



ANGLO COAL (DRAYTON MANAGEMENT) PTY LIMITED  
MT ARTHUR COAL  
JOINT COMMUNITY CONSULTATIVE COMMITTEE  
Minutes of Meeting  
21<sup>ST</sup> of August, 2008  
5:05 pm to 5:50 pm  
Drayton Mine Administration Building

**Type of meeting:** Half yearly Joint CCC

**Minutes:**

Andrew Skele

**Attendants:**

Peter Forbes (PF)  
Andrew Skele(AS)  
Steve Peart (SP)  
Jennifer Lecky(JL)

Pam Simpson (PS)  
Chris Gidney (CG)  
Rebecca Erskine(RE)  
Morgana Gidley-Baird

Craig Bates(CB)  
Ruth Horder (RH)  
Bruce McPherson(BM)  
Gerrit de Boer(GB)

**Apologies:** John Douglas, Peter Horder, Mark Heaton, Eddie Constable, Col Bates, Andrew Kelly, Matt Cooper

#### 1. WELCOME / APOLOGIES

The chairperson, Jennifer Lecky, welcomed all attendees. Apologies were forwarded from Mark Heaton, John Douglas, Peter Horder, Col Bates, Eddie Constable, Andrew Kelly and Matt Cooper .

#### 2. DECLARATION OF PECUNIARY INTEREST

None were declared.

#### 3. CONFIRMATION OF MINUTES – LAST MEETING (FEB 2008)

Moved by G de Boer, seconded by Peter Forbes. Accepted and carried.

#### 4. RAIL MOVEMENTS IN 2008

The number of rail movements in the Drayton/Mt Arthur rail spur were presented. This showed the number of movements and tonnage moved so far in 2008. The approved limits were also shown, both mines currently well within this.

#### 5. ENVIRONMENTAL PERFORMANCE

There have been no complaints received within 2008 associated with the rail spur. A map was presented and given to the attending members showing the location of the Mt Arthur and Drayton environmental monitoring locations associated with the rail spur.

The monitoring results for the Drayton PM<sub>10</sub> High Volume Air Sampler at Lot 9 Antiene were presented. This data included historic data back to 2007. From February till now the results have been below the EPA goal limits, PS also highlighted that there appears to be a cyclic

pattern in the data which follows the different seasons and prevailing weather conditions. Yearly averages were also shown, with the 2008 year to date average being below the EPA goal limit. PS also highlighted that the average in earlier years were higher but the levels have decreased and remained below EPA goal limits after the first two years of sampling (1995 and 1996).

The Drayton Suspended Dust results for Lot 22 were also presented. Data from 2007 till now was presented. These samples have been below EPA goal limits. Yearly average data from 2000 to present, including a 2008 year to date average was also shown. These have all been below the EPA goal.

Mt Arthur then presented their PM<sub>10</sub> data for the High Volume Air Sampler located at Wire Lane. This data was from January 2008 till June 2008. These have all been below their consent approval level except for one sample in late February. SP explained that this sample occurred in association with a windy period in late February where there were high regional dust levels which would have influenced results.

The results for Drayton Fallout Dust gauge 2112 from January to June 2008 were presented. This dust gauge is located within the Drayton rail loop. Data from March was missing due to a broken bottle. The insoluble levels have been below the EPA goal limits. The results for Drayton Fallout Dust Gauge 2157 located near Thomas Mitchell Drive were presented. All these results have been below EPA goal limits. The results for Fallout Dust gauge 2247 for 2008 to date were also presented. The location of this dust gauge and the surrounding landscape and vegetation was described by PS. The results for this gauge were below EPA goal limits. The results for this gauge have generally been low with PS explaining that there appears to be a trend in the results with the summer period generally recording higher levels than winter.

