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Vipac Engineers & Scientists

Duralie Coal

Duralie Operations - Environmental Quarterly Survey 2015

April 2015 Noise Compliance Survey



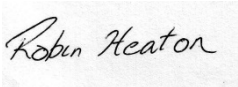

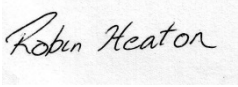
DURALIECOAL

Part of the Yancoal Australia Group

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EXECUTIVE SUMMARY

ENVIRONMENTAL NOISE SURVEY

An Environmental Compliance Noise Monitoring Survey has been carried out in the rural environment surrounding the Duralie Coal Mine (DCM) Site, Stroud Road, NSW. The survey was requested by Duralie Coal Pty Ltd to ascertain the degree of compliance of noise emissions generated from the operation of Duralie Coal Mine with licence and project approval conditions.

Direct temperature inversion measurements were conducted during the entire survey utilising the Duralie Coal Inversion Tower Infrastructure. These measurements were used to ascertain temperature lapse rates and atmospheric stability classes during the survey period, the results of which are presented in **Appendix A** of this report.

The mine operating noise emissions were within the noise criteria of $35\text{dBL}_{\text{Aeq}}$ at all monitoring locations for the Day, Evening and Night 1 & 2 survey periods during the April 2015 compliance survey.

It is Vipac's professional opinion that the noise emissions produced by Duralie Coal Mine during the April 2015 DCM Environmental Quarterly Survey complied with the noise criteria set out in **Section 4** of this report.

RAIL NOISE SURVEY

As outlined in **Section 4** of this report, all of the train-monitoring results presented in this assessment are to be used for general information purposes only and are not DCM compliance requirements.

Vipac conducted Duralie Shuttle Rail Pass-by monitoring at TN1 (Craven) and has augmented the monitoring program conducted at TN2 (Wards River) by splitting the monitoring location into two separate locations TN2-South (southern end of Wards River village) and TN2-North (northern end of Wards River village) to better assess the rail noise from the Duralie shuttle within Wards River.

Attended measurements and unattended noise logger surveys were conducted at all three locations, TN2-North, TN2-South and TN1 for this the April 2015 noise survey.

The noise emanating from the Duralie shuttle complied with the L_{Amax} noise goal at all the TN2- North (Wards River North), TN2-South (Wards River North) and TN1 (Craven) with the rail horn excluded from the measurement for this monitoring period. As outlined in Section 7, the train horn noise during the pass-by measurement at TN2-South was masked by road traffic noise during the survey. Regardless, the overall L_{Amax} level recorded at TN2-South for the train pass-by complied with the noise goal of $85\text{dB } L_{\text{Amax}}$.

The noise level recorded at TN2-North failed to comply with the L_{Aeq} pass-by noise goal. The L_{Aeq} level of 66dB , which was representative of the train pass-by noise emission, with the rail horn excluded was raised 1dB above the noise goal of $65\text{dB } L_{\text{Aeq}}$.

The noise levels recorded at the TN1 (Craven) & TN2-South (Wards River) monitoring locations complied with the L_{Aeq} pass-by for this quarter.

The noise emissions associated with the Duralie Shuttle pass-by were therefore deemed to comply with the noise goal set out in the DCM Noise Management Plan, at the TN1-Craven and TN2-South monitoring location but failed to comply with the noise goals at TN2-North (Wards River).



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1 INTRODUCTION

Vipac Engineers & Scientists Ltd. (Vipac) was commissioned to conduct an Environmental Noise Compliance Assessment in the rural environment surrounding the Duralie Coal Mine (DCM) site, located off Bucketts Way, NSW.

The purpose of the assessment was to conduct an ambient noise survey in accordance with the NSW Project Approval (08_0203) Condition 2 - Schedule 3, as amended by order of the Land and Environment Court on 10th November 2011, first modified on the 1st November 2012 and further modified on the 5th December 2014, the Environmental Protection Authority (EPA) Environment Protection License (EPL 11701) Section L4 "Noise Limits" and the Duralie Coal Mine Noise Management Plan.

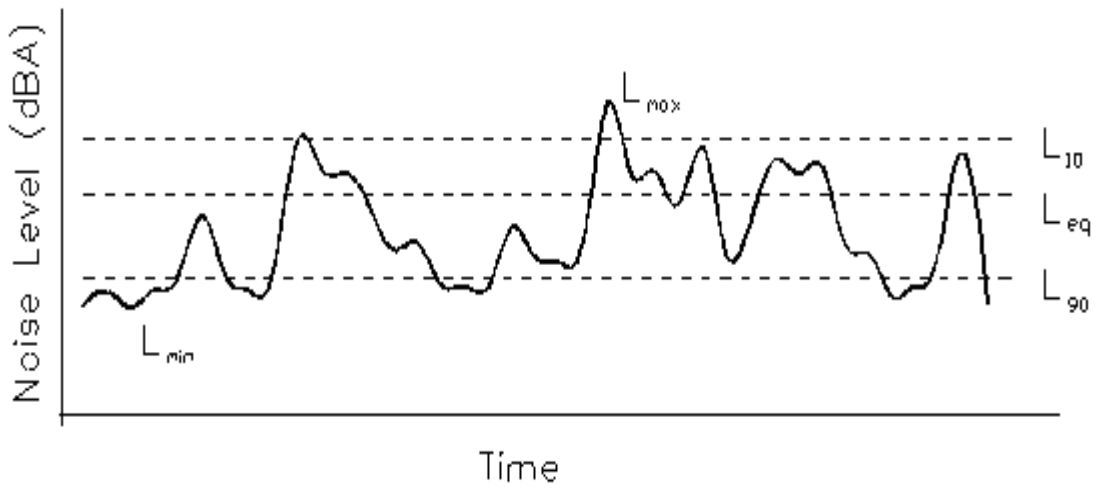
Noise monitoring surveys were conducted at five locations and a reference site surrounding the DCM, which commenced at 11.30 hrs, 28/4/2015 and concluded at 11.30 hrs, on 1/5/2015.

1.1 DEFINITIONS OF ACOUSTIC TERMS

Table 1 provides the definitions of common acoustic terms and is presented as an aid to understanding this report.

Table 1: Acoustical Terms and Definitions

Term	Definition
dB(A)	A unit of measurement in decibels (A), of sound pressure level which has its frequency characteristics modified by a filter ("A-weighted") so as to more closely approximate the frequency response of the human ear.
L_w	Sound Power Level radiated by a noise source per unit time re 1pW.
L_p	Sound pressure level (SPL) or sound level L_p is a logarithmic measure of the root-mean-square (rms) sound pressure of a sound relative to a reference value.
L_{eq}	Equivalent Continuous Noise Level – which, lasting for as long as a given noise event has the same amount of acoustic energy as the given event.
L_{90}	The noise level that is equalled or exceeded for 90% of the measurement period. An indicator of the mean minimum noise level, and is used in Australia as the descriptor for background noise (usually in dB(A)).
L_{10}	The noise level that is equalled or exceeded for 10% of the measurement period. L_{10} is an indicator of the mean maximum noise level, and is generally used in Australia as the descriptor for intrusive noise (usually in dB(A)).
L_{50}	The noise level that is equalled or exceeded for 50% of the measurement period.
L_1	The noise level equalled or exceeded for 1% of the measurement period.



2 DURALIE COAL MINE

2.1 SITE DESCRIPTION

Duralie Coal Mine (DCM) is located east of Bucketts Way between the villages of Stroud Road and Wards River, NSW.

2.2 DESCRIPTION OF OPERATION

The following activities have the potential to generate noise during DCM operations:

- Operation of mobile equipment (e.g. excavators, loaders, haul trucks, dozers, graders, water carts and drilling rigs) for:
 - Vegetation removal and stripping/stockpiling of soil resources;
 - Open cut development and production; and
 - Haulage of Run Of Mine (ROM) Coal and mine waste;
- Operation of fixed plant (e.g. ROM bin, ROM coal conveyor, bin loading/unloading, lighting plant and pit pumps); and,
- Rail transportation of coal from the mining lease.

3 METHODOLOGY

Ambient noise level measurements were conducted in accordance with the requirements of the EPA (and the Office of Environment and Heritage (OEH)), and as detailed in the Australian Standard AS1055-1989, "Acoustics – Description and Measurement of Environmental Noise, Part 1 General Procedures" and the NSW Industrial Noise Policy (INP).

3.1 OPERATOR ATTENDED NOISE SURVEYS

Operator-attended noise surveys were conducted at each monitoring location to quantify ambient noise levels and the contributed levels of noise emitted from current DCM operations. The compliance noise survey consists of a day, an evening and two night surveys for each monitoring location. The timing of each of the survey periods is presented below: -

- Daytime - conducted between 13.30 to 14.15, 28th April & 10.32 to 14.15, 29th April 2015,
- Evening - conducted between 19.28 to 21.49, 28th April 2015 & 21:35 to 21:50, 29th April 2015,
- Night Survey 1 - conducted between 22.00, 28th April 2015 to 00.23 29th April 2015,
- Night Survey 2 - conducted between 22.00 29th April 2015 to 00.30 30th April 2015.

The mine noise contribution can be determined using the following methods:

- When the Mine noise emissions are continuous in nature, the contribution is determined by noting the instantaneous sound level meter reading when the mine operations are clearly audible and dominate the measurement environment.
- When the mine noise emissions are transient or frequency specific the contribution is determined by analysing the time trace and frequency spectra recordings to remove extraneous noise source/s from the measurement environment.
- Alternatively, the contribution from the mine can be determined by noting the relative audibility of the operations/activities, at otherwise quiet times, compared to the current background noise levels.

3.2 INSTRUMENTATION

3.2.1 ATTENDED MEASUREMENTS

Attended noise measurements were taken with a Brüel & Kjær (B&K) 2250 integrating sound level meter (SLM), fitted with a B&K 4189 ½ inch diameter Electret microphone and a windshield. This instrument has performance characteristics within the requirements of Class 1 accuracy in accordance with AS 1259 and AS IEC 61672 and has the capability to measure steady, fluctuating, intermittent and/or impulsive sound, and to compute and display percentile noise levels for the measuring period.

During attended surveys, the B&K 2250 SLM was used to record a 1/3-octave time trace of each 15-minute measurement enabling detailed analysis of the acoustic environment.

Noise levels over the 15-minute measurement periods were calculated and stored in the B&K 2250 at the monitoring location during the surveys. The identifiable noise sources and their contributions were ranked in order of prominence.

A Rion Sound Level Calibrator was used to calibrate the SLM prior to measurement and checked at the conclusion of the surveys. The calibration check results are summarised in **Table 2**.

3.2.2 UNATTENDED NOISE LOGGING

Continuous noise level measurements were conducted using 2 Larson Davis 870 and 1 Larson Davis 824 environmental noise loggers at 3 monitoring locations along the rail line between the Duralie and Stratford Coal Mines. These locations are TN1-South (South Wards River), TN1-North (North Wards River) and TN2 Craven. Two monitoring locations are utilised in Wards River, 1 toward the South of the village away from the level crossing and one at the north end of the village near the level crossing.

Loggers were programmed to accumulate environmental noise data continuously over sampling periods of fifteen minutes duration for the entire survey period. The internal software of each logger is capable of calculating and storing the L_{An} percentile noise levels for the chosen sampling period, which can subsequently be retrieved for detailed analysis.

A Rion Sound Level Calibrator was used to calibrate the SLM and loggers prior to commencement of measurement and checked at the conclusion of the surveys. These calibration check results are also summarised in **Table 2**.

Table 2: Instrumentation Parameters

Equipment Calibration Parameters			
Equipment	Serial No.	Last NATA Lab Cal	Next Lab Cal Due
Attended Measurements			
Bruel & Kjaer 2250 Class 1 Integrating Sound Level Meter	21273	16/07/2013	16/07/2015
Hand Held Calibration Check Results	Check		Acceptable?
Tuesday 28/4/2015	94.0, Δ = 0.0		Yes
Wednesday 29/4/2015	94.0, Δ = 0.0		Yes
Friday 1/5/2015	94.1, Δ = 0.1		Yes
Unattended Measurements			
Larson Davis 824 Set 12	2595	05/03/2015	05/03/2017
Larson Davis 870 Set 2	1466	13/04/2015	13/04/2017
Larson Davis 870 Set 5	1464	21/05/2013	21/05/2015

3.3 MONITORING LOCATIONS

Monitoring locations for the attended noise survey are summarised in **Table 3** and illustrated in **Appendix B**.

Table 3: Monitoring Locations

Location ID	Resident/ Owner	Address
NM1	Woodley ¹	See map of noise monitoring locations in Appendix B
NM2	Zulumovski North	
NM3	Mahony	
NM4	Fisher-Webster	
REF	Duralie Road	
Additional Monitoring Location 1	Wards River Village	

Note: Duralie Road is the GCL owned land used as a Reference noise monitoring location. An additional monitoring survey is carried out within Wards River Village due to complaints that have been received on occasion from receptors in the village and also due to variations noted under adverse weather conditions during previous surveys.

In addition, one train pass-by measurement was conducted at each of the monitoring locations listed in **Table 4**.

Table 4: Rail Monitoring Locations

Location ID	Monitoring Site	Address
TN2- South End of Village	Wards River Village	See map of noise monitoring locations in Appendix B
TN2 – North of End of Village		
TN1	Craven	

Weather Data was sourced from the Duralie Weather station for this DCM survey. The Duralie Mine weather station compound is located on the mining lease. Meteorological data from this location is collected by the mine management and provided to Vipac for analysis. Additionally temperature data is sourced from Duralie Coal's Inversion tower infrastructure in order to calculate the localised temperature inversion for each 15-minute period.

Data is presented in 15-minute intervals in **Appendix A** including meteorological parameters such as wind direction, average wind speed, temperature, sigma-theta, rainfall and calculated inversion strength.

¹Woodley property has recently been purchased by the Thompson Family but will retain the title of the Woodley until a License revision.

4 NOISE CRITERIA

4.1 EPL NOISE LIMITS

The EPA's Environmental Protection Licence (EPL 11701 dated 20th Aug 2014) Section L4 *Noise Limits* part L4.1 specifies the following noise limits and locations as presented in **Table 5**.

Table 5: EPL Noise Limits and Locations

Location	Noise Limits (Day, Evening, Night)	Noise Limits (Night)
	Intrusive Criteria dB LAeq 15-minute	Noise Criteria dB LA1 (1-minute)
NM1 Woodley	35	45
NM2 Zulumovski North	35	45
NM3 Mahony	35	45
NM4 Fisher-Webster	35 (day/evening), 37 (night)	45
REF Duralie Road	N/A	N/A
Additional Monitoring Location: Wards River	35	45

Parts L4.2 (a) and L4.8 specify additional conditions regarding noise:

L4.2 (a) with the L_{eq} (15-minute) noise limits in condition 4.1, the noise measurement equipment must be located:

Approximately on the property boundary, where any dwelling is situated 30 metres or less from the property boundary closest to the premises; or

Within 30 metres of a dwelling façade, but not closer than 3 m, where any dwelling on the property is situated more than 30 metres from the boundary closest to the premises.

Noise from the premises is to be measured at a distance within 30 metres of the locations identified in L4.1 to determine compliance with this condition.

L4.8 The noise limits set out in condition in L4.1 apply under all meteorological conditions except for the following:

- a) wind speeds greater than 3 metres/second at 10 metres above ground level; or*
- b) Temperature Inversion conditions up to 3 degrees Celsius/100m and wind speeds greater than 2 metres/second at 10 metres above the ground level; or*
- c) Temperature inversion conditions greater than 3 degrees Celsius/100m.*

4.2 PROJECT APPROVAL LIMITS

Duralie Coal Pty Ltd (DCPL) obtained approval from the Department of Planning for the Duralie Coal Mine extension Section 96(2) Modification – Notice of Modification dated 30th July 2006 (DA No. 169/99). Additionally DCPL was granted approval for the Duralie Extension Project under Section 75J of the NSW *Environmental Planning and Assessment Act, 1979* (EP&A Act) on 26th November 2010 (NSW Project Approval [08_0203]). On 10th November 2011, the NSW Project Approval (08_0203) was amended by Order of The Land and Environment Court of NSW and additional approval for extension to the operation hours of the Duralie Coal Shuttle was granted to DCPL. NSW Project Approval (08_0203) was first modified on the 1st November 2012 and further modified on the 5th December 2014, the Environmental Protection Authority (EPA) Environment Protection License (EPL 11701) Section L4 “Noise Limits” and the Duralie Coal Mine Noise Management Plan.

The relevant noise criteria are described in Schedule 3, Condition No. 2 of the NSW Projects Approval (08_0203) and are reproduced below.

SCHEDULE 3 ENVIRONMENTAL PERFORMANCE CONDITIONS

Noise Criteria

2. Except for the land referred to in Table 1 (of Schedule 3), the Proponent shall ensure that the noise generated by the project does not exceed the criteria in Table 2 (of Schedule 3) at any residence on privately owned land or on more than 25 per cent of any privately-owned land.

Table 2: Noise criteria dB(A) (Table 2 of Schedule 3)

Location	Day	Evening	Night	
	L _{Aeq} (15 minute)	L _{Aeq} (15 minute)	L _{Aeq} (15 minute)	L _{A1} (1 minute)
172 - Lyall	35	39	40	45
126 – Hamamn Pixalu PI	35	35	39	45
123 – Oleksiuk & Carmody				
173 – Trigg & Holland	35	36	37	45
116 - Weismantel				
127 – Fisher-Webster	35	35	37	45
131(1) - Relton				
180(1) - Thompson	35	36	36	45
95 – Smith & Ransley	35	35	36	45
144 - Wielgosinski				
169 - Williams	35	36	35	45
177 - Thompson				
All other privately-owned land	35	35	35	45

Notes:

- To identify the locations referred to in Table 2, refer to the figure in Appendix 3; and
- Noise generated by the project is to be measured in accordance with the relevant procedures and exemptions (including certain meteorological conditions) of the NSW Industrial Noise Policy.

However these criteria do not apply if the Proponent has a written agreement with the relevant landowner to exceed the criteria, and the Proponent has advised the Department in writing of the terms of this agreement.

4.3 RAIL NOISE

Duralie Coal Mine - Noise Management Plan Section 4.2.2 specifies the following noise limits in clause L2.2:

“It is the objective of this license to progressively reduce noise levels to the goals of 65dB(A)Leq , (daytime from 7am – 10pm), 60dB(A)Leq (night-time from 10pm –7am) and 85dB(A) (24hr) max pass-by noise, at one metre from the façade of affected residential properties through the implementation of the Pollution Reduction Programs”.

In addition Section 7.6 of the Duralie Coal Mine Noise Management Plan stipulates the following with regard to rail noise:

“Rail Noise monitoring and reporting against the other rail noise performance criteria described in Section 4 will be undertaken for general information purposes only (i.e. they are not DCM compliance requirements).”

Additionally Schedule 3 Condition 4(e) of the DCPL Extension Project Approval stipulates:

“On privately owned land between the Stratford and Duralie mines where the maximum pass-by rail traffic noise from the Project exceeds 85dBA, the Proponent shall implement additional noise mitigation measures (such as double glazing, insulation, and/or air conditioning) at the residence in consultation with the owner. These measures must be reasonable and feasible.”

5 TEMPERATURE INVERSION CONDITIONS

Typically at DCM, temperature inversion strength and occurrence is determined by utilizing the inversion tower data provided by the Duralie Coal Mine and calculating the lapse rate and Pasquill Stability Categories.

