

APPENDIX A

Noise Source Sound Power Levels

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Major Construction Noise Sources, dB,L₁₀

Source	dB(A)	Octave band centre frequency, Hz							
		31.5	63	125	250	500	1k	2k	4k
Earth works (grader + scraper)	115	--	110	110	110	111	110	108	104
Tree felling with dozer	116	110	115	116	108	112	112	108	100

Major Operational Noise Sources, dB,L_{eq(15-minute)}

Source	dB(A)	Octave band centre frequency, Hz							
		31.5	63	125	250	500	1k	2k	4k
Coal processing area ¹	113	109	113	112	111	112	109	108	101
Overburden placement ²	115	118	120	121	119	114	104	105	102
Excavator O)&K RH170 plus trucks	114	113	103	109	110	111	107	108	103
Excavator EX 1800 plus trucks	114	113	104	110	111	110	106	107	101
CAT 785 trucks hauling on slope ³	115	118	118	119	112	111	109	110	104
CAT 785 trucks hauling on flat	112	115	115	116	109	108	106	107	101
CAT 777 trucks hauling coal	111	112	115	116	105	108	105	103	98
DM 45 Blasthole drill	113	109	111	111	110	110	109	106	101

1. Coal crushing plant and CAT 988 front end loader.

2. Four CAT 785 trucks per 15 minutes and D11 dozer.

3. Four uphill and four down hill per 15 minutes.

Major Impact Sources, dB,L_{max}

Source	dB(A)	Octave band centre frequency, Hz							
		31.5	63	125	250	500	1k	2k	4k
Overburden placement (with dozer)	128	--	125	128	130	123	121	120	115
Excavator plus trucks	125	--	127	123	120	121	121	119	114
Overburden transport route (flat section)	118	--	123	125	117	116	111	109	104
Overburden transport route (downhill)	124	116	123	117	114	117	122	117	113

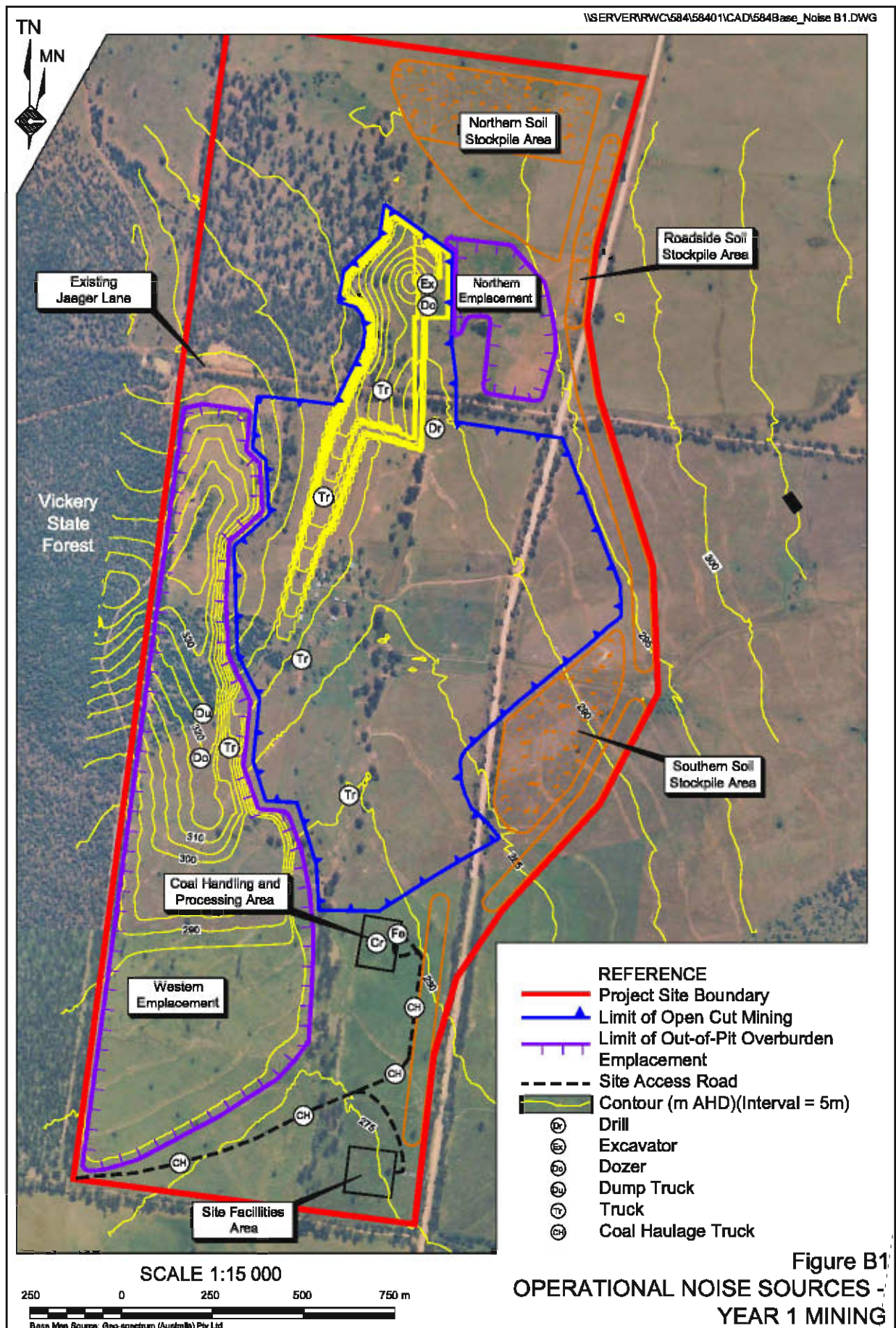
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APPENDIX B

