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Published on: 19 February 2009

Statement No.786

**STATEMENT THAT A PROPOSAL MAY BE IMPLEMENTED
(PURSUANT TO THE PROVISIONS OF THE
ENVIRONMENTAL PROTECTION ACT 1986)**

**EXTENSION HILL HEMATITE HAULAGE
ROAD & RAIL SIDING
SHIRES OF PERENJORI & YALGOO**

Proposal: The proposal involves upgrading, widening and straightening 85 kilometres of existing local roads, and constructing and operating a rail siding south of Perenjori, to facilitate the transport of hematite iron ore from the already approved Extension Hill mine at Mount Gibson to the Port of Geraldton.

Proponent: Mount Gibson Mining Limited

Proponent Address: First Floor, 7 Havelock Street, WEST PERTH WA 6005

Assessment Number: 1747

Report of the Environmental Protection Authority: Report 1296

The proposal referred to in the above report of the Environmental Protection Authority may be implemented. The implementation of that proposal is subject to the following conditions and procedures:

1 Proposal Implementation

1-1 The proponent shall implement the proposal as assessed by the Environmental Protection Authority and described in schedule 1 of this statement subject to the conditions and procedures of this statement.

2 Proponent Nomination and Contact Details

- 2-1 The proponent for the time being nominated by the Minister for the Environment under sections 38(6) or 38(7) of the Environmental Protection Act 1986 is responsible for the implementation of the proposal.
- 2-2 The proponent shall notify the Chief Executive Officer (CEO) of the Department of Environment and Conservation of any change of the name and address of the proponent for the serving of notices or other correspondence within 30 days of such change.

3 Time Limit of Authorisation

- 3-1 The authorisation to implement the proposal provided for in this statement shall lapse and be void within five years after the date of this statement if the proposal to which this statement relates is not substantially commenced.
- 3-2 The proponent shall provide the CEO of the Department of Environment and Conservation with written evidence which demonstrates that the proposal has substantially commenced on or before the expiration of five years from the date of this statement.

4 Compliance Reporting

- 4-1 The proponent shall submit to the CEO of the Department of Environment and Conservation environmental compliance reports annually reporting on the previous twelve-month period, unless required by the CEO of the Department of Environment and Conservation to report more frequently.
- 4-2 The environmental compliance reports shall address each element of an audit program approved by the CEO of the Department of Environment and Conservation and shall be prepared and submitted in a format acceptable to the CEO of the Department of Environment and Conservation.
- 4-3 The environmental compliance reports shall:
 - 1 be endorsed by signature of the proponent's chief executive officer or a person, approved in writing by the CEO of the Department of Environment and Conservation, delegated to sign on behalf of the proponent's chief executive officer;
 - 2 state whether the proponent has complied with each condition and procedure contained in this statement;
 - 3 provide verifiable evidence of compliance with each condition and procedure contained in this statement;
 - 4 state whether the proponent has complied with each key action contained in any environmental management plan or program required by this statement;

- 5 provide verifiable evidence of conformance with each key action contained in any environmental management plan or program required by this statement;
- 6 identify all non-compliances and non-conformances and describe the corrective and preventative actions taken in relation to each non-compliance or non-conformance;
- 7 review the effectiveness of all corrective and preventative actions taken; and
- 8 describe the state of implementation of the proposal.

4-4 The proponent shall make the environmental compliance reports required by condition 4-1 publicly available in a manner approved by the CEO of the Department of Environment and Conservation.

5 Performance Review and Reporting

5-1 The proponent shall submit to the CEO of the Department of Environment and Conservation Performance Review Reports at the conclusion of the first, third and fifth years after the start of implementation of the proposal and then, at such intervals as the CEO of the Department of Environment and Conservation may regard as reasonable, which address:

- 1 the major environmental risks and impacts; the performance objectives, standards and criteria related to these; the success of risk reduction/impact mitigation measures and results of monitoring related to the management of the major risks and impacts;
- 2 the level of progress in the achievement of sound environmental performance, including industry benchmarking, and the use of best available technology where practicable; and
- 3 significant improvements gained in environmental management which could be applied to this and other similar projects.

6 Flora and Vegetation

Flora and Vegetation Clearing

6-1 The proponent shall not clear more than 80 hectares of vegetation for borrow pits, and in doing so, shall not take any Declared Rare Flora or Priority flora species. The clearing of vegetation for borrow pits shall only take place in areas of potential borrow pits as indicated in figures 3a-e, but shall not take place in areas listed in schedule 2.

