

02 | Description of the Project



Section 02 Description of the Project

2.1 Overview of the Project

Hancock Prospecting Pty Ltd (HPPL) (the Proponent), through its wholly owned subsidiary company, Hancock Coal Pty Ltd (HCPL) is proposing to develop the Alpha Coal Project (the Project), a 30 million tonnes per annum (Mtpa) product open cut thermal coal mine to target the C and D seams in the Upper Permian (Bandanna Formation) coal measures of the Galilee Basin, Queensland, Australia. The Project will be supported by the development of a privately owned and operated standard gauge, single track, non-electrified, 495 kilometers (km) long railway line for the purposes of transporting coal from the proposed Alpha coal mine to the Port of Abbot Point near Bowen for export.

Excluded from this Environmental Impact Statement (EIS) is the proposed Abbot Point Coal Terminal. The North Queensland Bulk Ports Corporation (NQBPC) is the owner and port authority for the Port of Abbot Point. The port facility has a current handling capacity of 21 Mtpa. In 2007, approvals were granted to expand the handling capacity to 50 Mtpa. Since this time NQBP, as the proponent, has completed a Voluntary Environmental Assessment (VEA) for a proposed further expansion of the port for a handling capacity of 110 Mtpa (the Abbot Point Coal Terminal X110 Expansion Project). A VEA has been completed as the proposed expansion project does not trigger the requirement for an EIS under the *State Development and Public Works Organisation Act 1971* (SDPWO Act). This VEA has been referred and will be assessed by the Coordinator General (CG) as part of Section 9 of the development scheme, which manages land use within the Abbot Point State Development Area (APSDA). The port element of the project at Abbot Point does not form part of this EIS. North Queensland Bulk Port Corporation (NQBP), the owner and operator of the Abbot Point port facilities, is conducting the port area environmental impact assessment activities.

The Alpha Coal Project (Mine) component of the Project includes the following infrastructure; Run of Mine (ROM) stockpiles, Coal Handling and Preparation Plant (CHPP), quarry/borrow pits, tailings storage facility, raw water dams, environmental dams, accommodation village, access roads, workshops, offices, fuel and oil storage, water and wastewater treatment systems, sewage system, communications, water pipeline, and electrical components. The Alpha Coal Project (Mine) comprises four open cut pits, with a total strike length of ~ 24 km in a north to south direction. The coal will be mined by excavators and transported by truck operations. Raw coal will pass through one of two ROM facilities where it will be reduced in size for further processing at the CHPP. Draglines will be used for removal of overburden and interburden as required.

The Alpha Coal Project (Rail) component of the Project includes; the construction of a standard gauge, single track, non-electrified, 495 km long railway corridor, two balloon loops, eight passing loops, maintenance sidings, a marshalling yard as well as five accommodation camps for the purposes of transporting processed coal from the Alpha coal mine to Abbot Point Port. Two of the accommodation camps, including the mine accommodation village, will be permanent.

The construction phase for the Alpha Coal Project (Mine) and associated Alpha Coal Project (Rail) is envisaged to take nominally 48 and 30 months, respectively, commencing in 2011. The life of mine (LOM) for the Alpha Coal Project (Mine) is 30 years, commencing in 2013, while the Alpha Coal Project (Rail) is expected to be operational in 2014. The LOM considered for this EIS is 30 years; however, it is possible that there will be sufficient resources to potentially extend the Project life beyond 30 years.

The Project will look to create a total of approximately 1,060 (mine) and 2,680 (rail) construction jobs and approximately 2,300 (mine) and 225 (rail) operational job opportunities (including contractors), along with a multitude of flow-on (indirect) employment opportunities for the region, refer to Volume 2, Section 20 and Volume 3, Section 20 for details.

2.2 Location

2.2.1 Alpha Coal Project (Mine)

The Alpha Coal Project (Mine) is located 130 km south-west of Clermont and approximately 360 km south-west of Mackay (Figure 2-1). The nearest town to the mine is Alpha, located approximately 50 km south. Access to the mine is from the Hobartville Road north off the Capricorn Highway at Alpha.

Specific Alpha Coal Project (Mine) location Figures for the Alpha Coal Project (Mine) include:

- Figure 2-2, illustrating the land tenure including property titles and names as well as the Mining Lease Application (MLA), the Exploration Permit Coal (EPC 1210) and Mineral Development Licence (MDL) for the Alpha Coal Project (Mine) location.
- Figure 2-3, illustrating the location of all proposed project road and rail infrastructure including; access points, ramps, roads, stock routes, dams, rail loop and train load-out facility.
- Figure 2-4a and Figure 2-4b, illustrating the proposed Mining Infrastructure Area (MIA) buildings and layout information.
- Figure 2-5, illustrating the Alpha Coal Project (Mine) project disturbance area and easements across the Project site.

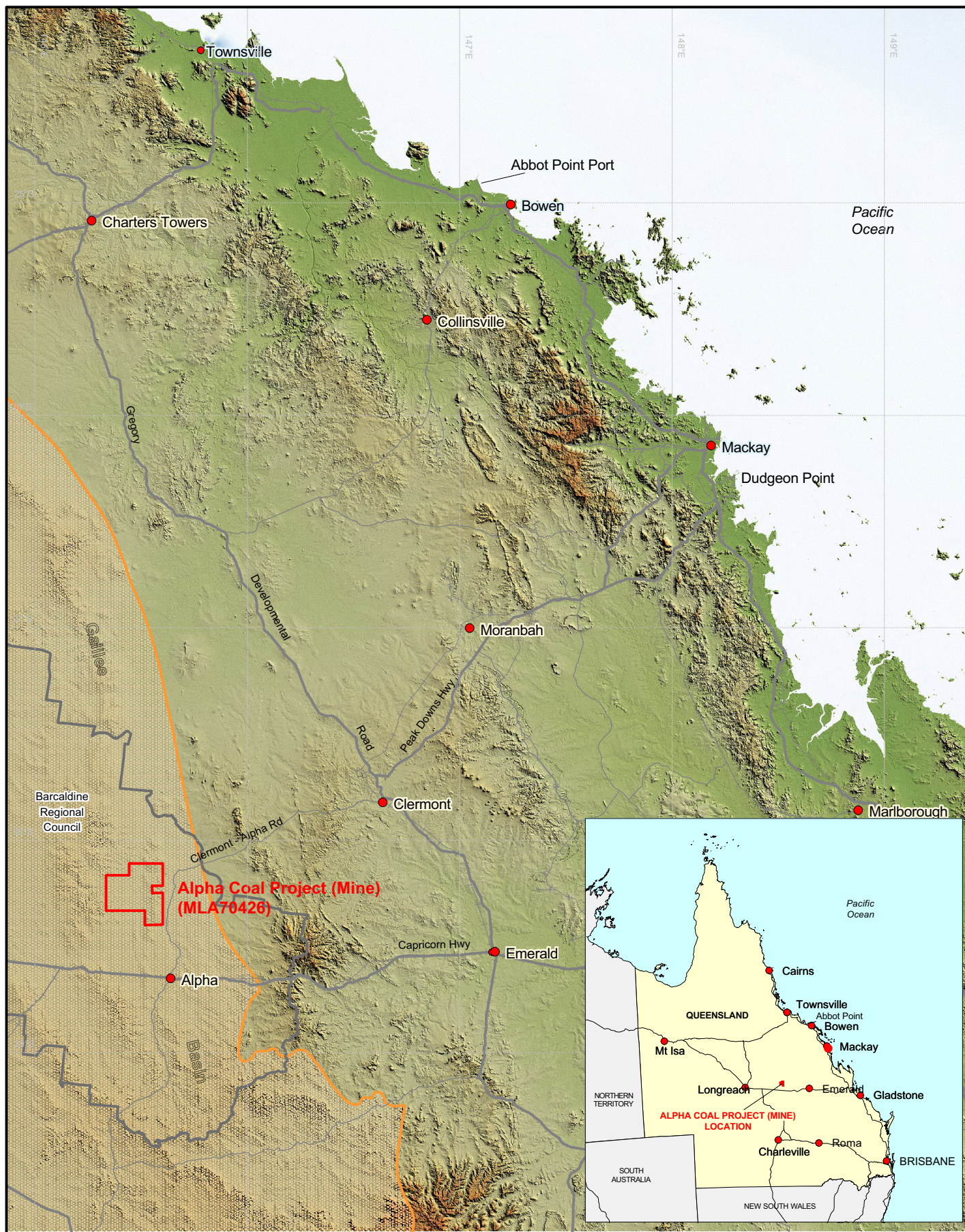
2.2.2 Alpha Coal Project (Rail)

The Alpha Coal Project (Rail) route links the Alpha coal mine, approximately 50 km north of the Alpha township and the Abbot Point coal export terminal, 25 km north of Bowen. The rail corridor route follows a generally north-easterly direction from the Alpha mine. The railway crosses relatively flat lowlands before commencing a gentle climb near Eaglefield adjacent to the Suttor River, to a point near the existing Newlands mine. This corresponds to the highest point on the rail route at approximately 300 m above mean sea level (masl). In the vicinity of the Newlands mine, the rail route runs parallel to the Queensland Rail (QR) Northern Missing Link rail line for approximately 70 km through a pass in the Leichhardt Range and parallel to the Newlands Rail line to a point near the Bowen River. The rail route then follows a north westerly direction, crossing the Bowen River, before heading through the Bowen River valley toward Mt Herbert. The rail route passes to the west of Mt Herbert through a pass in the Clarke Range. From this point, the rail route follows a north-easterly direction, crossing the Bogie River, and then follows an easterly direction entering the Abbot Point area, some 495 km from the Alpha Coal Mine.

The majority of the Alpha Coal Project (Rail) lies within the Whitsunday Hinterland and Mackay (WHAM) region, with a small component located within the Central West Region. The proposed rail loop and corridor traverses the following Local Government Areas (LGA), within these two regions:

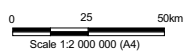
- Barcaldine Regional Council from chainage 0 to chainage 45 km;
- Isaac Regional Council from chainage 45 km to chainage 282 km; and
- Whitsunday Regional Council from chainage 282 km to chainage 495 km.

Figure 2-6 (sheet 1 – 14) illustrates the Alpha Coal Project (Rail) location which identifies; local government areas, power lines, gas and water pipelines, environmental aspects, roads as well as information on infrastructure such as depots, martialling yards, loops and camp areas. Refer to Volume 3 Section 2 for greater detail on land and mining tenure, and property information,



- Mining Lease Application (MLA70426) Boundary
- Barcardine Regional Council Boundary

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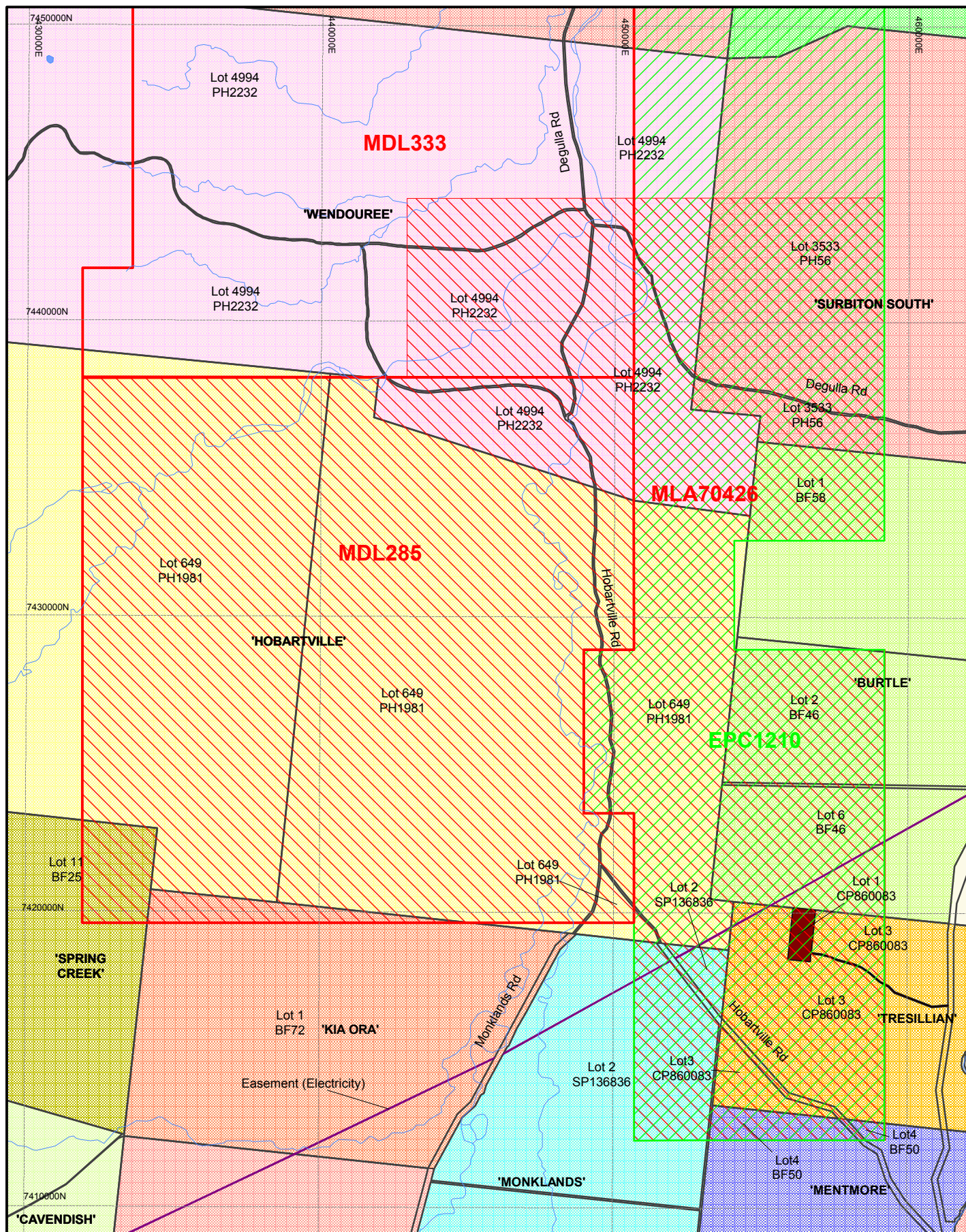
Job Number | 4262 6580
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**REGIONAL
PROJECT LOCATION**

Figure: 2-1

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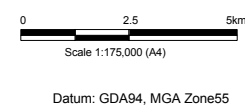
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- | | | | |
|--|--|--|------------------------|
| | Mining Lease Application (MLA70426) Boundary | | Cadastral Boundary |
| | Exploration Permit Coal (EPC1210) | | Reserve (Gravel) |
| | Mineral Development Lease (MDL333,285) | | Easement (Electricity) |

Note: Colour fill indicates extend of individual Stations.

