014	5	2	4	1	1	0	0	0	2	15
2015	4	0	4	0	1	0	0	2	1	11
2016	5	1	3	2	2	0	0	2	2	18
2017	3	0	5	0	7	0	0	2	2	19
2018	4	0	6	0	4	0	0	3	3	19
2019	7	0	5	1	4	0	0	0	3	21
2020	3	0	6	1	3	0	0	0	3	15
2021	1	0	3	0	1	1	0	0	0	7
2022	1	1	4	1	0	0	0	1	1	8
2023	1	0	1	0	1	0	0	0	4	8
2024	-	0	0	0	0	0	0	-	1	1
Total	34	4	41	6	24	1	0	10	22	142

Note:
¹ EA limit does not apply at industrial monitoring sites, they are not representative of residential locations.
² Dust deposition monitors were relocated as a result of an EA amendment as discussed in section 4.1.
³ Dust deposition monitors were removed as a result of an EA amendment as discussed in section 4.1.

Table 13 Total dust deposition data as insoluble solids availability by site and by year (number of monthly data points available)

Year	Industrial			Residential					
	AD11 ²	AD28	AD29 ¹	AD27	AD33 ¹	AD35 ¹	AD36	AD37 ²	AD41
2014	12	12	11	12	12	12	12	12	12
2015	10	12	12	12	12	12	12	12	11
2016	12	12	12	12	12	12	12	12	12
2017	12	12	12	12	12	12	12	12	12
2018	12	12	11	12	12	12	12	12	12
2019	12	12	12	12	12	12	12	12	12
2020	12	12	9	12	12	12	12	12	12
2021	10	8	9	9	9	9	10	9	10
2022	9	12	12	12	12	12	12	12	12
2023	8	11	8	11	12	11	10	8	11
2024	-	8	9	9	9	9	9	1	9

¹ Dust deposition monitors were relocated as a result of an EA amendment as discussed in section 4.1.
² Dust deposition monitors were removed as a result of an EA amendment as discussed in section 4.1.

Table 14 Maximum monthly total dust deposition rate as insoluble solids (mg/m²/day)

Year	Industrial ¹			Residential					
	AD11 ⁴	AD28	AD29 ³	AD27	AD33 ³	AD35 ³	AD36	AD37 ⁴	AD41
2014	190	570	450	187	137	60	47	40	310
2015	236	83	163	73	220	60	33	133	142
2016	196	176	1190	136	313	40	30	180	160
2017	183	76	529	116	663	60	37	303	1180
2018	163	73	280	40	336	60	43	400	656
2019	343	83	946	416	1380	70	67	93	2420
2020	206	50	719	133	579	86	50	120	939
2021	136	106	286	63	146	906 ²	43	103	67
2022	123	140	213	150	93	53	60	146	653
2023	140	30	326	60	136	33	30	93	280
2024	-	48	64	37	27	20	20	7	133

Note:

¹ EA limit does not apply at industrial monitoring sites, they are not representative of residential locations

² The majority of this sample was made up of incombustible matter, suggesting dirt or other mineral matter

³ Dust deposition monitors were relocated as a result of an EA amendment as discussed in section 4.1.

⁴ Dust deposition monitors were removed as a result of an EA amendment as discussed in section 4.1.

Table 15 Annual average total dust deposition rate as insoluble solids (mg/m²/day)

Year	Industrial			Residential					
	AD11 ³	AD28	AD29 ²	AD27	AD33 ²	AD35 ²	AD36	AD37 ³	AD41
2014	115	112	128	57	54	34	24	24	72
2015	123	67	78	30	61	27	20	51	52
2016	124	59	186	45	75	26	19	61	56
2017	102	51	155	36	196	33	19	71	200
2018	107	52	132	27	114	33	19	76	129
2019	146	56	178	60	205	41	28	32	287
2020	108	36	180	34	137	35	18	48	138
2021	83	48	129	29	54	117	23	44	33
2022	70	39	69	26	51	21	20	42	76
2023	50	18	95 ¹	28	37	19	17	36 ¹	80
2024	-	23 ¹	46	14	12	12	10	7 ¹	29

Table note:

¹ These years do not achieve 75% data availability.

² Dust deposition monitors were relocated as a result of an EA amendment as discussed in section 4.1.

³ Dust deposition monitors were removed as a result of an EA amendment as discussed in section 4.1.

4.5.2 Coal contribution

The proportion of coal in the insoluble solids is routinely determined at most of the monitoring sites. It should be noted that the proportion of the sample that is coal is determined via a microscopic examination and, therefore, reflects spatial coverage rather than a volume or mass percentage. Where higher levels of dust deposition are measured the coal contribution result is likely to be less accurate because the layer of particulate matter on the filter paper will be thicker and the surface distribution of coal that is visible to microscopic examination may not

represent the distribution through the particulate matter sample. Consequently, the coal contribution analysis should be regarded as semi-quantitative.

The breakdown of coal contributions to measurements that are above 120 mg/m²/day by site is provided in Table 16. The coal contribution amounts have been categorised as follows:

- High (>=50%)
- Moderate (30-<50%)
- Minor (5-<30%)
- Negligible (<5%).

These categorisations are based on Katestone's experience with dust from coal mines, coal terminals and other similar facilities.

This data indicates the following:

- At AD29 there has been a total of 41 months when the dust deposition rate was above the limit of 120 mg/m²/day. In one case the coal contribution was not measured. For the remainder, 80% had a minor (5-30%) coal contribution and 17% had a moderate (30-50%) coal contribution.
- The coal contribution at AD11 has not been routinely measured. However, the consistently higher dust deposition rates at AD11 compared to AD28, which are located a similar distance from the JRLF, suggest AD11's proximity to Jondaryan Sabine Road is the likely source of more elevated dust levels. Consequently, unless coal has been tracked along the road in the area near AD11, which is unlikely, coal dust is unlikely to have contributed significantly to measurements at AD11 that are above 120 mg/m²/day.
- At AD28, the coal contribution has been routinely measured and the data indicates that there were four months since 2014 when the deposition rate was above the limit. During these four months, the coal contribution was, at most, moderate (30-50%).
- Of the residential gauges, AD33 and AD41 have the greatest number of instances when the monthly deposition rate is above 120 mg/m²/day. At AD33, during the majority of these instances, the coal contribution was found to be minor (5-30%). At AD41, the coal contribution was not measured. In the case of the three instances when coal contribution was measured it was found to be minor (5-30%).