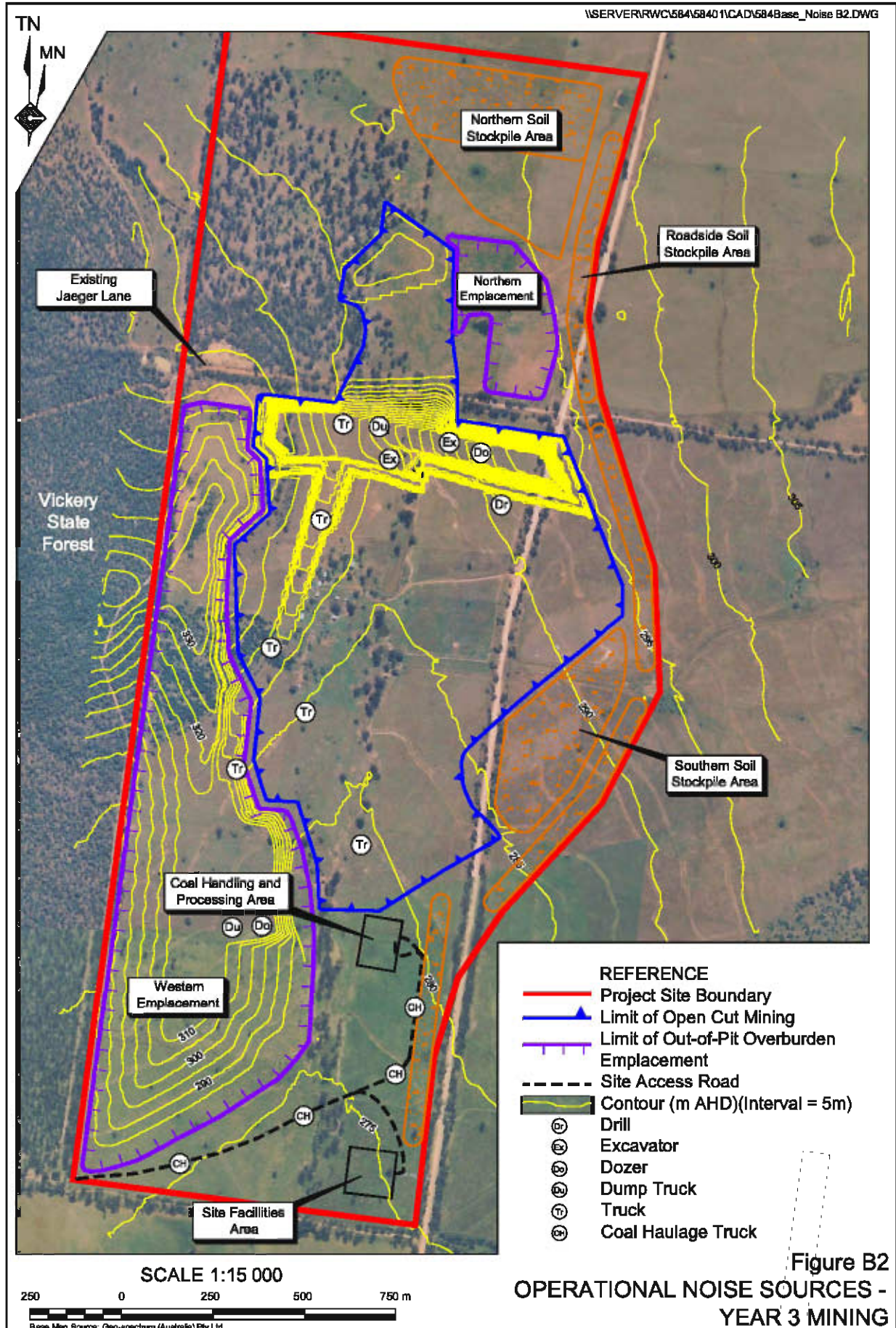
Operational Scenarios and Noise Contours