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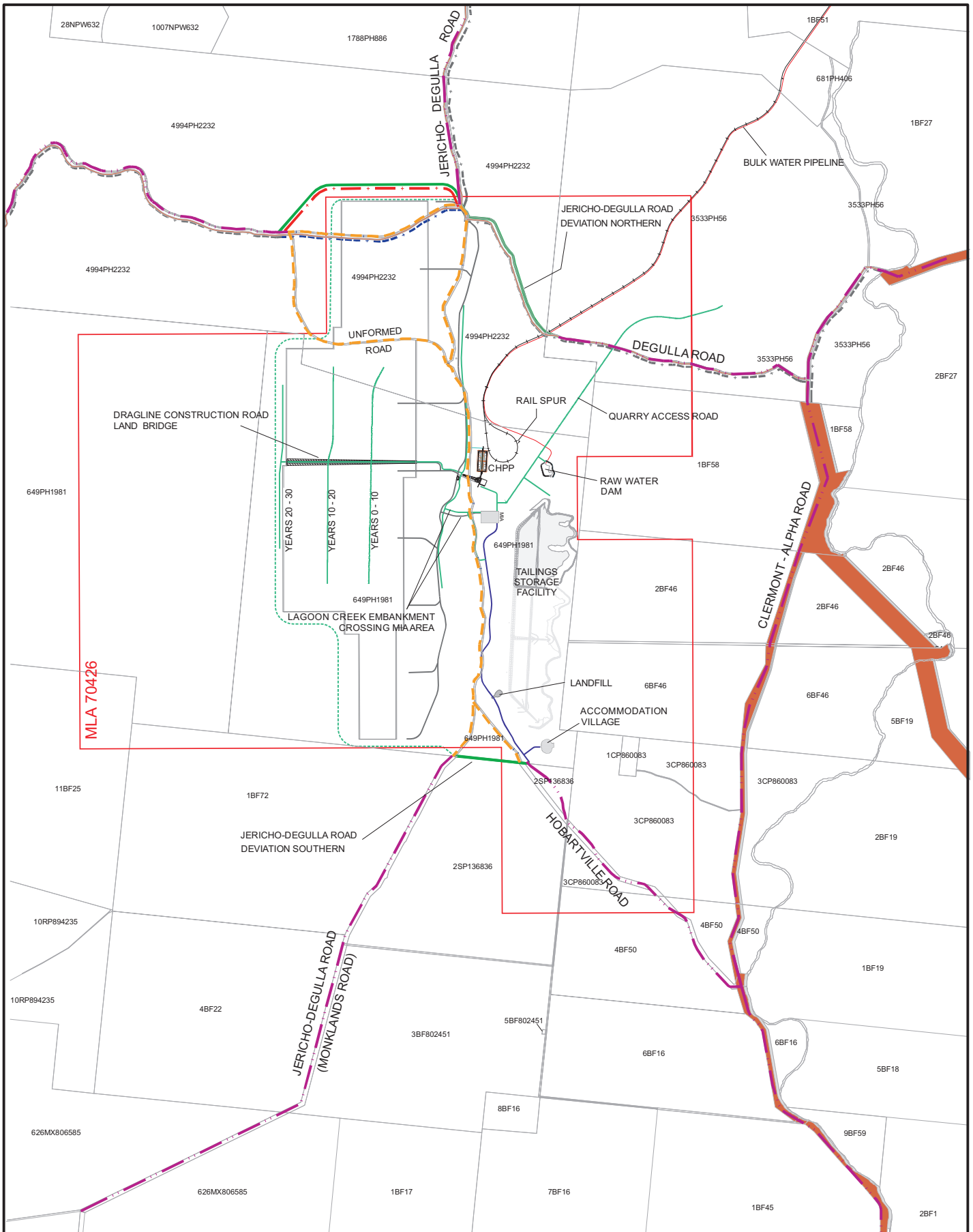
**LAND TENURE
 AND MINING LICENSES**

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Figure: 2-2

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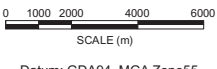
GENERAL LEGEND

- EXISTING**
- MINING LEASE APPLICATION (MLA70426) BOUNDARY
 - EXISTING STOCK ROUTE RESERVE
 - EXISTING STOCK ROUTE (WITHIN ROAD RESERVE)
 - EXISTING ROADS

PROPOSED

- PROPOSED ROAD DEVIATIONS/UPGRADES
- PROPOSED ROAD CLOSURES
- PROPOSED STOCK ROUTE CLOSURE
- PROPOSED TWO-WAY SEALED ROAD
- PROPOSED TWO-WAY UNSEALED ROAD
- PROPOSED SINGLE LANE UNSEALED ROAD
- PROPOSED HAUL ROAD
- PROPOSED STOCK ROUTE

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PROJECT ROAD AND RAIL INFRASTRUCTURE

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Figure: 2-3

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DRAFTING ABBREVIATIONS:	BLDG BUILDING	B/S BOTH SIDES	COL COLUMN	CRS CENTRES	C/W COMPLETE WITH	DIA DIAMETER	DWG DRAWING	ELEV ELEVATION	FCL FINISHED CEILING LEVEL	FLL FINISHED FLOOR LEVEL	FGL FINISHED GROUND LEVEL	GA GENERAL ARRANGEMENT	GALV GALVANISED	GFL GROUND FLOOR LEVEL	IP INTERSECTION POINT	I/S INSIDE	LG LONG	MIN MINIMUM	MISC MISCELLANEOUS	NB NOMINAL BORE	NOM NOMINAL	NDM NOT TO SCALE	N/A NOT APPLICABLE	OAE OR APPROVED EQUIVALENT	OD OUTSIDE DIAMETER	O/A OVERALL	O/S OUTSIDE	PREFAB PREFABRICATED	REF REFERENCE	REINF REINFORCEMENT	SFL STRUCTURE FINISHED LEVEL	SOP SET OUT POINT	SPEC SPECIFICATION	SO SQUARE	STD STANDARD	THK THICK	TOC TOP OF CONCRETE	TOD TOP OF GRATING	TOS TOP OF STEEL	TYP TYPICAL	UNO UNLESS NOTED OTHERWISE	US UNDERSIDE	WP WORKING POINT
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ARCHITECTURAL ABBREVIATIONS:	A/C AIR CONDITIONING	BASIN	BOOKCASE	BOLLARD	BTH BATH	BV BRICK VENEER	C COOKER	CC CHEMICAL CLOSET	CD CLOTHES DRYER	CPD CORRUGATED	CS CLEANERS SINK	D DOOR	DF DRINK FOUNTAIN	DG DOUBLE GLAZING	DP DOWN PIPE	DW DISH WASHER	FW FLOOR WASTE	HC HOSE COCK	HTR HEATER	HWU HOT WATER UNIT	KS KITCHEN SINK	KS-BWU KITCHEN SINK WITH WATER BOILER / CHILLER	LVR-F LOUVRE FIXED	LVR-O LOUVRE OPERABLE	M MICROWAVE OVEN	MSB MAIN SWITCHBOARD	R REFRIGERATOR	RD ROLLER DOOR	RS ROLLER SHUTTER	SHR SHOWER	ST SEPTIC TANK	SVP SEWER VENT PIPE	SMP STORM WATER PIT	TV TELEVISION	U URINAL	W WINDOW	WC WATER CLOSET (TOILET)	WM WASHING MACHINE	WR WARDROBE	WT WASH TROUGH	W WINDOW
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ARCHITECTURAL SYMBOLS:	KITCHEN - G01	ROOM TITLE AND REFERENCE NUMBER	FLOOR AREA IN SQUARE METRES	DOOR REFERENCE NUMBER	REFER TO SCHEDULE	WINDOW REFERENCE NUMBER	REFER TO SCHEDULE	BOLLARD MEDIUM VEHICLE (TRUCK)	BOLLARD HEAVY VEHICLE	BOLLARD LIGHT VEHICLE (CAR)	WATER CLOSET	DOWN PIPE	FLOOR WASTE	BASIN	KITCHEN SINK	KITCHEN SINK WITH UNDER SINK WATER BOILER / CHILLER	DRINK FOUNTAIN	WASH TROUGH	FIRE HOSE REEL	RAW WATER HOSE REEL	COMPRESSED AIR OUTLET	AIR HOSE REEL (RETRACTABLE)	LUBE HOSE REEL (RETRACTABLE)	EARTHING HOSE REEL (RETRACTABLE)	SAFETY SHOWER AND EYE WASH	MAIN SWITCH BOARD (ELECTRICAL)	HOT WATER UNIT	MICROWAVE OVEN	REFRIGERATOR	ELECTRICAL COMBO UNIT	WELDING OUTLET	FLOOD LIGHT POLE (10m HIGH)
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SERVICES LINETYPES:	LO	LUBE OIL (LO)	DO	DIESEL OIL (DO)	GG	GREASE (GG)	DG	DETERGENT (DG)	RW	RAW WATER (RW)
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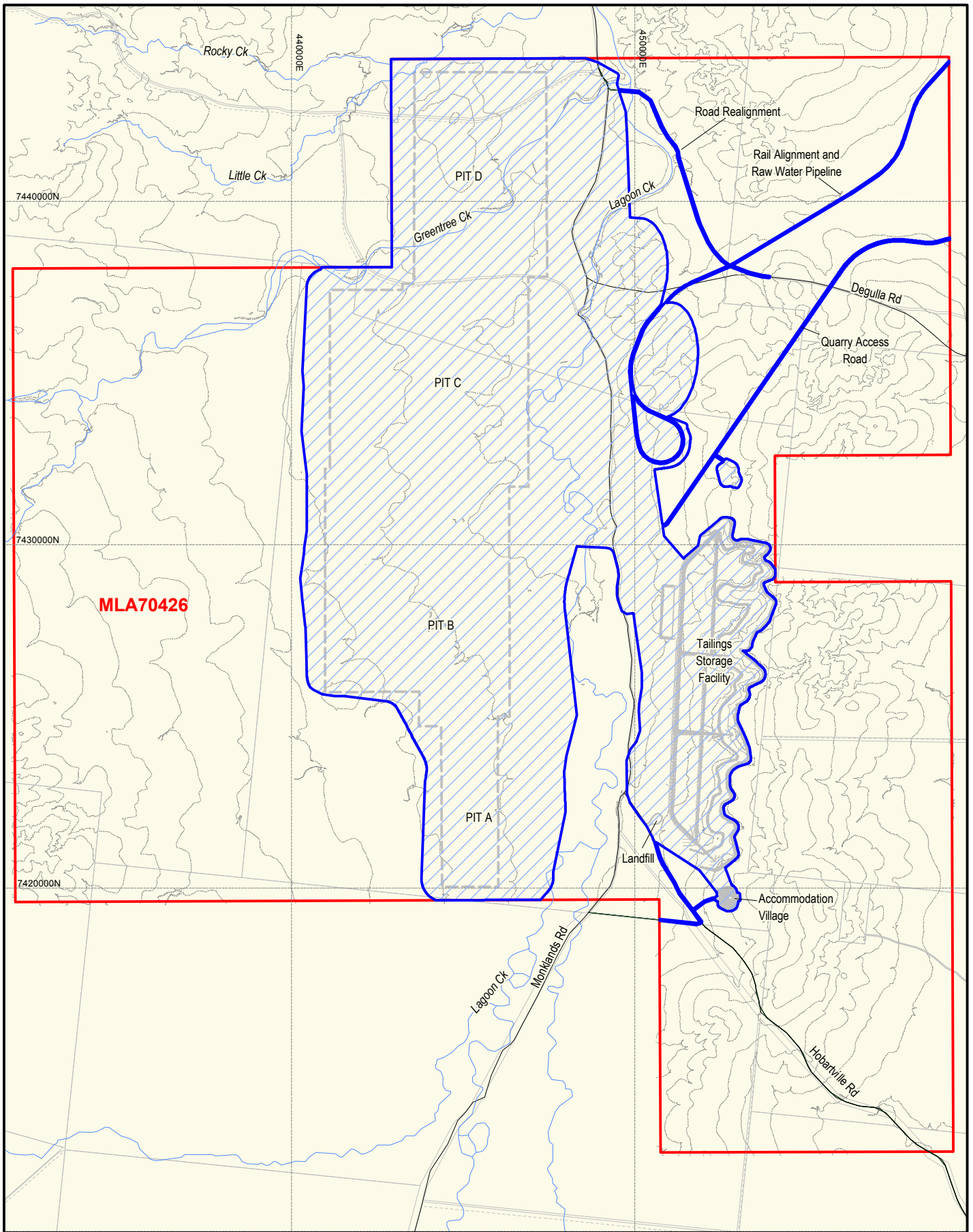
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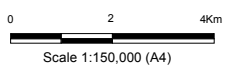
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- Mining Lease Application (MLA70426) Boundary
- Project Disturbance Area
- Contour (10m interval)