Impact of Groundwater Drawdown on Flora and Vegetation

- 6-2 At all times, the proponent shall ensure that groundwater drawdown in the vicinity of the groundwater abstraction bores does not adversely affect the health or condition of vegetation.
- 6-3 The proponent shall monitor groundwater and vegetation in the vicinity of the groundwater abstraction bores to facilitate determination of whether the requirements of condition 6-2 are being met. This monitoring is to be carried out to the satisfaction of the CEO of the Department of Environment and Conservation.
- 6-4 The proponent shall submit the results of the monitoring of groundwater and vegetation required by condition 6-3 to the CEO of the Department of Environment and Conservation.
- 6-5 The proponent shall immediately provide proposed management measures to the CEO of the Department of Environment and Conservation in the event that the requirements of condition 6-2 are not met or are not likely to be met.

Impact of Saline Water Application on Flora and Vegetation

- 6-6 During construction and operation, the proponent shall ensure that the use of saline water for road-making and dust control does not cause detrimental effects on flora and vegetation.
- 6-7 The proponent shall monitor the health of fringing vegetation referred to in condition 6-6 before, during and for at least 12 months after construction, and shall report to the CEO of the Department of Environment and Conservation on the health of that vegetation following the cessation of monitoring.

Rehabilitation of Disturbed Areas

- 6-8 Generally within six months following the completion of construction, but in the case of borrow pits, within six months following their closure, the proponent shall commence rehabilitation by replacing top soil in all disturbed areas, and thereafter shall progressively rehabilitate by means of planting flora and vegetation to achieve pre-proposal composition, extent and condition.
- 6-9 For five years following the completion of construction, the proponent shall monitor progressively and submit a report at the conclusion of the five-year period on the performance of the rehabilitation required by condition 6-8 to the CEO of the Department of Environment and Conservation.

Schedule 1

Extension Hill Hematite Haulage, Road & Rail Siding, Shires of Perenjori and Yalgoo (Assessment No. 1747)

General Description

The proposal involves upgrading, widening and straightening 85 kilometres of existing local roads, and constructing and operating a rail siding two kilometres south-east of Perenjori, to facilitate the transport of hematite iron ore from the already approved Extension Hill mine at Mount Gibson to the Port of Geraldton.

The roads to be upgraded are the Perenjori to Rothsay Road, Wanarra Road and Wanarra East Road. The roadway consists of a two-way single width carriageway, with each lane being four metres wide, with a maximum typical total width of road 16 metres from batter to batter. Up to 161 hectares of land will be cleared to accommodate the road upgrade, borrow pits and rail siding. Of this, 79 hectares will be cleared for the road upgrade, up to 80 hectares for borrow pits and two hectares for the rail siding.

The rail siding will be accessed from the Perenjori-Rothsay Road. It will contain two open stockpile areas of 150,000 tonnes capacity (one for lump and one for fines product) on either side of the rail spur. Hematite stockpiled at the rail siding is loaded by two front-end loaders onto rail cars for transport along the existing Westnet rail track to the Port of Geraldton, via Mullewa. The rail siding will be located on 100 hectares of previously cleared private land and will include ancillary facilities such as offices, lunchrooms and toilets, truck maintenance, wash-down and refuelling facilities.

Road trains will travel along the upgraded 85 kilometre road and arrive at the siding every nine minutes (80 trucks per day 365 days per year). Ore will be side tipped onto a designated area and pushed up by front-end loaders to a height of three metres. The stockpiles will be the length of the trains to minimise the requirement of shunting during the loading operation. Trains consist of 90 wagons, which depart every 6 hours (2 trains per day, 4 train movements) for the 239 kilometre journey to the Port of Geraldton.

The proposal is described in the following document - *Mt Gibson Mining Extension Hill Hematite Haulage – Assessment on Referral Information*, GHD (April 2008).

Summary Description

A summary of the key proposal characteristics is presented in Table 1.

Extension Hill Hematite Haulage, Road & Rail Siding, Shires of Perenjori & Yalgoo (Assessment No. 1747)

Table 1 – Summary of Key Proposal Characteristics

Element	Description
Rail siding location	2 kilometres south-east of Perenjori, immediately east of and adjacent to the Wubin-Mullewa Road and existing Westnet rail track, south of and parallel to Perenjori to Rothsay Road.

