

Minutes of the 16th Meeting of the Tarrawonga Coal Mine Community Consultative Committee

Meeting Held: 10th February 2010 at 10:00am

Venue: Toll Resources Office, Gunnedah

1. Present and Apologies

Present: Clr Ken Bates (Narrabri Shire Rep), Chairman
Mr Danny Young (Environmental Manager)
Mr Jason Conomos (Project Manager)
Miss Jill Scealy (Environmental Officer)
Mr Sandy Bull (Community Rep)
Mr Peter Laird (Community Rep)
Mr Bob McGregor (Community Rep)
Mr Bart Crosby (Community Rep)
Mr John Molloy (Visitor - Toll Project Manager)
Mr Leigh Lamey (Visitor – Toll Safety and Compliance Officer)
Mr Clint Johnson (Visitor – Toll Workshop Manager)
Mr Craig Nelson (Visitor – Toll General Manager)

Apologies: Mr Casper Dieben (General Manager – Operations)
Mr Brian Cullen (General Manager – Technical Services)
Clr Colleen Fuller (Gunnedah Shire Rep)
Mr Tony Jones (Community Liaison Officer)

2. Previous Minutes

Minutes of the previous meeting were adopted as a true record on the motion of Bart Crosby and Sandy Bull.

3. Business Arising

3.1 The ongoing issues associated with coal haulage were discussed with Toll representatives John Molloy (Project Manager), Leigh Lamey (Safety and Compliance Officer) and Clint Johnson (Workshop Manager), as follows:

3.1.1 It was agreed that 90 second truck separation distances are not practical throughout the day. Trucks are to leave the Toll depot with this separation distance in the morning and the drivers shall ensure they do not tailgate throughout the shift. The Committee noted that tailgating is illegal and it makes it difficult to overtake the trucks. John Molloy committed to highlighting this requirement via a toolbox talk.

3.1.2 Fatigue management issues associated with 14 hour shifts were discussed at length. John Molloy indicated that the law (refer to National Transport Commission guidelines) permits 14 hour shifts with a 1 hour break and, therefore, Toll were within their rights to trial the shifts.

Community representatives on the Committee indicated strong opposition to 14 hours shifts and consider them to be a safety issue. They are also concerned about the impact on family life and sleep patterns.

John Molloy explained that Toll is not forcing any employee to work longer shifts and a number of safety measures have been implemented to monitor fatigue (opti-alert glasses, GPS tracking system, training etc). He stated that the trial had been conducted with 8 drivers (average age 45-50) over a three month period, and had since ceased. He indicated that there is no immediate plan to recommence 14 hour shifts. John outlined the difficulties in keeping regular truck drivers (ie. competing with mine wages) and indicated that Toll will continue to trial different shift lengths and rosters to determine the most appropriate structure for Toll employees and coal haulage requirements.

Ken Bates acknowledged that Toll are operating within the law and despite the Committee's concerns, they would need to accept this.

The Committee re-iterated their opposition to 14 hour shifts and agreed that Toll/Whitehaven would need to consult the Committee prior to re-commencing these shifts.

Toll/Whitehaven accepted this but highlighted that even if the Committee opposes these shifts, the Company is still permitted by law to undertake 14 hour shifts and any decision to re-introduce them will be based on a number of factors including employee's welfare, cost effectiveness, contractual requirements and community concerns.

Leigh Lamey (Toll Safety and Compliance Officer) provided a demonstration of the opti-alert glasses and GPS tracking system.

3.1.3 John Molloy discussed the difficulties with cleaning trucks as the Toll depot does not have a suitable washbay. John

indicated that Toll is currently investigating options to ensure trucks are cleaned regularly as the issue has been raised by Whitehaven. He also committed to providing a progress update at the next CCC meeting. Members of the Committee acknowledged the difficulty in keeping trucks clean.

John also indicated that a local contract truck driver, who no longer works for Toll, still has a Toll number on his truck and is refusing to remove it. John was unable to specify which number was on the truck.

3.1.4 Members of the Committee re-iterated concern about the amount of coal on the road. Whitehaven representatives suggested that other coal haulage trucks (ie. non Toll trucks) may not be giving adequate care and attention to ensuring minimal potential for coal spillage. This matter to be closely monitored by site personnel prior to trucks departing. Jason Conomos also indicated that the existing coal bin has recently been off-line during integration of the new batch weighing bin which may have exacerbated some of the issues in the short term. The new bin was due to be operational by March 2010. The new bin is the same as the Rocglen Coal Mine bin and includes a weigh cell which eliminates the requirement for a weigh bridge.