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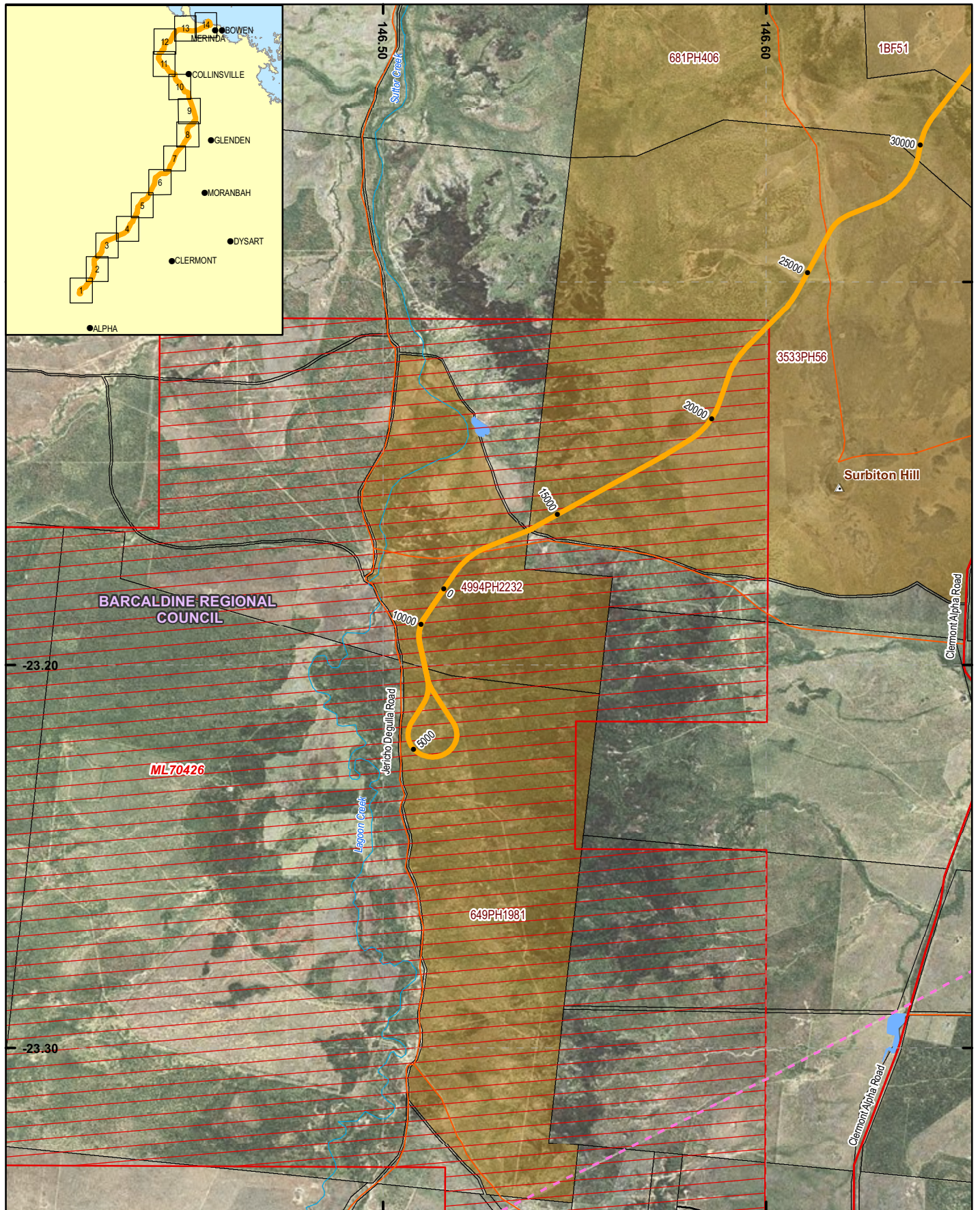
PROJECT DISTURBANCE AREA

Job Number 4262 6580
Revision A
Date 24-09-2010

Figure:2-5

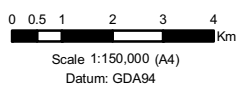
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- | | | | | | | |
|---------------------|----------------------|------------------|--------------------|-------------------------|---------------|----------------|
| ● Town | — Proposed Alignment | — Powerline | ■ Nature Refuge | ▭ Local Government Area | ■ Tenure | ■ Mining Lease |
| ▲ Mountain | — Major Road | — Gas Pipeline | ■ Reserve | ▭ Cadastre | ■ Freehold | ■ Application |
| ▲ Camp | — Minor Road | — Water Pipeline | ■ Great Barrier | ▭ Waterbody | ■ Lands Lease | ■ Granted |
| ■ Marshalling Yards | — Existing Railway | — Watercourse | ■ Reef Marine Park | ■ Easement | | |
| ⊗ Depot | | | | | | |

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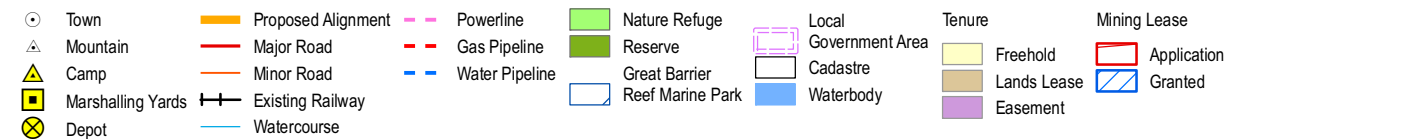
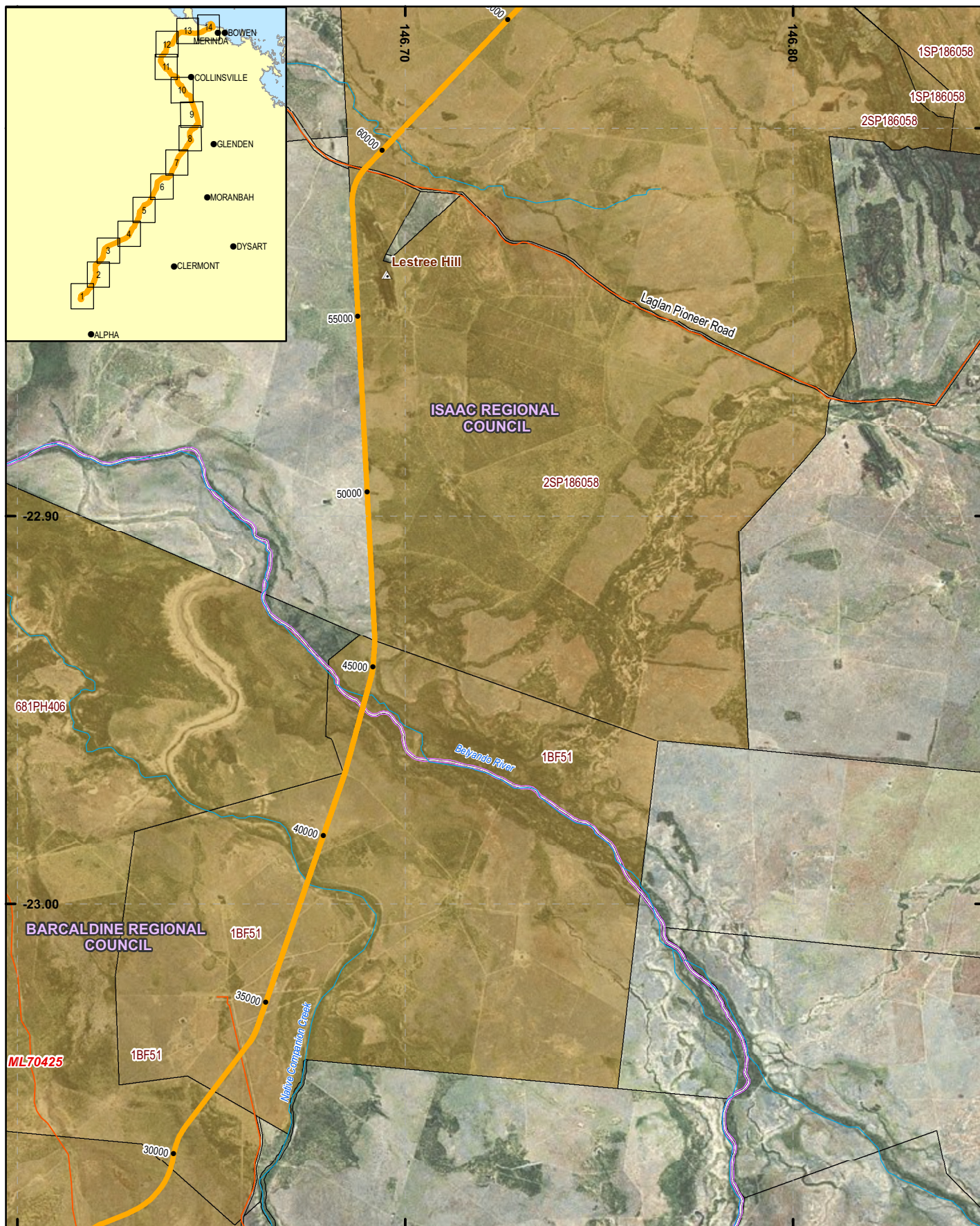
LAND USE AND TENURE

