TAROBORAH
COAL PROJECT

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Taroborah Project Newsletter

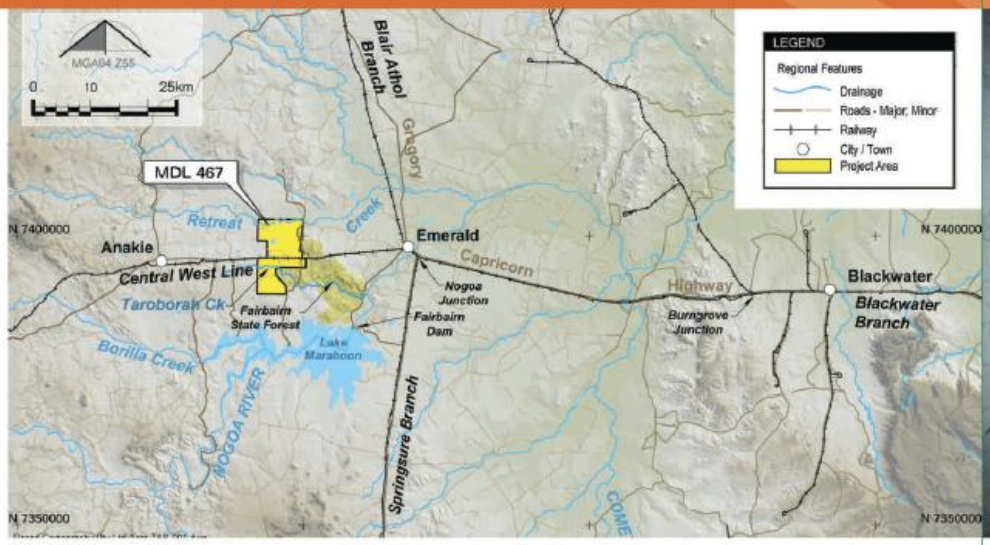


Photo: Map showing location of the Taraborah Project

Want to know more?

So that the local community can be fully informed of the project, and what it will mean to them, we have tried to make it as easy as possible to access the Draft EIS. If you want to know more, there are a number of ways in which you can get more detail.

The whole Draft EIS can be downloaded from our website. Simply go to **www.taroborah.com.au** and follow the links to download the EIS. While you are there you can also find other information, such as our Central Highlands property market study, and copies of past newsletters.

You can also go to the Emerald Library where a hard copy of the Draft EIS is available for you to study.

Attend our information day

We are happy to answer your questions about the project. This can be done by visiting us at our Open Day. This will be held on Tuesday, the 3rd June from 10am until 4pm at the Department of Environment & Heritage Protection, 99 Hospital Road, Emerald.

Alternatively, you can drop us an email to info@taroborah.com.au, or fill in the form on the Contact page on our website. You can also call us on 1800 647 446.

Having your say

We welcome any submissions on the Draft EIS

These should be sent in writing to:

The Chief Executive
Department of Environment and Heritage Protection Attention:

The EIS Coordinator
(Taroborah Coal Project)
GPO Box 2454
Level 9, 400 George Street
Brisbane Qld 4001

or emailed to: EIS@ehp.qld.gov.au

The public submission period runs until the 26th June, 2014. Any submissions provided to the government will also be sent on to us. Alternatively, if you don't want to make a submission, you can always email or call us.

Contact us

Please contact us if you would like more information or to get involved.

Email: info@taroborah.com.au
Call: 1800 647 446
Post: GPO Box 2579, Brisbane QLD 4000

Taroborah EIS brings project closer

The Taroborah project has moved a step closer with the release of the draft Environmental Impact Statement for the project.

Project Manager, David Thomas, said the EIS was the summary of several years of work on the project, aimed at minimising the environmental impact of the project, while maximising the benefit to the local community.

"We've done a lot of work on this to get the best possible outcome for the local community, and we are very happy with the results," he said.

"There will be some impacts on the local community, but we believe we can keep them to a minimum. Certainly there will be very little impact on most people, unless they are right on top of the mine, or very close to it."

The draft EIS is now with the Queensland Coordinator-General and will be open for public comment until the 26th June. This is to enable the community to have their say on anything that might be of concern to them, and to help the company refine the plan for the project.

Mr Thomas said the public consultation period was important for the company as well as the community.