This section presents graphically the calculated temperature inversion results for the survey period. A comparison against predicted inversion results is presented in **Appendix A** of this report.

Figure 1 below presents the calculated lapse rate from the measurement data collect by the inversion towers and indicates that there is a high occurrence of moderate to strong temperature inversions. Due to the presence of strong to moderate temperature inversions throughout the evening and night survey periods there is a strong probability of noise enhancements. The times at which each of the compliance surveys were conducted are highlighted in yellow for ease of presentation.

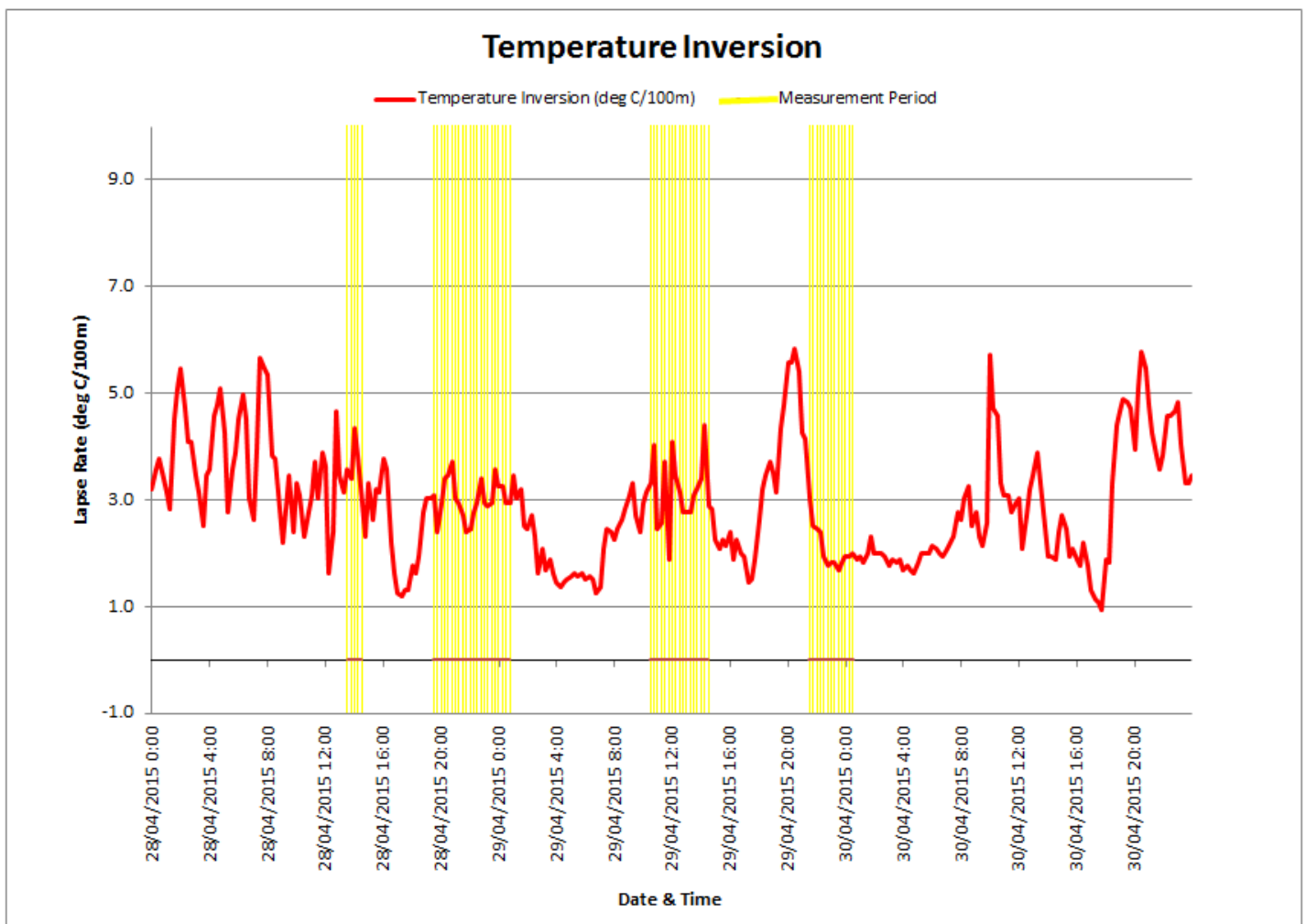


Figure 1 : DCM Temperature Inversion Tower Measured (Lapse rate) Results 28/04/2015 - 01/05/2015

6 NOISE SURVEY RESULTS

The results of the day, evening, and night-time operator attended surveys under prevailing weather conditions are presented in the following sections, together with a description of audible sounds and their contribution. Noise events such as passing road, rail and air traffic, wildlife noise and other extraneous noise sources have been excluded from the measurement data, with the excluded periods being highlighted in yellow in the survey graphs (**Figures 2-25**).

6.1 NOISE SURVEY WEATHER CONDITIONS

The weather conditions at the time of each attended noise measurement as obtained from direct measurement at each monitoring location are presented in **Table 6**.

Table 6: Attended Noise Measurements & Prevailing Weather Conditions

Weather Parameters						
Location	Measurement Start Time (hrs.)	Temp. °C	Cloud Cover (Okta)	Wind Speed ¹ (ms ⁻¹)	Wind Direction	Rainfall (mm)
Day Survey 28/04/2015 – 29/04/2015						
Woodley	29/4/15 11.38	23.2	6/8	1.3	South-South East	0
Zulumovski	29/4/15 13.58	18.1	8/8	3.0	South-South East	0
Mahony	28/4/15 13.30	18.0	6/8	1.8	South East	0
Fisher- Webster	29/4/15 14.48	20.8	8/8	1.8	South East	0
Duralie Road	22/4/15 13.57	19.8	4/8	2.1	South East	0
Wards River Village	22/4/15 10.32	17.0	5/8	0.4	South East	0
Evening Survey 28/04/2015						
Woodley	28/4/15 19:28	14.0	8/8	0.2	South East	0
Zulumovski	28/4/15 20.57	13.9	8/8	0	South East	0
Mahony	28/4/15 20.00	14.7	7/8	0.1	South East	0
Fisher- Webster	28/4/15 21.27	14.6	6/8	1.4	South East	0
Duralie Road	28/4/15 20.33	14.8	8/8	0	South East	0
Wards River Village	28/4/15 21.34	13.9	8/8	0	Still Conditions	0
Night Survey 1, 28/04/2015 – 29/04/2015						
Woodley	28/4/15 22:53	13.2	7/8	0.1	South	0
Zulumovski	28/4/15 23.23	13.4	7/8	0	South	0
Mahony	28/4/15 22.01	13.5	6/8	0.1	South	0
Fisher- Webster	28/4/15 23.43	12.8	7/8	0	Still Conditions	0
Duralie Road	28/4/15 22.21	13.4	8/8	0	Still Conditions	0
Wards River Village	29/4/15 00.08	12.6	6/8	0	Still Conditions	0
Night Survey 2, 29/04/2015 – 30/04/2015						
Woodley	29/04/15 23:00	12.6	8/8	0	Still Conditions	0
Zulumovski	29/04/15 22:20	12.7	8/8	0	Still Conditions	0
Mahony	29/04/15 23.23	12.4	8/8	0	Still Conditions	0
Fisher- Webster	29/04/15 22.01	13.3	8/8	0	Still Conditions	0
Duralie Road	29/04/15 23.53	13.4	8/8	0	Still Conditions	0
Wards River Village	30/04/15 00.16	15.0	8/8	0	Still Conditions	0

Note 1 Wind speed was checked at each location during attended noise monitoring. Noise measurements were only conducted where weather conditions were within acceptable levels at the microphone position.

6.2 NOISE SURVEY MINE OPERATIONS

DCM provided Vipac with information for reporting on mining plant, equipment and operations with correlating times and location. A full description of the Mine Operations and Activities are provided in **Appendix C** of this report.