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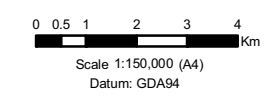
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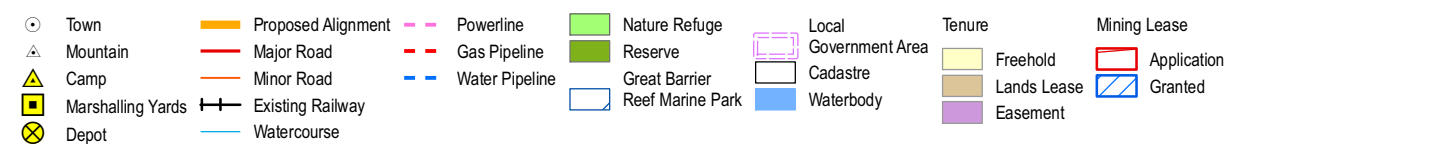
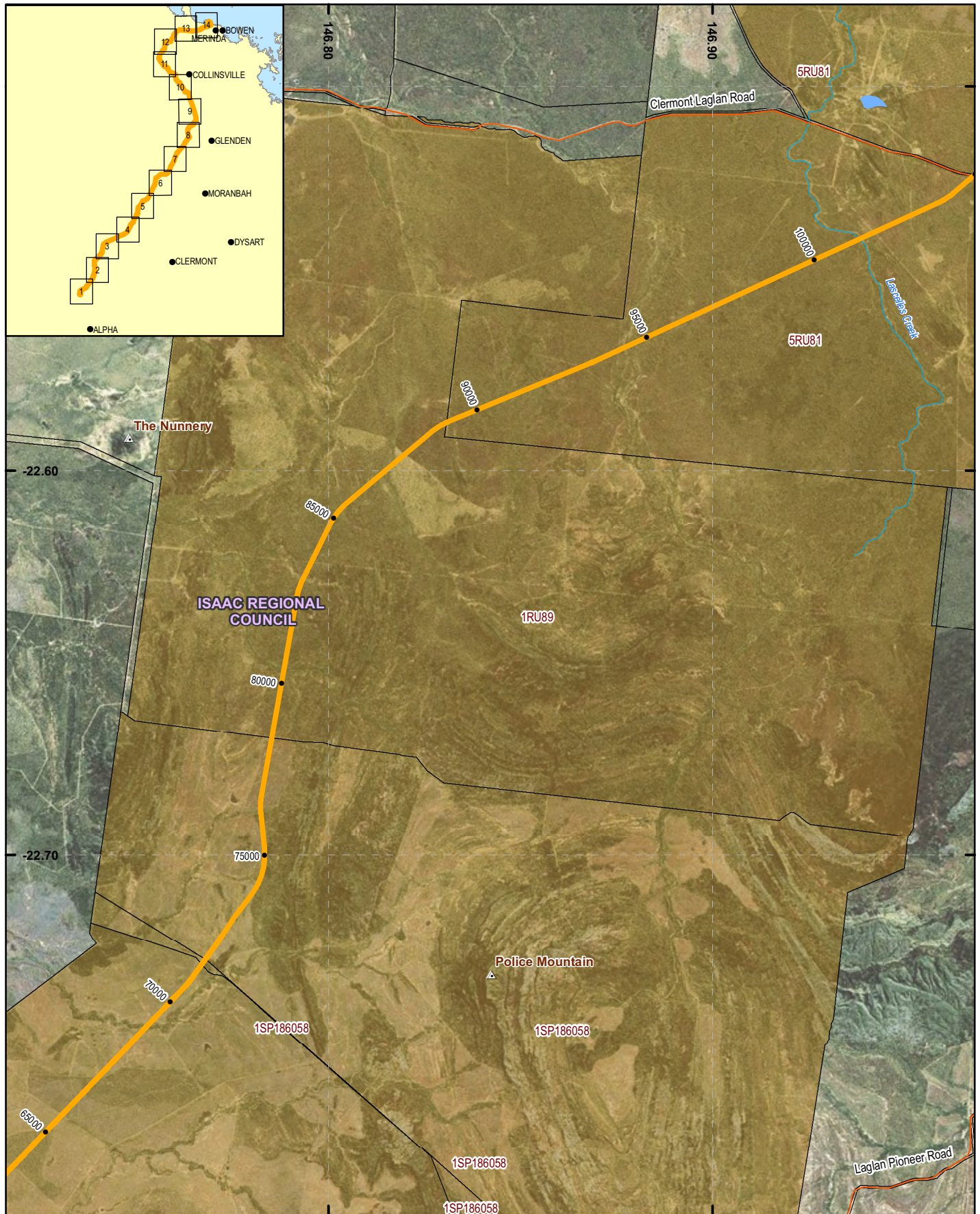
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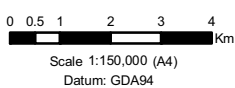
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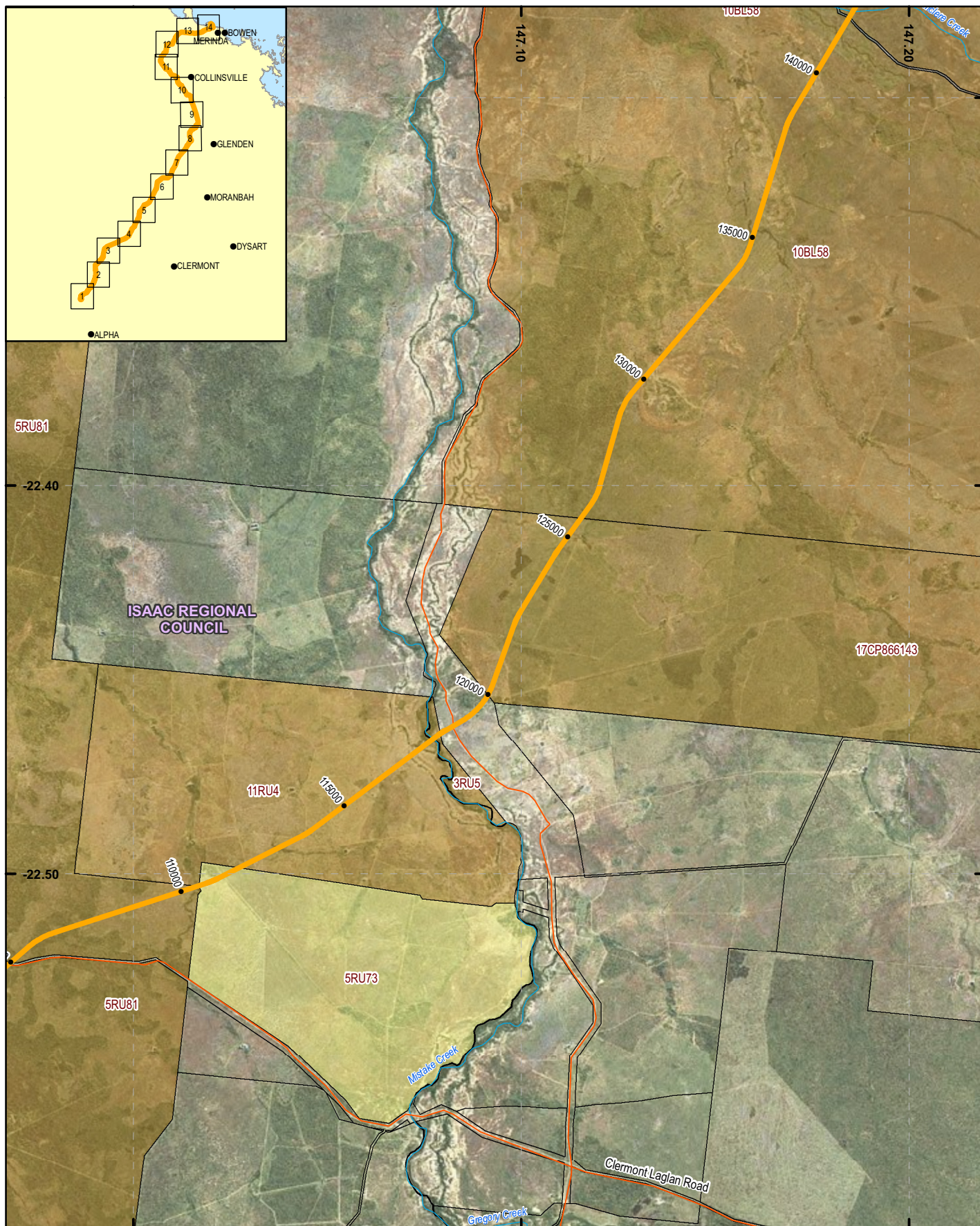
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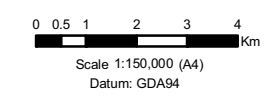
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| ▲ Mountain | — Major Road | — Gas Pipeline | ■ Reserve | ▭ Cadastre | ■ Freehold | ▭ Application |
| ▲ Camp | — Minor Road | — Water Pipeline | ■ Great Barrier | ▭ Waterbody | ■ Lands Lease | ▭ Granted |
| ■ Marshalling Yards | — Existing Railway | — Watercourse | ▭ Reef Marine Park | ■ Easement | | |
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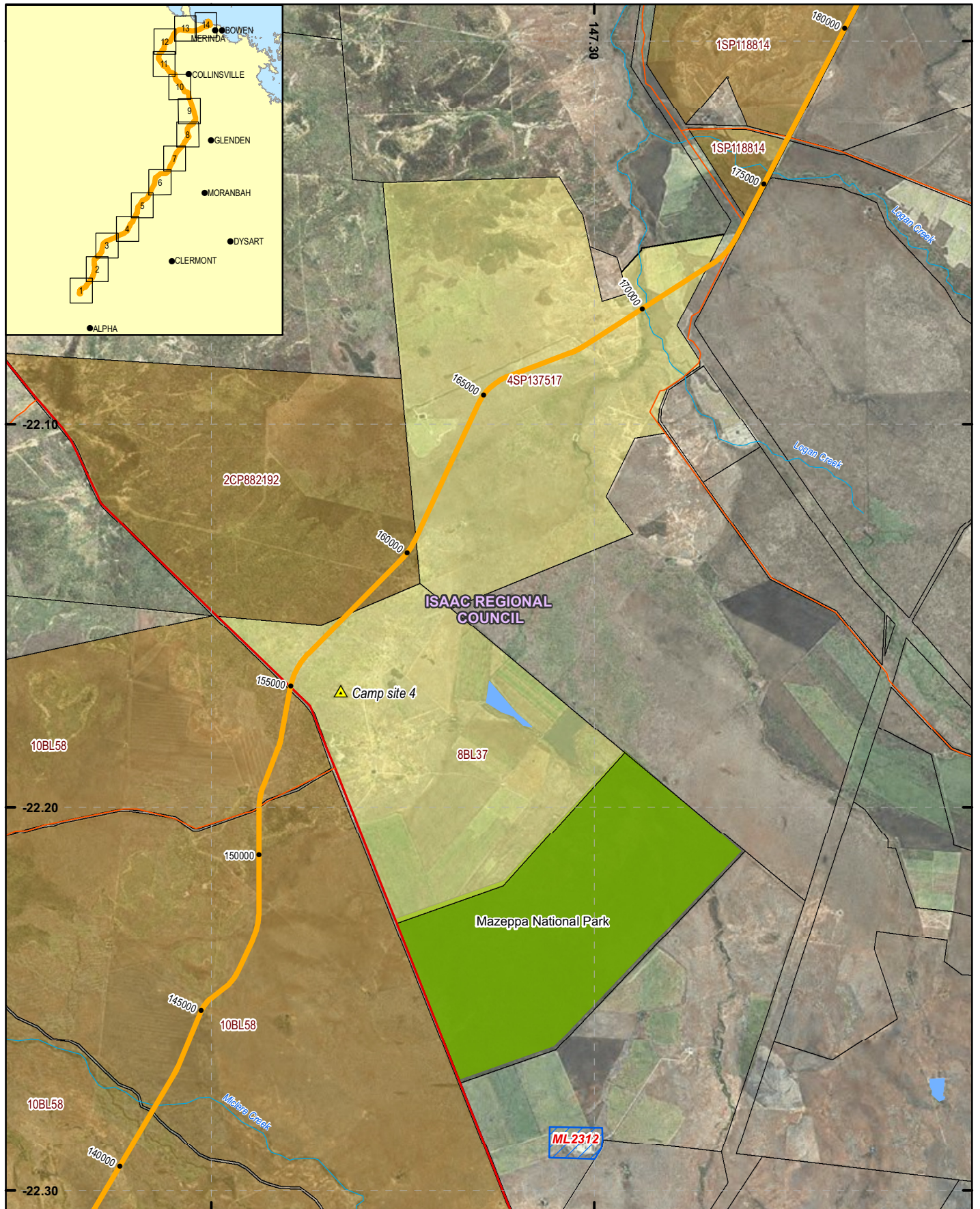


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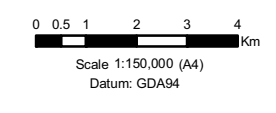
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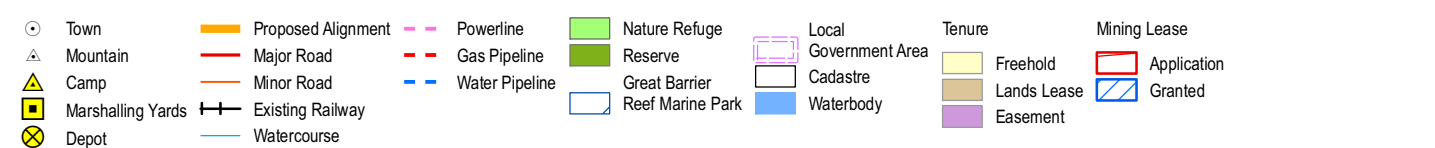
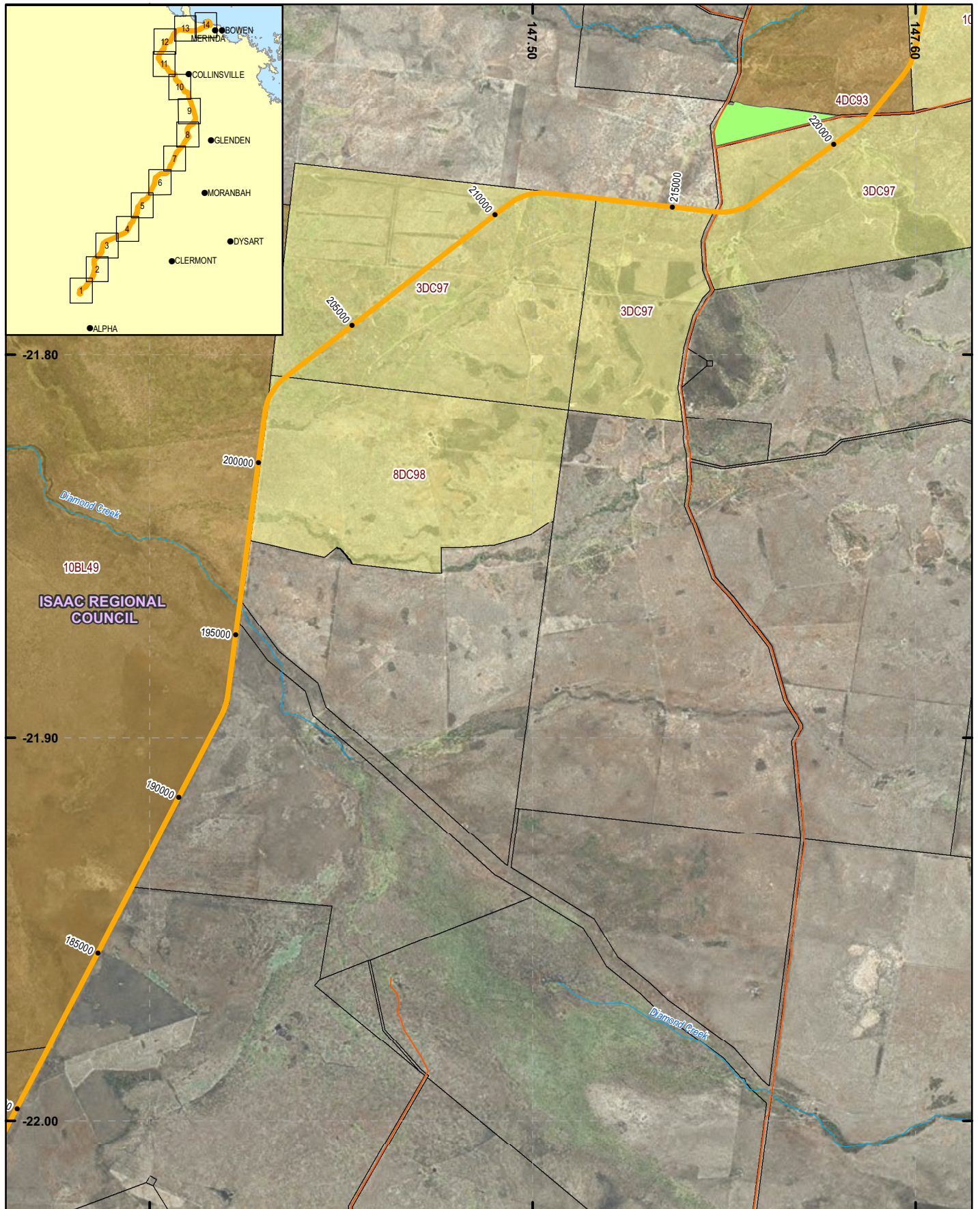
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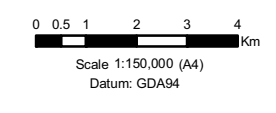
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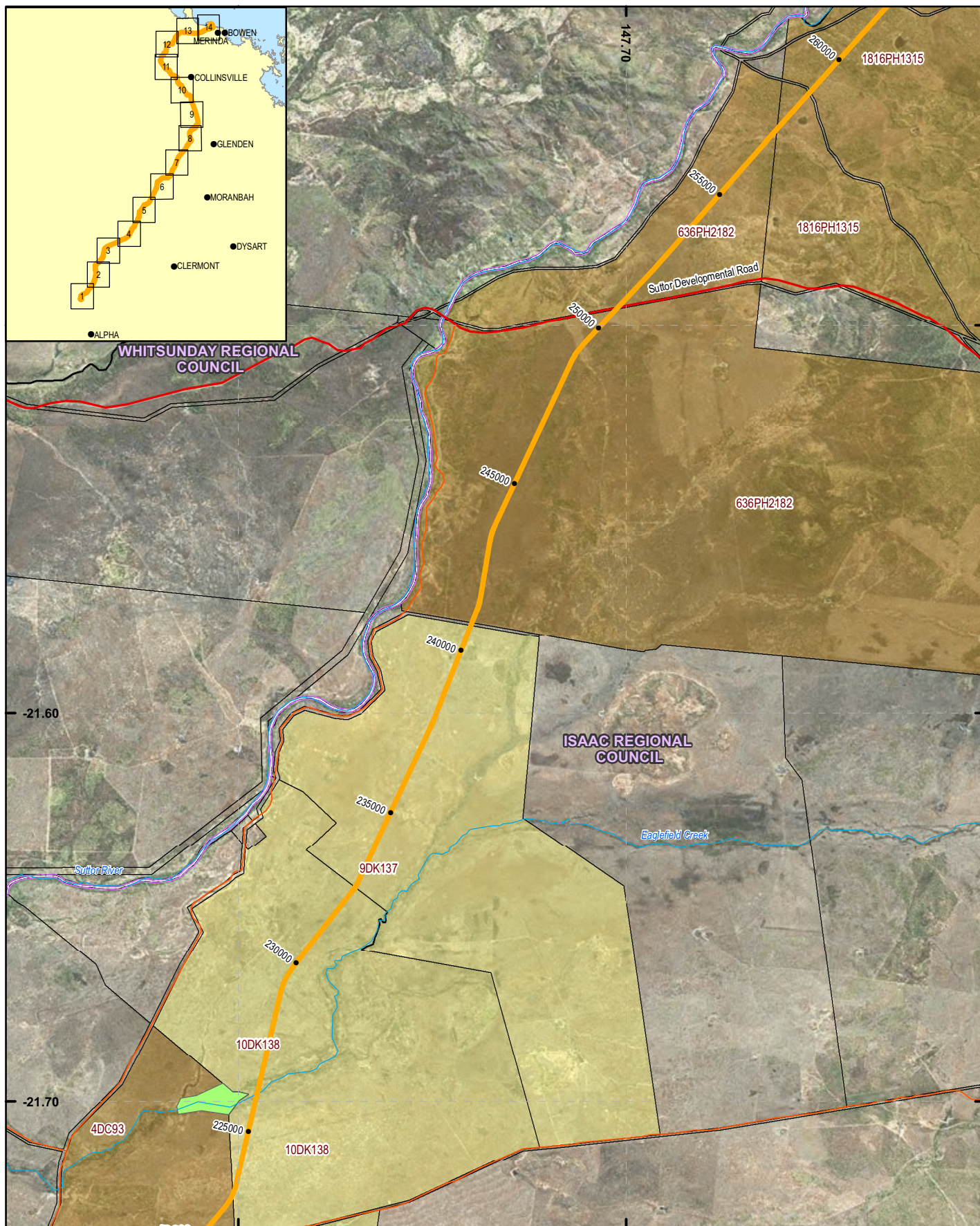