"We really want to do this as well as we possibly can. Obviously that will involve a few trade-offs, and the project has to be economically viable, however we believe good outcomes for the community can fit in with a viable mine."

"...we believe good outcomes for the community can fit in with a viable mine."

A key factor has been the decision to have a locally based workforce. This is in contrast to other projects in the Central Highlands, where the companies have chosen to recruit solely from the Southeast corner, and fly-in the workforce. Mr Thomas said that was not the best way to deliver benefits to the community.

"We don't think there is any reason to have a fly-in, fly-out workforce when there are people ready and willing to work right here in the Central Highlands," Mr Thomas said

"Making sure there are jobs for the local community is very important. It is about maximising the benefits that flow from the project."

The draft EIS reveals that the project has a construction life of 18 months and an expected operating life of 20 years.

Coal production will peak at 5.73 MT per annum of product coal, and will be transported by Minerva sized trains to Gladstone. Mr Thomas said this would have some impact on Emerald, but it would be minor.

"We expect a maximum of three trains each way through the town a day. This low intensity of train movements, together with the relatively shorter train lengths, should have minimal impact on traffic. We are committed to working with the government and the Council to ensure the best possible outcomes," he said.

TAROBORAH
COAL PROJECT

A look at the Taroborah project in detail

The Taroborah coal project will contribute towards thermal coal production in the Bowen Basin (satisfying a projected increasing international demand for this product) and provide positive flow-on effects to the local and regional economy and community as a result.

Located approximately 22km west of Emerald, the project will directly employ up to 150 people during the construction period and up to 350 people for mine operations during the main production period.

We will initially focus on open-cut mining using truck and excavator methods, followed by underground longwall mining operations.

Including construction, the mine life will be 21 years, followed by a decommissioning period of approximately 12 months. In addition, many more people will be employed in support industries and will be required for periodic maintenance tasks and special projects.

Mining operations

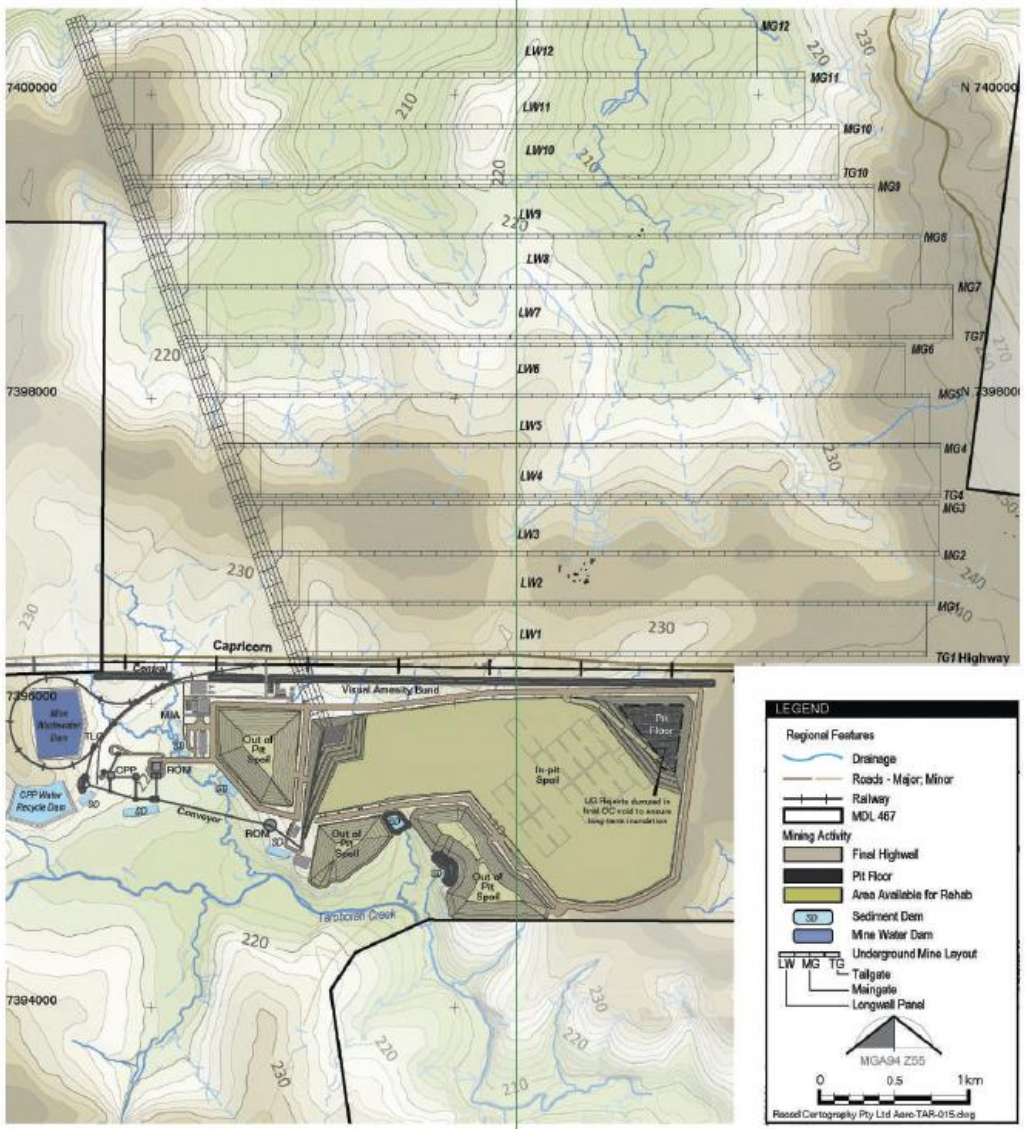
Project infrastructure that is required for both open-cut and underground mining operations will be constructed over a period of approximately 18 months. Construction will be staged, with open-cut mining operations being conducted concurrently with construction of the underground mine. Initially, the open-cut mine and associated operational infrastructure will be established by 2018, with underground mining not expected to commence until 2022.