Element	Description
Road Type	Two-way single width carriageway, with lanes 4 metres wide each. Maximum typical total width 16 metres, from batter to batter.
Connections to existing roads	The upgraded road will cross underneath the Great Northern Highway, which will be bridged over the haul road.
Rail siding	Two open stockpile areas (one for lump and one for fines products) on either side of the train line spur constructed off the existing Perenjori-Mullewa rail line.
Rail Siding Stockpile Capacity	Not more than 150,000 tonnes of Lump ore product. Not more than 150,000 tonnes of Fine ore product.
Stockpile Height	Not more than 3 metres
Transport Type	<i>Trucks</i> – side-tipping triple road trains hauling concessional loads (up to 105 tonnes). <i>Trains</i> – 90 wagon trains carrying up to 4,320 tonnes.
Transport Frequency (assuming approx. 3 Mtpa rail capacity)	80 trucks per day (160 truck movements) = 1 truck every 9 minutes 2 trains per day (4 train movements) = 1 train every six hours.
Vegetation Clearing	Clearing by purpose: <i>Road</i> : Not more than 79 hectares <i>Borrow pits</i> : Not more than 80 hectares <i>Rail sidings</i> : Not more than 2 hectares – crossing at Mullewa Wubin Road only Clearing by area: <i>Agricultural Zone</i> - Not more than 36 hectares <i>Pastoral Zone</i> - Not more than 125 hectares <i>Total Clearing</i> - Not more than 161 hectares
Water Source	Significant proven groundwater sources exist at both the eastern and western ends of the road alignment with small quantities available along the length. (A groundwater bore installation and abstraction licence has been granted for the eastern and central bores.)
Water Requirements <i>Construction:</i> <i>Operation:</i>	Road – 400 cubic metres per day Rail siding – 40 cubic metres per day Road – Nil Rail siding - 230 cubic metres per day
Operation	24 hours per day 7 days per week 365 days per year for at least 5 years

Figures

Figure 1 – Regional Location.

Figure 2 – Road / Rail Location.

Figures 3 (a to e) – Potential Borrow Pit Locations.