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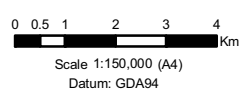
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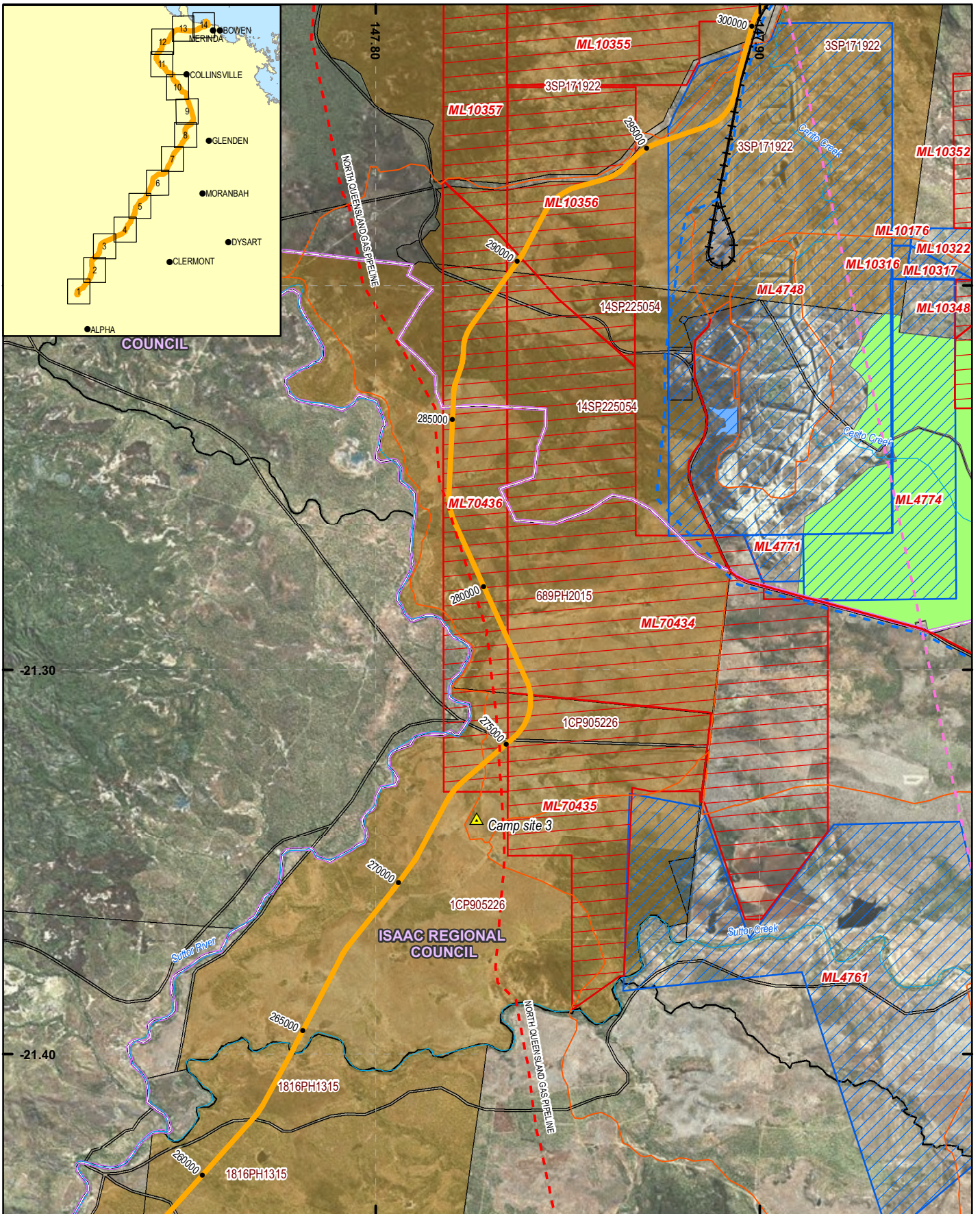


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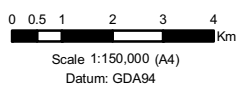
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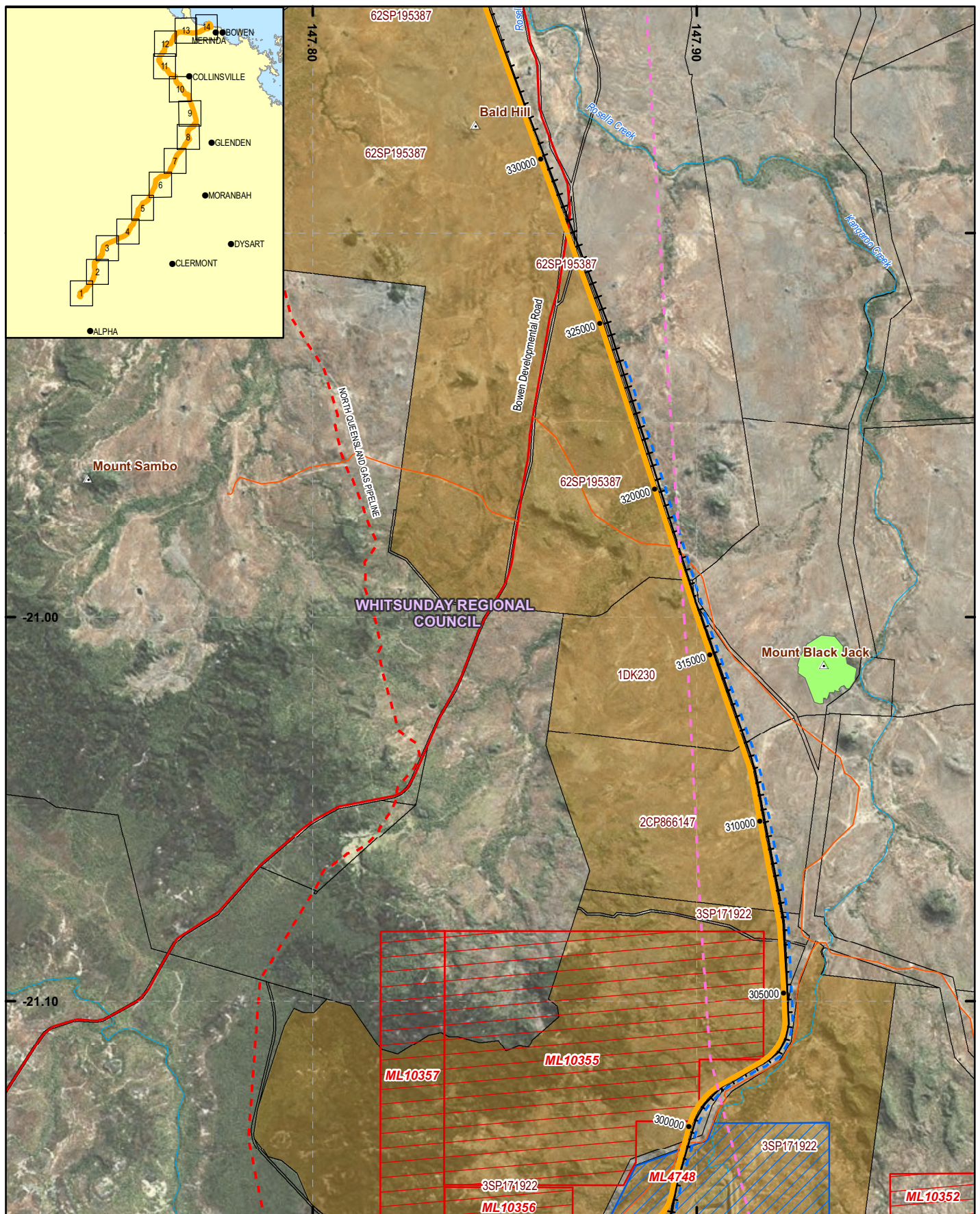
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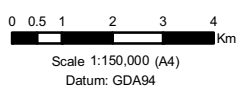
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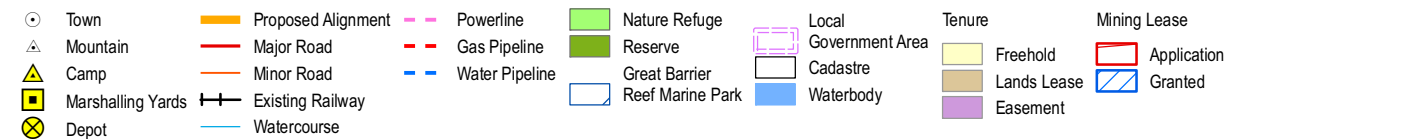
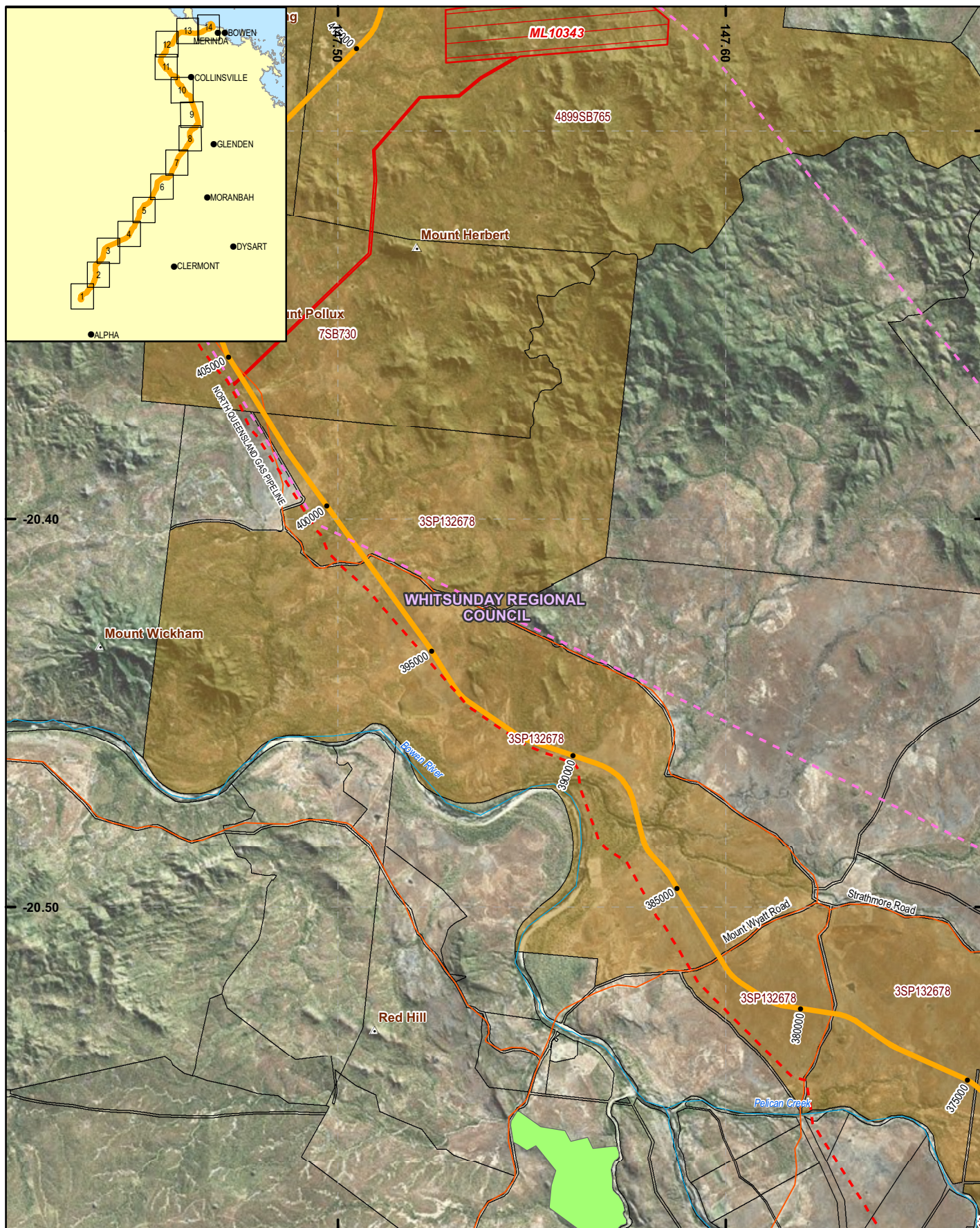
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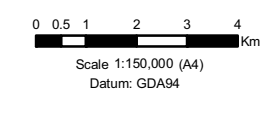
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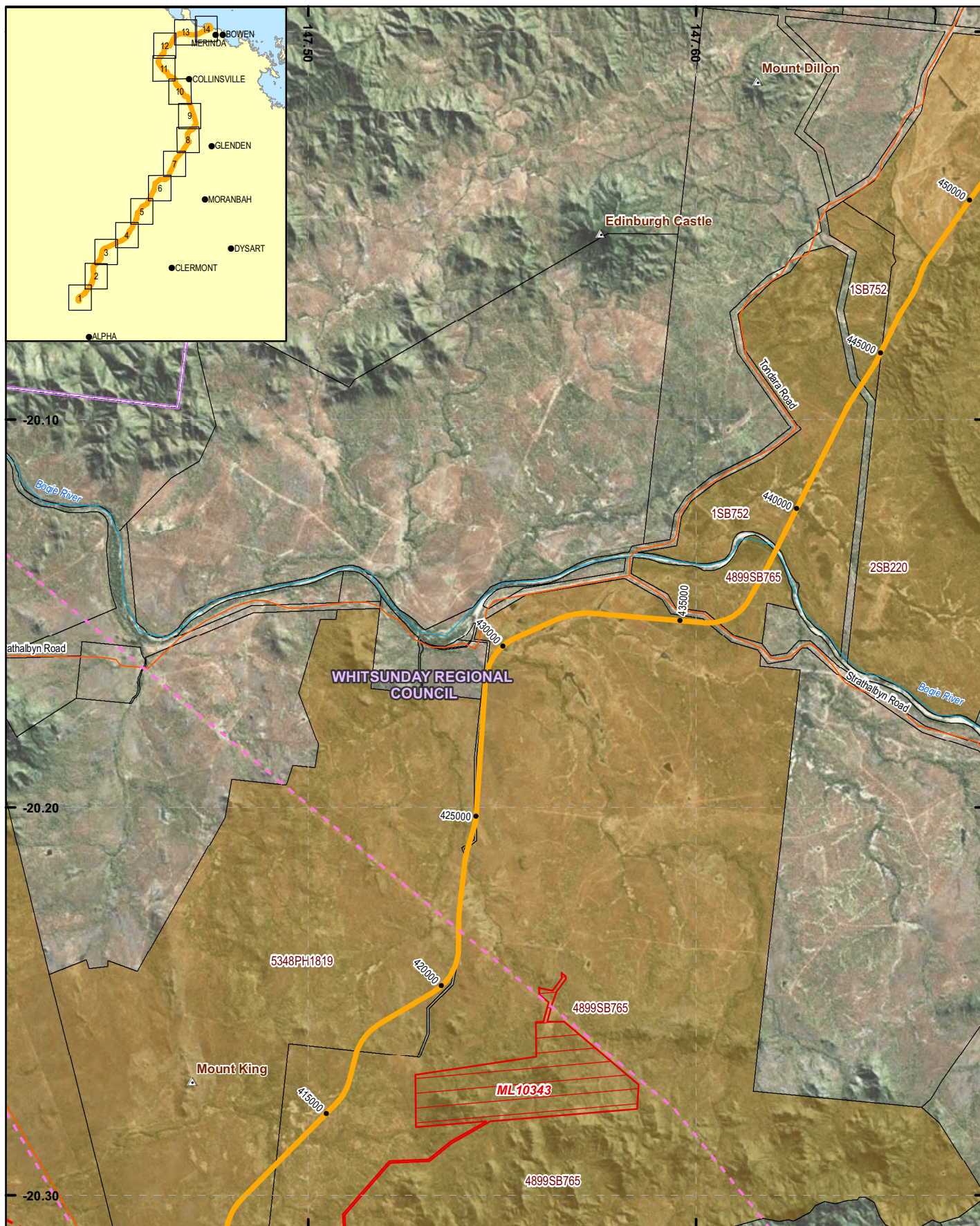