6.3 DAY SURVEY

6.3.1 ATTENDED MEASUREMENT RESULTS – DAY SURVEY

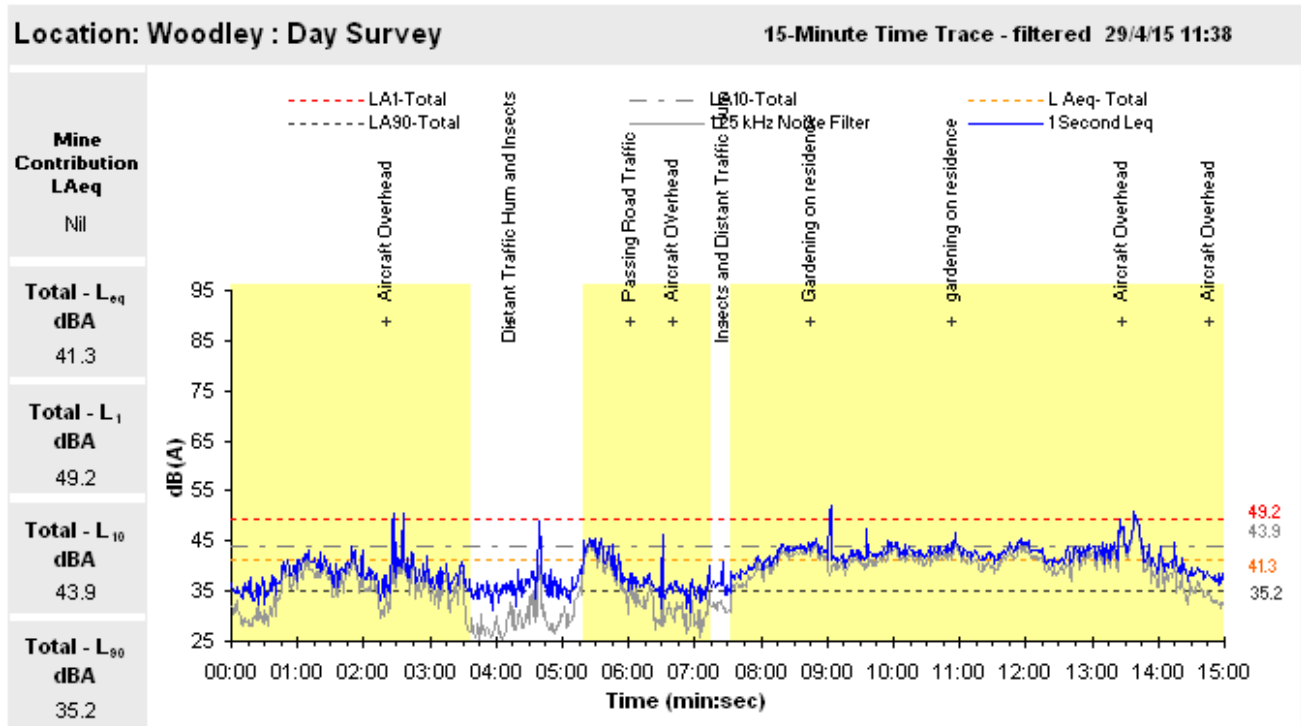


Figure 2: Day Survey, Woodley

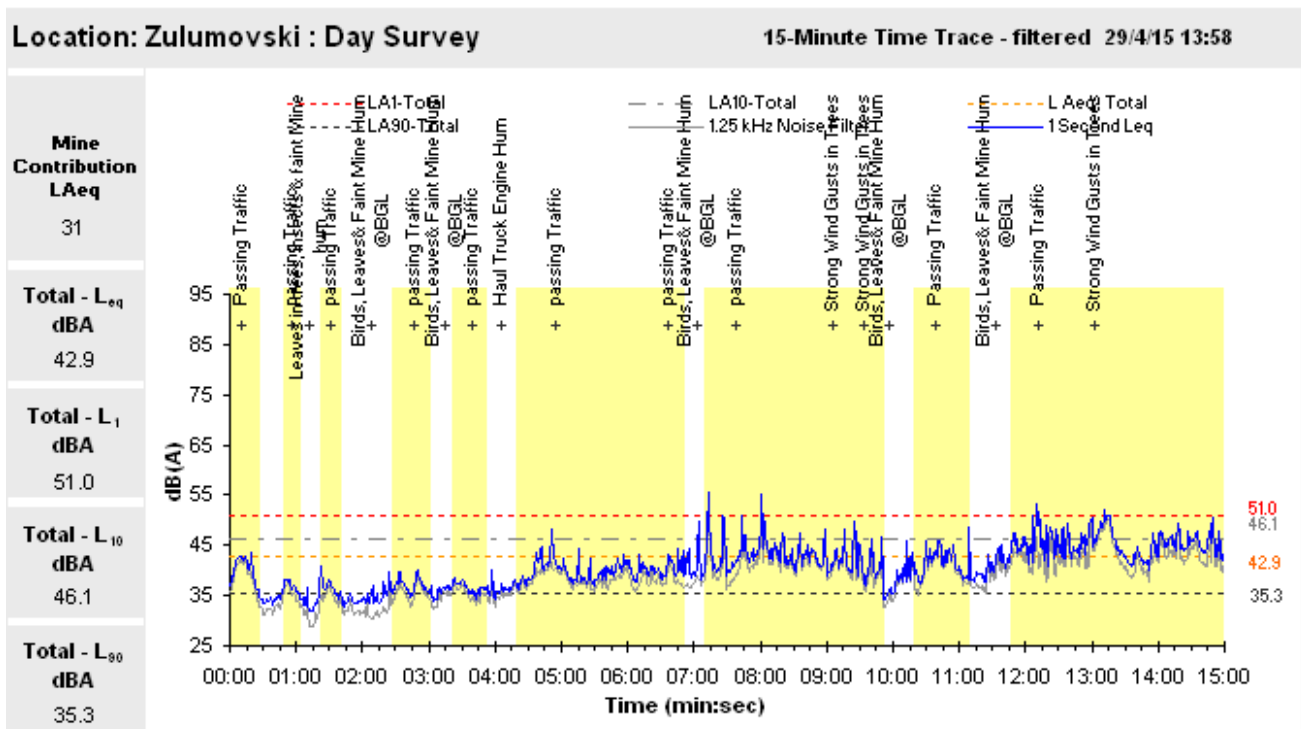


Figure 3: Day Survey, Zulumovski

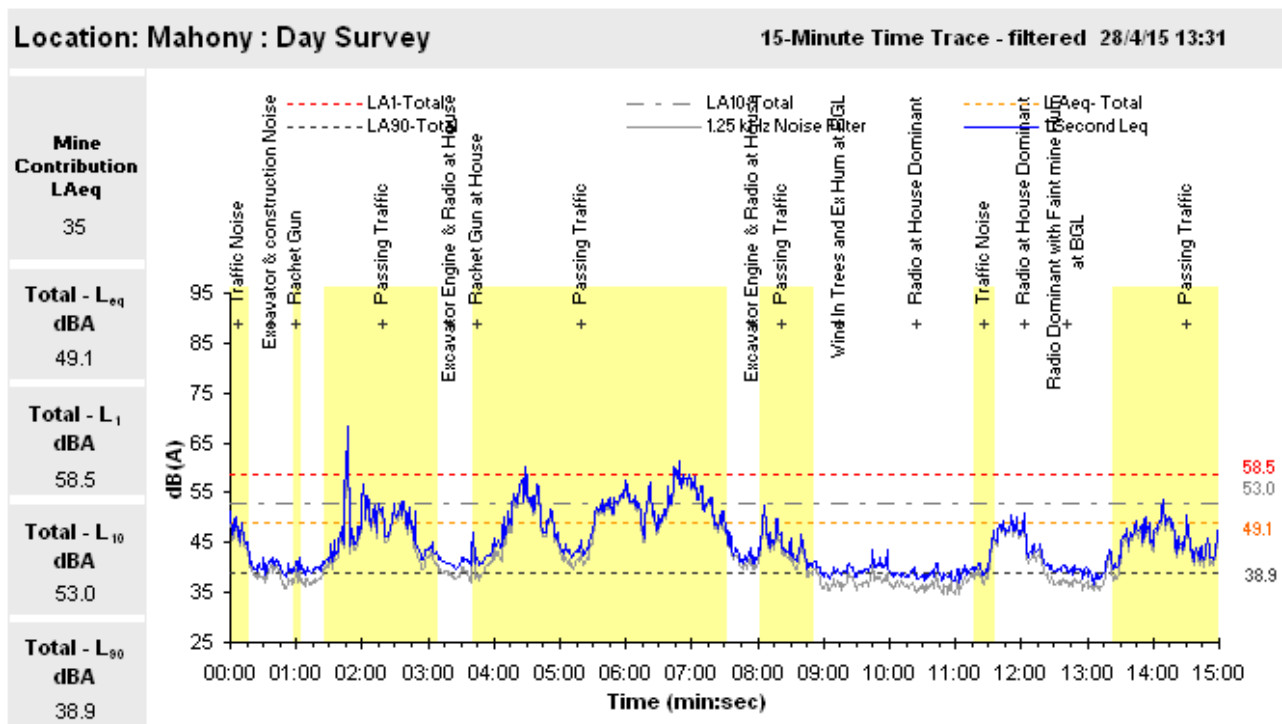


Figure 4: Day Survey, Mahony

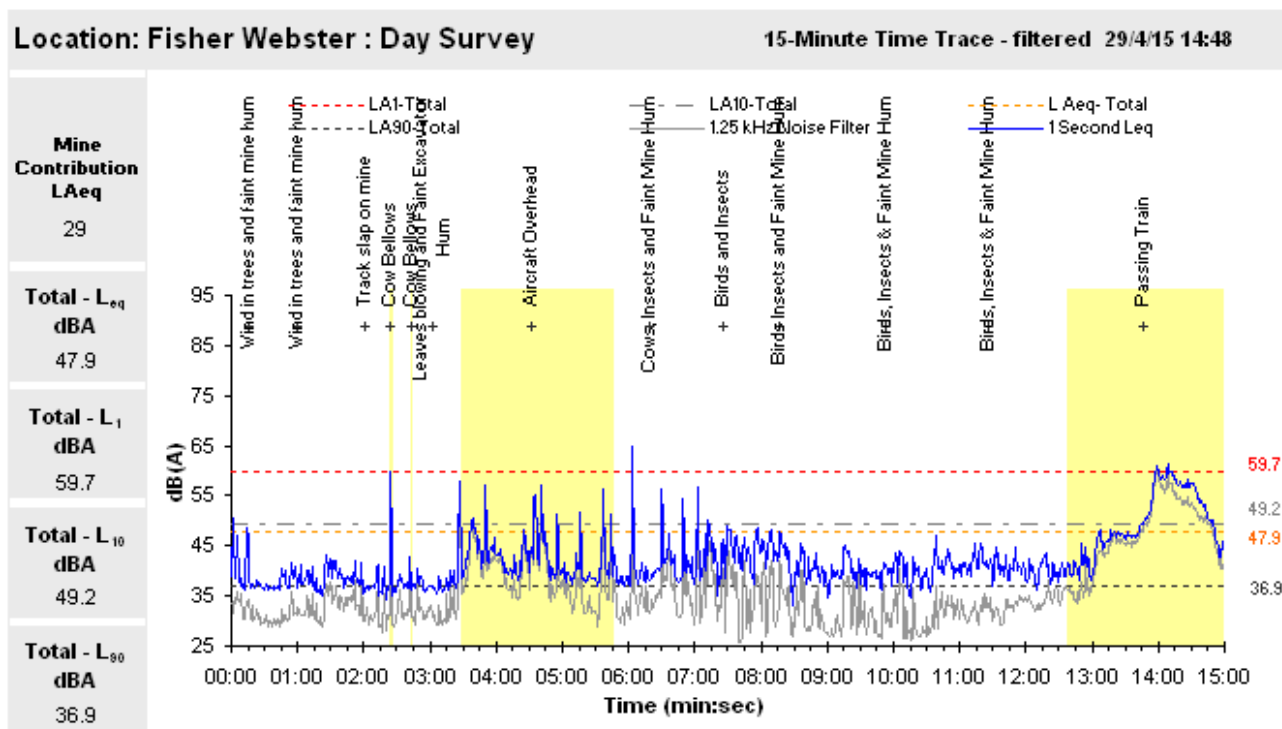


Figure 5: Day Survey, Fisher-Webster

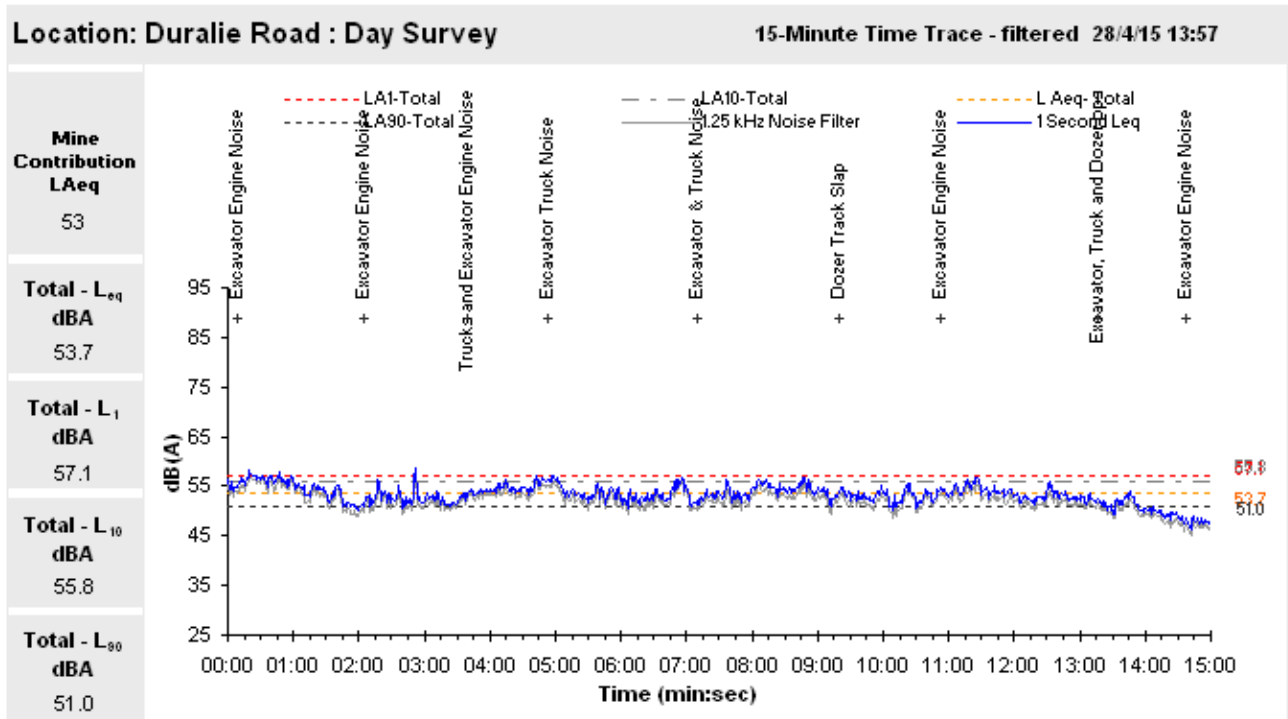


Figure 6: Day Survey, Duralie Road

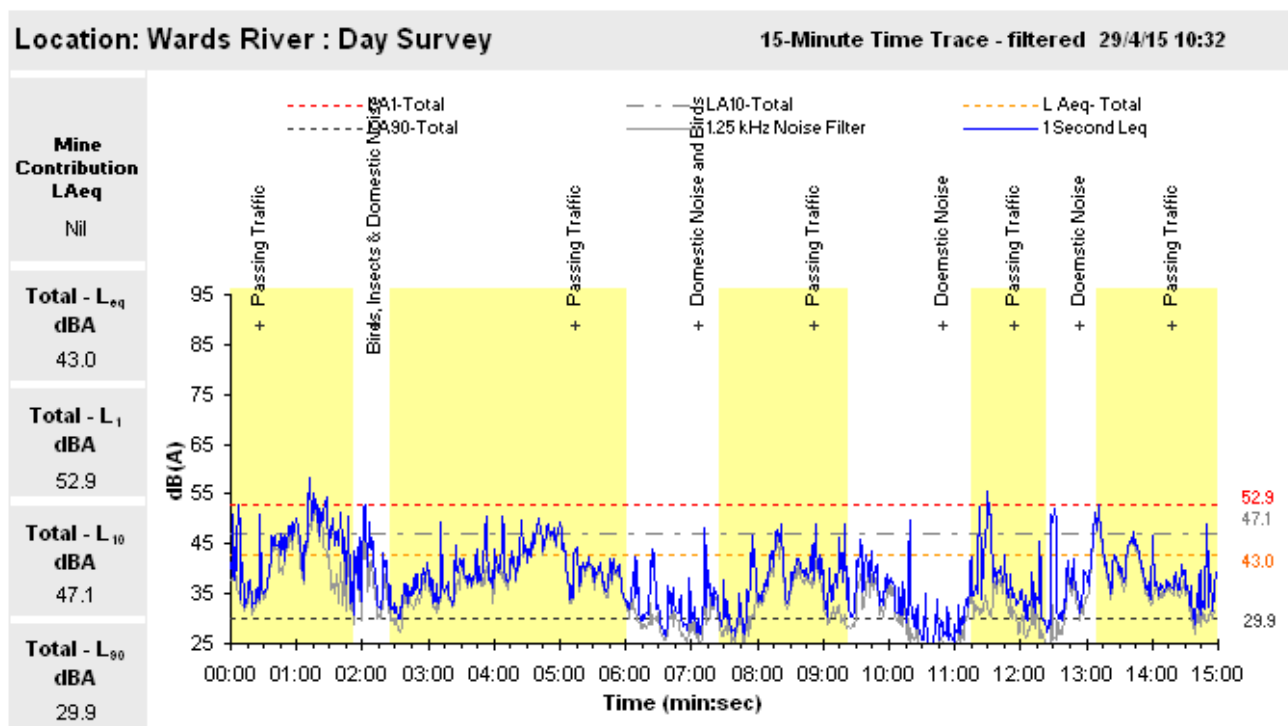


Figure 7: Day Survey, Wards River

6.3.2 ANALYSIS OF DAY ATTENDED SURVEY

Summary of Audible Noises during the Day Survey Period

The Mine noise emissions at the reference site (REF Duralie Road) measured 53dB L_{Aeq} during typical operations on the Mine lease. Audible noise sources that contributed to this result consisted of excavation activities such as excavator operations, haul truck movements and track dozers operating on excavation strips. Noise emissions measured at Duralie Road were representative of mine operations for this survey period.

Noise from DCM operations was audible at all monitoring locations during the day survey period surveys with the exception of Woodley and Wards River which had a nil mine contribution, conducted on the 28th & 29th April.

Excluding extraneous noise sources (i.e. frequent road traffic movements, continuous sounds from birds, insects, dogs and occasional passing air & rail traffic) from the overall noise measurement resulted in the mine noise contribution determined at each monitoring location, which are summarised below. The audible noise sources at the monitoring locations consisted of passing road, rail and air traffic, insect and wildlife noise and general farm noise.

Prevailing weather conditions were characterised by cloudy skies with medium strength winds blowing from a south-easterly direction on the 28th & 29th April 2015 during the daytime survey period.

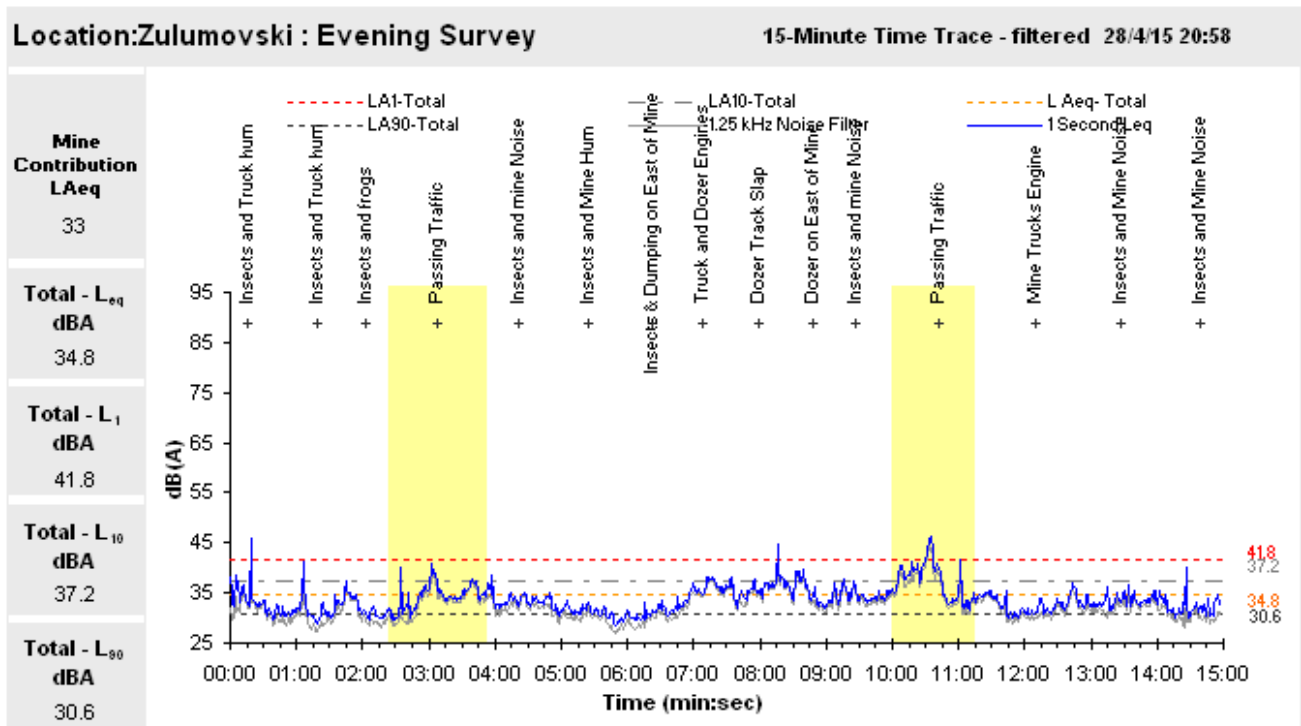
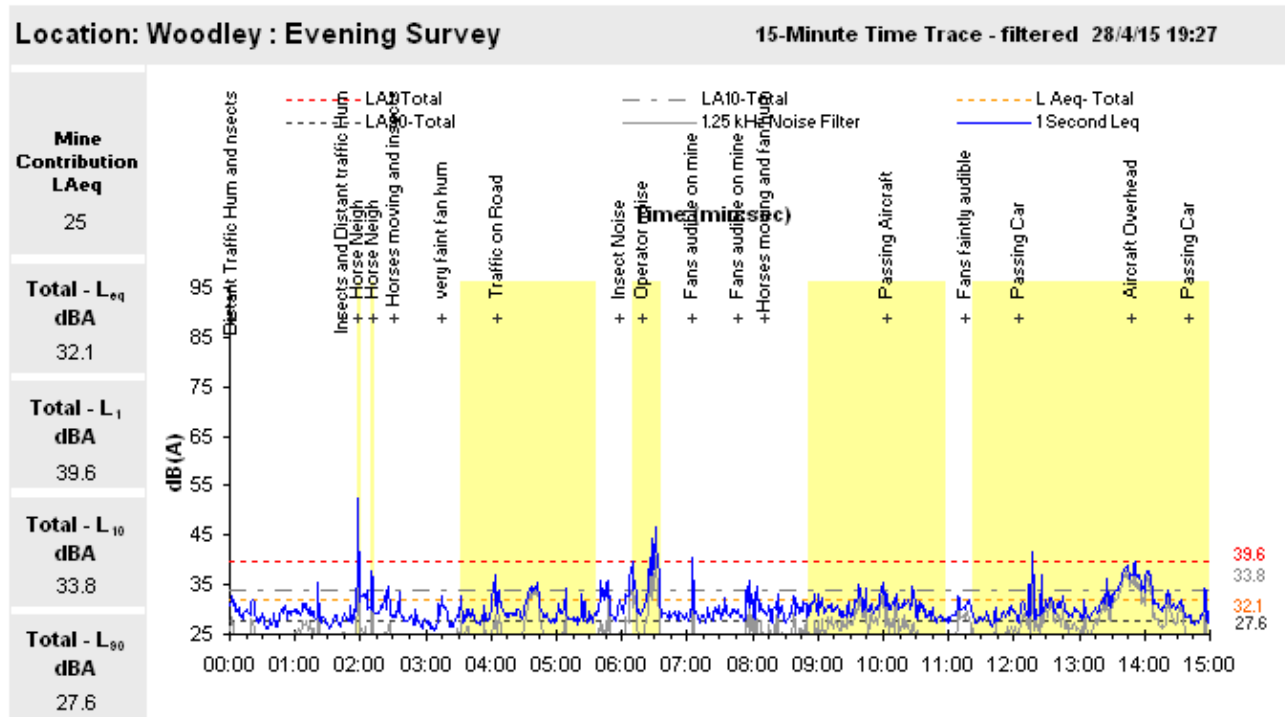
Summary of Measured Mine Noise

The DCM L_{Aeq} noise contributions for the day survey are as follows:

- Nil at NM1 Woodley
- 31dB L_{Aeq} 15-minute at NM2 Zulumovski
- 35dB L_{Aeq} 15-minute at NM3 Mahony
- 29dB L_{Aeq} 15-minute at NM4 Fisher Webster
- 53dB L_{Aeq} 15-minute at Ref. Duralie Road
- Nil at Wards River