Figure 1: Regional location



Figure 2: Road/Rail location

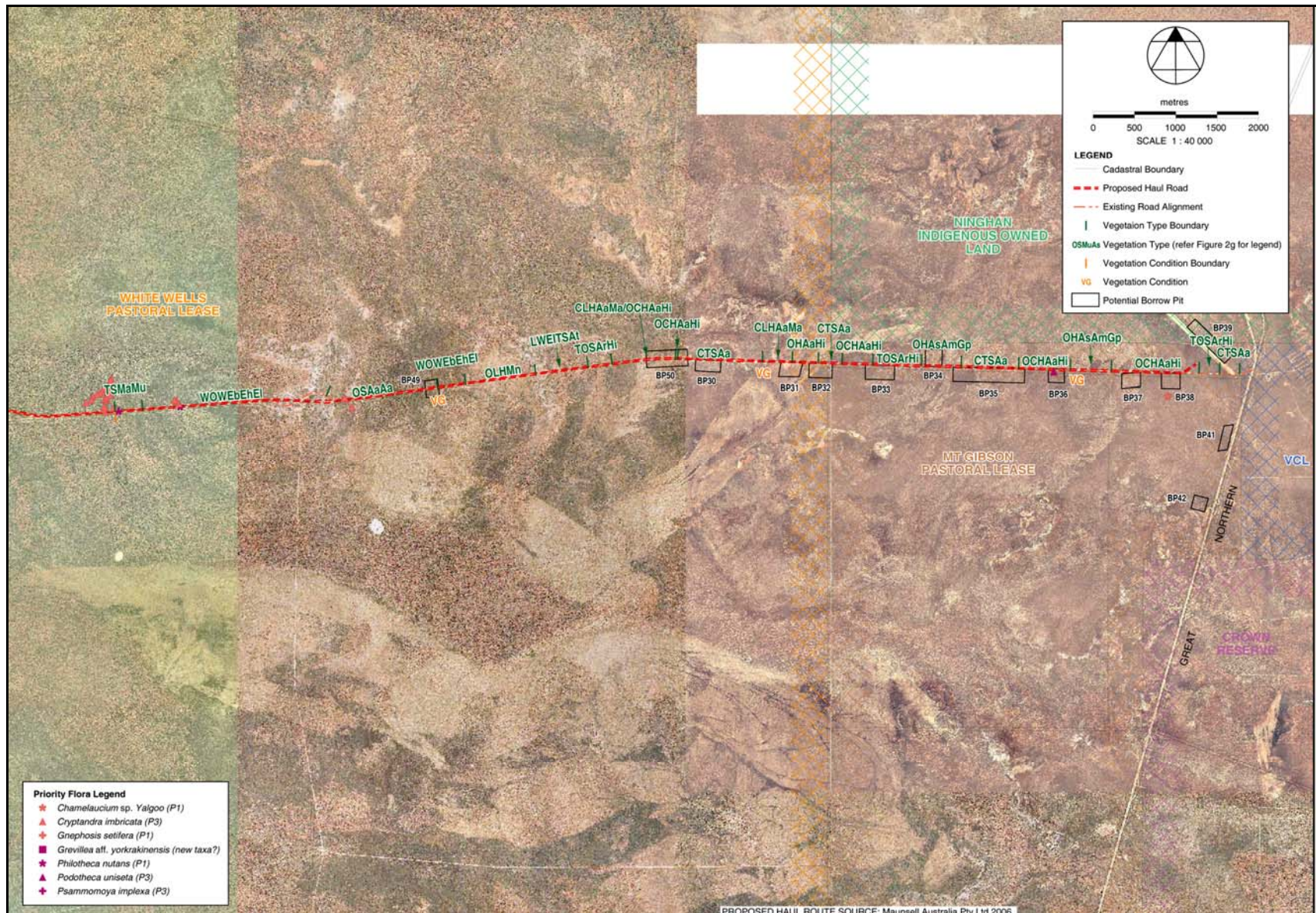