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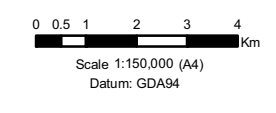
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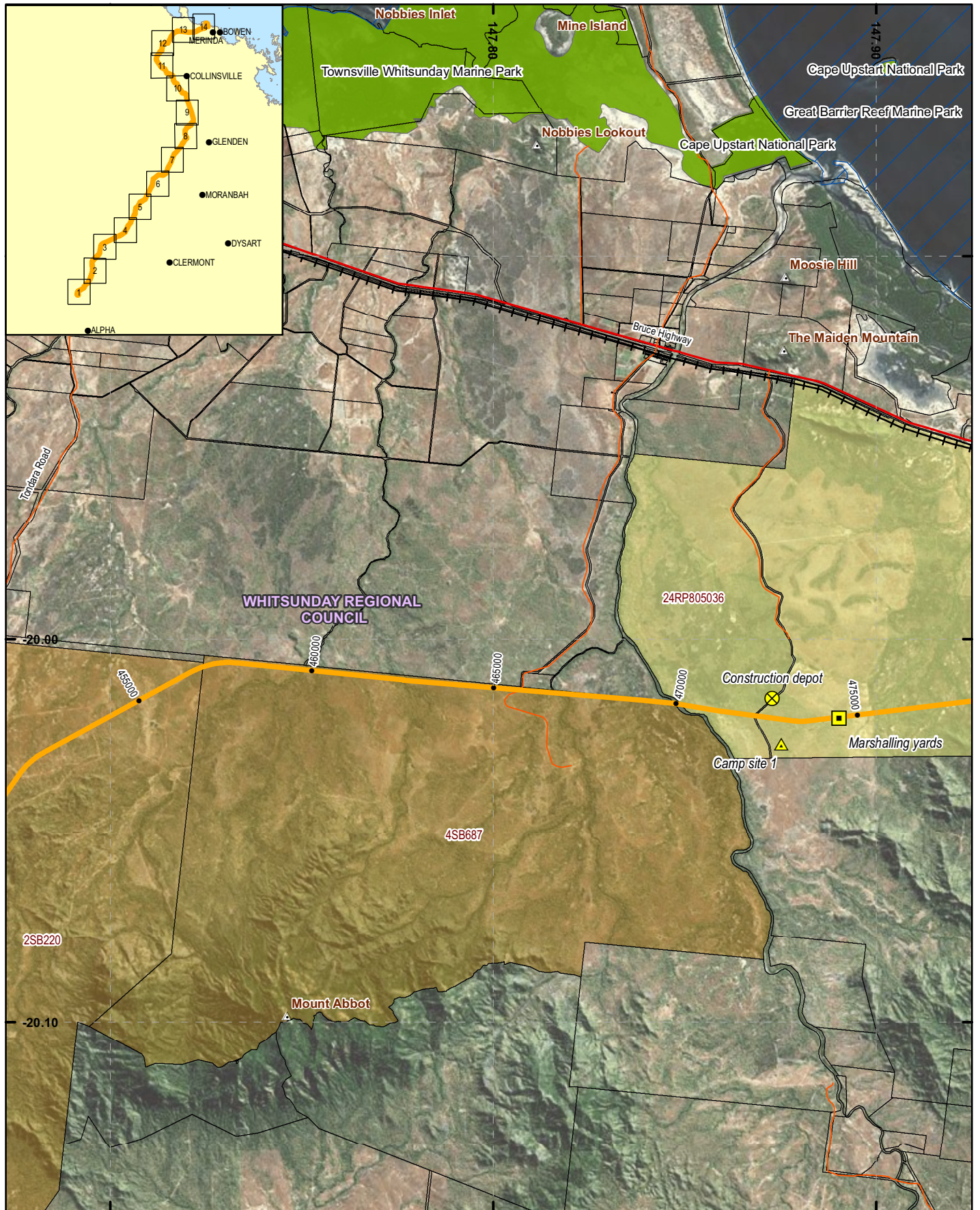


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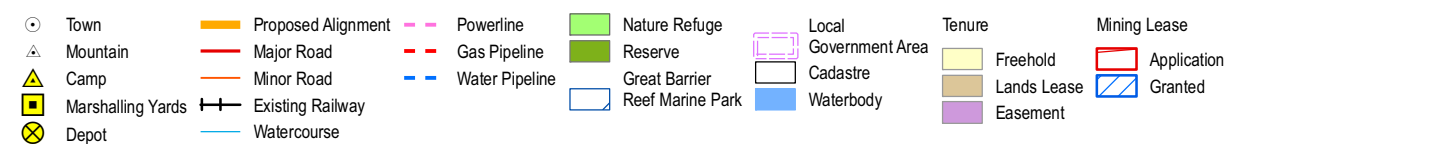


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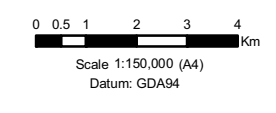
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2.2.3 Relationship to Other Projects

In order to demonstrate the role of the Project within Central Queensland and to describe the relationship of the Project with other projects within the region, the following points are noted:

- Kevin's Corner Project – the railway as part of this Project will be utilised for the adjoining Kevin's Corner Project. The railway could also be used by other Galilee Projects;
- Abbot Point Coal Terminal X110 Expansion Project – HPPL is the preferred developer for the onshore X110 Coal Terminal through which the coal will be transferred to offshore shipping berths;
- Abbot Point Multi-Cargo Facility – HPPL is currently seeking to utilise this proposed facility for the development of shipping berths for export, as an alternate to offshore berths;
- Water for Bowen Project – SunWater is proposing the development of a water transport system that would provide up to 60 gigalitres of water annually from water allocations sourced from the Burdekin Falls Dam. This system will provide a raw water supply service to the Alpha Coal Project and other water users in the Galilee Basin;
- Galilee Basin Transmission Project – Powerlink is proposing the development of a new 275kV transmission line from its existing Lilyvale Substation (near Emerald) to a new substation near Alpha. This system will provide a high voltage power supply service to the Alpha Coal Project and other water users in the Galilee Basin;
- Galilee Coal Project - Waratah Coal Pty Ltd is proposing the development of a new coal mine in the Galilee Basin to supply thermal coal to overseas customers; and
- South Galilee Coal Project - a joint venture between AMCI (Alpha) Pty Ltd and Alpha Coal Pty Ltd is proposing the development development of a new coal mine in the Galilee Basin to supply thermal coal to overseas customers.

In relation to opportunities for sharing infrastructure between new coal development projects in the Galilee Basin, HPPL has addressed the matter of shared rail infrastructure through two key mechanisms. The first is through third party access to the HPPL railway. The second is through the provision of a railway engineering solution that allows for future expansion in order to service the needs of other users on the railway.

2.3.1.1 Third Party Rail Access

The HPPL rail corridor has been in the public domain since February 2010, when it was publicly advertised as part of the Infrastructure Facility of Significance process. On 1st October 2010, the Queensland Government declared that the rail corridor is an Infrastructure Facility of Significance pursuant to Section 125 (1) (f) of *the State Development and Public Works Organization Act 1971*.

The criteria for declaration included the Project being of significance, particularly economically or socially, to Australia, Queensland or the region in which the facility is to be constructed. In considering whether the infrastructure facility would be of economic or social significance, the potential for the facility to contribute to community wellbeing and economic growth or employment levels was taken into account. Further, the contribution the infrastructure facility makes to agricultural, industrial; resource or technological development in Australia, Queensland or the region is a relevant consideration.

HPPL has agreed to, and is preparing a Voluntary Access Undertaking pursuant to the *Trade Practices Act 1974*. As noted in the HPPL application for Declaration of the Rail Corridor as an Infrastructure Facility of Significance, the Alpha Coal Project, when combined with the Kevin's Corner Coal Project has sufficient financial robustness to underwrite the economic and sustainable development of the railway. Capacity expansion over 60mtpa on behalf of other potential third party users, which is foreshadowed also in this document, improves the net present value for the rail project. In other words, there is a financial incentive for Hancock to provide for third party access where capacity is available or can be economically made available.

No companies have, or will be excluded from the Undertaking process, which includes public consultation also by the Australian Competition and Consumer Commission. Such public consultation is anticipated to occur in the first half of 2011. On 5th October 2009, HPPL publicly noted the following:

"We have advised the Government that our transport infrastructure facilities will be open access and we would be happy to acquire a wider corridor to ensure long term growth from the Galilee Basin. Over 100 million tonnes can be easily accommodated on the railway currently being investigated in the field by Hancock Coal as part of the EIS."

2.3.1.2 Railway Technical Solution

The proposed railway forming part of the Project is the result of several engineering studies including pre-feasibility, peer review, value engineering, and bridging studies. During those studies the railway design was refined from several options, commencing with narrow gauge systems linking into existing QR infrastructure, through to stand alone railway systems.