Table 16 Coal contribution to deposition when insoluble solids greater than 120 mg/m²/day

Site	High (>=50%)	Moderate (30-<50%)	Minor (5-<30%)	Negligible (<5%)	Missing % coal data	Insoluble solids >120 mg/m ² /day
AD11 ²	-	-	-	-	34	34
AD28	-	2	1	1	0	4
AD29 ¹	-	7	33	-	1	41
AD27	1	-	5	-	0	6
AD33 ¹	-	2	20	2	0	24
AD35 ¹	-	-	1	-	0	1
AD36	-	-	-	-	0	0
AD37 ²	-	-	9	1	0	10
AD41	-	-	3	-	19	22
Total	1	11	72	4	54	142

¹ Dust deposition monitors were relocated in as a result of an EA amendment as discussed in section 4.1.
² Dust deposition monitors were removed in as a result of an EA amendment as discussed in section 4.1.

Figure 9 shows a more detailed distribution of coal contribution for insoluble solids samples that are greater than 120 mg/m²/day. Figure 9 shows that lower coal contributions occur more frequently in the dataset than higher coal contributions with a gradually declining trend in occurrence frequency with increasing coal contribution. Figure 9 demonstrates that coal contribution categories (minor and moderate) are not dominated by a significant number of events at any point across their respective ranges. In particular, the data shows a declining number of events with increasing coal contribution across the “minor” range.

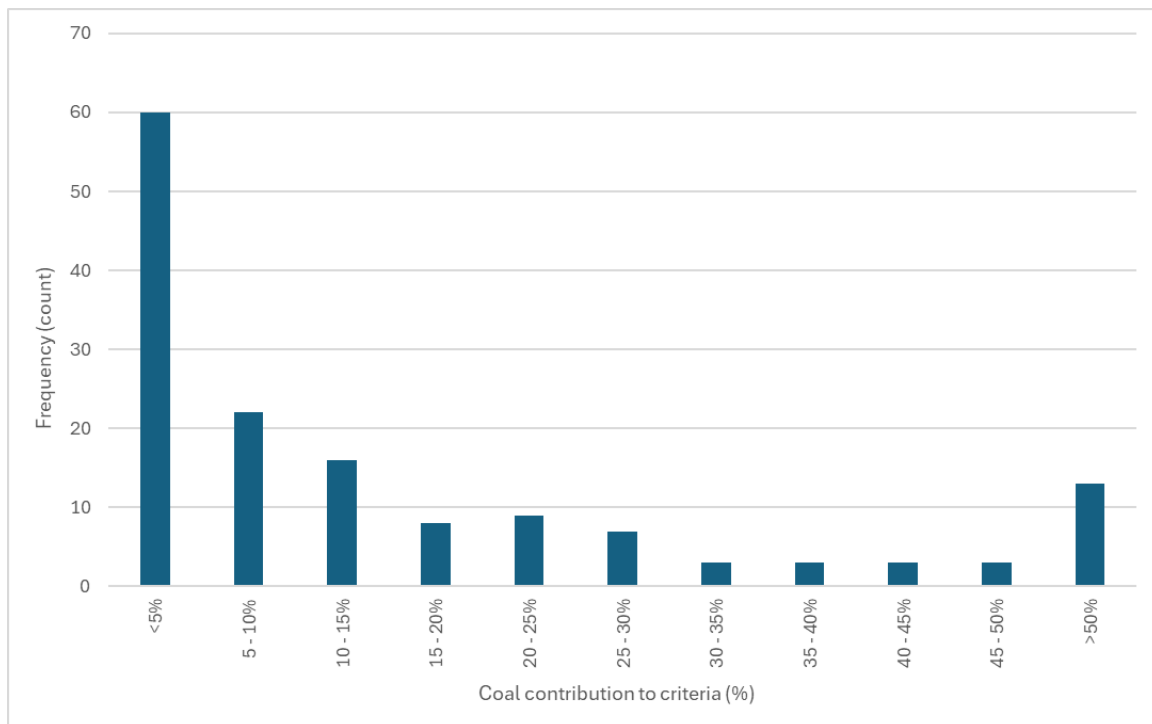


Figure 9 Frequency distribution plot of coal contribution when insoluble solids greater than 120mg/m²/day

4.5.3 Summary of monitoring results

Overall, there is some evidence from the monitoring data that dust levels have reduced in recent years, which appears to coincide with reduced coal throughput. Coal throughput will increase as NAC production increases. Consequently, the JRLF should continue to closely monitor dust levels as production increases and feedback incidents of elevated dust levels into the EMP where they are found to be due to the JRLF.

5. EXISTING DUST CONTROLS

5.1 Existing controls

5.1.1 Summary

Table 17 summarises existing emission controls that are applied to the various dust generating activities at the JRLF. A more detailed discussion of dust controls is provided in Section 6.2.

Table 17 Assumptions used to develop dust emissions inventory for the JRLF

Activity	Current control
Truck unloading	Side-tipping trucks discharge coal close to the ground thereby minimising drop height, coal is inherently damp having been through the NAC wash plant
Bulldozing coal	No explicit controls – coal is inherently damp having been through the NAC wash plant. Dozer infrequently used.
Wind erosion of coal stockpiles	No explicit controls, water cart as required
Wind erosion – other cleared areas	No explicit controls, water cart as required
Hauling coal by truck	Haul road watering – see Section 5.1.2, speed limit of 20 km/hr for all vehicles on site
Train/truck loading (FEL)	FEL have relatively low drop heights, – coal is inherently damp having been through the NAC wash plant
Wheeled Loaders driving in stockpile area	Haul road watering – see Section 5.1.2, speed limit of 20 km/hr for all vehicles on site
General	Dust monitoring and dust management response in the event of elevated measurements, two continuous TEOM monitors, two weather stations and dust deposition gauges

5.1.2 Dust suppressant infrastructure

The JRLF has the following water dust suppression infrastructure:

- Water cart Main Tank capacity of 28,000 Litres
- Water cart back up capacity of 40,000 Litres
- Two water cart fill points:
 - Main standpipe on Western Dam
 - Secondary standpipe on Eastern Dam
- Capacity of water storage dams (noting there is a make-up pipeline supply from NAC):
 - Western Dam 32 ML – plus replenishing pipeline to refill using recycled water from NAC
 - Eastern Dam 6 ML – plus replenishing pipeline to refill using recycled water from NAC
- Time to fill water cart: 7 minutes
- Time to apply water: 12-15 minutes.