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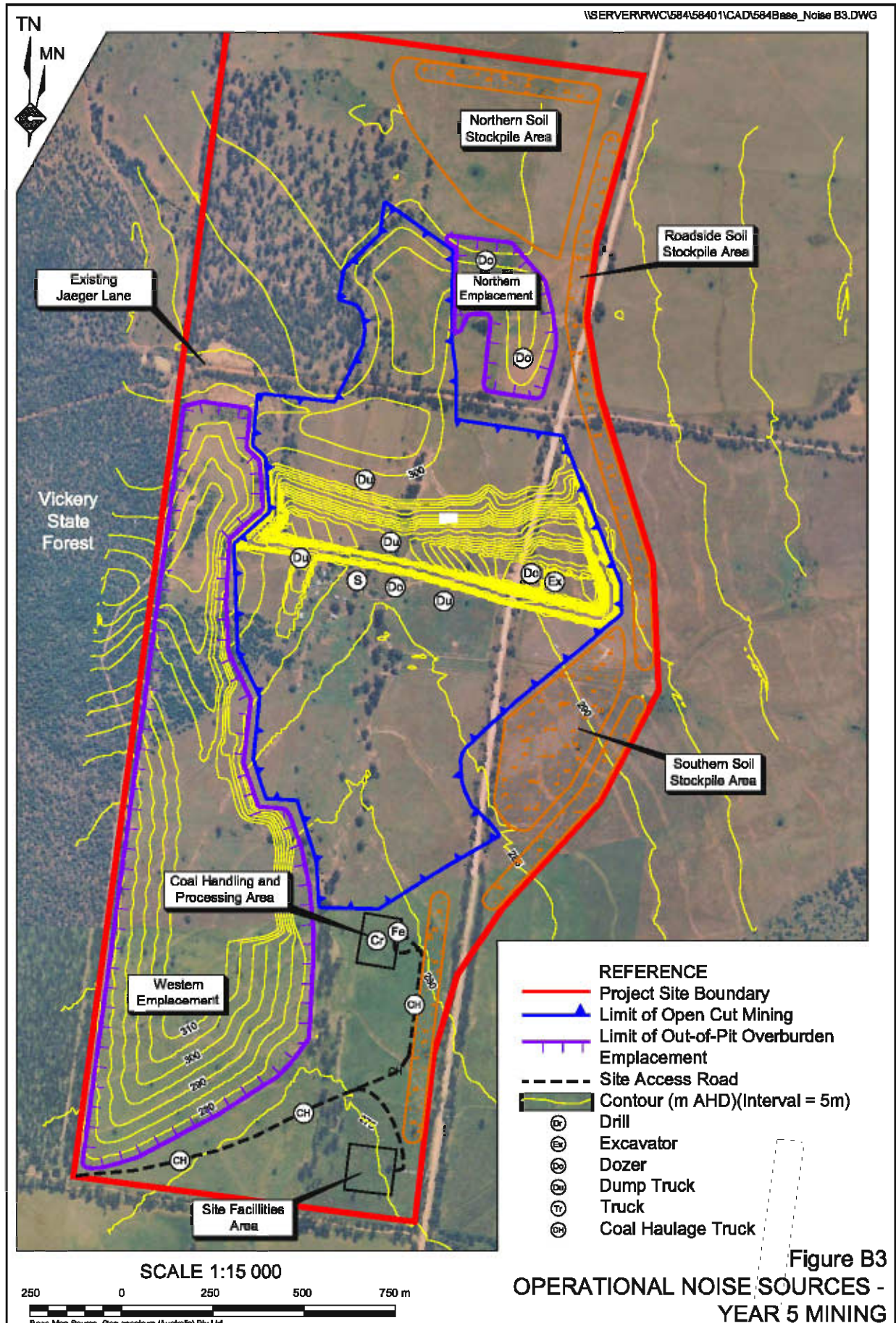
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