PS also presented data from dust gauge 2208. This data was presented as Drayton installed a second dust gauge within 2m of the established dust gauge. This was an action from the previous joint EMC where committee members enquired into the validity of fallout dust gauge results and how variable levels are in small spatial areas and their susceptibility to contamination. PS gave a description of the area surrounding the dust gauge location. The results from the two gauges have been very comparable with all results generally within 0.5g of each other. BM enquired into whether this gauge is a problem gauge. PS replied that it has been at times with contamination from bird droppings being an issue as the gauge is located in an open area. This issue has generally been overcome by installing a 'bird guard' on the gauge but can still be contaminated by larger birds roosting on it.

The results for Mt Arthur's Fallout Dust Gauge DD2 which is located close to Thomas Mitchell Drive. SP stated that this appears to be a problem which is prone to contamination issues. These contamination issues have resulted in recent higher results. SP also mentioned that Mt Arthur is in the process of a review by an independent air quality expert of their air quality monitoring on site, which includes the location of all dust gauges. Following the completion of this there may be some alteration in their dust monitoring in an attempt to overcome contamination issues and gain more representative and purposeful data.

The results for Fallout Dust Gauge DD3 were presented. There was data missing from September and October 2007 due to a broken funnel. This dust gauge is also prone to contamination from bird droppings. Fallout Dust Gauge DD4 results were then presented. The results have been below the set limit except for March 2008 which suffered contamination.

Attended Background Noise monitoring conducted by Drayton was presented for the Doherty (located on Balmoral Road) and Halloran (located on Pamger Drive) residence. There was one

higher recorded for the Doherty residence in early April. This higher recording was associated with high noise levels from Thomas Mitchell Drive (TMD) and wind noise in the grass and trees. PF and PS also explained that the location of the Doherty residence results in noise from Thomas Mitchell Drive and the New England Highway being funnelled to the residence.

Results from the Halloran residence were also presented. There were several results were noise levels above limits were recorded, these higher readings were associated with noise from wind in the trees, birds (including cockatoos and geese) and New England Highway noise.

PS also mentioned that Drayton had recently installed a 'Barn Owl' real time noise monitor at Lot 9, which is located in the same compound as the PM<sub>10</sub> High Volume Air Sampler. This new noise monitor has only been installed recently and there is currently only a short amount of data for it and we require more data and time to analyse these before presenting results so that we are confident in what we are looking at.

**Action:** Present 'Barn Owl' monitoring results at the next joint CCC meeting.

**Who:** PS.

**When:** Next joint CCC meeting.

**Status:**

## 6. NEW BUSINESS

Gerrit de Boer enquired into the whether Mt Arthur or Drayton had addressed his request from the previous joint CCC into making a train time table available to him. He stated that he recently heard a train on the weekend in the middle of the day clearly at his residence and when he investigated it was stopped on the lines idling just off Thomas Mitchell Drive near the access to Drayton. SP responded that he had undertaken discussions with the coal logistics and handlers at his site and that from this it was learnt that it is difficult to obtain an accurate long term forecast of exact time of train movements. This is due to the highly variable nature of rail movements and the highly likely unseen delay of trains due to actions by the rail corporations or issues on various lines. SP suggested that the best current action is that if Gerrit de Boer has an issue with a train to contact the mines and they will be able to inform him who it belongs to. Gerrit stated that he was not happy with this response as the ball is back in his court and he believes he is once again responsible for chasing up the issue. SP responded that it may be possible to obtain information on the number of train movements scheduled for each week but they can't provide highly accurate times on their exact arrival and departure.

BM enquired into why the train the Gerrit mentioned was stopped there idling. PF responded that the trains are often stopped at this location if they could not go straight onto the main line.

**Action:** Investigate whether it is possible to gain a schedule of the number of train movements expected for each week.

**Who:** SP.

**When:** next meeting.

**Status:**

Chris Gidney left early from the meeting; he departed around 5:40pm.

## 7. DEBRIEF THIS MEETING

Next Meeting: February 2009. (Joint CCC to be held at Mt Arthur)

The meeting closed at 5:50pm.

### *Meeting Dates*

*(Meetings moved to THURSDAYS to accommodate other CCC meeting commitments)*

*2009 (Joint meeting: Mt Arthur)  
February 2009. Time: TBA.*