6.4 EVENING SURVEY

6.4.1 ATTENDED MEASUREMENT RESULTS - EVENING SURVEY



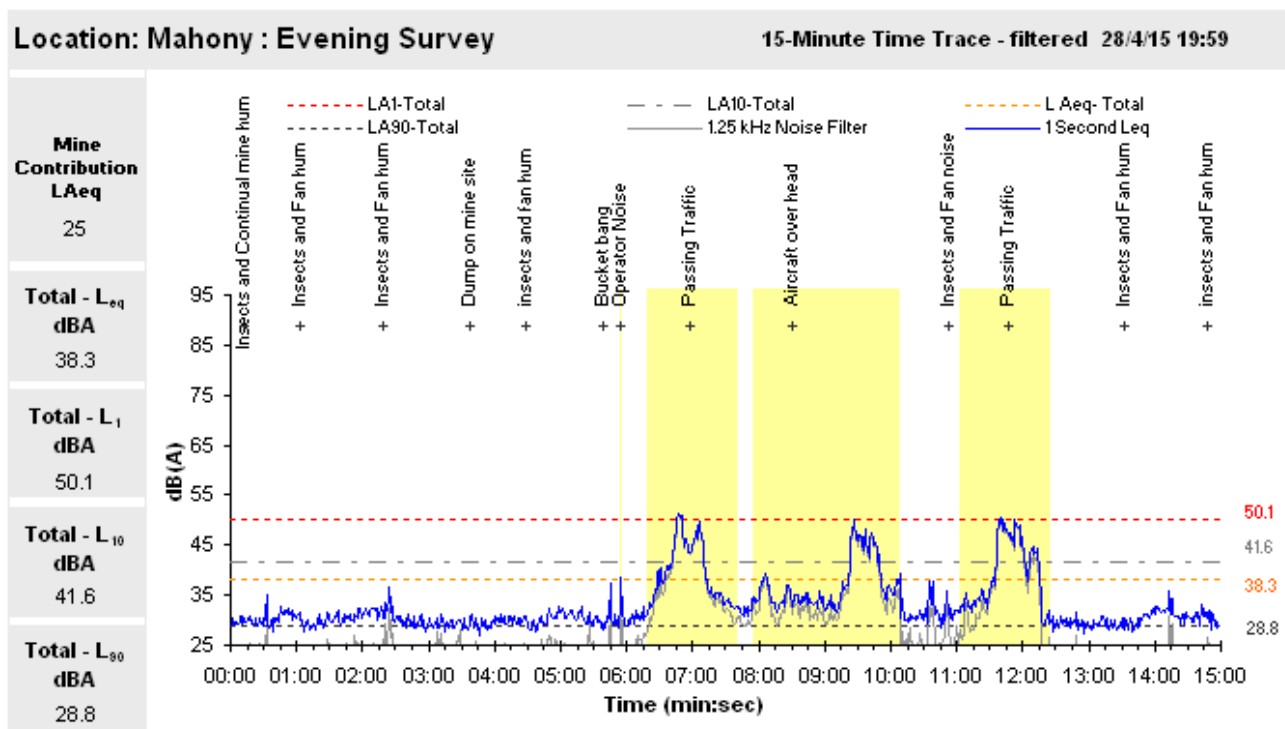


Figure 10: Evening Survey, Mahony

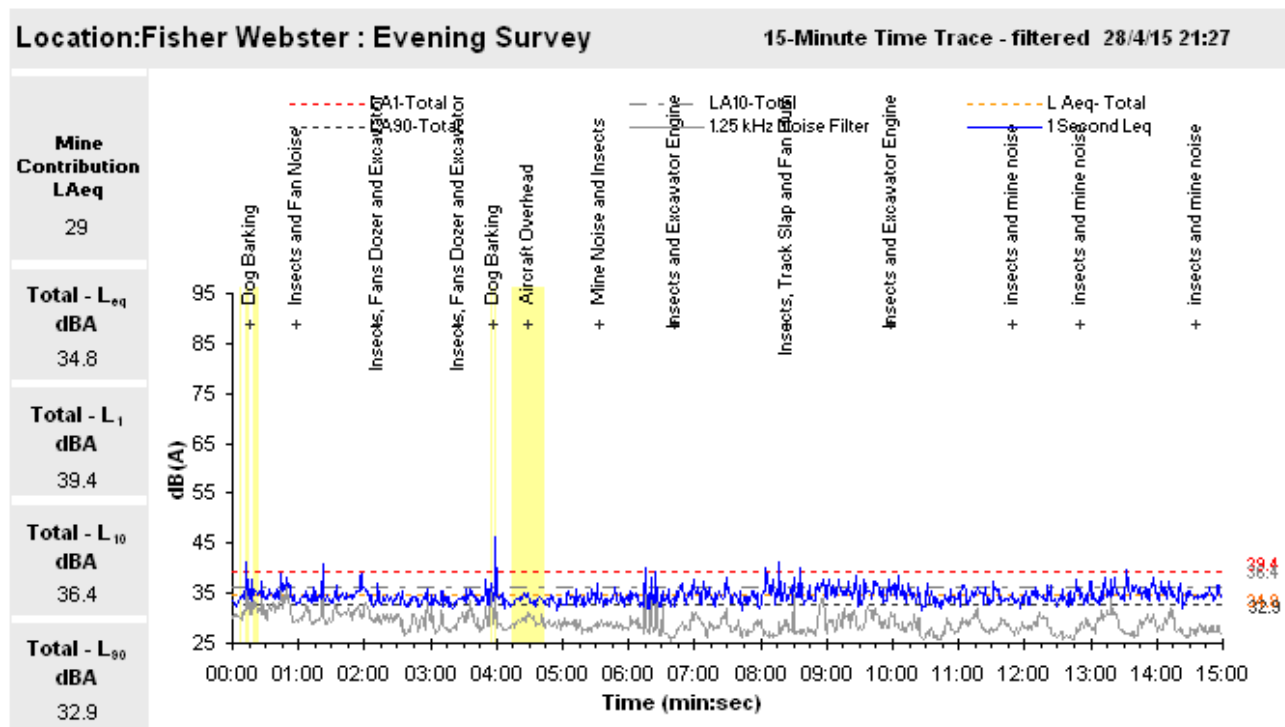


Figure 11: Evening Survey, Fisher-Webster

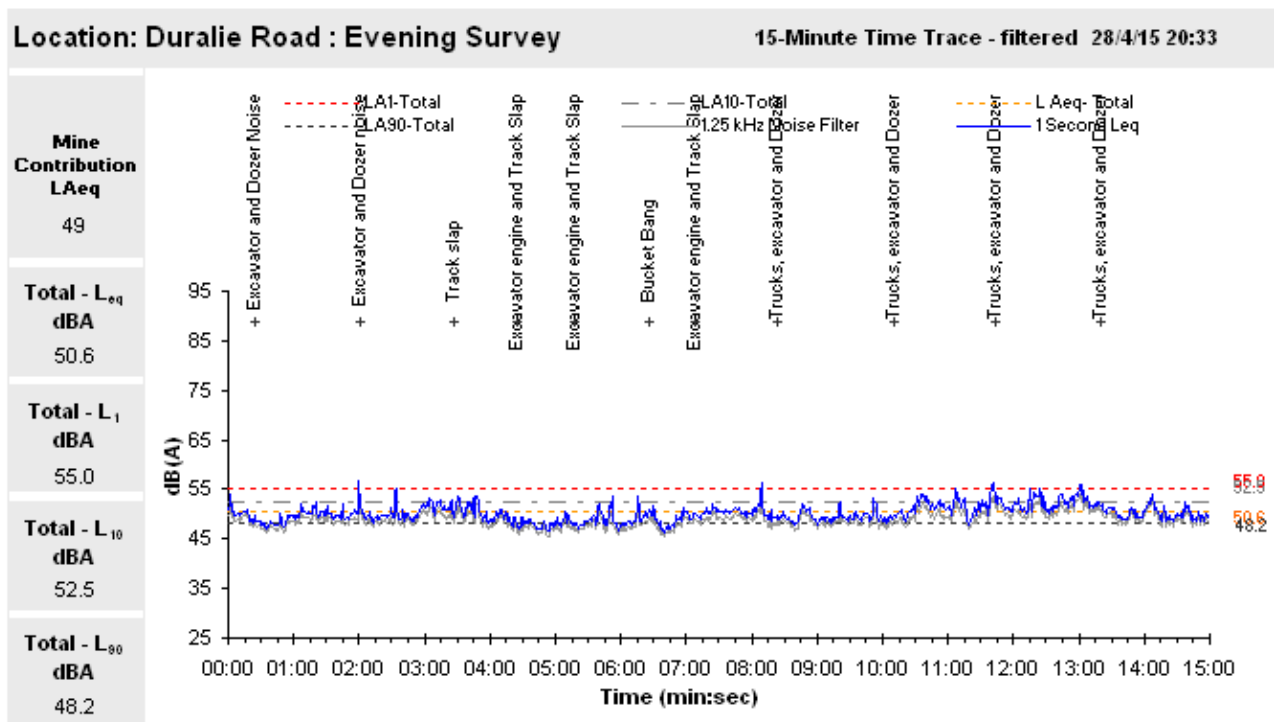


Figure 12: Evening Survey, Duralie Road

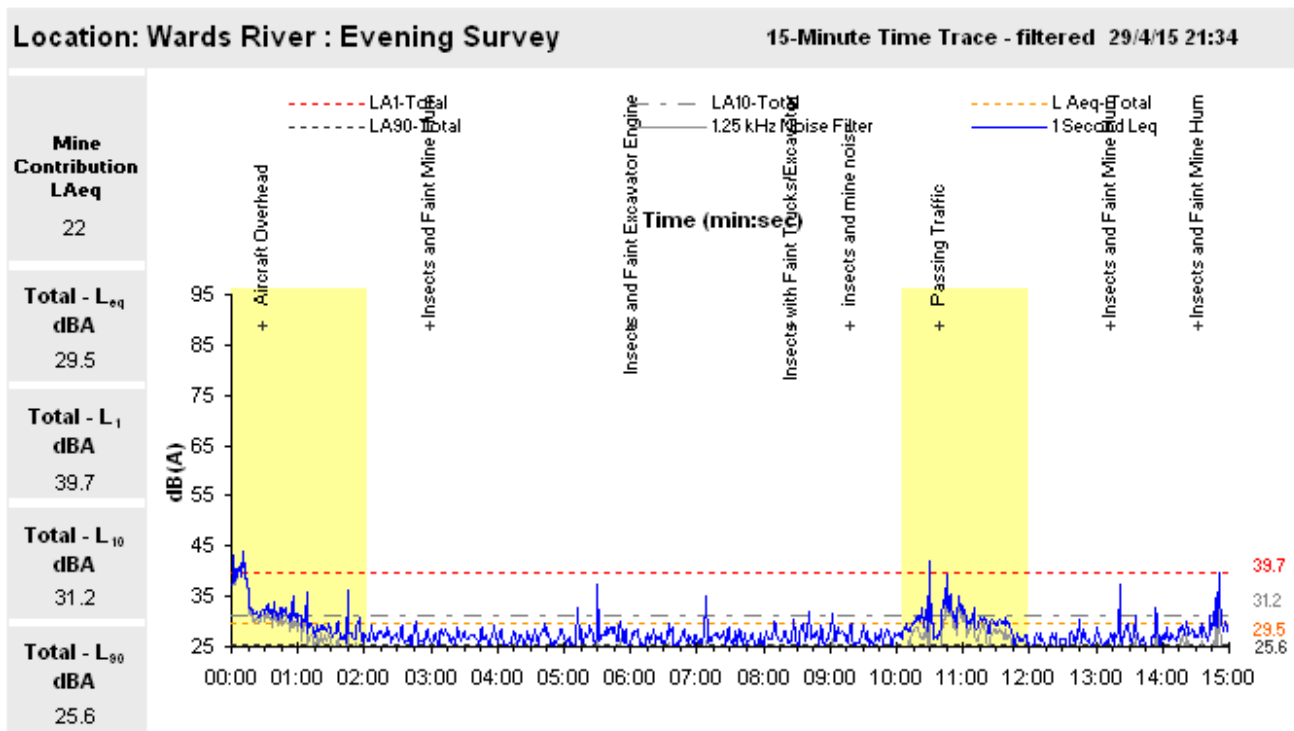


Figure 13: Evening Survey, Wards River

6.4.2 ANALYSIS OF EVENING ATTENDED SURVEY

Summary of Audible Noises during the Evening Survey Period

The Mine noise emissions at the reference site (REF Duralie Road) measured 49dB L_{Aeq} during typical operations on the Mine lease.

Audible noise sources that contributed to this result consisted of mining operations such as excavator operations and haul truck movements operating on excavation strips.

Noise emissions measured at Duralie Road were representative of mine operations for this survey period.

Noise emissions from DCM operations were audible at the, Woodley, Zulumovski, Mahony, Fisher-Webster and Wards River monitoring locations during the evening survey period conducted on 28th & 29th of April 2015. The audible mining operations at the noise sensitive receivers consisted of excavator, dozer and haul truck engine operations and evaporative fan operations.

Excluding extraneous noise sources (i.e. frequent road traffic movements, continuous sounds from birds, insects, dogs and occasional passing rail traffic) from the overall noise measurement resulted in the mine noise contribution being determined at each monitoring location, which are summarised below.

Prevailing weather conditions at the time were characterised by cloudy skies with light wind conditions blowing from a south-easterly direction, combined with strong temperature inversion conditions as calculated from the Duralie Inversion Tower Infrastructure throughout the evening survey period.

Summary of Measured Mine Noise

The DCM L_{Aeq} noise contributions for the evening survey period are as follows:

- 25dB L_{Aeq} 15-minute atNM1 Woodley
- 33dB L_{Aeq} 15-minute NM2 Zulumovski
- 25dB L_{Aeq} 15-minute atNM3 Mahony
- 29dB L_{Aeq} 15-minute at NM4 Fisher Webster
- 49dB L_{Aeq} 15-minute at Ref Duralie Road
- 22dB L_{Aeq} 15-minute at Wards River.