John Molloy also indicated that he would instruct his drivers to be vigilant on loads and covering of loads during this period.

3.1.5 Clint Johnson (Toll Workshop Manager) provided an outline of Toll maintenance schedules and practices, including:

- Use of a computerised maintenance system. The system provides weekly printouts of scheduled maintenance requirements and highlights if maintenance has not occurred as per the schedule.
- Toll currently runs 29 trucks which are each serviced every 15,000 km (approximately every 3 weeks). A service sheet was tabled for the Committee to view.
- Any defects are reported via the driver's shift report sheet (example report sheet tabled at meeting). If the defects are minor (ie. no safety concern and the truck is able to continue operating), the defect is entered into a defect register. Any parts needed are ordered and the defect is repaired during scheduled maintenance (or earlier if required). If the defect is a

safety issue, the truck is tagged out and not driven until the defect is fixed.

3.1.6 Committee members highlighted their concern about Toll trucks overtaking each other, often when it is not safe to do so. The Committee members questioned the need to overtake. John Molloy committed to counselling the drivers about overtaking only when it is safe to do so but specified that he would not be preventing them from overtaking as the same road rules apply to Toll trucks on the haulage route as any other vehicles on public roads.

3.2 The sunken ramps at the Manilla Road intersections will be incorporated in the tender (not yet issued) to upgrade the entire haul route from Tarrawonga to the CHPP in Gunnedah.

3.3 Gunnedah Shire Council has been awarded the contract to upgrade the section of Blue Vale Road from the Canyon entrance to the Narrabri Shire Council boundary. The Committee highlighted that the road had been in poor condition and questioned why the most recent upgrade was taking so long to commence. Danny Young indicated that the delay was associated with the agreements involved with Gunnedah Shire Council undertaking works in the Narrabri Shire.

4.0 General Business

4.1 Mine Progress

The Project Manager, Jason Conomos, reported as follows:-

1,470,000 BCM waste removed
409,000 tonnes of coal recovered

Wet weather over the Christmas break did not affect production as the mine had a planned shutdown.

4.2 Environmental Monitoring Results

Danny Young presented the environmental monitoring results which are attached in the associated environmental monitoring report.

5.0 New Business

5.1 The presence of stop signs along the haul route and the number of people (not Toll trucks) not stopping at these intersection was discussed. Some members indicated that they had initially

requested give way signs and it was agreed that it would reduce noise impacts and damage to the road. Application to convert to give way signs will be investigated.

- 5.2** Ken Bates raised serious concern about the transport of a rear dump truck from Tarrawonga to Rocglen with the use of only 1 escort vehicle. The Committee believed one escort was insufficient and requested that the matter be followed up. Ken Bates indicated that he may organise traffic checks if such behaviour continues.
- 5.3** Members raised concern about the overuse of flashing lights on light vehicles on the haul route, which leads to complacency when flashing lights are actually required (ie. wide loads). The Committee highlighted that it is illegal to use flashing lights when not required. It was identified that employees and contractors often forget to turn the lights off when exiting the mine sites. Toll and Whitehaven personnel mentioned that any oncoming mine related vehicles generally alert a driver that their flashing light is on. In addition, Whitehaven committed to installing signs to remind personnel to turn their flashing light off when leaving site.
- 5.4** Danny Young tabled the proposed modification to consent that Tarrawonga Coal is currently investigating and provided plans showing the currently approved and proposed additional mining area and associated ancillary developments. Danny indicated that current and proposed final rehabilitation plans would be provided at the next CCC meeting.

Several members questioned the extent of planned exploration and mining in the valley. Danny Young pointed out that it is difficult to specify the extent and type of mining (underground or open cut) until exploration activities have been undertaken and that the community will be consulted regarding future operations as and when required.

- 5.5** The poor state of the dirt section of Manilla Road (not part of the coal haulage route) was again raised. Ken Bates indicated that the Mining Related Councils will be appealing to the Government to re-inject a reasonable percentage of mining royalties into the communities where the mining is undertaken. Support from local mining companies will be sought when required.

6.0 Complaints

There were no complaints recorded on the complaints hot line. Complaints received via DECC, the Tarrawonga site office or the Environmental Manager were discussed in the Environmental Monitoring Report.

7.0 Next Meeting

The next meeting will be held at the Tarrawonga Coal Mine Training Room on Wednesday 12th May 2010 at 10:00am.

Meeting closed at 1:25 pm.

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Ken Bates - Chairman