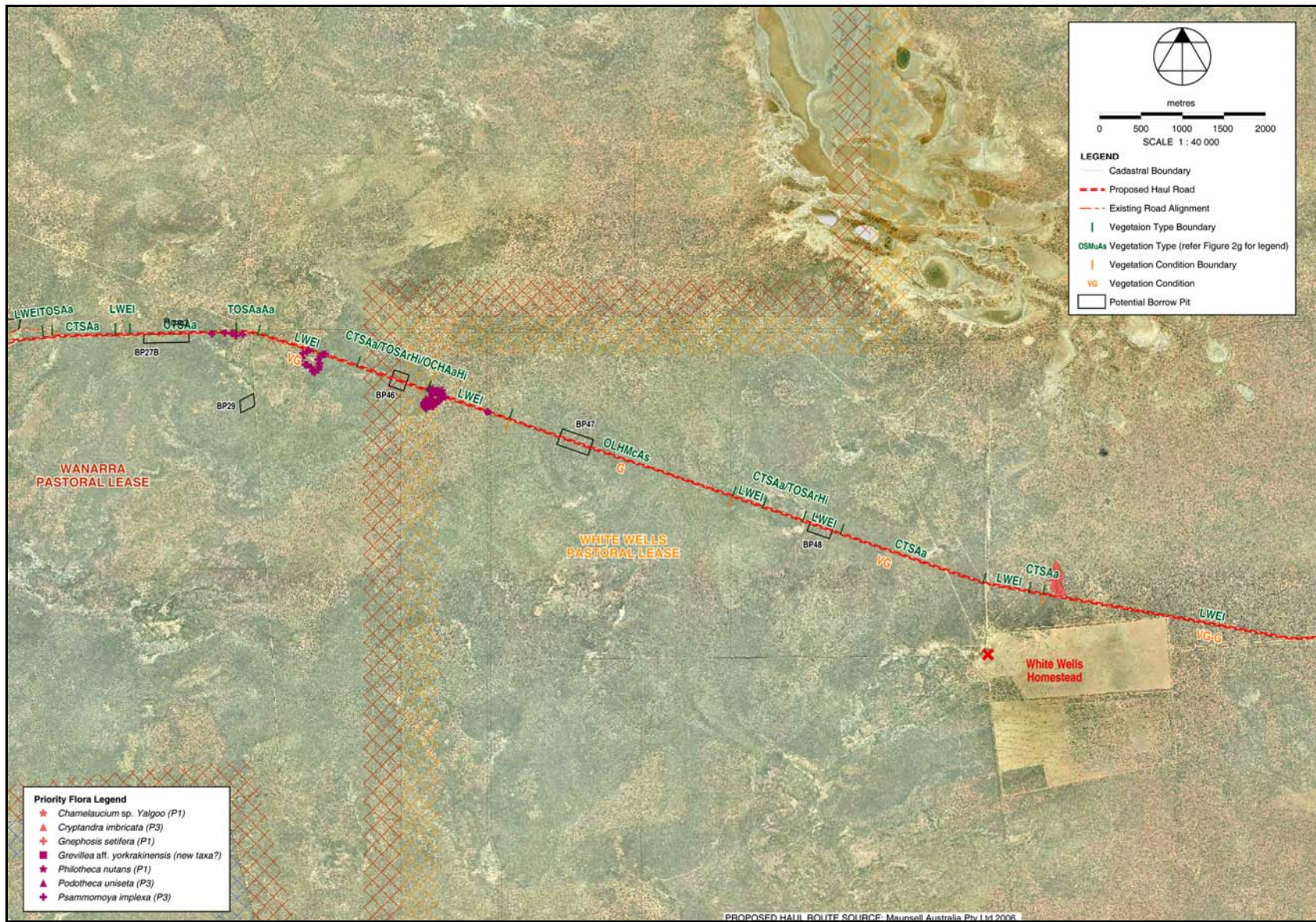
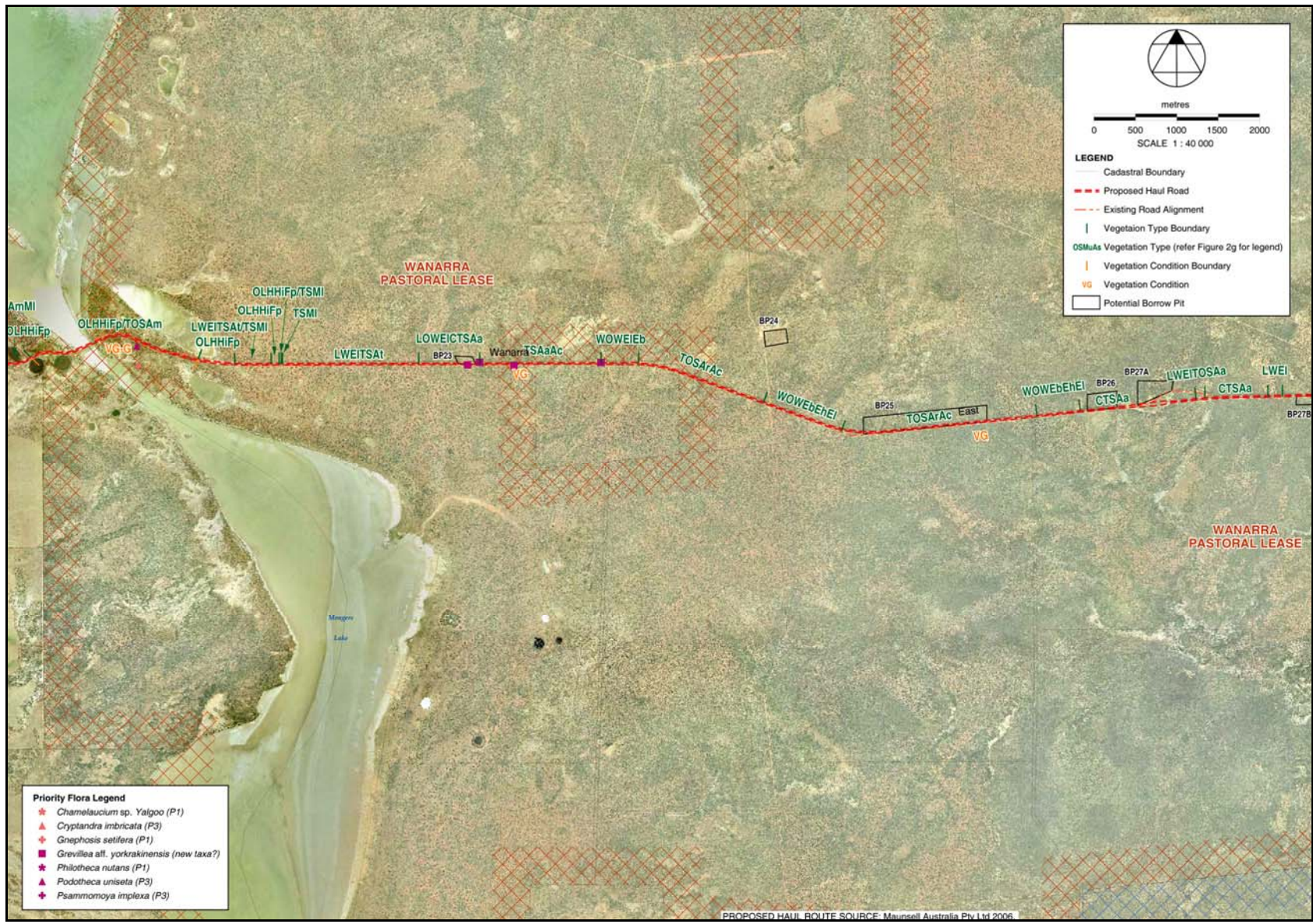