6.5 NIGHT SURVEY 1

6.5.1 ATTENDED MEASUREMENT RESULTS - NIGHT SURVEY 1

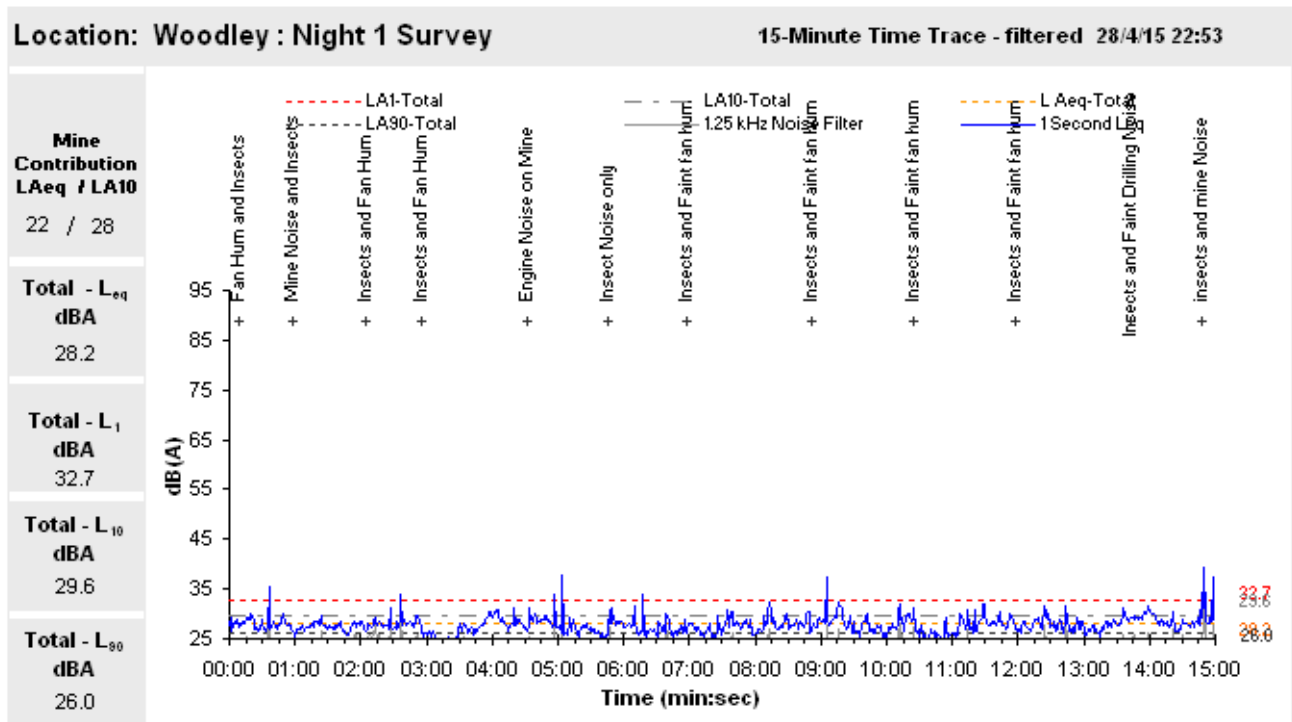


Figure 14: Night Survey 1, Woodley

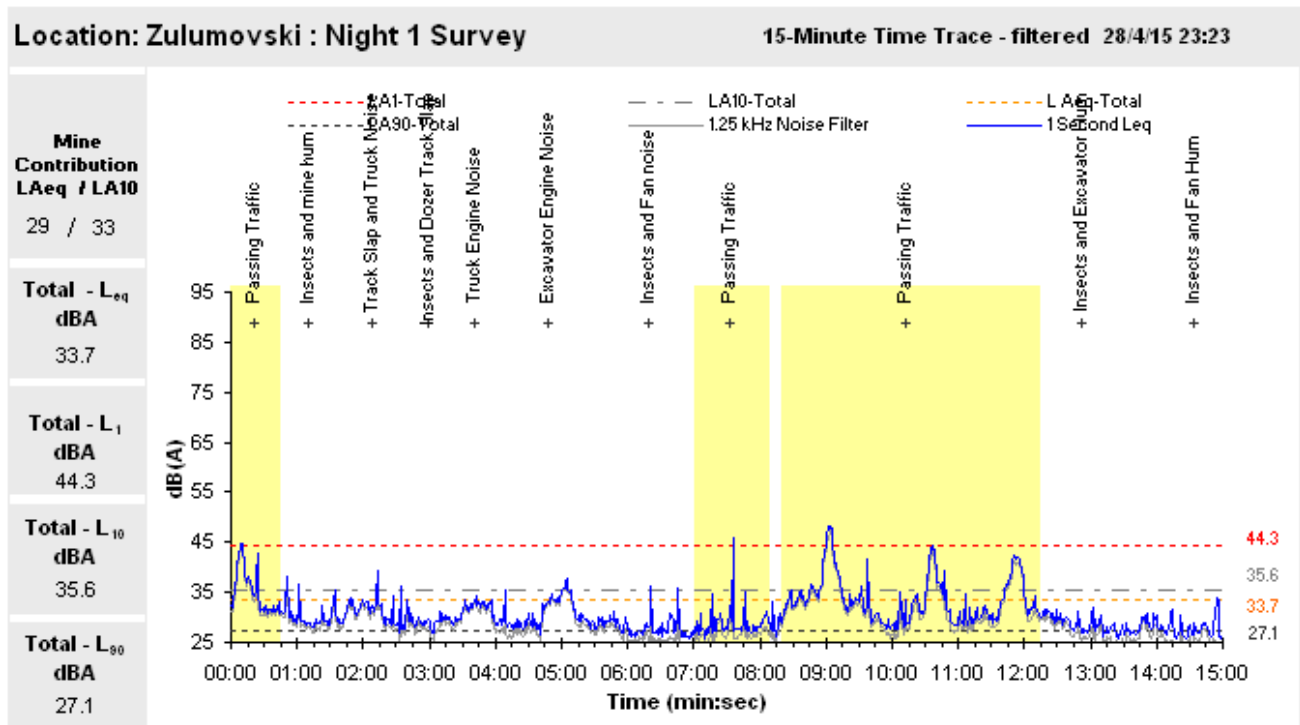


Figure 15: Night Survey 1, Zulumovski

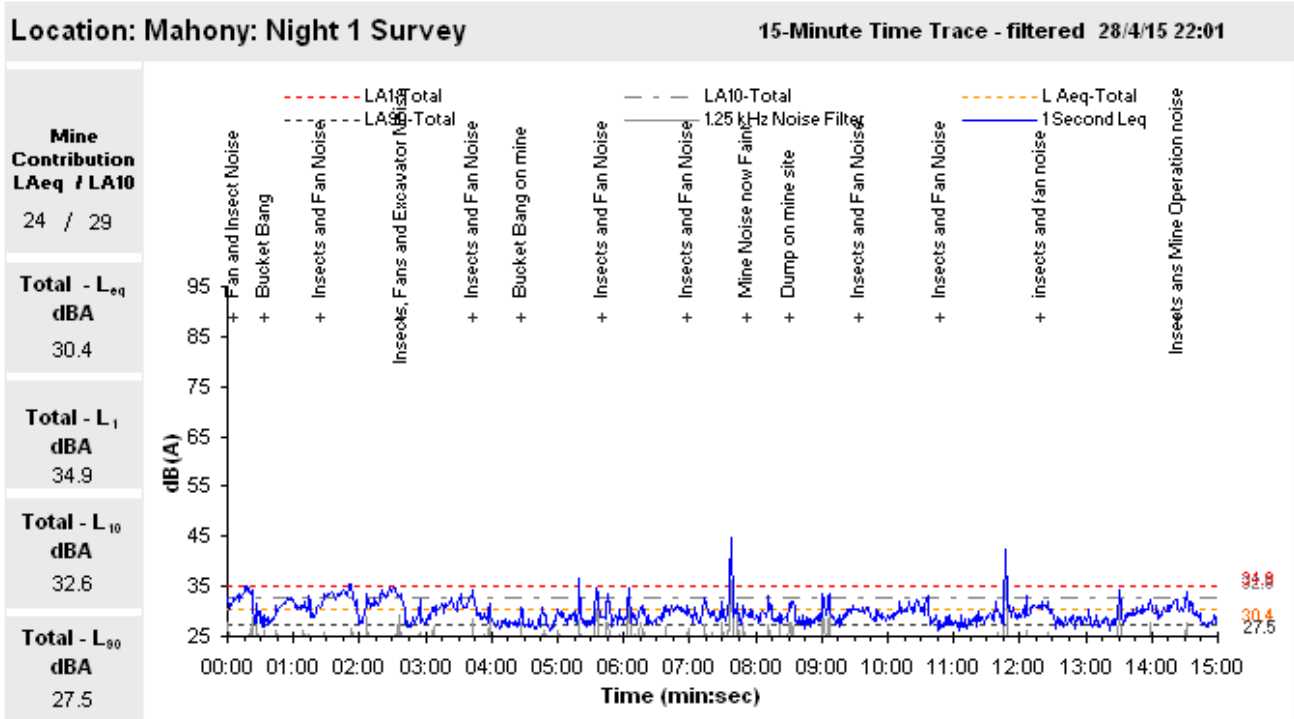


Figure 16: Night Survey 1, Mahony

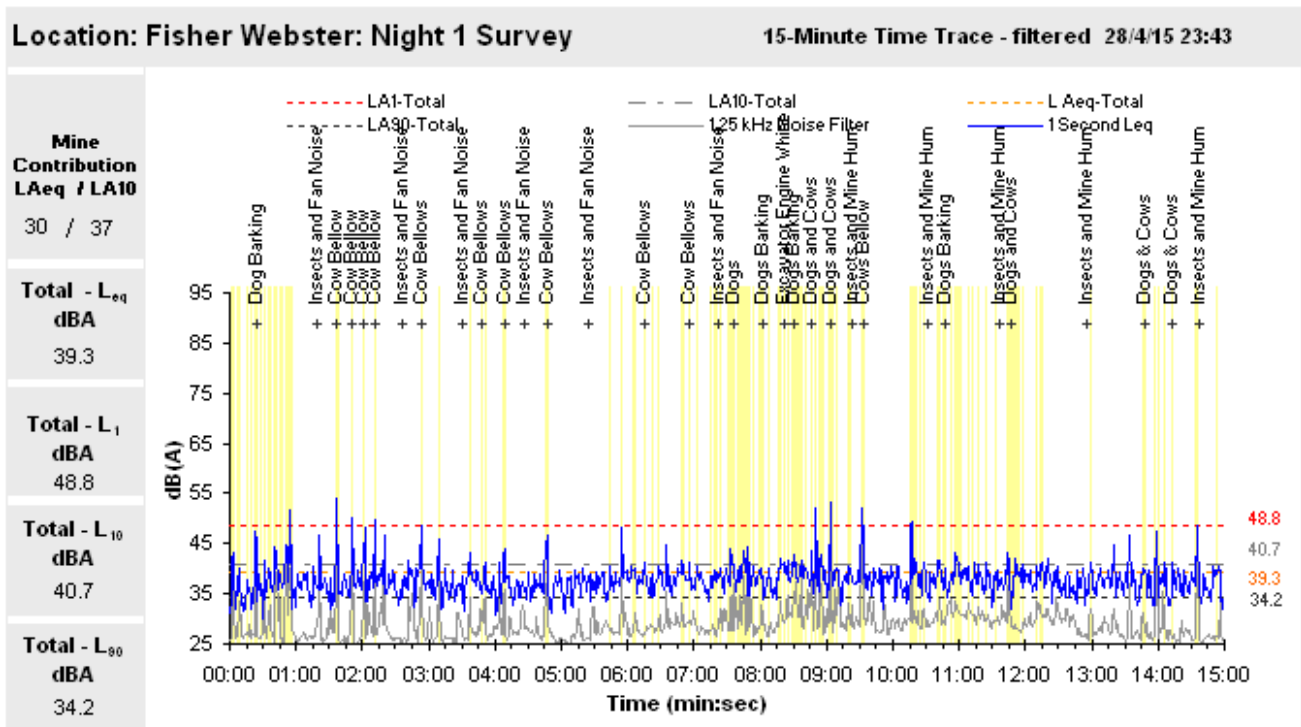
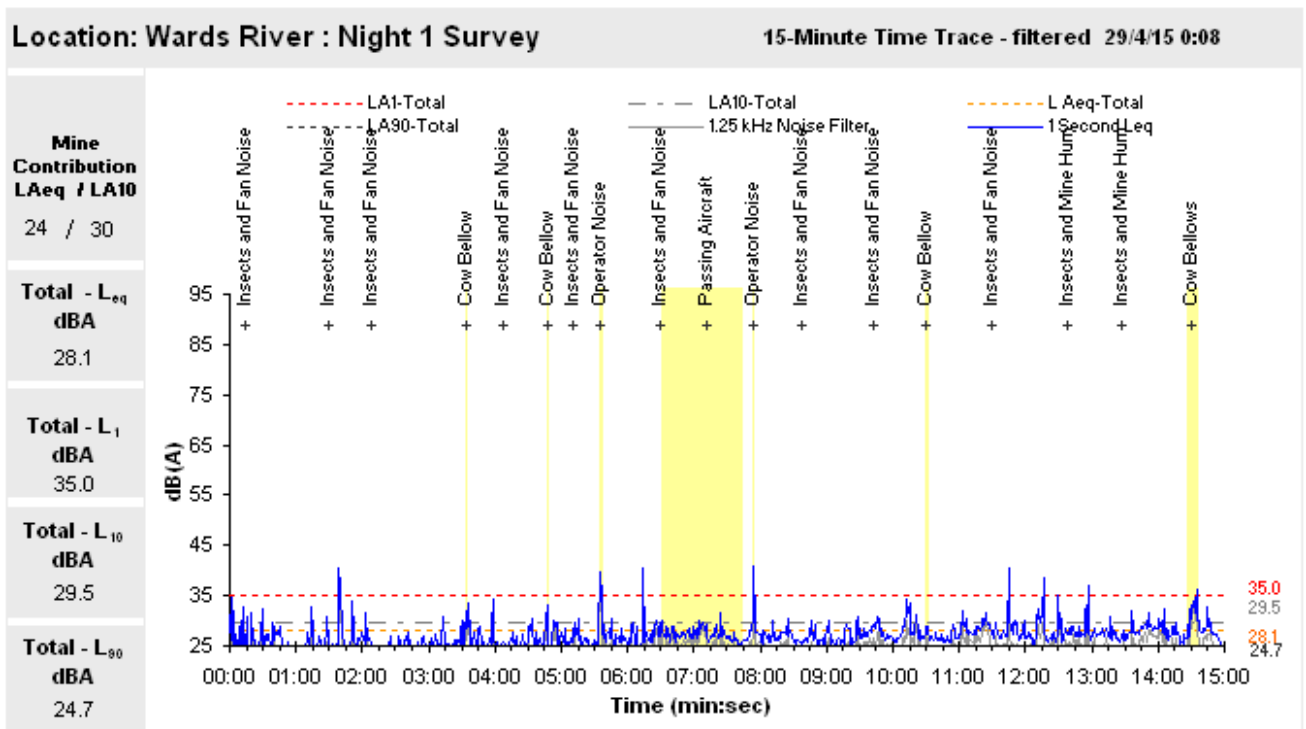
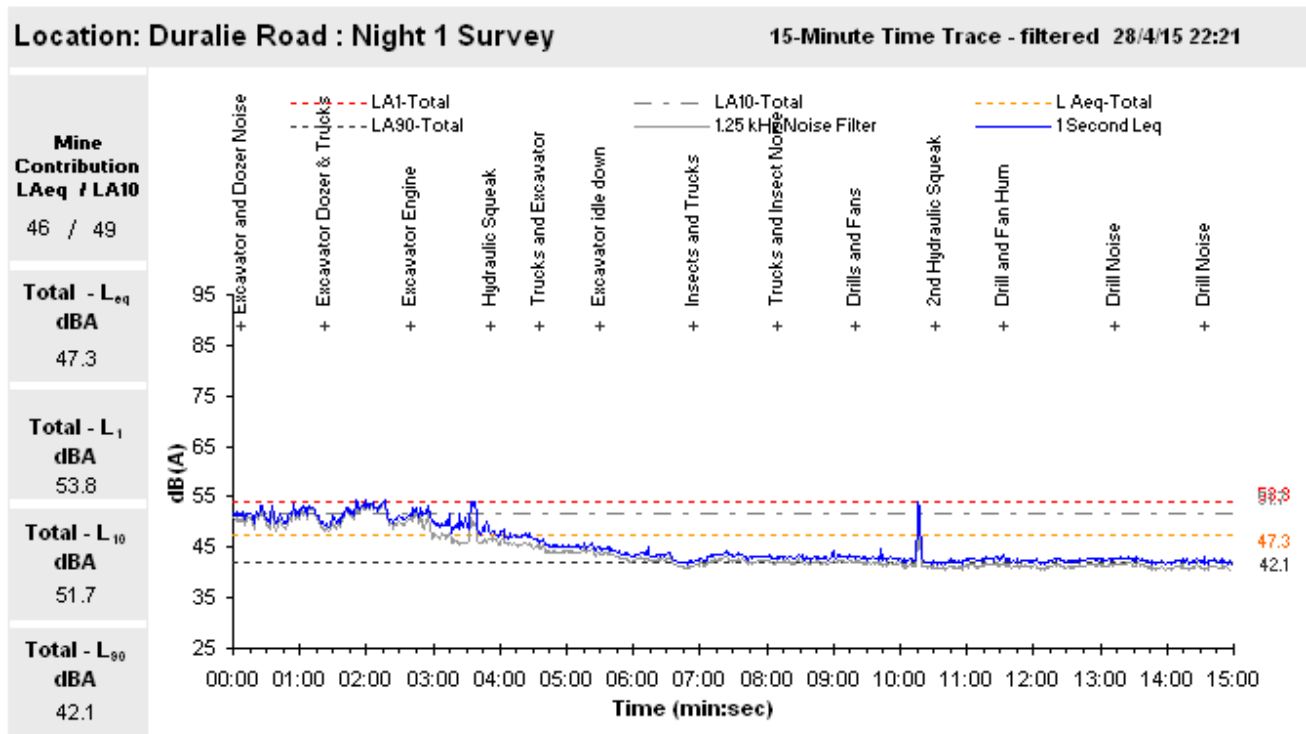


Figure 17: Night Survey 1, Fisher-Webster



6.5.2 ANALYSIS OF NIGHT ATTENDED SURVEY 1

Summary of Audible Noises during the Night Survey Period 1

The mine noise emissions at the reference site (REF Duralie Road) measured 46dB L_{Aeq} during typical operations on the Mine lease on the 28th April 2015. Audible noise sources that contributed to this result consisted of excavation activities such as excavator operations and haul truck movements operating on excavation strips. Noise emissions measured at Duralie Road were representative of mine operations for this survey period.

Noise from DCM operations was audible at all monitoring locations during the first night survey conducted on 28th & 29th of April 2015. The audible mining operations at the noise sensitive receivers consisted of excavator operations, dozer operations including track slap and haul truck movements and the operation of the DCM evaporator fans.

Excluding extraneous noise sources (i.e. road traffic movements, sounds from birds, insects, dogs and occasional passing rail traffic) from the overall noise measurement resulted in the mine noise contribution being determined at each monitoring location, which are summarised below.

Prevailing weather conditions were characterised by clear skies with light wind conditions blowing from a southerly direction, combined with temperature inversion conditions classified as strong inversion conditions throughout the survey periods on the Night Survey 1.

The DCM L_{Aeq} noise contributions for the first night survey period are as follows:

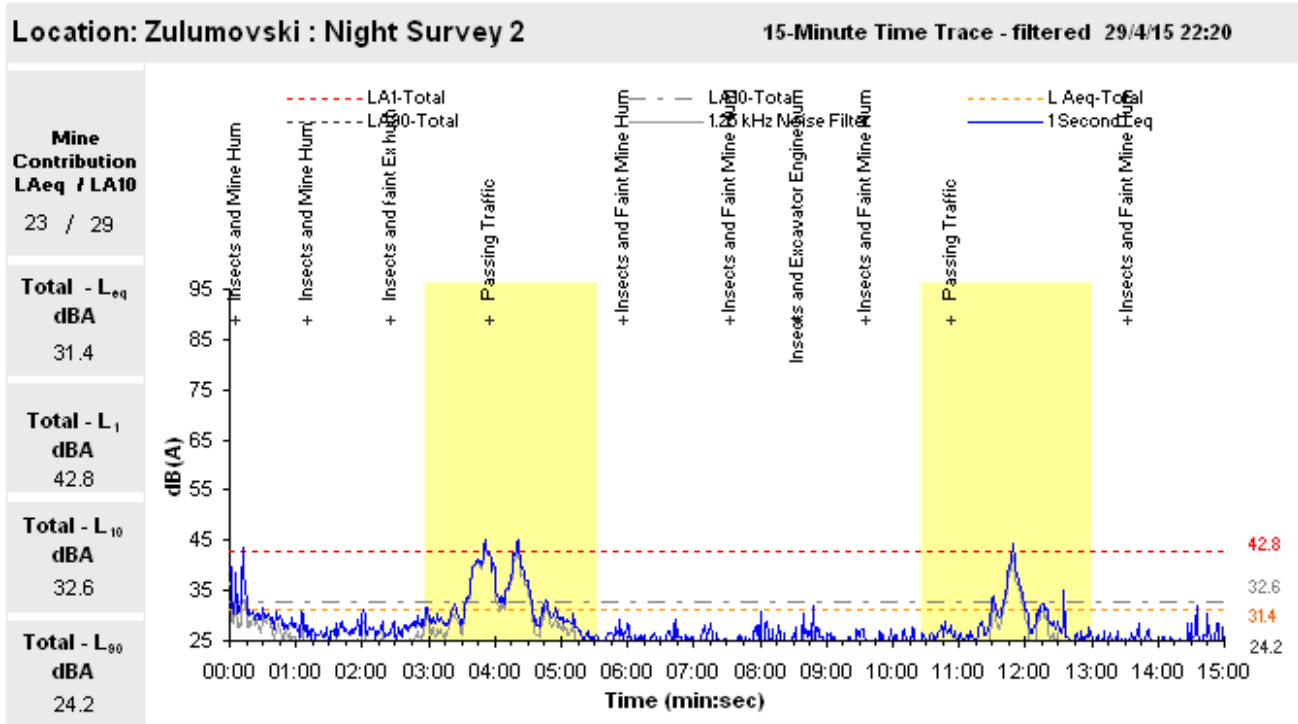
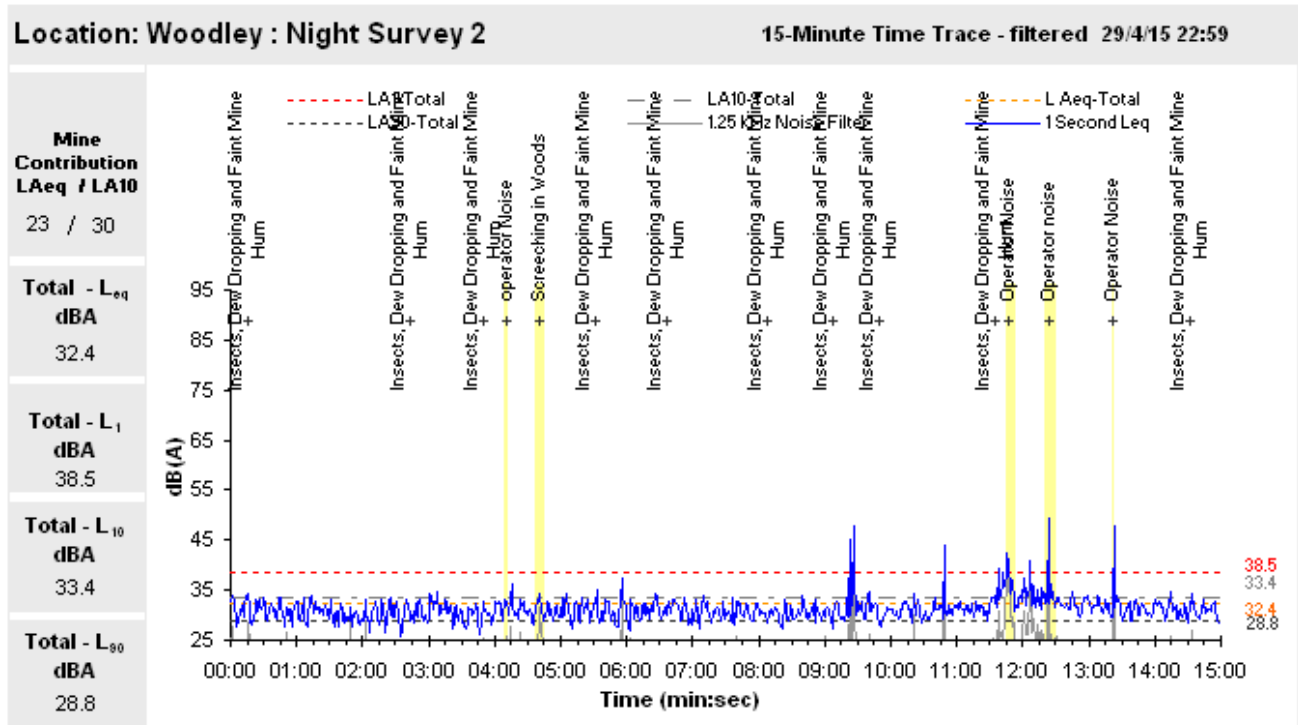
- 22dB L_{Aeq} 15-minute at NM1 Woodley
- 29dB L_{Aeq} 15-minute at NM2 Zulumovski
- 24dB L_{Aeq} 15-minute at NM3 Mahony
- 30dB L_{Aeq} 15-minute at NM4 Fisher Webster
- 46dB L_{Aeq} 15-minute at Ref Duralie Road
- 24dB L_{Aeq} 15-minute at Wards River

The DCM L_{A1} (1 minute) contributions for the first night survey period are as follows

- 28dB L_{A1} (1-minute) at NM1 Woodley
- 33dB L_{A1} (1-minute) at NM2 Zulumovski
- 29dB L_{A1} (1-minute) at NM3 Mahony
- 37dB L_{A1} (1-minute) at NM4 Fisher Webster
- 49dB L_{A1} (1-minute) at Ref Duralie Road
- 30dB L_{A1} (1-minute) at Wards River