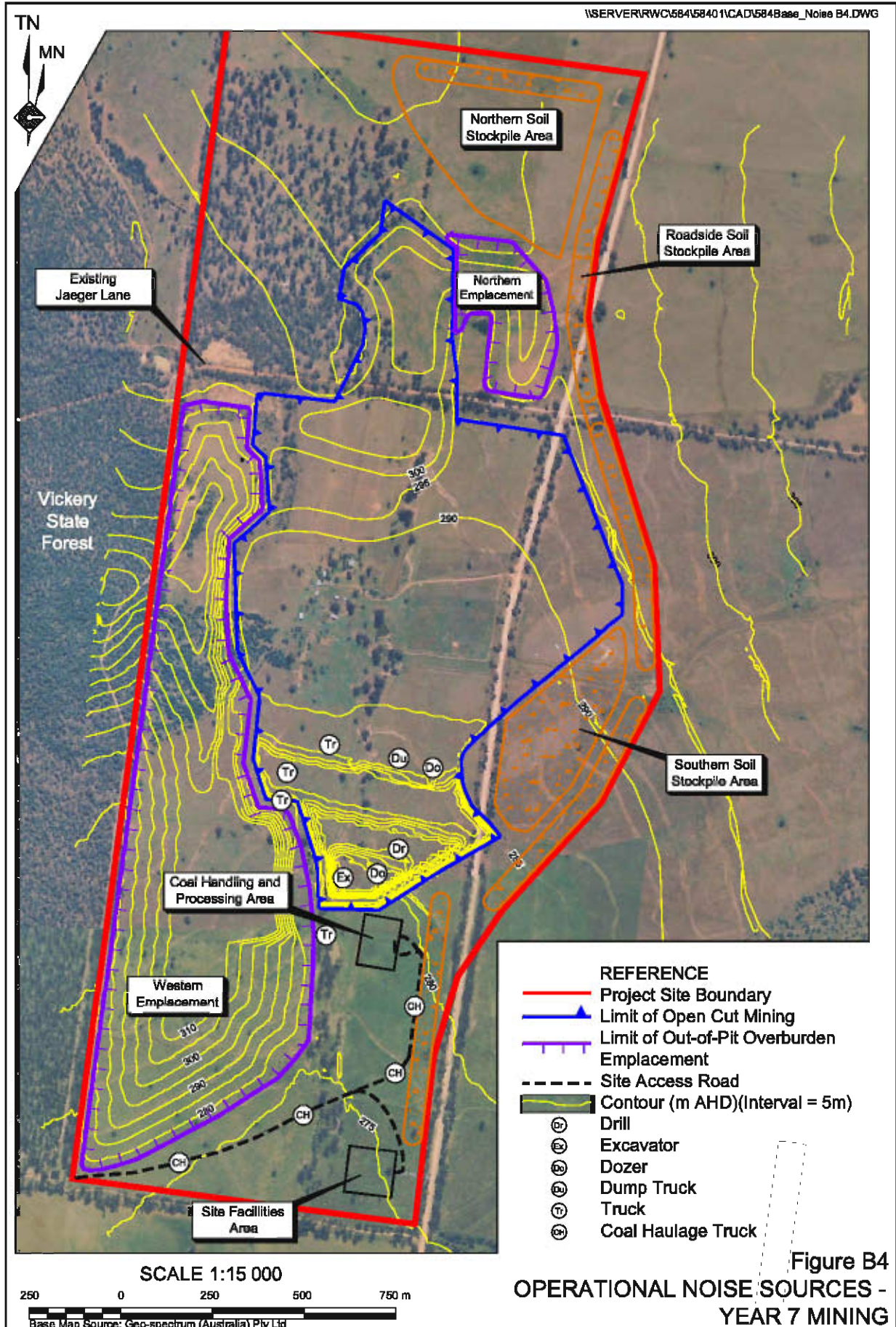
Note: A Colour Version of this figure is available on the project CD