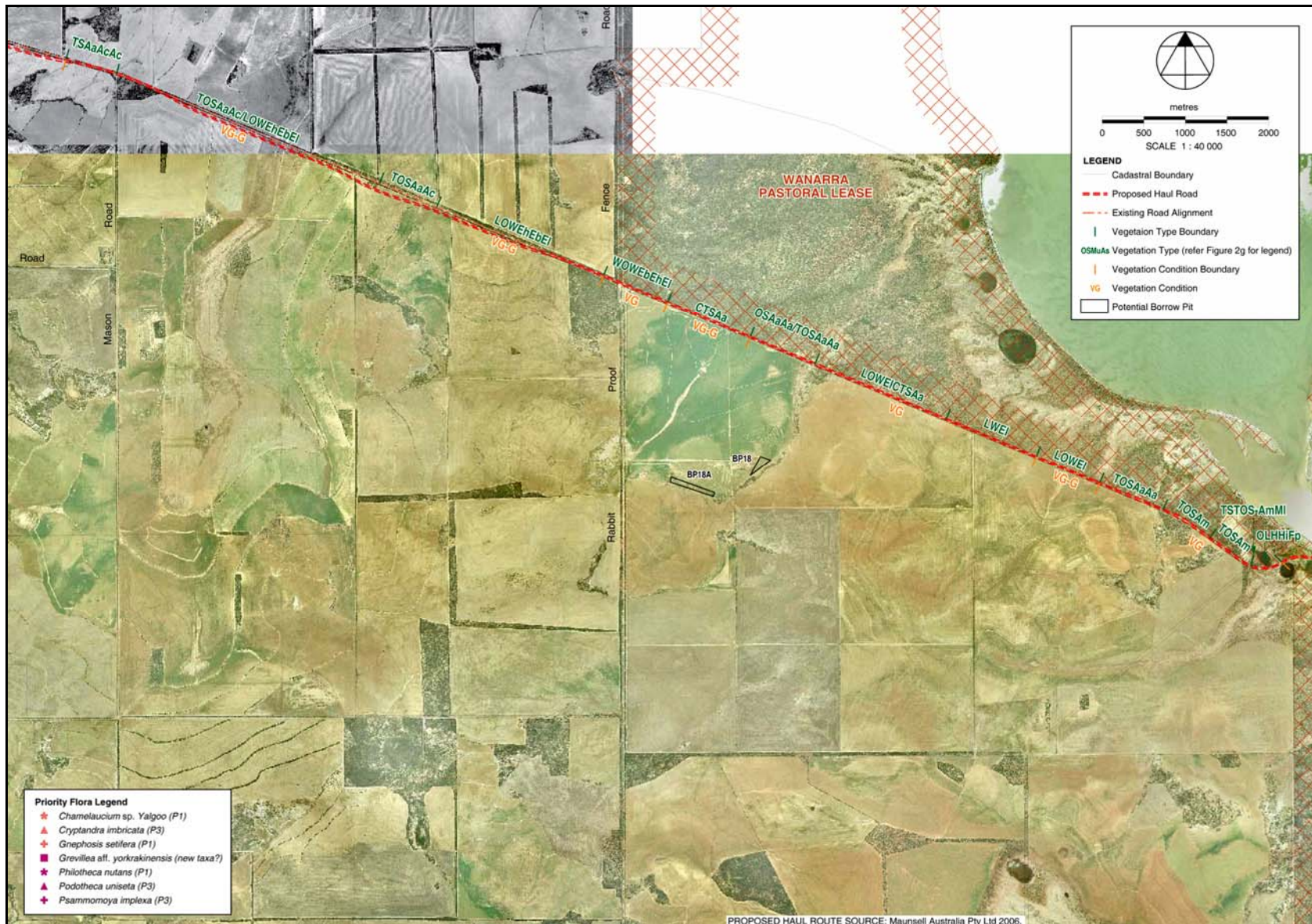
Figure 3a: Potential Borrow Pit Locations.