6.6 NIGHT SURVEY 2

6.6.1 ATTENDED MEASUREMENT RESULTS - NIGHT SURVEY 2



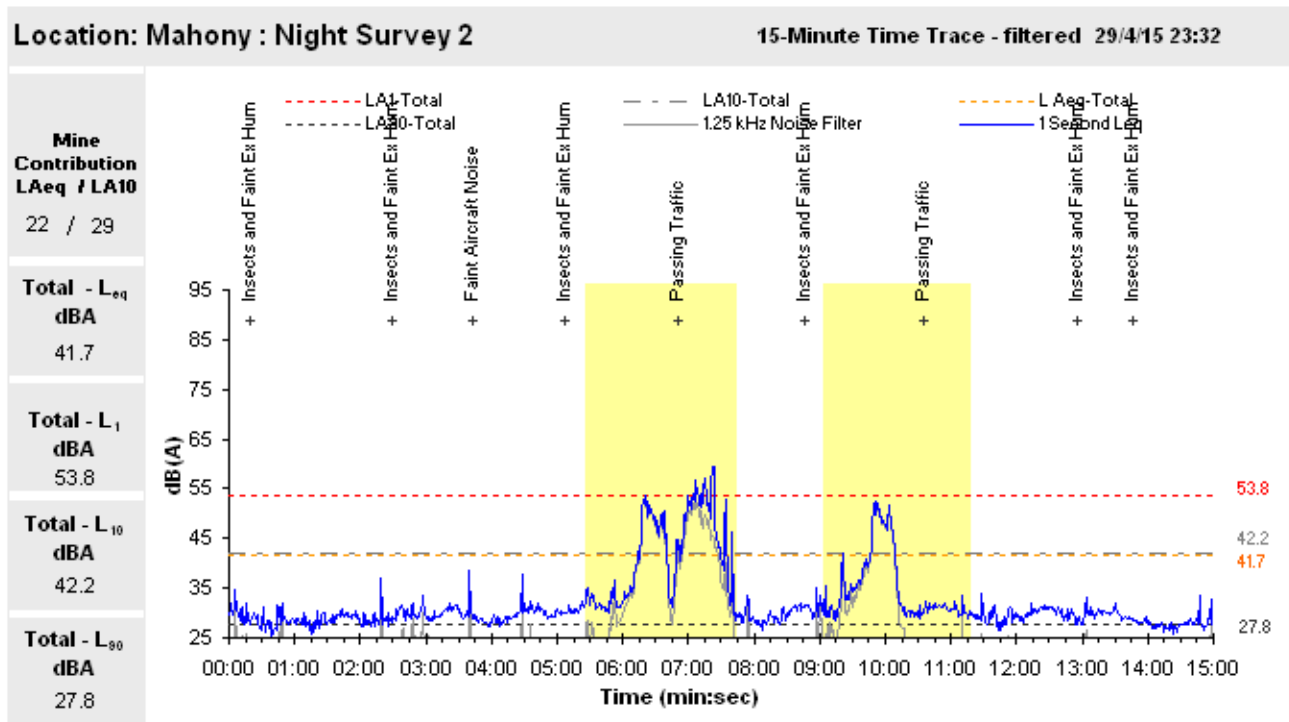


Figure 22: Night Survey 2, Mahony

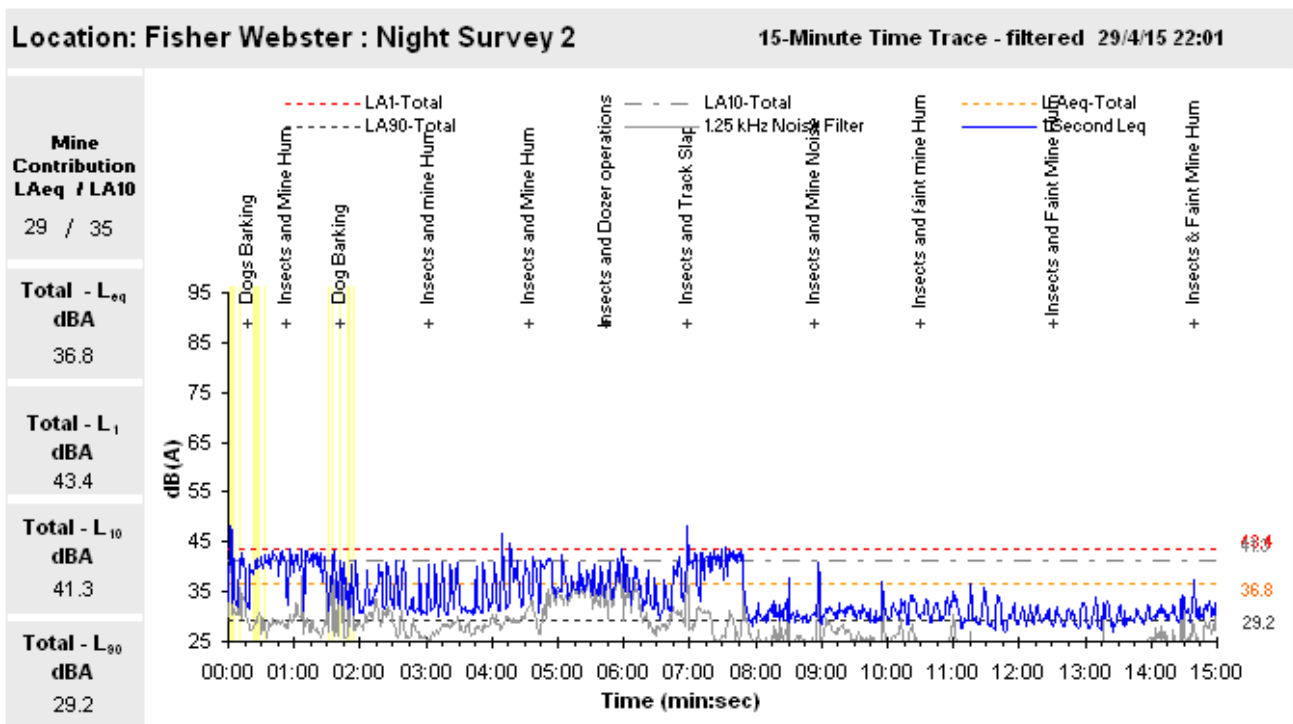


Figure 23: Night Survey 2, Fisher Webster

Location:Duralie Road: Night Survey 2

15-Minute Time Trace - filtered 29/4/15 23:52

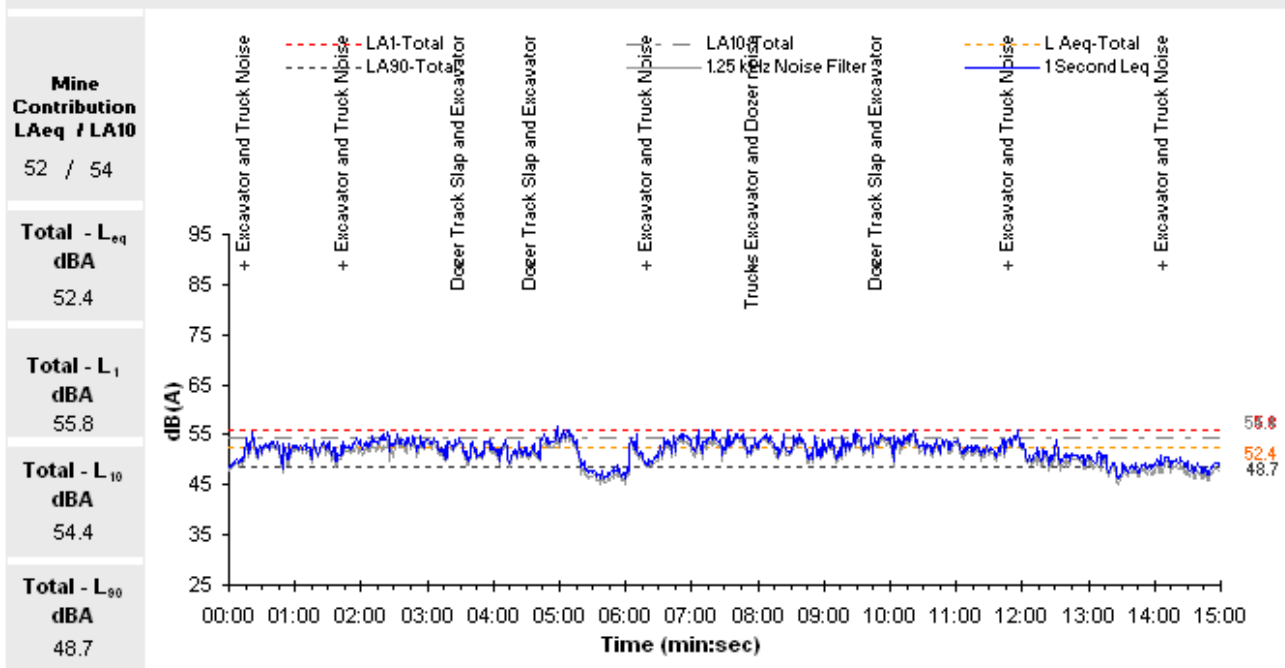


Figure 24: Night Survey 2, Duralie Road

Location:Wards River: Night Survey 2

15-Minute Time Trace - filtered 30/4/15 0:16

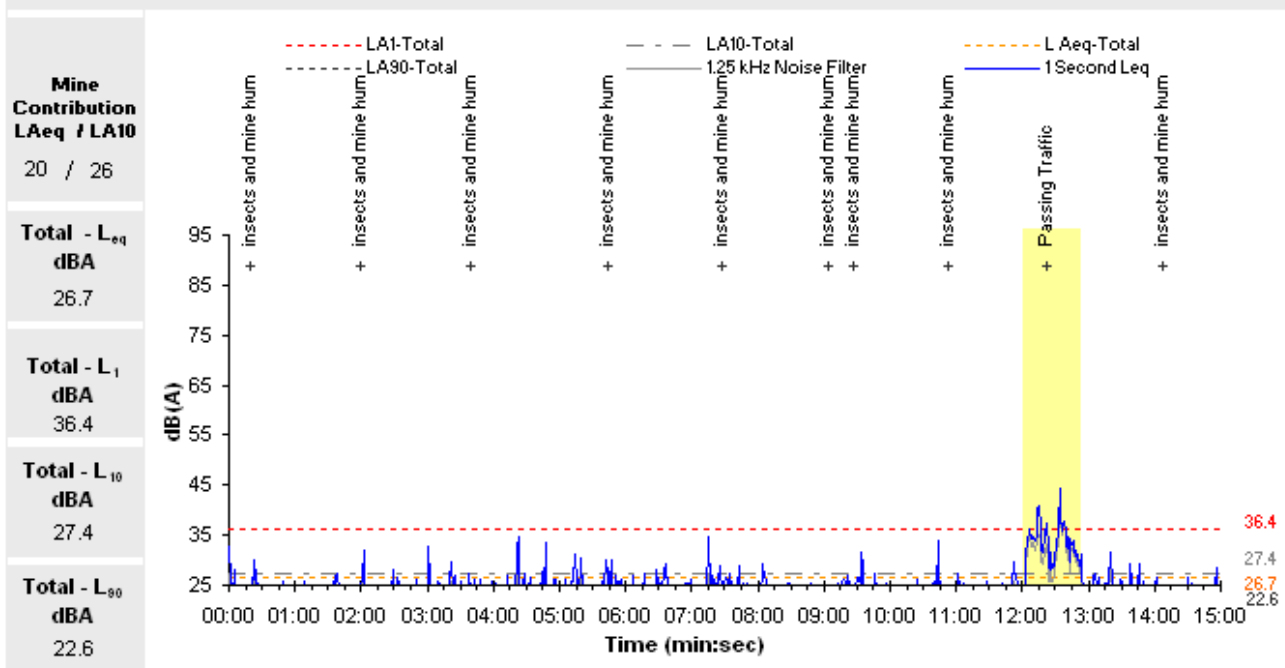


Figure 25: Night Survey 2, Wards River

6.6.2 ANALYSIS OF NIGHT ATTENDED SURVEY 2

Summary of Audible Noises during the Night Survey Period 2

The Mine noise emissions at the reference site (REF Duralie Road) measured 52dB L_{Aeq} during typical operations on the Mine lease. Audible noise sources that contributed to this result consisted of excavation activities such as excavator operations; haul truck movements and track dozers operating on excavation strips. Noise emissions measured at Duralie Road were representative of mine operations for this survey period.

The mine operations were audible at the Woodley, Zulumovski, Mahony, Fisher Webster and Wards River monitoring locations during the night survey 2, conducted on 29th & 30th April 2015. The audible mining operations at the noise sensitive receivers consisted of haul truck movements and excavator operations and hum from the DCM fixed plant operation.

Excluding extraneous noise sources (i.e. road traffic movements, sounds from birds, insects, dogs and occasional passing rail traffic) from the overall noise measurement resulted in the mine noise contribution determined at each monitoring location, which are summarised below.

Prevailing weather conditions were characterised by cloudy sky conditions during the night with still conditions combined with strong temperature inversion conditions throughout the second night survey period.

Summary of Measured Mine Noise

The DCM L_{Aeq} noise contributions for the second night survey period are as follows:

- 23dB L_{Aeq} 15-minute at NM1 Woodley
- 23dB L_{Aeq} 15-minute at NM2 Zulumovski
- 22dB L_{Aeq} 15-minute at NM3 Mahony
- 29dB L_{Aeq} 15-minute at NM4 Fisher Webster
- 52dB L_{Aeq} 15-minute at Ref Duralie Road
- 20dB L_{Aeq} 15-minute at Wards River

The DCM L_{A1} (1 minute) contributions for the second night survey period are as follows:

- 30dB L_{A1} (1-minute) at NM1 Woodley
- 29dB L_{A1} (1-minute) at NM2 Zulumovski
- 29dB L_{A1} (1-minute) at NM3 Mahony
- 35dB L_{A1} (1-minute) at NM4 Fisher Webster
- 54dB L_{A1} (1-minute) at Ref Duralie Road
- 26dB L_{A1} (1-minute) at Wards River

7 RAIL NOISE RESULTS

Table 7 presents the results of the attended Duralie Shuttle pass-by assessment. These measurements were conducted at locations TN1 (Craven), TN2-South and TN2-North (both in Wards River) as shown in **Appendix B** and are assessed against the criteria set out in **Section 4.3** of this report. Measurements were conducted in accordance with AS 2377: 2002 *Acoustics – Methods for the measurement of rail bound vehicle noise*.

It should be noted that for the measurement conducted at TN2-South (Wards River South) the train horn was not clearly audible due to the presence of passing road traffic at the time when the train horn was sounded, on the southern approach to the rail crossing. At the time of the measurement conducted at TN2-South, the shuttle train was travelling north from Duralie to Stratford. The effect of the passing traffic and the proximity of the passing vehicles to the monitoring point at TN2-South, in comparison to the distance from the rail crossing to the monitoring point at TN2-South was such that the noise from the train horn was not clearly audible due to the masking effect of the level of traffic noise at the time. This is similar to the results noted from previous shuttle train measurements carried out at TN2-South on 10th and 11th November 2014, during the Duralie Rail Shuttle noise verification study, as outlined in Vipac Report Ref: 29N-14-0096-TRP-472573-1, dated 19th December 2014. It should be also noted that at the time of the measurement conducted at TN2-North, the shuttle train was travelling south from Stratford to Duralie. For the TN2-North measurement this would mean that the train horn was sounded on the northern approach to the rail crossing which is not worst case conditions as it is further from the monitoring locations than if the train were travelling north to Stratford. The L_{Amax} of 59dB associated with the train horn, which was sounded on the northern approach to the rail crossing was therefore noted to be lower than the L_{Amax} levels that have been recorded at TN2-North on previous occasions when the train horn was sounded on the southern approach to the rail crossing.

Table 7: Attended Rail Monitoring Results

Monitoring Site	Time, Date	Distance to track	L_{Amax} dB Train	L_{Amax} dB Train(Horn Excluded)	L_{Aeq} Train Pass-by dB (Horn included)	L_{Aeq} Train Pass-by dB Train (Horn Excluded)
TN2 South– Wards River	11:11, 29/4/2015	65m	Train horn masked	76*	Train horn masked	64*
TN2 North – Wards River	13:12, 29/4/2015	65m	72	72	66	66
TN1 - Craven	6:50, 01/05/2015	34m	74	74	62	62

* Train measurement at TN2-South did not have train horn noise excluded as the train horn noise was masked by traffic noise as described above.

The L_{Amax} level of 76dB indicated above was the L_{Amax} noise level noted during the period of the train pass-by at TN2-South, which took approximately 3 minutes of the overall 15-minute measurement period. The overall L_{Amax} noise level at TN2-South over the full duration of the measurement period was 81dB.

Table 8 presents the results of the unattended measurements at the Wards River Monitoring location TN2 (south and north), at the estimated time of the Duralie Shuttle pass-by. These measurements were conducted approximately 65m from the centre of the rail track and may be influenced by extraneous noise sources such as vehicles on the Bucketts Way and/or wildlife in the vicinity of the microphone etc.

Table 8: Unattended Rail Monitoring Results at TN2 (Wards River)

Date & Time	TN2 – South of Village		TN2 – North of Village		Departed From
	L_{Aeq} (15-minute)dB(A)	L_{Amax} dB(A)	L_{Aeq} (15-minute)dB(A)	L_{Amax} dB(A)	
28/04/2015 15:30	65	84	57	73	Stratford
28/04/2015 17:30	62	81	63	90	Duralie
28/04/2015 19:45	58	85	56	73	Stratford
29/04/2015 6:30	63	84	63	94	Duralie
29/04/2015 9:00	64	85	56	80	Stratford
29/04/2015 11:15	61	83	56	78	Duralie
29/04/2015 13:15	64	83	55	73	Stratford
29/04/2015 15:00	66	84	61	93	Duralie
29/04/2015 17:15	65	83	56	71	Stratford
1/05/2015 6:45	65	86	58	82	Duralie
1/05/2015 9:00	64	83	53	70	Stratford
1/05/2015 10:45	66	88	59	83	Duralie

There is variance in the unattended measurement results for TN2-South and TN2-North presented in **Table 8** for the same time period. This is attributed to the results presented in **Table 8** being affected by local extraneous noise sources such as passing road traffic, domestic and commercial noise and localised wildlife also contributing the L_{Aeq} and L_{Amax} results.

Table 9 presents the results of the unattended measurements at the Craven Monitoring location TN1, at the estimated time of the Duralie train pass-by. These measurements were conducted approximately 34m from the centre of the rail track and may be influenced by rail horn utilised for the crossing and other extraneous noise sources such as the level-crossing bells and wildlife.

Table 9: Unattended Rail Monitoring Results at TN1 (Craven)

Date & Time	L_{Aeq} (15-minute) dB(A)	L_{Amax} dB(A)	Departed from
28/04/2015 15:30	60	79	Stratford
28/04/2015 17:45	61	84	Duralie
28/04/2015 19:30	64	86	Stratford
29/04/2015 6:15	70	103	Duralie
29/04/2015 8:45	62	81	Stratford
29/04/2015 11:15	61	88	Duralie
29/04/2015 13:00	67	96	Stratford
29/04/2015 15:15	57	76	Duralie
29/04/2015 17:00	59	85	Stratford
1/05/2015 6:45	57	84	Duralie
1/05/2015 8:45	57	74	Stratford
1/05/2015 11:15	57	90	Duralie

Table 10 presents the L_{Aeq} -daytime and the L_{Amax} -daytime noise levels for the four days the three loggers (TN2-South, TN2-North and TN1) were located onsite.

The L_{Aeq} results presented in **Table 10** for the 28/04/2015 and 01/05/2015 are not for a full 15-hour period, rather the daytime period the loggers were deployed (i.e. 8.5 hours on 28/04/2015 and 4.5 hours on 01/05/2015). The L_{Aeq} results presented in **Table 10** for the 29/04/2015 and 30/05/2015 however are for the full 15-hour period.

It should be noted that the results presented in **Table 10** are for data from unattended noise loggers. Based on Vipac's experience in undertaking noise surveys in the area it should also be noted that noise levels recorded during the logging surveys may also be influenced by additional noise sources such as birds and other wildlife in the vicinity of the noise logging equipment, in addition to passing traffic on the Buckets Way. In Vipac's experience the noise levels at the monitoring locations would not just be influenced by noise emissions associated with the Duralie shuttle train alone. Therefore, the results presented in **Table 10** should not be taken as the basis for the assessment of noise emissions from the Shuttle train as such.

Table 10: Unattended Rail Monitoring Results at TN1 & TN2 (North & South)

Date	Wards River – TN2South		Wards River – TN2North		Craven – TN1	
	L_{Aeq} – daytime period dB	L_{Amax} - daytime period dB	L_{Aeq} – daytime period dB	L_{Amax} - day time period dB	L_{Aeq} – daytime period dB	L_{Amax} - day time period dB
28/04/2015	63*	87*	58*	90*	49*	84*
29/04/2015	64	95	56	93	54	96
30/04/2015	64	90	56	82	50	97
01/05/2015	65**	89**	55**	83**	52**	90**

* Measurement conducted for an 8.5 hour period.

** Measurement conducted for a 4.5 hour period.

8 COMPLIANCE ASSESSMENT

This section presents the compliance assessment for the measured DCM noise emissions for each of the survey periods as well as an assessment of the rail noise monitoring with NMP noise target goals.

8.1.1 COMPLIANCE ASSESSMENT SUMMARY – DAY SURVEY PERIOD

DCM operational $L_{Aeq15-minute}$ noise emissions during the day attended monitoring period under the prevailing weather conditions are summarised in **Table 11**. The results indicate noise levels at all monitoring locations were within criterion limits during the daytime survey.

Table 11: Received Noise Level ($L_{Aeq (15-minute)}$) at Monitoring Locations under prevailing weather conditions – Daytime

Monitoring Locations	Sound Pressure Level dB $L_{Aeq (15-minute)}$	Noise Criteria dB $L_{Aeq (15-minute)}$	Excursion dB(A)
NM1 Woodley	Nil	35	0
NM2 Zulumovski North	31	35	0
NM3 Mahony	35	N/A	0
NM4 Fisher-Webster	29	35	0
REF1 Duralie Road	53	N/A	0
Additional Monitoring Location Wards River	Nil	35	0

8.1.2 COMPLIANCE ASSESSMENT SUMMARY – EVENING SURVEY PERIOD

DCM operational $L_{Aeq15-minute}$ noise emissions during the evening attended monitoring period under the prevailing weather conditions are summarised in **Table 12**. The results indicate noise levels at all monitoring locations complied with the criterion during the evening survey period.

Table 12: Received Noise Level ($L_{Aeq (15-minute)}$) at Monitoring Locations under prevailing weather conditions – Evening

Monitoring Locations	Sound Pressure Level dB $L_{Aeq (15-minute)}$	Noise Criteria dB $L_{Aeq (15-minute)}$	Excursion dB(A)
NM1 Woodley	25	35	0
NM2 Zulumovski North	33	35	0
NM3 Mahony	25	N/A	0
NM4 Fisher-Webster	29	35	0
REF1 Duralie Road	49	N/A	0
Additional Monitoring Location Wards River	22	35	0

8.1.3 COMPLIANCE ASSESSMENT SUMMARY – NIGHT SURVEY PERIOD

DCM operational $L_{Aeq15-minute}$ and $L_{A1 (1-minute)}$ noise emissions during the first and second night attended monitoring survey periods under the prevailing weather conditions are summarised respectively in **Table 13** and **Table 14**. The results indicate noise levels at all monitoring locations were within criterion limits during the night-time surveys. The results presented in **Table 14** indicate that the $L_{A1 (1-minute)}$ noise levels at all monitoring locations were within criterion limits during the night-time survey periods.