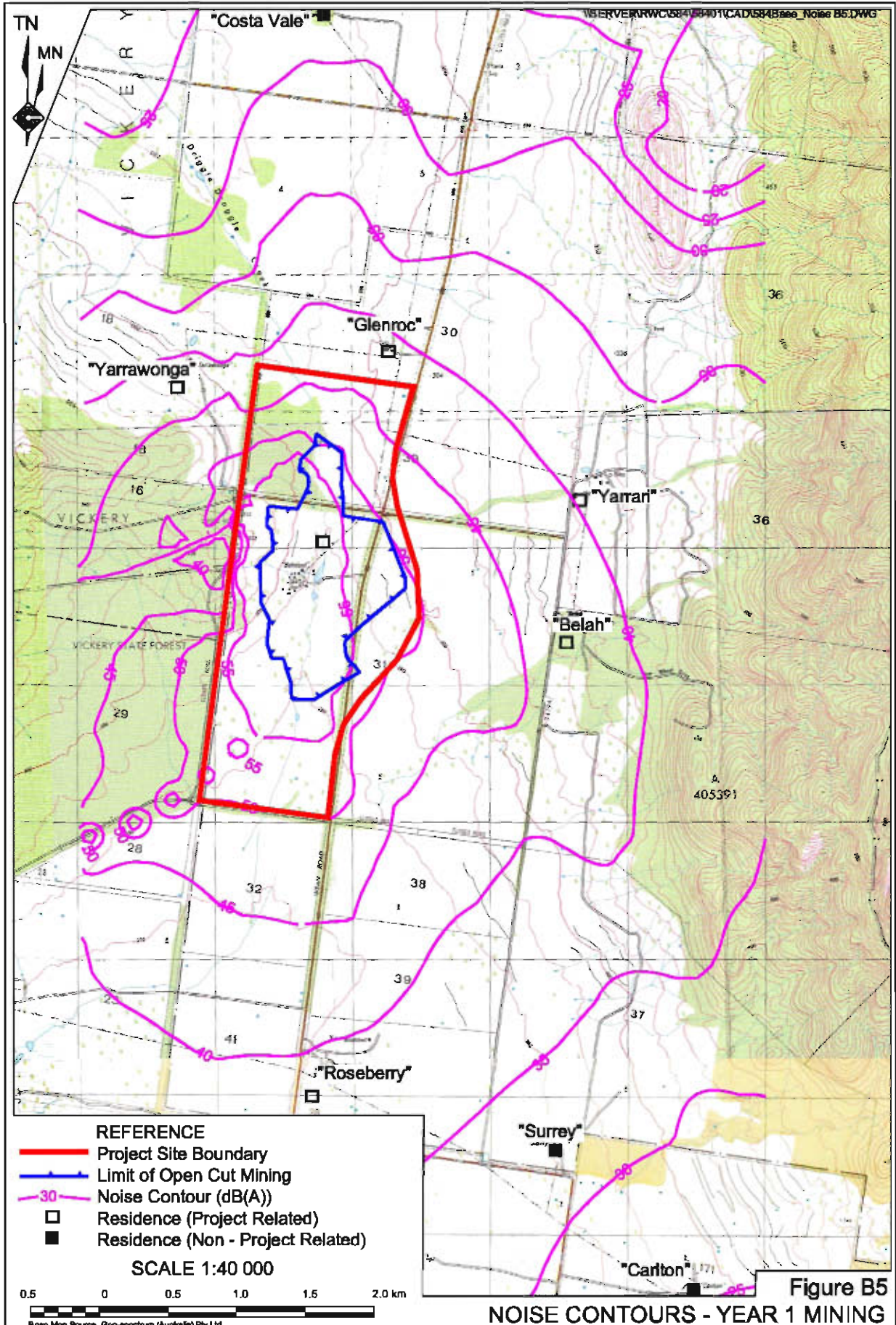
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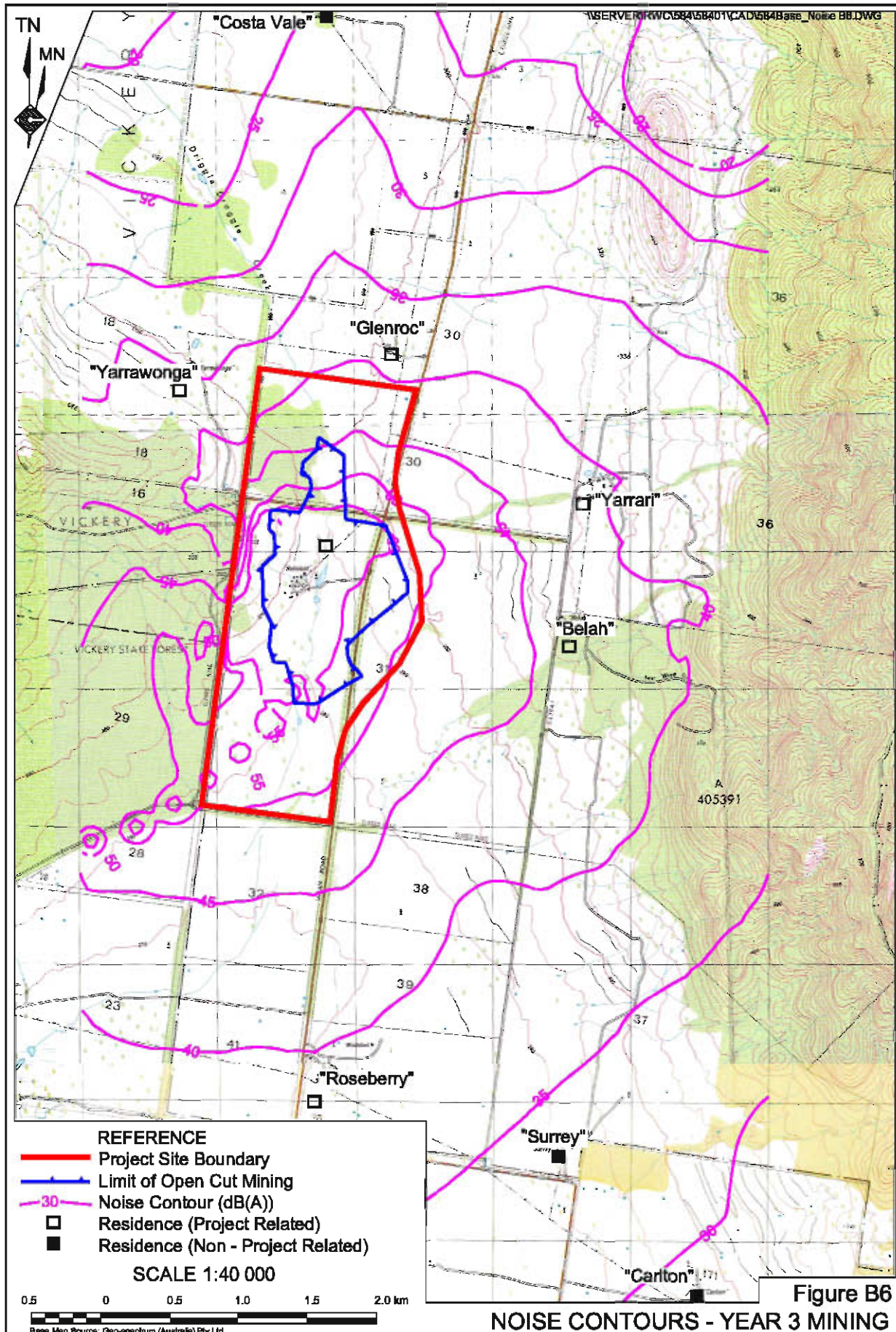