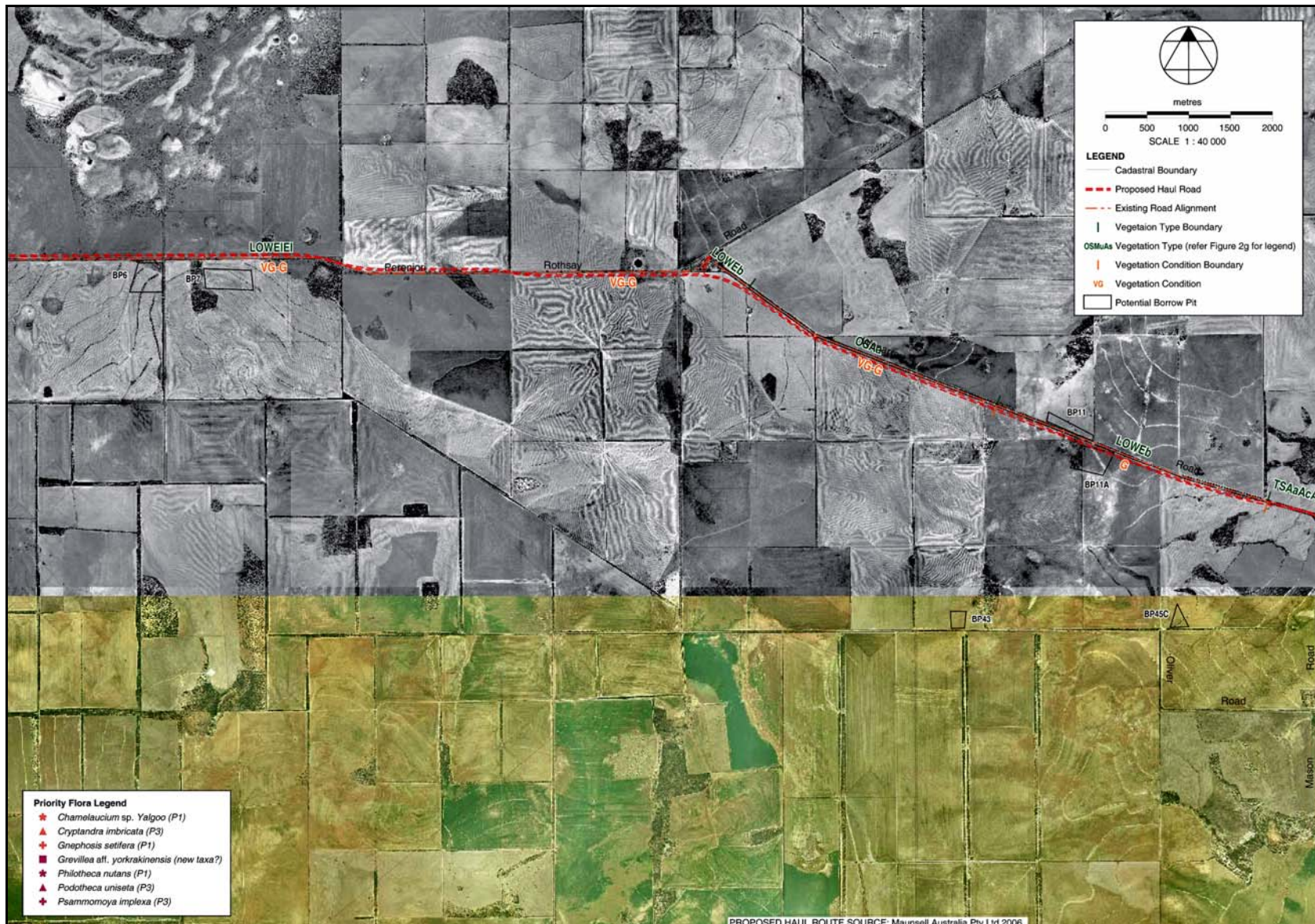
Figures 3b: Potential Borrow Pit Locations.