5.2 Key emission sources and assumptions

Katestone has prepared an emissions inventory for the JRLF for the purpose of identifying the key emission sources. Emissions have been calculated using US EPA's AP-42 emission factors and National Pollutant Inventory (NPI) emission factors and using the assumptions detailed in Table 18.

Table 18 Assumptions used to develop dust emissions inventory for the JRLF

Assumption	Value	Source
Total stockpile area	11.608 ha	Calculated from GIS imagery of the coal loader
North stockpile area	6.937 ha	Calculated from GIS imagery of the coal loader
South stockpile area	4.671 ha	Calculated from GIS imagery of the coal loader
Silt content of coal	8.6%	Default value from the US EPA's AP-42 manual for Western Surface Coal Mining
Moisture content of coal	9.5%	Mean value of moisture content range provided by New Hope Group for previous Katestone review (8-11%)
Coal throughput	5.2 Mtpa	Current approved production at New Acland Coal Mine
Coal leaving by rail	5.0 Mtpa	Current approved capacity minus coal leaving by truck
Coal leaving by truck	0.2 Mtpa	Amount of coal leaving by truck from previous Katestone review of Coal Loader
Coal capacity of incoming trucks	95 tonnes	Derived from truck information provided by New Hope Group for previous Katestone review
Number of incoming trucks	54,737 trucks per year	Calculated based on incoming truck capacity and coal throughput
Number of incoming trucks travelling to north stockpile	32,711 trucks per year	Calculated based on number of incoming trucks and proportion of total stockpile area between north/south stockpiles
Number of incoming trucks travelling to south stockpile	22,026 trucks per year	Calculated based on number of incoming trucks and proportion of total stockpile area between north/south stockpiles
Capacity of outgoing trucks transporting coal to local users	40 tonnes	Derived from truck information provided by New Hope Group for previous Katestone review
Number of outgoing trucks	5,000 trucks per year	Calculated based on outgoing truck capacity
Number of outgoing trucks travelling from north stockpile	5,000 trucks per year	Calculated based on number of outgoing trucks and proportion of total stockpile area between north/south stockpiles

Relative emission rates for the key activities at the JRLF are presented in Table 19 and Figure 10.

Table 19 Relative emission rates for the JRLF

Activity	Relative emission rates as % of total
Truck unloading	5.5
Bulldozing on coal	4.8
Wind erosion - North stockpile	3.7
Wind erosion - South stockpile	2.5
Wind erosion - area northeast of stockpiles	1.2
Hauling - Coal in on North stockpile	23.6
Hauling - Coal out on North stockpile	1.5
Hauling - Coal in on South stockpile	21.0
Hauling - Coal out on South stockpile	1.3
Train/truck loading (FEL)	18.7
Front-end wheeled loaders in North stockpile area	10.5
Front-end wheeled loaders in South stockpile area	5.7

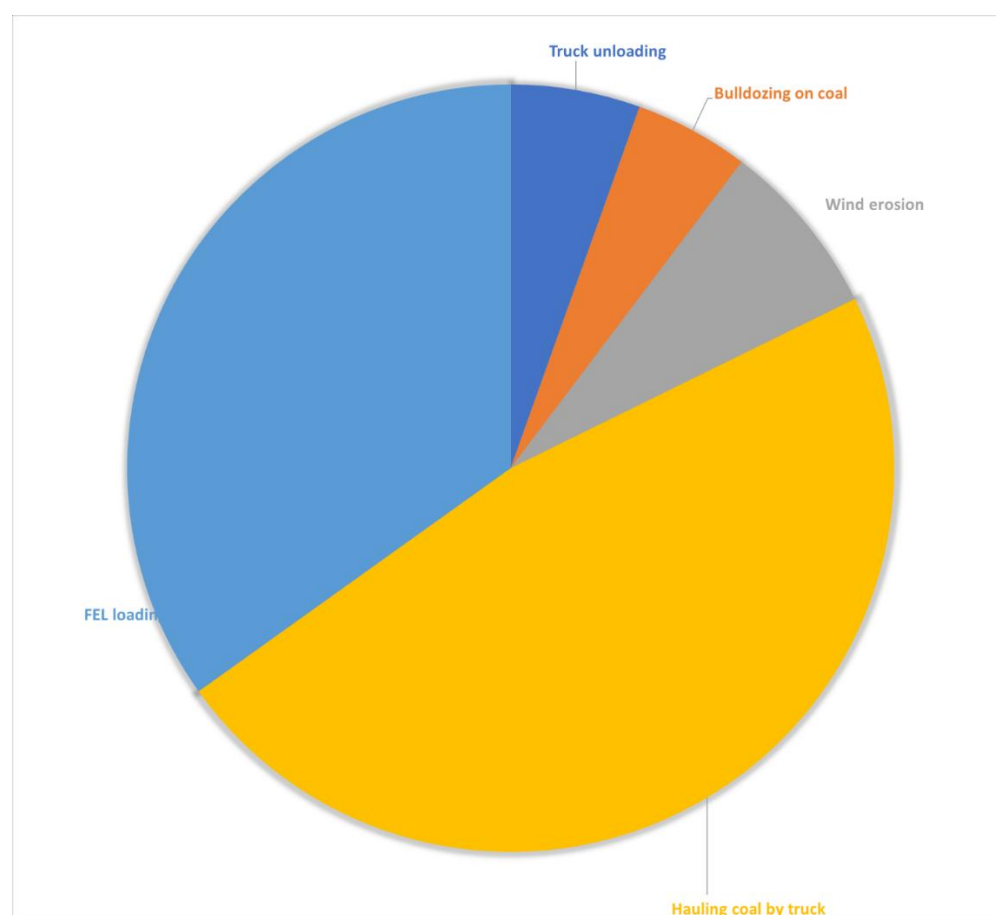


Figure 10 Breakdown of dust emissions from the JRLF by activity

6. EVALUATION OF DUST CONTROLS

6.1 Literature review – best practices

The following documents have been considered in evaluating potential additional dust controls at the JRLF:

- NSW Coal Mining Benchmarking Study: International Best Practice Measures to Prevent and/or Minimise Emissions of Particulate Matter from Coal Mining (Katestone, June 2011).
- Development of Australia-specific PM10 Emission Factors for Coal Mines (Pacific Environment Operations, 2015), ACARP Project C22027.
- Coal Mine Pollution Reduction Program Condition U3 Assessment, NSW Minerals Council/ACARP Project C22027 (Pacific Environment Limited, 2014) (part of the Development of Australia-Specific PM10 Emission Factors for Coal Mines, ACARP Project C22027).
- Generation, Measurement, and Control of Dust Emissions from Unsealed Haul Roads, Final Report - Stage One (PAEHolmes, 2012), ACARP Project C20023.
- Jay F., Colinet; James P., Rider; Jeffrey M., Listak; John A., Organiscak; Anita L., W. (2010). Best Practices for Dust Control in Coal Mining. IC 9517 Information Circular: Best Practices for Dust Control in Coal Mining (Vol. 01).
- Maules Creek Coal Mine PRP E1: Monitoring Results - Wheel Generated Dust (PEL, 2016).

The JRLF is a currently approved and operating coal loading facility. The focus of this review is to identify additional controls that can be implemented without the need for new approvals. A number of possible dust controls cannot be implemented without new approvals at the JRLF. In the following sections, best practices are described to provide a complete picture of the dust mitigation and management practices available to a facility such as JRLF. Each section also evaluates JRLF practices and opportunities against these measures.

6.2 Evaluation of JRLF

6.2.1 Loading and dumping coal

The application of best practice control measures to reduce particulate matter emissions associated with unloading of trucks at JRLF are summarised in Table 20.

Table 20 Summary of application of best practice control measures to reduce particulate matter emissions from truck loading/dumping coal at JRLF

Control Measure		Effectiveness	Application at JRLF	Comments
Avoidance	Bypass stockpiles	50% reduction in dumping emissions for coal bypassing stockpile Emissions associated with forming coal into stockpiles (e.g., by dozer push) would be reduced by 100% for bypassing coal	×	Not implemented. Not viable given the design of the JRLF.
	Minimise drop height	Reduce from 10 m to 5 m: 30%	✓	Truck and loader drop heights are low. Cannot be minimised further

Control Measure		Effectiveness	Application at JRLF	Comments
Truck or loader dumping coal	Water sprays on stockyard	50%	×	Not implemented. All coal loaded at JRLF is moist with low native fines having been through the NAC wash plant. Site preference is to not continuously water hardstand areas as the risk of excessive water is deterioration of the hardstand, which then becomes a source of dust itself. The site's environmental management plan should include contingency in the event that unusually dusty coal is received in order to minimise dust emissions. Dust lift-off from stockpiles is dealt with later.
Note: ✓ applied at JRLF × not applied at JRLF - not relevant to JRLF P partially applied				

6.2.2 Haulage

The application of best practice control measures to reduce particulate matter emissions during haulage at JRLF are summarised in Table 21.

Table 21 **Summary of application of best practice control measures to reduce particulate matter emissions from haulage at JRLF**

Control Measure		Effectiveness	Application at JRLF	Comments
Vehicle restrictions	Speed reduction from 75 km/h to 50 km/h	40-75%	✓	Site speed limit 20km/hr.
	Reduction from 65 km/hr to 30 km/hr	50-85%	✓	Site speed limit 20km/hr. Truck movement is reduced further when side tipping.
	Grader speed reduction from 16 km/h to 8 km/h	75%	-	Grader used occasional in campaigns for pavement repair. The activity is scheduled for times outside of worst-case conditions. Consequently, this is not likely to be a significant dust source. When graders are in use, speed limits should be minimised.

Control Measure		Effectiveness	Application at JRLF	Comments
Surface Improvements	Pave the surface	>90%	P	Site roads have the following treatments (refer also to Figure 11): - Entrance to office/maintenance shed is bitumen sealed (red line in figure) - The red dash along the northern side of the stockpiles and a short distance on the western side was bitumen sealed; however, requires some remediation works - The purple dash around the stockyard is hard stand / road base material. Improvements in road surfaces at the site are likely to achieve reductions in dust emissions. Recommend options for this are investigated including CBA.
	Low silt aggregate	30%	-	Not required.
	Oil and double chip surface	80%	-	Not required.
Surface treatments	Watering	10-74%	✓	Watering is conducted routinely to minimise dust emissions from the JRLF. Observations indicate that, particularly, where trucks and front end loaders are driving on the stockyard, water can evaporate quickly and visible dust may be evident until further watering is conducted. Recommend that approaches to increase effectiveness of watering are investigated. This should include CBA and revisiting practices and trials, including suppressants, conducted to date.
	Chemical suppressants	50%	✓	See above for Surface Treatments - Watering.
Other	Use larger vehicles rather than smaller vehicles to minimise number of trips	75%	-	Not viable. Side-tipping road trucks transport coal from NAC to JRLF. Limited opportunity to increase truck size, without increasing number of wheels, which would counteract any benefit.
	Use conveyors in place of haul roads	92% ²	×	Not implemented. Would require substantial capital works and additional approvals, which is out of scope of this review.
Note: ✓ applied at JRLF × not applied at JRLF - not relevant to JRLF P partially applied				

² Maules Creek Coal Mine PRP E1: Monitoring Results - Wheel Generated Dust (PEL, 2016)