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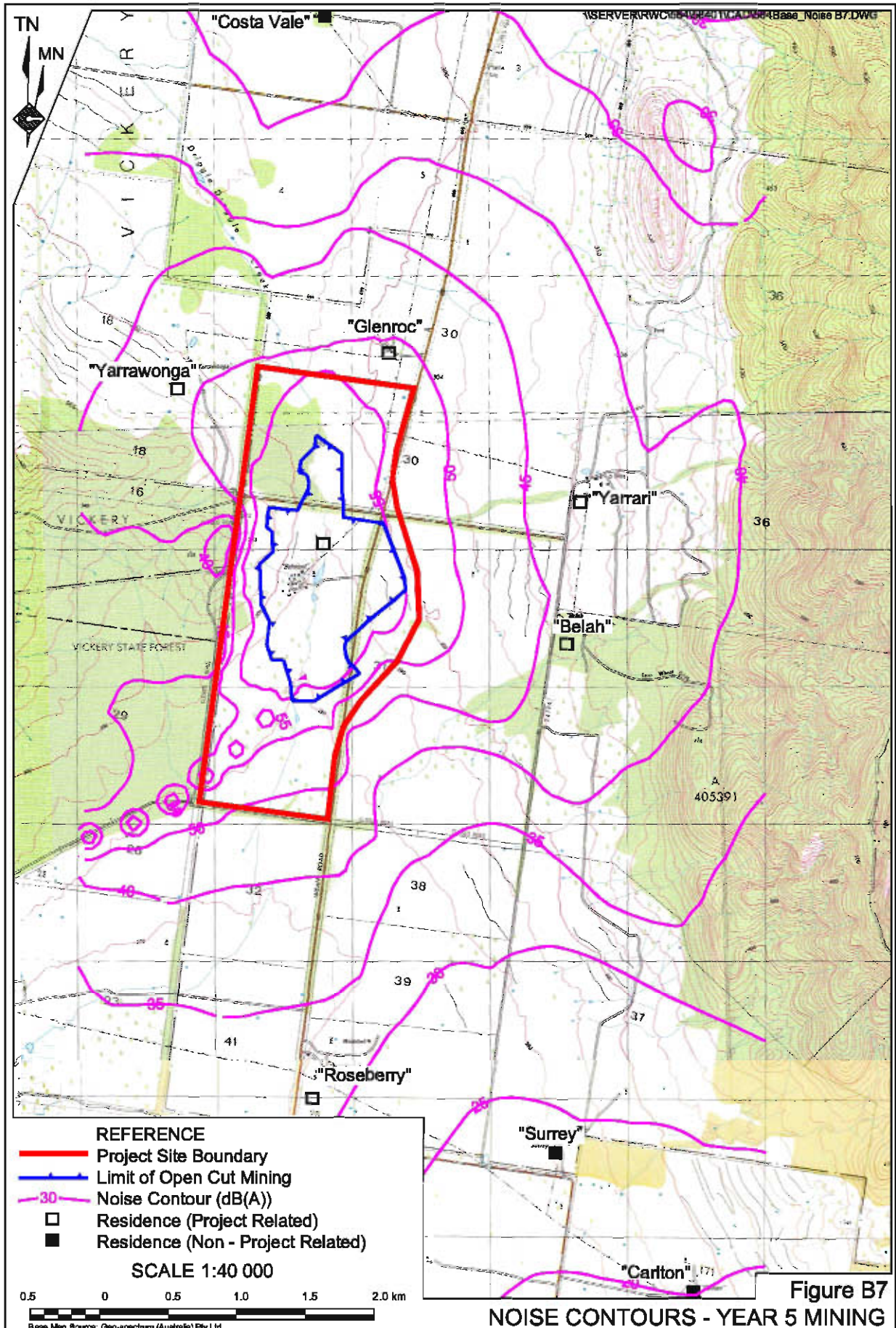
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