The decision to locate the port facilities at Abbot Point was a key input to the railway design, with the bridging study ultimately focused on a standard gauge railway system between the mine and the port of Abbot Point. This decision was encouraged by the State Government's preference for the port of Abbot Point, as noted in its 2009 State Budget papers:

"With regards to the Galilee Basin, Government is seeking to identify preferred options to deliver coal infrastructure to link the Basin to the Port of Abbot Point via a dedicated rail link. As such, the Government is keen to facilitate options involving private sector investment and development of this key infrastructure. This objective will be met through the provision of an integrated solution that provides equity of access to project proponents; ensures optimal supply chain solutions are facilitated from proponents singularly or collectively; and ensures any new export supply chain infrastructure provides open access to all Galilee Basin proponents." Page 77, Budget Strategy and Outlook, 2009-2010, Queensland Treasury

The railway forming part of the Project is designed for transporting 60 Mtpa, thus satisfying the full production requirements of the Project and the adjacent Kevin's Corner Project. The railway is also designed to provide a sound base for expansion for third party users. The current single track system can be expanded to approximately 120 Mtpa by the addition of additional passing loops and rolling stock. Further expansion beyond that capacity can be achieved through selective duplication of the rail line within the rail corridor.

2.3 Project Components

2.3.1 Alpha Coal Project (Mine)

2.3.1.1 Coal Mine

The coal mine will be a new open cut thermal coal mine located within MLA 70426. MLA 70426 is over Exploration Permit Coal (EPC) 1210 and MDL 333. The open cut coal mine is proposed to produce 30 Mtpa of thermal coal for the export market for the scheduled LOM of 30 years.

The project is to comprise four open cut pits, with a total strike length of ~ 24 km across MLA 70426. The overburden will be removed by truck and shovel, excavators and dragline operations. The overburden will initially be stockpiled in spoil emplacement areas, to the east of the low walls, and then used as backfill during rehabilitation of the open cut pits. The coal will be mined by excavators and transported by truck. Raw coal will pass through one of two ROM facilities, where it will be reduced in size for further processing at the CHPP.

2.3.1.2 CHPP and Mine Infrastructure

Sized raw coal will be transferred from the ROM facilities via conveyors to the multi-module CHPP, where it will be washed. All coal mined and placed through the ROMs will be processed to produce a 9.5% ash export thermal product. A tailings storage facility (TSF) is required for the fine rejects (referred to as tailings) for up to the first five years of operation. The coarse rejects from the CHPP will be placed in designated locations within the open cut pit (as backfill).

The ancillary infrastructure will include:

- Main workshop; warehouse; administration buildings; training and emergency services building; tyre bay; light vehicle workshop; and dragline bucket repair shop;
- Train load-out facility and rail loop;
- Raw water dams and environment dams;
- Construction and operational accommodation village;
- Mine access road;
- General waste landfill;
- Borrow pits;
- Fuel and oil storage facilities;
- An explosives magazine;
- Creek diversions, drainage channels and levee bunds;
- Water and wastewater systems;
- Water treatment plant and sewerage treatment plant;
- Electrical systems;
- Communications systems;
- Conveyors; and

- Stockpile areas.

2.3.2 Alpha Coal Project (Rail)

The Proponent is proposing to construct a standard gauge, single track, non-electrified, 495 km long railway line for the purposes of transporting washed coal from the Alpha coal mine to the Port of Abbot Point.

The proposed railway line will connect the Galilee Basin in Central Queensland to the coastal Port of Abbot Point. The Galilee Basin spans over 247 000 km² and contains an estimated 14 billion tonnes of coal. As such, the proposed rail corridor will be an essential part of opening up the Galilee Basin for export of thermal coal. Thus the proposed railway line will benefit the Central Queensland region, State of Queensland, and the nation.

The proposed rail line will enable export of 30 Mtpa of thermal quality coal for a conservative LOM of 30 years. With construction of additional passing loops to the single line track and selective partial duplication, there is potential to further increase the tonnage and thus service other potential mines within the Galilee Basin. HPPL has undertaken to make the track available to third party users under a Voluntary Undertaking pursuant to the *Trade Practices Act 1974* (TP Act).

In addition to the main railway line from the Alpha coal mine to the Port of Abbot Point, the Project also involves development of the following rail infrastructure:

- Two balloon loops, one at the Alpha coal mine and one at the Port of Abbot Point for loading and unloading;
- Eight passing loops, each approximately 5 km long;
- Maintenance sidings along the rail line;
- Marshalling yard at the entry to the Port of Abbot Point; and
- Five workers accommodation facilities, for 700 to 800 personnel per facility, including two permanent accommodation villages.

2.4 Project Construction

The following sections provide a summary of the construction activities proposed for the construction of the Alpha Coal Project (Mine) and Alpha Coal Project (Rail). Refer to the following sections for greater detail, Volume 2, Section 2.3 and Volume 3, Section 2.

2.4.1 Alpha Coal Project (Mine)

Construction stage activities will occur once the Mining Lease (ML) has been granted. Where necessary, all licenses and permits will be obtained as per legislative requirements prior to commencing the applicable works. The construction period is envisaged to take approximately 48 months. Within the initial nominal 27 month timeframe the following activities are proposed:

- Site preparation - mine operational equipment will be delivered, constructed and commissioned;
- Civil works - mine infrastructure will be constructed such as; site administration buildings, workshops, water management infrastructure, roads, accommodation, hardstands, electrical and communication systems, etc; and
- CHPP construction - Initial modules of the CHPP will be constructed and commissioned.

Throughout the LOM; infrastructure construction, maintenance as well as rehabilitation and decommissioning activities will be undertaken. As mining advances, infrastructure such as internal roads and mine water management infrastructure will be constructed, maintained, relocated or upgraded as required in order to fulfill operational and regulatory requirements.

Construction stage activities will occur during daylight hours, seven days a week. Some activities may require to be conducted over a continuous 24 hour period; these may include but are not limited to:

- Deliveries of materials, plant and equipment;
- Concrete batching and pouring;
- Electrical installation;
- Building fit-out; and
- Plant and equipment commissioning.

2.4.1.1 Construction Water Supply

Water in sufficient quantities and quality for construction activities is to be supplied or sourced from site bores and/or existing site (farm dams) storages. Raw water will be stored in a raw water dam to be constructed on-site. Construction stage water requirements are estimated at 480 kL per day. Construction water will be required for the following tasks:

- Dust suppression on cleared construction areas;
- Moisture adjustment for compaction of engineered fill;
- Concrete mixing; and
- Construction accommodation village potable water requirements.

2.4.1.2 Construction Power Supply

Power for the construction phase is to be provided by a temporary diesel engine generator based power station until connection to the nearby existing 132 kV power line (between Clermont and Barcardine) is installed and a sufficient amount of the final site power reticulation is installed to feed the following sites:

- Accommodation village;
- Construction offices;
- Dragline construction pad;
- MIA; and
- Security building.

This will be dependent on the availability of the existing system capacity and Ergon's ability to supply power to meet these temporary power requirements prior to the provision of the permanent supply by Powerlink.

During the construction period, the site power requirements increase from approximately 10 MW to 30 MW peak load. There will be 7 x 6.5 MW diesel reciprocating engines. The total installed capacity is 45.5 MW; however some of this capacity is intended to be used as redundancy for the diesel plant.

This enables one machine to be out of operation due to either breakdown or maintenance while still meeting all required loads.

2.4.2 Alpha Coal Project (Rail)

Construction stage for the Alpha Coal Project (Rail) activities will occur once project approval has been granted and once all necessary licenses and permits have been obtained as per legislative requirements. The following activities are proposed to be undertaken prior to construction of the proposed rail line:

- Geotechnical investigations to further assess physical and chemical properties and quantities of soil and rock to be excavated;
- Meetings with landowners, community and stakeholder groups;
- Notification of project components to be constructed and construction timeframes;
- Verification of areas of significance from wildlife, environmental and heritage viewpoints;
- Acquisition of immediately affected land;
- Clearing of vegetation and identification of offset requirements;
- Fencing of proposed corridor in areas as needed so as to prevent cattle from accessing the work area;
- Establishment of site so as to provide site access, power, telecommunications, water supply and workers accommodation facilities; and
- Access roads are to be identified and designated throughout the corridor easements.

The construction period is planned to take place over a period of approximately 33 months. Within this timeframe the following activities are proposed:

- Earthworks construction / preparation;
- Drainage construction;
- Road work construction;
- Bridge work construction;
- Track laying;
- Signalling installation; and
- Communications installation.

A rail corridor width of 60 m has been included in the design, which is sufficient to accommodate the permanent infrastructure. At the detail design stage and following land owner consultation, the precise rail corridor will be defined.

2.5 Project Operations

The following sections provide a summary of the operational activities proposed for the Alpha Coal Project (Mine) and Alpha Coal Project (Rail). Refer to the following sections for greater detail, Volume 2, Section 2.4 and Volume 3, Section 2.

2.5.1 Alpha Coal Project (Mine)

Following construction, operational activities will increase over a five year period reaching full production of approximately 41 Mtpa of ROM coal to produce 30 Mtpa of product coal. Refer to Figure 2-7 and Figure 2-8 for the Mining Sequence Overviews, years 1 to 5 and 10 to 30.

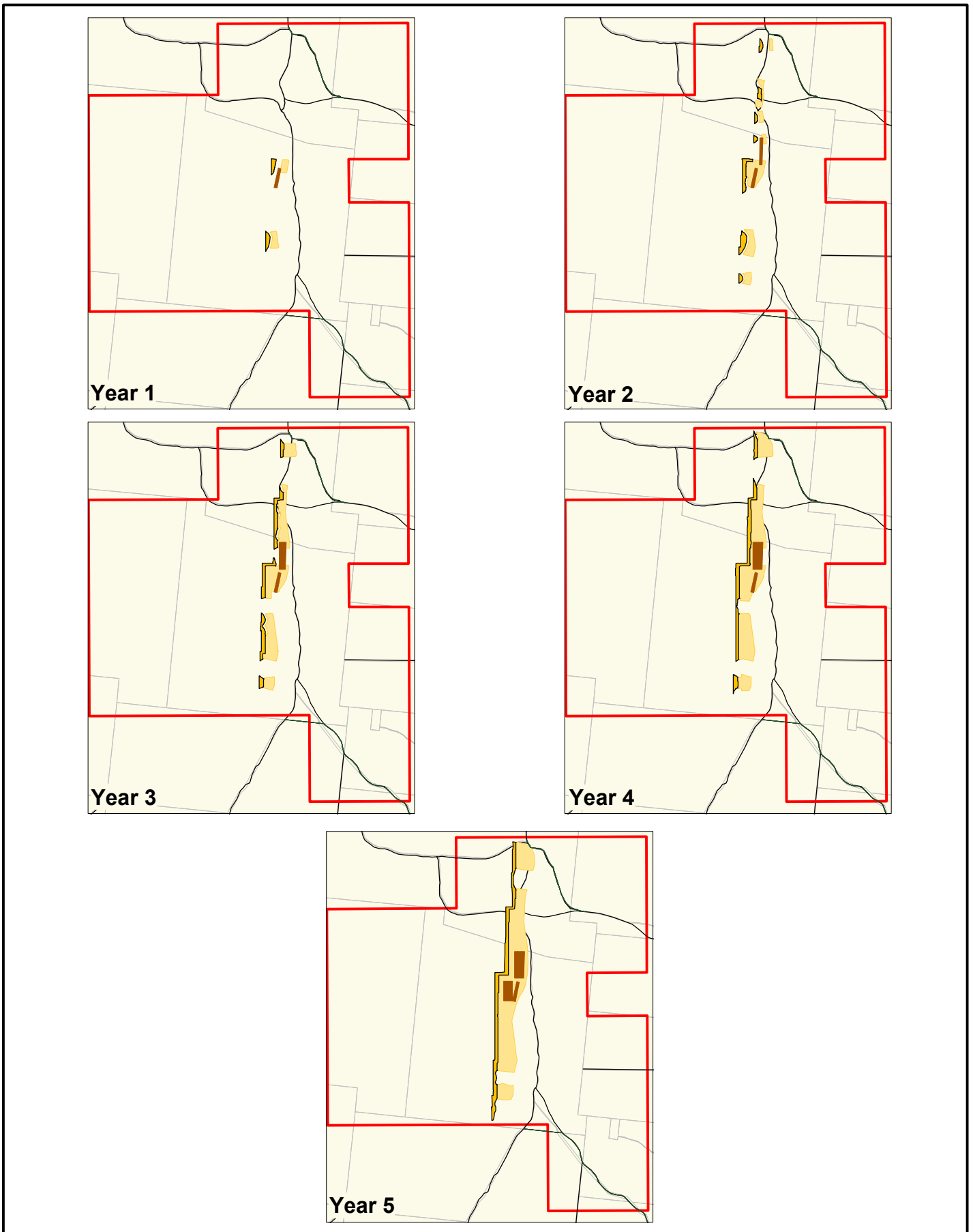
The operational phase of the Project and the associated mine plan have been based on the following criteria:

- A staged build-up to a target production rate of 30 Mtpa of product coal;
- 100% export thermal coal product from the C and D coal seams (refer to Figure 2-9);
- A LOM of 30 years;
- 80% of scheduled reserves to be in the proven or probable JORC Reserves category; and
- An owner-operator mining scenario.

The proposed CHPP operates via two remote ROM facilities that convey crushed raw coal to a multi-module single stage Dense Medium Cyclone (DMC)/Reflux Classifier plant. Automated stacking and reclaim facilities are provided including an automated train load-out bin. Tailings are disposed on an envisaged out-of-pit TSF (first 5 years). Coarse rejects disposal involves conveying to a remote bin and trucking to a designated reject dump (in- and out-of-pit). There is potential for an automated reject handling system in the future.

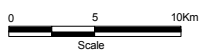
The following principal design objectives were considered when designing the operation of the CHPP:

- The CHPP facility will be designed to produce 30 Mtpa export thermal coal;
- The CHPP facility will be constructed over a period of four years to meet production requirements;
- The CHPP facility will be designed for a 30 year LOM, operating 24 hours per day, seven days per week, up to 7,200 hours per year;
- The CHPP facility will be based on a safe, economical, durable and functional design suitable for heavy duty mining application; and
- The CHPP facility will be designed to minimise water and power consumption.