The Project will initially focus on open-cut mining using truck and excavator methods, followed by underground longwall mining operations.

Open-cut overburden extraction will be conducted via 550 tonne hydraulic excavators loading 190 tonne rear dump trucks. Once overburden has been removed, open-cut coal mining will be undertaken with the assistance of 160 tonne hydraulic excavators and 90 tonne rear-dump trucks.

Underground longwall mining operations will require the use of two continuous miners for panel development and one 300 metre wide longwall system for panel extraction (primary production). The continuous miners will run in conjunction with cable shuttle cars, which will haul the mined coal from the working face to the feeder / breaker at the panel conveyor boot-end.

Photo: Stage plan of mine development



Product handling

Raw coal from the open-cut and underground operations will be stockpiled on the surface near the coal handling facilities. This coal will then be sized and scanned for quality. Poorer quality raw coal will be diverted to the preparation plant for washing to remove unwanted ash and sulphur then on to the product stockpile, whilst good quality raw coal will be sent directly to the product stockpile (i.e. bypassed). It is expected that approximately 30% of the open-cut raw coal will require washing, while the vast majority of underground raw coal can be bypassed.

Coarse and fine rejects from the Coal Preparation Plant will be dewatered and conveyed to a rejects storage bin for disposal in purpose built cells located in the spoil dumps.

Washed and bypassed product coal will be stockpiled via a radial stacking conveyor, creating up to two product stockpiles, before being transferred to a train load out conveyor. The train load out conveyor delivers coal to the train load out bin, which transfers product coal directly to rail wagons.

This represents jobs for almost an entire generation of families in the Central Highlands.

Infrastructure

A train load out facility and rail loop will be constructed on the Project site in order to connect the mine to the Queensland Rail Central West rail system, which dissects the Project site and connects to the Aurizon Blackwater rail system at Nogoa Junction.

Several railway infrastructure upgrades will be required to facilitate the transport of product coal along this proposed route, including an upgrade of the track between Taroborah and Nogoa Junction, track strengthening between Nogoa Junction and Burngrove, and a major upgrade of the Nogoa River bridge.

Economic Benefits

It is estimated that construction of the mine facilities and associated infrastructure will add $852 million to Gross State Product, whilst mine operations will add $3,826.5 million.

In addition, local employment opportunities created by the project will see up to 350 people directly employed at the mine for much of its 20 year mine life.

Shenhuo is also committed to maximise the amount spent within the local community. This should bolster existing local businesses, and create opportunities for new businesses to be created. The net financial benefits of the Taroborah Coal Project have been estimated at $1,903 million.