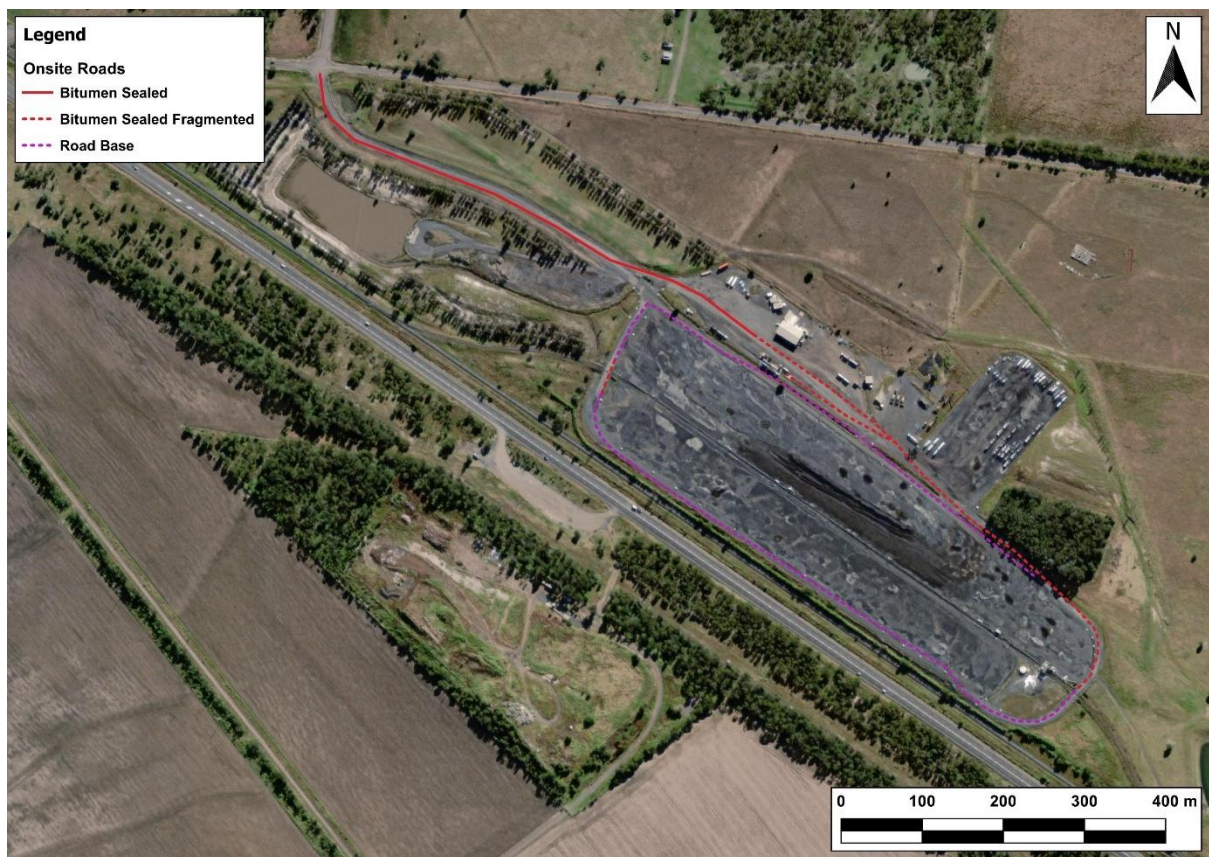


Figure 11 Existing surface of site roads

6.2.3 Bulldozing

Bulldozing of coal has been estimated to represent a relatively insignificant proportion (3.5%) of total emissions from the JRLF. This is based on an assumption of 2 continuous hours per day of dozing operations by one dozer. The application of best practice control measures to reduce particulate matter emissions from bulldozer activity at JRLF are summarised in Table 22.

Table 22 Summary of application of best practice control measures to reduce particulate matter emissions from bulldozer activities at JRLF

Control measure	Effectiveness	Application at JRLF	Comments
Minimise travel speed and distance	Not quantified	-	Dozer use at the site is quite low and consequently, this is no longer a substantial dust source.
Keep travel routes and materials moist	50%	-	Dozer use at the site is quite low and consequently, this is no longer a substantial dust source.
Note: ✓ applied at JRLF × not applied at JRLF - not relevant to JRLF P partially applied			

6.2.4 Wind erosion of coal stockpiles

The application of best practice control measures to reduce particulate matter emissions due to wind erosion of coal stockpiles at JRLF are summarised in Table 23.

Table 23 Summary of application of best practice control measures to reduce particulate matter emissions from wind erosion of coal stockpiles at JRLF

Control Measure		Effectiveness	Application at JRLF	Comments
Avoidance	Bypassing stockpiles or minimise stockpile areas	100% reduction in wind erosion for coal bypassing stockpiles or stockpile area removed	×	Not implemented. Not viable given the design of the JRLF. Would require substantial capital works and additional approvals, which is out of scope of this review. Empty stockpiles are a potential source of wind-blown dust and add to the dust management burden. Recommend investigating opportunities to reduce stockyard area and rehabilitate former stockyard areas including CBA.
Surface stabilisation	Watering	50%	P	No stock yard sprays. Water application by boom spray on water cart. Recommend investigating opportunities to increase water application or other suppressants to stockpiles, particularly at times of significant evaporation and where coal stockpiles are anticipated to be placed for extended periods of time including CBA.
	Chemical wetting agents	80-99% 85% 90%	×	Not implemented. See above for watering.
	Surface crusting agent	95%	×	Not implemented. See above for watering.
Enclosure	Silo with bag house	80%	×	Not implemented. Limited effectiveness over scale of operation. Would require substantial capital works and additional approvals, which is out of scope of this review.
	Cover storage pile with a tarp during high winds	100% 95-99% 99%	-	Not implemented. Not viable due to scale and safety considerations.
Wind speed reduction	Vegetative wind breaks	99%	P	There is reasonable vegetation coverage around the site. However, there are places where coverage is thin and sparse. Recommend investigate opportunities to enhance vegetation around site including CBA with the following aims: • Reduce incident wind speeds to reduce wind erosion • Increase capability of vegetation between JRLF and sensitive receptors to capture dust generated onsite.
	Reduced pile	30%	✓	Stockpile heights at JRLF are low.

	height			
	Wind screens/wind fences	30%	×	No wind screens or wind fences are implemented at the JRLF. As detailed above for wind breaks, wind screens or wind fences can reduce incident wind speeds and, therefore, reduce wind erosion. To be effective, wind screens and wind fences need to be placed relatively close to stockpiles. Recommend investigating whether wind fences or screens could be viable at the site with the aim of reducing incident wind speeds, and therefore, wind erosion including CBA.
	Pile shaping/orientation	>80% 75-80%	×	Not implemented. Not likely to be viable given the rail arrangement.
	Erect 3-sided enclosure around storage piles	<60%	×	Not implemented. Would require substantial capital works and additional approvals, which is out of scope of this review.
Note: ✓ applied at JRLF × not applied at JRLF - not relevant to JRLF P partially applied				

6.2.5 Wind erosion of exposed areas

The application of best practice control measures to reduce particulate matter emissions due to wind erosion of exposed areas at JRLF are summarised in Table 24.