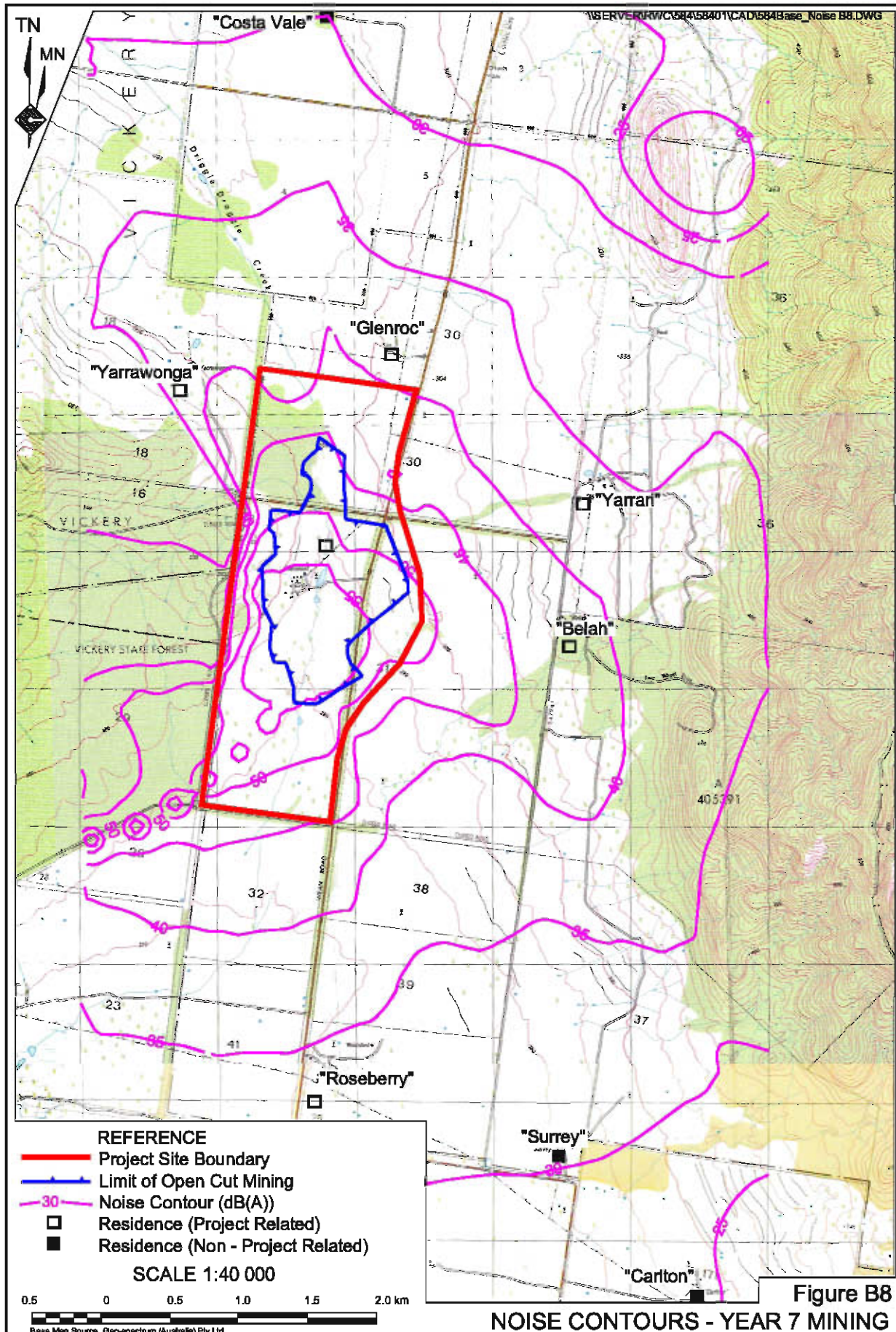
Note: A Colour Version of this figure is available on the project CD