- Mining Lease Application (MLA704026) Boundary
- Working Face and Void
- Spoil Dump Area
- Rejects

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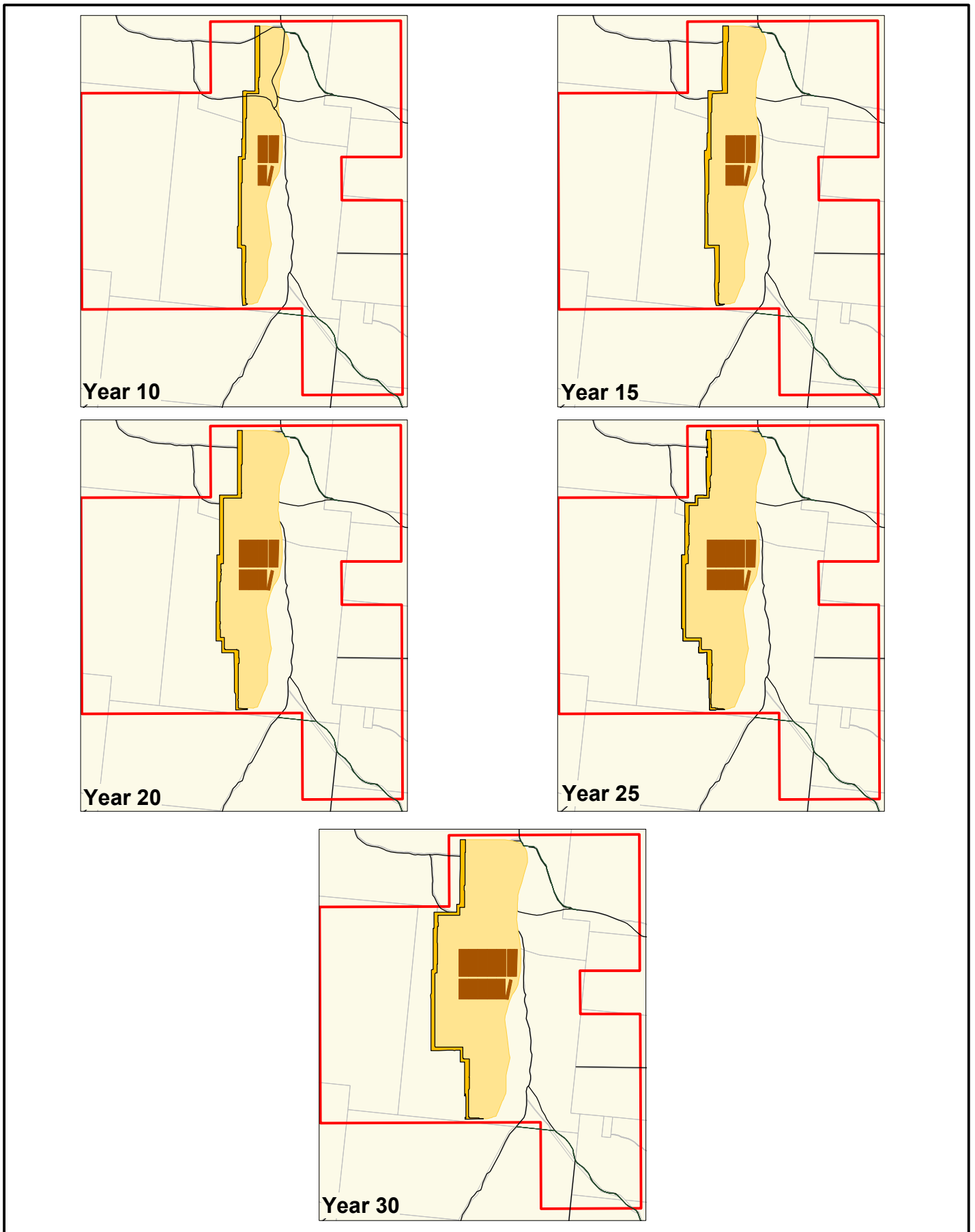
**MINING SEQUENCE OVERVIEWS
YEARS ONE TO FIVE**

Job Number | 4262 6580
Revision | A
Date | 24-09-2010

Figure: 2-7

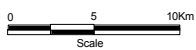
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- Mining Lease Application (MLA704026) Boundary
- Working Face and Void
- Spoil Dump Area
- Rejects

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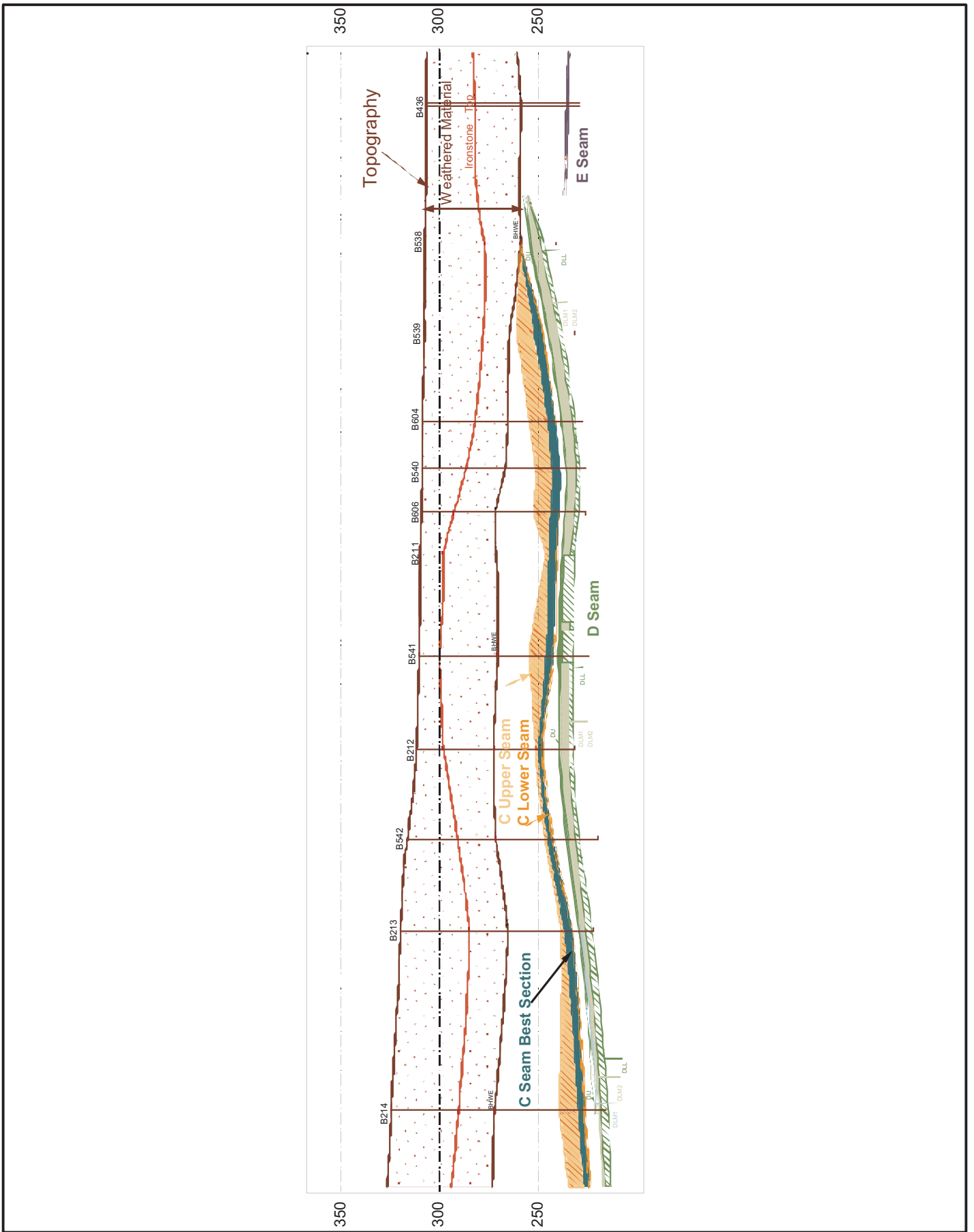
MINING SEQUENCE OVERVIEWS
YEARS TEN TO THIRTY

Job Number | 4262 6580
Revision | A
Date | 24-09-2010

Figure: 2-8

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COAL SEAM CROSS SECTION

Job Number | 4262 6580
 Revision | A
 Date | 24-09-2010

Figure: 2-9

Datum: GDA94, MGA Zone55

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2.5.2 Alpha Coal Project (Rail)

The Alpha Coal Project (Rail) operations phase will see the development of a rail operations plan to provide a safe working system that allows for capacity growth and technical innovation. The criteria will be developed during the detailed design phase, once the operational parameters of the alignment and infrastructure are further defined.

Based on the criteria, the rail operations plan would be developed to manage operations during key stages to comply with the increase in coal production across the first five years of the mine operations. This staged approach will cater for other rail operators and regulatory involvement in the delivery of the operating railway.

2.6 Associated Infrastructure

The following sections provide a summary of the associated infrastructure proposed for the Alpha Coal Project (Mine) and Alpha Coal Project (Rail). Refer to the following sections for greater detail, Volume 2, Section 2.5 and Volume 3, Section 2.

2.6.1 Alpha Coal Project (Mine)

The infrastructure required for the Alpha Coal Project (Mine) site, is outlined below:

- A temporary accommodation facility for the construction work force followed by a permanent accommodation village for contractor and operations staff.
- The development and upgrades of roads such as:
 - Upgrades to Alpha-Clermont Road and Hobartville Road;
 - Relocation of a portion of the Degulla Road;
 - Mine site access road;
 - Accommodation village access road;
 - MIA related roads and West Road development;
 - Dragline construction site access road;
 - Stubline roads (access to dragline power transformers);
 - Access roads to borrow pit areas and landfill;
 - Haul roads; and
 - Dragline walk routes.
- The development of waste management systems for:
 - Mining waste, including overburden, discard and tailings;
 - Regulated wastes such as hydrocarbons, spent chemicals, solvents, paints and resins;
 - General waste;
 - Sewage treatment and waste water;
 - Recyclables;
 - Wood waste;

- Tyres; and
- Scrap metal.
- Development of interim water supply (and storage) for the construction and operational phase of the project.
- Development of a Potable Water Treatment and reticulation system.
- Development of a combined potable/fire water reticulation network for the accommodation village and the MIA /CHPP areas.
- Development of a sewage collection and treatment system.
- Development of a Water Management System (WMS) to manage creek diversions and crossings as well as (clean and dirty water separation) stormwater management.
- Development of a temporary diesel engine generator based power supply during construction until the connection to the existing 132 kV power line (between Clermont and Barcaldine) is installed. Power is needed to supply the following sites:
 - Accommodation village;
 - Construction offices;
 - Dragline construction pad;
 - MIA; and
 - Security building.
- Development of communications for the construction and operational phase of the Project include the following key elements;
 - A fiber optic network,
 - Trunked mobile radio network,
 - Telstra microwave link using existing communication towers to provide a link to the Telstra exchange in Alpha,
 - Optional WAN network,
 - WiMax for up to 100 vehicles and to provide full coverage of HV mine operations areas and workshops/wash-down areas,
 - Wifi for operational accommodation village coverage,
 - Fire detection and communications/electrical room suppression,
 - Security,
 - CCTV Network,
 - Telephony,
 - Operational accommodation village internal and external communications,
 - Public Address system, and
 - Water systems control communications, network architecture, structured cabling.

2.6.2 Alpha Coal Project (Rail)

The infrastructure required for the Alpha Coal Project (Rail), is outlined below:

- The construction of permanent and temporary accommodation facilities along the corridor including;
 - Accommodation units,
 - Central dining/kitchen hall,
 - Enclosed food storage (include cold storage), preparation and serving areas,
 - Wet mess,
 - Laundry facilities,
 - Septic sewerage system sufficient to service the number of workforce personnel,
 - First aid station and designated vehicle,
 - Fuel, chemical and waste water storage,
 - Recreational facilities, and
 - Parking facilities.
- The development and upgrades of a range of local roads and water crossings affected by the rail way.
- The development of water supply and storage either sourced locally or from other available local supplies.
- Development of suitable stormwater infrastructure.
- Development of waste disposal and recycling facilities to service both the construction and operational phases. Facilities will be provided on site by licensed, commercial operators.
- Development of energy related infrastructure to support the marshalling and maintenance facility, likely to be supplied from the existing electricity network that is currently providing energy to the Abbot Point State Development Area (APSDA).
- Development of solar power infrastructure for all remote wayside locations along the rail way corridor including points with battery backup.
- Development of a single mode optic fibre (SMOF) telecommunication system to support;
 - Rail signalling, data and mobile voice communications for both rail operations and maintenance personnel; and
 - Corporate, control centre, mine and port requirements.

2.7 Decommissioning and Rehabilitation

2.7.1 Alpha Coal Project (Mine)

After construction, the contractors will be required to clear all construction waste, equipment and plant as per their construction environmental management plan (EM Plan). Disturbed areas that are not proposed to be utilised for project related activities will be rehabilitated.

Near the completion of mining operation, the Decommissioning and Rehabilitation Plan will be further developed with the Queensland Government as the Project progresses. Refer to Volume 2, Section 25 for details.

2.7.2 Alpha Coal Project (Rail)

The Alpha Coal Project (Mine) has a design life of at least 30 years. However, third party usage of the rail infrastructure is expected and this will result in the effective life of the rail line being extended beyond the expected LOM. Effectively the rail infrastructure is expected to be utilised for an indeterminate period and it is not envisaged that the rail infrastructure would be decommissioned.

At the completion of the construction activities for civil and track work, all temporary construction facilities and areas will be rehabilitated. These include but are not limited to:

- Temporary construction facilities;
- Stockpiles;
- Borrow areas;
- Temporary access tracks and haul roads; and
- Turkey nest dams.