Table 24 Summary of application of best practice control measures to reduce particulate matter emissions from wind erosion of exposed areas at JRLF

Control Measure		Effectiveness	Application at JRLF	Comments
Avoidance	Minimise cleared areas	100% per m ² of cleared areas avoided	P	Areas cleared of vegetation are a potential source of wind-blown dust and add to the dust management burden. Recommend investigating opportunities to reduce cleared areas and rehabilitate including CBA.
Surface stabilisation	Watering	50%	✓	No fixed sprays. Water application can be achieved, if required, by water cart.
	Chemical suppressants	70% 84%	×	Not implemented.
	Paving and cleaning	>95%	×	Not implemented.
	Apply gravel to stabilise disturbed open areas	84%	×	Not implemented.

	Rehabilitation	85-95%	P	See above – avoidance.
	Rehabilitation. EMP should specify a rehabilitation goal and report annually against progress to meeting goal.	99%	P	See above – avoidance.
Wind speed reduction	Fencing, bunding, shelterbelts or in-pit dump. Height should be greater than the height of the erodible surface	30% 70-80%	P	There is reasonable vegetation coverage around the site. However, there are places where coverage was thin and sparse. Recommend investigate opportunities to enhance vegetation around site including CBA with the following aims: • Reduce incident wind speeds to reduce wind erosion • Increase capability of vegetation between JRLF and sensitive receptors to capture dust generated onsite.
	Vegetative ground cover	70%	P	See above – surface stabilisation.
Note: ✓ applied at JRLF × not applied at JRLF - not relevant to JRLF P partially applied				

6.2.6 Air Quality Management Tools

Best practice air quality management tools that assist in minimising dust emissions due to mining are summarised as follows:

Air Quality Management Plan

- Environmental criteria
- Mission Statement
- Particulate matter management strategy
 - Objectives and targets
 - Particulate matter risk assessment
 - Particulate matter suppression improvement plan
- Monitoring requirements, including assignment of responsibility
- Communication strategy
- System and performance review for continuous improvement

Other air quality management tools

- Meteorological monitoring
- Dust deposition gauges
- TEOMs
- HVAS
- Directional dust gauges
- Continuous, non-standard particulate measurement method
- GPS in trucks to aid dust controls
- SMS alarm system during high winds
- Ceasing or modifying activities on dry windy days considering monitoring information
- Forecasting system to assist in anticipating adverse meteorological conditions that may give rise to emissions of particulate matter and implementation of operational changes and improved mitigation to avoid adverse impacts.

The application of best practice air quality management tools to assist in reducing particulate matter emissions due to mining at JRLF are summarised in Table 25.

Table 25 Summary of application of best practice air quality management tools to assist in reducing particulate matter emissions from mining at JRLF

Control Measure		Application at JRLF	Comments
Environmental criteria		✓	Specified in the EA, Environmental Monitoring Plan and Jondaryan Rail Loading Facility Dust Management Strategy.
Mission Statement		×	Mission statement not specified but not critical given other document contents.
Particulate matter management strategy	Objectives and targets	✓	Specified in EMP, Environmental Monitoring Plan and Jondaryan Rail Loading Facility Dust Management Strategy.
	Particulate matter risk assessment	×	
	Particulate matter suppression improvement plan	✓	Specified in EMP and Jondaryan Rail Loading Facility Dust Management Strategy.
Monitoring requirements, including assignment of responsibility		✓	Specified in the Environmental Monitoring Plan.
Communication strategy		✓	Specified in the EMP and Environmental Monitoring Plan.
System and performance review for continuous improvement		✓	Specified in the EMP.
Note: ✓ applied at JRLF × not applied at JRLF - not relevant to JRLF P partially applied			

7. CONCLUSIONS

Katestone was commissioned by New Hope Group to complete a review of dust controls implemented at the JRLF.

The focus of this review is to understand the effectiveness of current controls as well as to identify additional controls that could be implemented at the JRLF to further minimise dust emissions. The JRLF is a currently approved and operating coal loading facility. A number of possible dust controls cannot be implemented without new approvals at the JRLF, which may be onerous. As a result, in this review additional controls are restricted to those that can be achieved with current infrastructure without the need for additional approvals.

A review of dust monitoring results from the JRLF indicates that there is some evidence that dust levels have reduced in recent years, which appears to coincide with reduced coal throughput. Coal throughput will increase as NAC production increases. Consequently, the JRLF should continue to closely monitor dust levels as production increases and feedback incidents of elevated dust levels into the EMP where they are found to be due to the JRLF.

The following are recommended:

- Improvements in road surfaces at the site are likely to achieve reductions in dust emissions. Investigate options to improve road surfaces.
- Approaches to increase effectiveness of watering should be investigated. This should include revisiting practices and trials conducted to date.
- Investigate opportunities to enhance vegetation around site with the following aims:
 - Reduce incident wind speeds to reduce wind erosion
 - Increase capability of vegetation between JRLF and sensitive receptors to capture dust generated onsite.
- Empty stockpiles are a potential source of wind-blown dust and add to the dust management burden. Opportunities to reduce stockyard area and rehabilitate former stockyard areas should be investigated.
- Investigate opportunities to increase water application or other suppressants to stockpiles, particularly at times of significant evaporation and where coal stockpiles are anticipated to be placed for extended periods of time.
- Investigate whether wind fences or screens could be viable at the site with the aim of reducing incident wind speeds, and therefore, wind erosion.
- Areas cleared of vegetation are a potential source of wind-blown dust and add to the dust management burden. Investigate opportunities to reduce cleared areas and rehabilitate.
- The site's EMP should include contingency in the event that unusually dusty coal is received in order to minimise dust emissions.

Investigations of additional controls should be subject to cost benefit analysis.