Table 13: Received Noise Level (L_{Aeq} (15-minute)) at Monitoring Locations under prevailing weather conditions – Night-time

Monitoring Locations	Sound Pressure Level dB L_{Aeq} (15-minute)		Noise Criteria dB L_{Aeq} (15-minute)	Excursion dB(A)	
	Night 1	Night 2		Night 1	Night 2
NM1 Woodley	22	23	35	0	0
NM2 Zulumovski North	29	23	35	0	0
NM3 Mahony	24	22	N/A	0	0
NM4 Fisher-Webster	30	29	37	0	0
REF1 Duralie Road	46	52	N/A	0	0
Additional Monitoring Location Wards River	24	20	35	0	0

Table 14: Received Noise Levels (L_{A1} (1-minute)) at Monitoring Locations under prevailing weather conditions – Night-time

Monitoring Locations	Sound Pressure Level dB L_{A1} (1-minute)		Noise Criteria dB L_{A1} (1-minute)	Excursion dB(A)	
	Night 1	Night 2		Night 1	Night 2
NM1 Woodley	28	30	45	0	0
NM2 Zulumovski North	33	29	45	0	0
NM3 Mahony	29	29	N/A	0	0
NM4 Fisher-Webster	37	35	45	0	0
REF1 Duralie Road	49	54	N/A	0	0
Additional Monitoring Location Wards River	30	26	45	0	0

8.2 RAIL NOISE MONITORING ASSESSMENT SUMMARY

Vipac has conducted rail noise measurements at three attended monitoring locations TN2-North & TN2-South (both in Wards River) and TN1 (Craven) along the rail line between the Duralie and Stratford Coal Mines. **Table 15** below presents the measured sound pressure levels at the property boundary at the three locations without the rail horn being excluded from the measurement.

Table 15: Sound Pressure Levels at the property boundary with Rail Horn Noise

Date Time	Sound Pressure Level at Receiver		Noise Goal		Excursion	
	dB L_{Amax} train horn	dB L_{Aeq} Pass-by train horn included	dB L_{Amax}	dB L_{Aeq}	dB L_{Amax}	dB L_{Aeq}
TN2 South - Wards River						
10:56 29/04/2015	Train horn masked	Train horn masked	85	65	0	0
TN2 North - Wards River						
13:04 29/04/2015	72	66	85	65	0	1
TN1 - Craven						
06:46 01/05/2015	74	62	85	65	0	0

Table 15 shows that the noise emanating from the Duralie shuttle rail horn operation complied with the L_{Amax} noise goal at all the TN2-North, and TN1 (Craven) for this monitoring period. It should be noted that the train passby at TN2 North (Wards River North) and was travelling from Stratford to Duralie for this passby measurement and as such it is not deemed worst case scenario for this location as the train horn is sounded north of the rail crossing rather than in front of the receivers and the monitoring location. Additionally for the measurement at TN2 South (Wards River South) the train horn was not audible by the presence of passing road traffic and thus an N/A result is presented for the train horn for that measurement thus compliance for the train horn operation cannot be. As rail noise monitoring commenced on the 29th of April additional measurements at the Wards River monitoring locations were not possible as no trains ran on Thursday 30th April and wet weather conditions prevailed in the late morning period on the 1st of May 2015. TN1 (Craven) and TN1-South monitoring locations complied with the L_{Aeq} pass-by.

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The noise levels for the shuttles operation with the rail horn excluded are presented below in **Table 16**.

Table 16: Sound Pressure Levels at the property boundary with Rail Horn Noise Excluded

Date Time	Sound Pressure Level at Receiver		Noise Goal		Excursion	
	dB L _{Amax} (train horn excluded)	dB L _{Aeq} Pass-by train horn excluded	dB L _{Amax}	dB L _{Aeq}	dB	dB
TN2 South - Wards River						
10:56 29/04/2015	76	64	85	65	0	0
TN2 North - Wards River						
13:04 29/04/2015	72	66	85	65	0	1
TN1 - Craven						
06:46 01/05/2015	74	62	85	65	0	0

It is evident from **Table 16** that the noise emanating from the Duralie shuttle complied with the L_{Amax} noise goals at all monitoring locations for the rail passby with the exclusion of the noise from the sounding of the rail horn. The noise levels recorded at TN2-North failed to comply with the L_{Aeq} pass-by noise goals due to the noise emanating from the locomotives.

The noise emissions associated with the Duralie Shuttle pass-by complied with the noise goal set out in the DCM Noise Management Plan, at TN1 and TN2-South based on the results presented in Table 16 of this report.

9 NOISE MODEL PREDICTION

The mine contributed noise emissions from mining and process operations for each monitoring location were calculated using a noise model with the operational data provided by Duralie Coal Mine. The model inputs incorporated the following:

- Current sound power levels of mobile plant and fixed machinery associated with the mine;
- Prevailing meteorological conditions over the attended noise monitoring period;
- Operator attended noise-monitoring results.

The current mine production, operations and weather data were supplied by Duralie Coal Mine, as detailed in **Appendix A** and **Appendix C**.

Calculated day, evening and night contributed noise emissions from Duralie Coal Mine at each owner/tenant location are presented in **Table 17**.

A comparison of the model predictions and actual operator attended noise level measurements is also presented in **Table 17**. Contributed mine noise emissions at most locations generally agree with the modelled noise level prediction and the operator attended measured L_{Aeq} noise levels conducted between the 28th April – 1st May 2015 at all landowners and tenants that currently surround the coal-mining lease.

Some variances are experienced between the attended measurements and the predicted at the Mahony & Wards River monitoring locations. The variances at the Mahony residence may be due to the current depth of the pit compared to the model pit layout, as well as the construction operations currently being undertaken by the Mahony family at the residence. The variance in the measurements at Wards River during the night-time periods may be attributed to the weather conditions; in particular the wind and fog conditions and the operation of the evaporative fans. The time of the measurements was always after midnight with the fans ceasing operation between 00.30 and 1.00 usually.

Noise criteria for this survey are applicable for all attended noise measurements not withstanding meteorological conditions during the course of the survey.

Table 17: Environmental Noise Levels – April/May 2015

Owner/ Tenant	Monitored - Predicted DCPL Noise Levels ¹								Noise Criteria		
	dB(A) _{L_{Aeq}(15 minute)}								dB(A) _{L_{Aeq}(15 Minute)}		
	Day	Evening	Night 1	Night 2	Day	Evening	Night		Day	Evening	Night
Bailey ²	37	35	26	25	35	35	35		35	35	35
Bragg	12	14	28	15	35	35	35		35	35	35
Fisher-Webster	29 27	29 25	30 25	29 24	35	35	37		35	35	37
Gillard	0	Nil	18	Nil	35	35	35		35	35	35
Hamann-Pixelu PL	32	29	21	21	35	35	39		35	35	39
Hare-Scott ²	25	32	32	32	35	35	35		35	35	35
Hattam ²	28	37	40	37	35	35	35		35	35	35
Holloway	27	24	18	17	35	35	35		35	35	35
Holmes ²	32	0	26	25	35	35	35		35	35	35
James	27	23	18	18	35	35	35		35	35	35
Lyll	16	25	26	25	35	39	40		35	39	40
Mahony ²	35 23	25 22	24 27	22 23	35	35	35		35	35	35
Morgan	4	10	29	9	35	35	35		35	35	35
Oleksiuk & Carmody	31	30	21	20	35	35	35		35	35	35
Relton ²	27	26	22	21	35	35	35		35	35	35
Richards	29	26	20	10	35	35	35		35	35	35
Schultz	1	9	28	18	35	35	35		35	35	35
Wards River Village	Nil 15	22 15	24 12	20 11	35	35	35		35	35	35
Weismantel	23	21	18	21	35	35	35		35	35	35
Wielgosinski	14	25	28	26	35	35	35		35	35	35
Woodley	Nil 11	25 20	22 21	23 21	35	35	35		35	35	35
Zulumovski(North) ²	31 30	33 29	29 27	23 26	35	35	35		35	35	35

Note ¹ Nil Denotes an unmeasurable noise contribution from the mine

² Owned by Duralie Coal Pty Ltd(DCPL) or private agreement in place between DCPL and the residence

10 DISCUSSION & CONCLUSION

10.1 ENVIRONMENTAL NOISE SURVEY

An Environmental Compliance Noise Monitoring Survey has been carried out in the rural environment surrounding the Duralie Coal Mine (DCM) Site, Stroud Road, NSW. The survey was requested by Duralie Coal Pty Ltd to ascertain the degree of compliance of noise emissions generated from the operation of Duralie Coal Mine with licence and project approval conditions.

Direct temperature inversion measurements were conducted during the entire survey utilising the Duralie Coal Inversion Tower Infrastructure. These measurements were used to ascertain temperature lapse rates and atmospheric stability classes during the survey period, the results of which are presented in **Appendix A** of this report.

The mine operating noise emissions were within the noise criteria of $35\text{dBL}_{\text{Aeq}}$ at all monitoring locations for the Day, Evening and Night 1 & 2 survey periods during the April 2015 compliance survey.

It is Vipac's professional opinion that the noise emissions produced by Duralie Coal Mine during the April 2015 DCM Environmental Quarterly Survey complied with the noise criteria set out in **Section 4** of this report.

10.2 RAIL NOISE SURVEY

As outlined in **Section 4** of this report, all of the train-monitoring results presented in this assessment are to be used for general information purposes only and are not DCM compliance requirements.

Vipac conducted Duralie Shuttle Rail Pass-by monitoring at TN1 (Craven) and has augmented the monitoring program conducted at TN2 (Wards River) by splitting the monitoring location into two separate locations TN2-South (southern end of Wards River village) and TN2-North (northern end of Wards River village) to better assess the rail noise from the Duralie shuttle within Wards River.

Attended measurements and unattended noise logger surveys were conducted at all three locations, TN2-North, TN2-South and TN1 for this the April 2015 noise survey.

The noise emanating from the Duralie shuttle complied with the L_{Amax} noise goal at all the TN2- North (Wards River North), TN2-South (Wards River North) and TN1 (Craven) with the rail horn excluded from the measurement for this monitoring period. As outlined in Section 7, the train horn noise during the pass-by measurement at TN2-South was masked by road traffic noise during the survey. Regardless, the overall L_{Amax} level recorded at TN2-South for the train pass-by complied with the noise goal of $85\text{dB } L_{\text{Amax}}$.

The noise level recorded at TN2-North failed to comply with the L_{Aeq} pass-by noise goal. The L_{Aeq} level of 66dB , which was representative of the train pass-by noise emission, with the rail horn excluded was raised 1dB above the noise goal of $65\text{dB } L_{\text{Aeq}}$.

The noise levels recorded at the TN1 (Craven) & TN2-South (Wards River) monitoring locations complied with the L_{Aeq} pass-by for this quarter.

The noise emissions associated with the Duralie Shuttle pass-by were therefore deemed to comply with the noise goal set out in the DCM Noise Management Plan, at the TN1-Craven and TN2-South monitoring location but failed to comply with the noise goals at TN2-North (Wards River).



Appendix A: WEATHER DATA

Date	Time	Ave Air Temp (deg C)	Ave Wind Dir (deg)	Ave Sigma (deg)	Ave Wind Spd (m/s)	Total Rain (mm)	Inversion Tower Lapse Rate (deg/100m)
28/04/2015	8:00	8.6	95.54	21.7	0.6	0	5.3
28/04/2015	8:15	9.4	115.39	16.5	0.7	0	3.8
28/04/2015	8:30	9.9	206.21	42.3	1.2	0	3.8
28/04/2015	8:45	10.7	75.11	40.7	0.7	0	3.1
28/04/2015	9:00	11.5	102.83	32.4	0.3	0	2.2
28/04/2015	9:15	13.3	80.35	39.5	0.2	0	2.8
28/04/2015	9:30	14.2	86.46	25.5	0.4	0	3.5
28/04/2015	9:45	14.9	62.86	44.2	0.8	0	2.4
28/04/2015	10:00	15.8	99.12	88.5	0.8	0	3.3
28/04/2015	10:15	16.6	179.44	44.9	0.1	0	3.1
28/04/2015	10:30	17.2	202.49	25.6	0.6	0	2.3
28/04/2015	10:45	17.1	235.65	32.4	0.7	0	2.6
28/04/2015	11:00	17.8	208.62	13.8	2.4	0	3.1
28/04/2015	11:15	17.6	212.47	13.7	3.4	0	3.7
28/04/2015	11:30	18.0	218.63	15.3	2.9	0	3.0
28/04/2015	11:45	18.2	211.62	11.3	4.0	0	3.9
28/04/2015	12:00	18.1	209.81	18.8	3.4	0	3.6
28/04/2015	12:15	18.3	218.21	27.2	3.2	0	1.6
28/04/2015	12:30	18.6	173.84	30.4	2.7	0	2.4
28/04/2015	12:45	18.8	201.79	19.2	2.9	0	4.6
28/04/2015	13:00	18.6	186.82	13.4	3.7	0	3.5
28/04/2015	13:15	18.5	189.76	12.8	3.4	0	3.1
28/04/2015	13:30	18.4	172.14	23.7	5.6	0	3.6
28/04/2015	13:45	18.1	171.71	11.6	4.3	0	3.4
28/04/2015	14:00	18.6	206.33	28.4	3.9	0	4.3
28/04/2015	14:15	18.8	181.64	21.2	3.9	0	3.8
28/04/2015	14:30	17.7	169.47	9.4	4.7	0	3.0
28/04/2015	14:45	17.4	191.06	14.4	4.1	0	2.3
28/04/2015	15:00	18.3	188.64	11.7	2.4	0	3.3
28/04/2015	15:15	17.5	172.8	14.5	5.5	0	2.6
28/04/2015	15:30	17.5	174.78	11.7	3.6	0	3.2
28/04/2015	15:45	16.9	171.29	27.9	3.6	0	3.1
28/04/2015	16:00	17.2	162.11	18.9	2.9	0	3.8
28/04/2015	16:15	17.0	129.36	23.2	2.5	0	3.6
28/04/2015	16:30	16.5	143.49	16.6	3.5	0	2.2
28/04/2015	16:45	15.6	173.13	12.1	3.6	0	1.6
28/04/2015	17:00	14.9	191.81	25.7	2.0	0	1.3
28/04/2015	17:15	14.8	220.04	27.8	0.9	0	1.2
28/04/2015	17:30	14.6	209.5	8.0	0.4	0	1.3
28/04/2015	17:45	14.5	184.16	20.4	0.6	0	1.3
28/04/2015	18:00	14.4	154.15	12.9	0.0	0	1.8
28/04/2015	18:15	14.2	163.22	24.8	0.2	0	1.6
28/04/2015	18:30	14.2	163.62	45.4	0.1	0	1.9
28/04/2015	18:45	14.2	130.01	14.9	0.0	0	2.8
28/04/2015	19:00	14.3	107.5	35.8	0.0	0	3.0
28/04/2015	19:15	14.2	166.75	76.4	0.1	0	3.0
28/04/2015	19:30	14.1	172.37	32.0	0.1	0	3.1
28/04/2015	19:45	13.9	112.03	35.6	0.1	0	2.4
28/04/2015	20:00	13.9	192.74	45.1	0.1	0	3.0
28/04/2015	20:15	13.8	267.43	13.9	0.1	0	3.4
28/04/2015	20:30	13.7	274.19	13.1	0.2	0	3.5
28/04/2015	20:45	13.7	250.35	41.3	0.1	0	3.7
28/04/2015	21:00	13.7	173.96	19.9	0.2	0.2	3.0
28/04/2015	21:15	13.4	227.19	15.7	0.2	0	3.0
28/04/2015	21:30	13.5	231.47	41.3	0.4	0	2.7
28/04/2015	21:45	13.3	150.61	27.2	0.2	0	2.4
28/04/2015	22:00	13.1	107.7	21.2	0.1	0	2.4

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Date	Time	Ave Air Temp (deg C)	Ave Wind Dir (deg)	Ave Sigma (deg)	Ave Wind Spd (m/s)	Total Rain (mm)	Inversion Tower Lapse Rate (deg/100m)
28/04/2015	22:15	12.9	316.7	72.6	0.1	0	2.8
28/04/2015	22:30	13.0	173.73	67.6	0.0	0	3.0
28/04/2015	22:45	13.1	218.44	13.9	0.0	0	3.4
28/04/2015	23:00	13.1	116.58	48.7	0.0	0	3.0
28/04/2015	23:15	13.0	128.67	57.4	0.0	0	2.9
28/04/2015	23:30	12.8	159.11	30.9	0.0	0	3.0
28/04/2015	23:45	12.8	128.19	34.6	0.0	0	3.6
29/04/2015	0:00	12.8	247.63	78.1	0.0	0	3.3
29/04/2015	0:15	12.8	171.57	11.8	0.0	0	3.3
29/04/2015	0:30	12.7	105.4	43.8	0.1	0	3.0
29/04/2015	0:45	12.6	137.05	20.4	0.0	0	3.0
29/04/2015	1:00	12.5	162.57	11.2	0.0	0	3.5
29/04/2015	1:15	12.5	81.92	24.4	0.0	0	3.0
29/04/2015	1:30	12.3	75.78	30.9	0.0	0	3.2
29/04/2015	1:45	12.4	48.18	26.1	0.0	0	2.5
29/04/2015	2:00	12.3	111.08	60.9	0.0	0	2.4
29/04/2015	2:15	12.2	161.38	51.3	0.1	0	2.7
29/04/2015	2:30	12.1	170.49	31.6	0.1	0	2.3
29/04/2015	2:45	11.8	62.91	46.0	0.0	0	1.6
29/04/2015	3:00	12.0	239.12	30.8	0.2	0	2.1
29/04/2015	3:15	12.0	139.2	18.2	0.0	0	1.7
29/04/2015	3:30	11.9	75.87	82.0	0.0	0	1.9
29/04/2015	3:45	11.8	180.66	39.9	0.0	0	1.6
29/04/2015	4:00	11.5	265.17	53.9	0.0	0	1.4
29/04/2015	4:15	11.4	94.06	60.8	0.0	0	1.4
29/04/2015	4:30	11.3	150.07	78.1	0.0	0	1.4
29/04/2015	4:45	11.2	250.07	35.8	0.0	0	1.5
29/04/2015	5:00	10.9	287.76	44.9	0.0	0.2	1.6
29/04/2015	5:15	10.8	254.89	90.2	0.0	0	1.6
29/04/2015	5:30	10.6	177.35	56.2	0.0	0	1.6
29/04/2015	5:45	10.4	187.21	23.1	0.0	0	1.6
29/04/2015	6:00	10.3	295.13	34.5	0.0	0	1.5
29/04/2015	6:15	10.5	76.13	72.6	0.0	0	1.6
29/04/2015	6:30	10.7	219.87	59.9	0.0	0	1.5
29/04/2015	6:45	10.7	148.94	90.0	0.0	0	1.3
29/04/2015	7:00	10.7	227.04	35.8	0.0	0	1.4
29/04/2015	7:15	10.8	138.31	46.8	0.1	0	2.1
29/04/2015	7:30	11.0	89.59	32.8	0.0	0	2.4
29/04/2015	7:45	11.2	243.97	44.0	0.1	0	2.4
29/04/2015	8:00	11.5	130.36	86.9	0.3	0	2.3
29/04/2015	8:15	11.4	178.84	47.1	0.4	0	2.4
29/04/2015	8:30	11.7	94.27	44.8	0.3	0	2.6
29/04/2015	8:45	12.1	120.7	84.2	0.3	0	2.8
29/04/2015	9:00	12.5	200.36	46.6	0.1	0	3.1
29/04/2015	9:15	13.1	232.05	25.3	0.0	0	3.3
29/04/2015	9:30	13.8	93.19	56.3	0.7	0	2.7
29/04/2015	9:45	14.0	102.32	61.1	0.1	0	2.4
29/04/2015	10:00	14.9	150.26	86.3	0.3	0	3.0
29/04/2015	10:15	15.9	159.92	51.6	0.1	0	3.1
29/04/2015	10:30	17.1	152.52	37.0	0.3	0	3.3
29/04/2015	10:45	17.3	225.37	51.9	0.2	0	4.0
29/04/2015	11:00	17.6	188.99	47.1	0.7	0	2.4
29/04/2015	11:15	17.7	139.22	23.9	0.4	0	2.6
29/04/2015	11:30	18.3	210.2	13.2	1.5	0	3.7
29/04/2015	11:45	18.5	188.76	36.5	2.0	0	1.9
29/04/2015	12:00	19.0	180.18	17.0	1.1	0	4.1
29/04/2015	12:15	18.7	124.86	19.1	2.2	0	3.5
29/04/2015	12:30	18.4	130.44	22.3	1.9	0	3.1