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APPENDIX C

Noise and Other Controls for B-Double Trucks

Provided by:

Toll Transport

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From: David Dickson [david_dickson@toll.com.au]
Sent: Friday, 20 July 2007 1:32 PM
To: Rob Corkery
Cc: Chris Burgess
Subject: transport info

Attachments: IK-0010 - Code of Practice.doc; IK-0040 - Employee Handbook.doc; optalert.jpg

Hi Rob/Alex

Attached are some motherhood type statements we use at Toll to set a base for behaviour not just for drivers but for all Toll employees. Have a look at them and see if they are useful to you. I will also send you in a separate email a SWP for loading trucks that also counsels drivers on there behaviour. We have reams of this type of stuff if required.

To assist you with your submission below are details of the equipment we are commissioning at Tarrawonga and the types of control measures and innovation we are putting in place to address issues such as noise and driver behaviour.

Equipment

- Trucks are Kenworth T604 bogie drive Day Cab 90,000kg rated 500hp primemovers
- Trailers are Aluminium Tri-axle Side tipping B-Double combinations

Points worth noting when putting together your submission

- All units are purpose built side tipping B-Double combinations specifically for on road coal haulage.
- Primemover specification including model, motor size, diff ratios, gearbox selection etc are all specifically requested by our fleet engineers for compliance with emission and noise levels
- Trucks are speed limited to maximise operational efficiency whilst optimising fuel economy, tyre wear and vehicle maintenance. Currently trucks in operation at Tarrawonga are rated at 93kmh
- Units are compliant and specifically built for CML and HML. These concessional loading limits help reduce the overall number of vehicles on the road.
- B-Double trailer units are on airbag "road friendly suspension". System Approval No. RF2108
- All units are fitted with electronic management systems including GPS, enabling reporting on speed breaches, accident investigation etc.
- All units have the engine compression brakes [Jake brakes] disabled to reduce noise.
- All units have the cruise control system disabled to ensure driver remains focused on the road and conditions.
- All units will be fitted with the Optalert driving system. Review attached file
- Units are not fitted with high powered driving lights
- Electronic windows fitted to passenger side of primemovers to allow drivers to open/shut window without leaning across the cab.

All of the above measures are taken with the view of making the combinations as community friendly as possible whilst still remaining operational efficient. The specification removes a lot of choice of the drivers thereby eliminating historical problems through interaction with the greater community. Through the elimination of choice operators become more like steering wheel attendants than drivers.

Have a look at the info supplied and if you need anything else or wish to get together to discuss please give me a call.

Kind Regards

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