8. REFERENCES

Connell Hatch, 2008 RG Tanna Dust Benchmarking Gladstone Port Coal Losses and Air Quality Study, Report to Central Queensland Ports Authority, Revision 4.1, 12 March 2008, viewed 29 August 2010. <<http://www.cqpa.com.au/Pages/Publications/RGTCTBenchmarkingStudy/RGTCTBenchmarkingStudyFullReport2008.PDF>>

Department of Environment, Science and Innovation 2024, Guideline Application requirements for activities with impacts to air. ESR/2015/1840 • Version 5.03 • Last reviewed: 01 OCT 2024

Jay F., Colinet; James P., Rider; Jeffrey M., Listak; John A., Organiscak; Anita L., W. 2010, Best Practices for Dust Control in Coal Mining. IC 9517 Information Circular: Best Practices for Dust Control in Coal Mining (Vol. 01).

Katestone Environmental 2011, NSW Coal Mining Benchmarking Study: International Best Practice Measures to Prevent and/or Minimise Emissions of Particulate Matter from Coal Mining

Pacific Environment Limited 2014, Coal Mine Pollution Reduction Program Condition U3 Assessment, NSW Minerals Council/ACARP Project C22027 (part of the Development of Australia-Specific PM₁₀ Emission Factors for Coal Mines, ACARP Project C22027).

Pacific Environment Limited 2014, Maules Creek Coal Mine PRP E1: Monitoring Results - Wheel Generated Dust.

Pacific Environment Operations 2015, Development of Australia-specific PM₁₀ Emission Factors for Coal Mines, ACARP Project C22027.

PAEHolmes 2012, Generation, Measurement, and Control of Dust Emissions from Unsealed Haul Roads, Final Report - Stage One, ACARP Project C20023.

US Environmental Protection Agency 1996, Review of the National Ambient Air Quality Standards for Particulate Matter: Policy Assessment of Scientific and Technical Information, OAQPS Staff Paper, Office of Office of Air Quality Planning and Standards U.S. Environmental Protection Agency, EPA-452/R-96-013, July 1996, viewed 4 November 2010. <<http://www.epa.gov/ttn/caaa/t1/reports/pmspcov.pdf>>

US Environmental Protection Agency 2010, Basic Concepts in Environmental Sciences, Module 3: Characteristics of Particles – Size Distribution, viewed 4 November 2010. <<http://www.epa.gov/apti/bces/module3/distribu/distribu.htm>>

Annexure L - JRLF Noise Review

To: Ashley Sizeland

From: Shane Elkin

Company: New Hope Group

SLR Consulting Australia

Date: 31 January 2025

Project No. 620.V10963

**RE: Jondaryan Rail Loadout Facility
Noise Review**

Confidentiality

This document is confidential and may contain legally privileged information. If you are not a named or authorised recipient, you must not read, copy, distribute or act in reliance on it. If you have received this document in error, please notify us immediately and return the document by mail.

Introduction

SLR Consulting Australia Pty Ltd (SLR) was engaged by New Hope Group (New Hope) to undertake a review of the existing Jondaryan Rail Loadout Facility (JRLF) from a noise perspective to accompany an application to the Coordinator General for continued use of existing infrastructure.

The Jondaryan Rail Facility is located approximately 1km east of the town of Jondaryan and operates 24 hours per day, seven days per week. Typical activities within the facility include incoming product coal haul from New Acland Coal Mine, stockpile building, train loading, road and pavement maintenance and product screening. The equipment utilised on site to undertake these tasks include:

- Haul trucks
- Front end loaders (FEL)
- Water trucks
- Grader
- Vibratory roller
- Dozer
- Screen

Current Noise Mitigation Measures

SLR are advised (by New Hope) that the following measures have been introduced to specifically reduce noise emissions from the JRLF:

- Replacement of Caterpillar FEL with Liebherr FEL fleet which have reduced operational noise emissions. Additionally, the Liebherr FELs operate via a hydraulic drive control resulting in the engines being operated at a continuous speed, with noise fluctuations associated with engine acceleration and deceleration virtually eliminated.
- Introduction of digital broadband (white noise) reversing beepers to the mobile fleet. These broadband reversing alarms eliminate any adverse effects from tonal noise characteristics being heard in the neighbouring community.

- Relocation of the FEL park up, dozer park up and crib hut by a further 100m to the east within the site, increasing the distance between the park up area and crib hut from the township of Jondaryan.
- Vehicles do not drive over the rumble grids at night to eliminate this low-frequency noise source during the most noise sensitive time period.
- Amendment of site traffic flow procedures and operational practices to significantly reduce the interaction risk with personnel. As a result of this amendment, the normal industrial site practices of sounding mobile equipment fleet horns prior to startup, moving forward and reversing have been eliminated.

Additionally, the following controls are currently being implemented at the JRLF for plant and equipment:

- Where possible, equipment having directional noise emission characteristics (emitting more noise in a particular direction) is oriented to direct noise away from the Jondaryan township.
- Where possible, the coincidence of noisy plant working at the same time close together at the western end of the JRLF (closest to the Jondaryan township) is avoided.
- Mechanical plant is silenced by best practical means using current control technology and in accordance with manufacturer's specifications.
- All plant and equipment are regularly inspected and maintained according to manufacturer's specifications and the requirements of the Work Health and Safety Act 2011 (including mufflers and enclosures).
- Equipment not being utilised as part of the work is not left standing with engines running for extended periods.

Furthermore, the following controls are currently being implemented at the JRLF for traffic noise management:

- Designated access routes to the site have been established and drivers are informed of these routes, parking lots and acceptable delivery times.
- Limits are in place on vehicle speeds in critical areas both on and off site.
- Traffic flow on site is managed in accordance with the findings of a formal study to improve safety and the efficiency of internal vehicle movements and to reduce truck turning requirements and the need for unnecessary reversing.
- The speed limit is sign posted from the site's entry/exit.

Noise Performance

SLR are advised that New Hope have received only one noise complaint (2014) and had only two noise concerns raised (2014 and 2019) from the community about the JRLF over the 14 year period from January 2011 to September 2024, noting that the Acland Coal Mine was in 'care and maintenance' for 2022 and most of 2023. This period included a number of years where the JRLF operated at or near the approved capacity of 5.2 million tonnes per annum (mtpa) as shown in the table below:



Year	Coal Throughput (mtpa)
2010	4.2
2011	4.2
2012	5.0
2013	4.9
2014	5.0
2015	4.8
2016	4.6
2017	4.4
2018	4.3
2019	4.0
2020	2.0
2021	1.5
2022	0.1
2023	0.2
2024 (partial)	1.6

The noise complaint in 2014 was lodged 2 months after the complaint event, with the actual source of the noted noise subsequently unable to be confirmed. NAC's offer to install a noise logger to record any potential noises of concern was declined and there has been no further communication with the complainant.