Figures 3c Potential Borrow Pit Locations.



Figures 3d: Potential Borrow Pit Locations.



Figures 3e: Potential Borrow Pit Locations.

Schedule 2

Extension Hill Hematite Haulage, Road & Rail Siding Shires of Perenjori & Yalgoo (Assessment No. 1747)

Potential borrow pit areas which are now excluded from borrow pit operations due to the presence of Declared Rare Flora or Priority Species:

BP23;
BP24;
BP29;
BP36;
BP43; and
BP42c

Attachment 1 to Ministerial Statement 786

Change to Proposal

Proposal: Extension Hill Hematite Haulage Road & Rail Siding, Shires of Perenjori & Yalgoo

Proponent: Mount Gibson Mining Limited

Change: Increased Rail Siding stockpile capacity and water use for dust suppression, and increased variability in train movements per day

Key Characteristics Table:

<u>Element</u>	<u>Description of proposal</u>	<u>Description of approved change to proposal</u>
Rail siding location	2 kilometres south-east of Perenjori, immediately east of and adjacent to the Wubin Mullewa Road and existing Westnet rail track, south of and parallel to Perenjori to Rothsay Road.	2 kilometres south-east of Perenjori, immediately east of and adjacent to the Wubin-Mullewa Road and existing Westnet rail track, south of and parallel to Perenjori to Rothsay Road.
Road Type	Two-way single width carriageway, with lanes 4 metres wide each. Maximum typical total width 16 metres, from batter to batter.	Two-way single width carriageway, with lanes 4 metres wide each. Maximum typical total width 16 metres, from batter to batter.
Connections to existing roads	The upgraded road will cross underneath the Great Northern Highway, which will be bridged over the haul road.	The upgraded road will cross underneath the Great Northern Highway, which will be bridged over the haul road.
Rail Siding	Two open stockpile areas (one for lump and one for fines products) on either side of the train line spur constructed off the existing Perenjori-Mullewa rail line.	Two open stockpile areas (one for lump and one for fines products) on either side of the train line spur constructed off the existing Perenjori-Mullewa rail line. A third open stockpile may be established if required
Rail Siding Stockpile Capacity	Not more than 150,000 tonnes of Lump ore product. Not more than 150,000 tonnes of Fine ore product.	Not more than 750,000 tonnes of Lump ore product. Not more than 750,000 tonnes of Fine ore product.
Stockpile height	Not more than 3 metres	Not more than 4 metres
Transport type	<i>Trucks</i> – side-tipping triple road trains hauling concessional loads (up to 105 tonnes). <i>Trains</i> – 90 wagon trains carrying up to 4,320 tonnes.	<i>Trucks</i> – side-tipping triple road trains hauling concessional loads (up to 105 tonnes). <i>Trains</i> – 60 to 90 wagon trains carrying up to 4,320 tonnes.
Transport Frequency (assuming approx. 3 Mtpa rail)	80 trucks per day (160 truck movements) = 1 truck every 9 minutes 2 trains per day (4 train movements)	80 trucks per day (160 truck movements) Up to 4 trains per day (8 train movements), with an average per

capacity)	= 1 train every six hours.	year of up to 2 trains per day (4 train movements)
Vegetation Clearing	Clearing by purpose: <i>Road</i> : Not more than 79 hectares <i>Borrow pits</i> : Not more than 80 hectares <i>Rail sidings</i> : Not more than 2 hectares – crossing at Mullewa Wubin Road only Clearing by area: <i>Agricultural Zone</i> - Not more than 36 hectares <i>Pastoral Zone</i> - Not more than 125 hectares <i>Total Clearing</i> - Not more than 161 hectares	Clearing by purpose: <i>Road</i> : Not more than 79 hectares <i>Borrow pits</i> : Not more than 80 hectares <i>Rail sidings</i> : Not more than 2 hectares – crossing at Mullewa Wubin Road only Clearing by area: <i>Agricultural Zone</i> - Not more than 36 hectares <i>Pastoral Zone</i> - Not more than 125 hectares <i>Total Clearing</i> - Not more than 161 hectares
Water Source	Significant proven groundwater sources exist at both the eastern and western ends of the road alignment with small quantities available along the length. (A groundwater bore installation and abstraction licence has been granted for the eastern and central bores.)	Significant proven groundwater sources exist at both the eastern and western ends of the road alignment with small quantities available along the length. (A groundwater bore installation and abstraction licence has been granted for the eastern and central bores.)
Water Requirements <i>Construction:</i> <i>Operation:</i>	Road – 400 cubic metres per day Rail siding – 40 cubic metres per day Road – Nil Rail siding - 230 cubic metres per day	Road – 400 cubic metres per day Rail siding – 40 cubic metres per day Road – Nil Rail siding - 430 cubic metres per day
Operation	24 hours per day 7 days per week 365 days per year for at least 5 years	24 hours per day 7 days per week Continuous Operation for at least 5 years

Note: Text in **bold** in the Key Characteristics Table, indicates change/s to the proposal.

Dr Paul Vogel
CHAIRMAN
Environmental Protection Authority
under delegated authority

Approval date: 14 February 2012