The concern in 2014 noted a continuous roller noise starting at 9:45pm and going throughout the entire night, occurring every three to four weeks. At the time, the JRLF was loading three trains per night, with actual loading activity approximately one hour in duration for each train. Whilst not definitive, the intermittent train loading activity is not thought consistent with the reported sound characteristics, which were more likely coming from an external (non-JRLF) source.

The 2019 concern was advised as being three successive nights of what sounded like the FEL bucket hitting the rail wagon. NAC's review of site activities at the time indicated no incidents relating to the only real potential such impact noise source from the JRLF, that being of FEL buckets contacting train wagons during the loading process.

Furthermore to the noise complaint/concerns discussed above, independent, un-notified noise monitoring undertaken on a monthly basis for the period from 2005 to 2017 did not identify any non-conformances with the JRLF EA noise conditions.



Existing Noise Environment

The Jondaryan township (and other isolated noise sensitive locations) is exposed to significant transport related noise sources, being the Warrego Highway and the West Moreton rail line.

Road traffic utilising the Warrego Highway is much closer to homes in this area (compared to the JRLF) and as such results in much higher noise levels during passbys. These noise levels are at even higher levels when frequent heavy vehicles pass through this community along the Warrego Highway.

In relation to rail traffic, all rail movements other than those associated with the JRLF are typically travelling at higher speeds, which is directly responsible for higher rail passby noise levels. Trains servicing the JRLF are at very low speeds, and therefore much lower noise levels, due to accessing the short JRLF rail siding.

At the times when road vehicles and (non-JRLF) trains are passing by the Jondaryan township, noise from the JRLF will very likely be fully masked.

These existing and frequent transport noise sources, in combination with the numerous noise mitigation measures currently implemented by New Hope and the (approximately) 1km offset distance between the Jondaryan township and JRLF, are likely to be the reasons for such a low number of complaints/concerns from the neighbouring community.

Ongoing Commitments and Future Initiatives

New Hope are committed to:

- Undertaking complaint response monitoring and reporting as required by their existing JRLF EA following a legitimate noise complaint. Monitoring will be undertaken by an appropriately qualified acoustic consultant and in accordance with relevant standards, guidelines and procedures.
- Maintaining an afterhours number available to nearby sensitive receptors for prompt response to noise issues and complaints.

Further initiatives and proposed controls under assessment by New Hope, should they be required and beneficial in reducing noise emissions, include:

- Further attenuation of mobile fleet.
- Review of existing noise management practices to identify further improvements such as:
 - Consideration of new technology or methodology with respect to noise management;
 - Opportunities for further operational improvements and associated noise mitigations.



Conclusion

All aspects discussed above as part of this review indicate that the JRLF is meeting its noise obligations under the existing EA. This conclusion is subject to further and more detailed assessment as/if required.

Regards,



Shane Elkin - BEng(Mech), RPEQ, MAAS
Technical Director



Annexure M - Article published in Oakey Chronicle in relation to NAC's proposed plans



18 DEC, 2024

Mine shelves plans for rail loop

Oakey Champion, Oakey

Page 1 of 1

Mine shelves plans for rail loop

New Acland Coal (NAC) is recommending to Toowoomba Regional Council and the Office of the Co-ordinator General that it no longer build a proposed rail loop from the Jondaryan Rail Loadout Facility to the Mine.

Given the short life span of the proposed rail loop and a return to Land Court likely in early 2025, New Acland Coal said it is recommending maintaining dual use of the southern section of Jondaryan-Muldu Road and the Jondaryan-Muldu Western Diversion Road for both coal haulage and public vehicles.

This would see the coal transport arrangements continue in the same way and at the same rate as was done historically and at present.

In particular, the recommendation means New Acland would no longer build the rail loop from the Jondaryan Rail Loadout Facility to the mine site at Muldu.

Instead, the Mine said it is proposing that it would continue to use the Jondaryan Rail Loadout Facility to stockpile and transport coal to the Port of Brisbane for the duration of the Stage 3 project.

New Acland Coal General Manager, Dave O'Dwyer said the miner has held preliminary discussions with Toowoomba Regional Council and the Office of the Coordinator General regarding the proposal, which aims to minimise land disturbance.

"Members of the New Acland Coal Community team have met with and discussed the proposal with local landholders and the Community Reference Group," Mr O'Dwyer said.

"Ahead of our discussions with local landholders, we engaged independent experts, who conducted a thorough road impact assessment which evaluated traffic flow, volume and road safety. Importantly, the experts found New Acland Coal's proposal has merit.

"Third-party consultants also undertook noise assessments and found noise levels from coal haulage trucks will remain well below the Department of Transport and Main Roads' 60 decibel (A) level, which is the equivalent of a normal conversation.

"The proposal to not build the rail loop also eliminates the need for land disturbance and vegetation clearing of approximately 100 hectares."

Mr O'Dwyer said New Acland Coal's proposal would also have a number of benefits to the community if it is indeed supported by both Toowoomba Regional Council and the Office of the Coordinator General, in the Queensland Government's Department of State



(L-R) Then Queensland Resources Council CEO Ian Macfarlane, New Acland Coal General Manager Dave O'Dwyer and New Hope Group CEO Rob Bishop at the opening of New Acland Stage 3 in May 2023, the culmination of a long battle to have the project approved.

Development, Infrastructure and Planning.

"There will be a host of indirect job opportunities for skilled coal haulage operators to transport our product to the Jondaryan Rail Loadout Facility as production increases back up to historical levels of 5.2Mtpa (million tonnes per annum)," Mr O'Dwyer said.

"We'll also require skilled local contractors to maintain the haul road throughout the life of the project."

In 2015, Toowoomba Regional Council approved the realignment of the

Jondaryan-Muldu Road to the west of NAC Mine.

The realignment complemented a then forecast mine production rate of 7.5Mtpa and the construction of a rail loop.

Since 2015, NAC Stage 3 mine plans have been reduced, with a mine production rate now to remain at historical levels of up to 5.2Mtpa for the duration of the project.

Toowoomba Regional Council and the Department of State Development, Infrastructure and Planning have been contacted for comment.