Date	Time	Ave Air Temp (deg C)	Ave Wind Dir (deg)	Ave Sigma (deg)	Ave Wind Spd (m/s)	Total Rain (mm)	Inversion Tower Lapse Rate (deg/100m)
29/04/2015	12:45	18.2	159.66	22.3	1.9	0	2.8
29/04/2015	13:00	17.8	123.94	11.0	2.2	0	2.8
29/04/2015	13:15	17.2	112.45	14.1	2.8	0	2.8
29/04/2015	13:30	17.5	112.31	12.2	1.9	0	3.1
29/04/2015	13:45	17.7	119.33	27.2	2.0	0	3.2
29/04/2015	14:00	18.1	148.91	11.4	1.9	0	3.4
29/04/2015	14:15	17.8	170.87	20.4	3.8	0.2	4.4
29/04/2015	14:30	16.6	154.67	25.2	3.1	0.4	2.9
29/04/2015	14:45	16.3	153.43	14.8	2.2	0	2.8
29/04/2015	15:00	16.2	172.38	10.7	2.5	0	2.3
29/04/2015	15:15	16.1	178.69	14.6	2.9	0	2.1
29/04/2015	15:30	15.8	167.58	12.2	3.3	0	2.3
29/04/2015	15:45	15.9	166.55	11.4	2.5	0	2.1
29/04/2015	16:00	16.0	168.63	11.3	2.3	0	2.4
29/04/2015	16:15	16.1	177.74	13.0	1.9	0	1.9
29/04/2015	16:30	16.5	197.95	16.6	1.3	0	2.3
29/04/2015	16:45	16.4	191.82	8.0	1.3	0	2.0
29/04/2015	17:00	15.9	197.02	8.2	1.6	0	1.9
29/04/2015	17:15	15.5	189.47	8.6	1.1	0	1.4
29/04/2015	17:30	15.1	192.42	9.7	1.3	0	1.5
29/04/2015	17:45	15.0	198.2	51.3	0.4	0	1.9
29/04/2015	18:00	14.8	197.32	16.8	0.1	0	2.6
29/04/2015	18:15	14.7	237.53	6.0	0.1	0	3.2
29/04/2015	18:30	14.8	238.6	12.6	0.6	0	3.5
29/04/2015	18:45	14.5	251.99	24.9	0.4	0	3.7
29/04/2015	19:00	14.2	247.85	23.7	0.0	0	3.5
29/04/2015	19:15	13.9	264.23	21.2	0.0	0	3.1
29/04/2015	19:30	13.7	257.86	74.8	0.0	0	4.3
29/04/2015	19:45	13.6	200.29	43.8	0.0	0	4.8
29/04/2015	20:00	13.6	183.31	37.0	0.0	0	5.6
29/04/2015	20:15	13.3	175.25	64.1	0.0	0	5.6
29/04/2015	20:30	13.1	191.28	40.2	0.0	0	5.8
29/04/2015	20:45	12.8	79.03	44.9	0.0	0	5.4
29/04/2015	21:00	12.8	176.26	61.8	0.0	0	4.3
29/04/2015	21:15	12.9	223.64	25.1	0.0	0	4.1
29/04/2015	21:30	12.5	307.56	14.3	0.2	0	3.0
29/04/2015	21:45	12.3	65.57	57.8	0.1	0	2.5
29/04/2015	22:00	12.3	208.13	13.0	0.0	0	2.4
29/04/2015	22:15	12.3	171.85	17.7	0.0	0	2.4
29/04/2015	22:30	12.2	308.9	58.4	0.0	0	1.9
29/04/2015	22:45	12.1	188.32	32.8	0.0	0	1.8
29/04/2015	23:00	12.1	271.87	31.3	0.0	0	1.8
29/04/2015	23:15	12.1	166.3	46.1	0.0	0.2	1.8
29/04/2015	23:30	12.0	92.21	79.3	0.0	0	1.7
29/04/2015	23:45	12.0	229.03	60.6	0.0	0	1.8
30/04/2015	0:00	12.0	143.77	38.5	0.0	0	1.9
30/04/2015	0:15	12.0	290.14	88.1	0.0	0	1.9
30/04/2015	0:30	12.0	186.32	14.5	0.0	0	2.0
30/04/2015	0:45	11.9	320.18	19.1	0.0	0	1.9
30/04/2015	1:00	11.7	220.37	36.4	0.0	0	1.9
30/04/2015	1:15	11.8	108.17	20.0	0.0	0	1.8
30/04/2015	1:30	11.7	193.16	37.9	0.1	0	2.0
30/04/2015	1:45	11.7	244.23	80.4	0.2	0	2.3
30/04/2015	2:00	11.6	185.38	40.4	0.0	0	2.0
30/04/2015	2:15	11.6	250.26	39.4	0.0	0	2.0
30/04/2015	2:30	11.4	301.47	97.8	0.0	0	2.0
30/04/2015	2:45	11.6	222.53	12.2	0.0	0	1.9
30/04/2015	3:00	11.6	323.72	17.3	0.0	0	1.8

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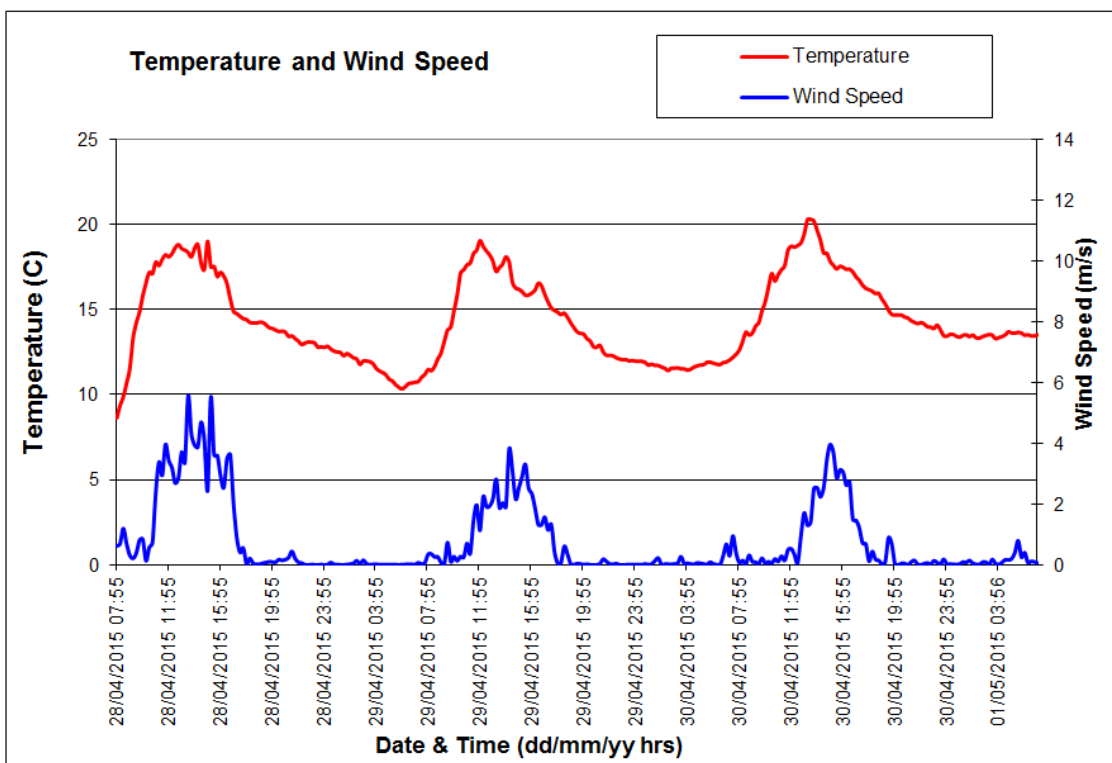
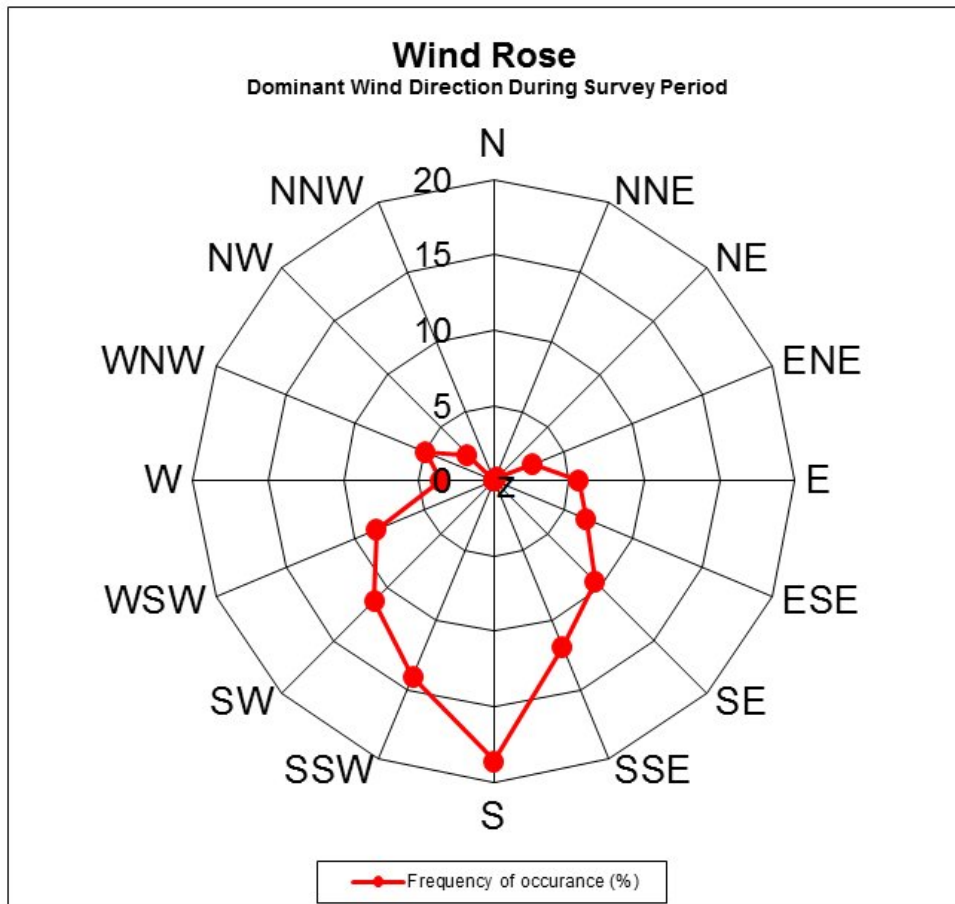


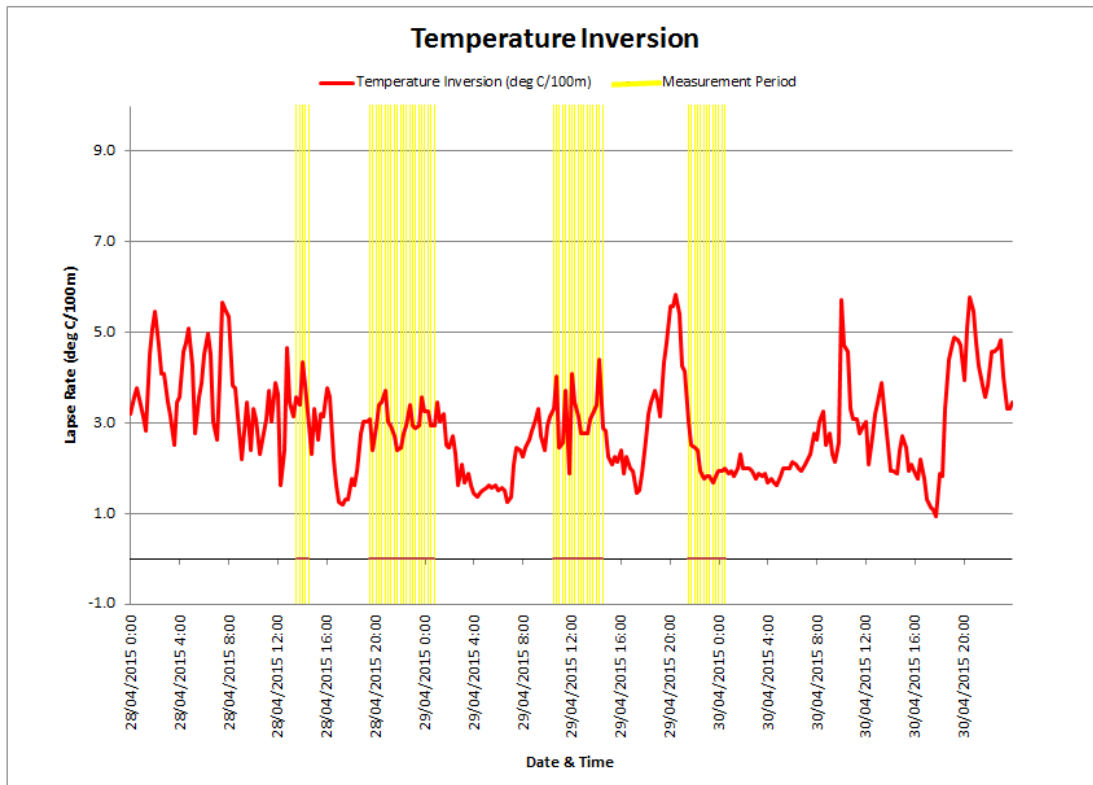
Date	Time	Ave Air Temp (deg C)	Ave Wind Dir (deg)	Ave Sigma (deg)	Ave Wind Spd (m/s)	Total Rain (mm)	Inversion Tower Lapse Rate (deg/100m)
30/04/2015	3:15	11.6	305.84	15.8	0.1	0	1.9
30/04/2015	3:30	11.5	296.56	30.5	0.3	0	1.8
30/04/2015	3:45	11.5	285.45	13.8	0.0	0	1.9
30/04/2015	4:00	11.4	322.23	27.8	0.1	0	1.7
30/04/2015	4:15	11.5	293.17	23.4	0.0	0	1.8
30/04/2015	4:30	11.6	300.02	25.5	0.0	0.2	1.7
30/04/2015	4:45	11.7	284.63	48.7	0.1	0.2	1.6
30/04/2015	5:00	11.7	233.45	51.5	0.1	0	1.8
30/04/2015	5:15	11.8	205.34	47.9	0.0	0.2	2.0
30/04/2015	5:30	11.9	146.75	10.0	0.0	0	2.0
30/04/2015	5:45	11.9	181.7	36.0	0.1	0	2.0
30/04/2015	6:00	11.9	200.32	70.0	0.0	0	2.1
30/04/2015	6:15	11.8	207.74	81.9	0.0	0	2.1
30/04/2015	6:30	11.8	217.53	12.4	0.0	0	2.0
30/04/2015	6:45	11.9	177.17	46.7	0.3	0	1.9
30/04/2015	7:00	11.9	131.41	10.7	0.7	0	2.1
30/04/2015	7:15	12.0	203.73	11.1	0.3	0.2	2.2
30/04/2015	7:30	12.2	193.95	16.6	1.0	0	2.3
30/04/2015	7:45	12.4	237.4	22.1	0.4	0	2.8
30/04/2015	8:00	12.6	282.02	17.9	0.1	0	2.6
30/04/2015	8:15	13.1	228.52	41.4	0.1	0	3.0
30/04/2015	8:30	13.7	224.04	17.2	0.0	0	3.3
30/04/2015	8:45	13.5	252.42	22.3	0.3	0	2.5
30/04/2015	9:00	13.6	281.62	36.1	0.1	0	2.8
30/04/2015	9:15	14.0	274.64	60.0	0.1	0	2.3
30/04/2015	9:30	14.2	242.61	20.5	0.0	0	2.1
30/04/2015	9:45	14.9	301.94	88.6	0.2	0	2.6
30/04/2015	10:00	15.5	168.07	22.1	0.1	0	5.7
30/04/2015	10:15	16.3	244.14	85.1	0.1	0	4.7
30/04/2015	10:30	17.1	133.48	27.8	0.1	0	4.6
30/04/2015	10:45	16.7	205.54	29.5	0.2	0	3.3
30/04/2015	11:00	17.1	228.69	13.0	0.1	0	3.1
30/04/2015	11:15	17.3	207.97	25.2	0.3	0	3.1
30/04/2015	11:30	17.6	236.08	41.0	0.1	0	2.8
30/04/2015	11:45	18.5	236.92	36.9	0.5	0	3.0
30/04/2015	12:00	18.7	187.88	24.4	0.5	0	3.0
30/04/2015	12:15	18.7	219.98	62.1	0.3	0	2.1
30/04/2015	12:30	18.8	163.8	45.2	0.1	0	2.7
30/04/2015	12:45	18.9	90.61	40.4	1.0	0	3.2
30/04/2015	13:00	19.4	152.11	50.9	1.7	0	3.5
30/04/2015	13:15	20.3	140.97	42.7	1.3	0	3.9
30/04/2015	13:30	20.3	115.18	19.1	1.4	0	3.3
30/04/2015	13:45	20.2	90.08	14.0	2.5	0	2.8
30/04/2015	14:00	19.6	75.86	31.5	2.5	0	1.9
30/04/2015	14:15	19.1	146.29	24.4	2.2	0	1.9
30/04/2015	14:30	18.3	144.51	21.6	2.5	0	1.9
30/04/2015	14:45	18.3	133.31	16.8	3.5	0	2.4
30/04/2015	15:00	17.8	164.14	11.6	4.0	0	2.7
30/04/2015	15:15	17.6	175.87	11.9	3.7	0	2.4
30/04/2015	15:30	17.4	180.49	11.3	2.9	0	1.9
30/04/2015	15:45	17.5	177.47	13.2	3.1	0	2.1
30/04/2015	16:00	17.5	173.51	12.8	3.1	0	1.9
30/04/2015	16:15	17.4	178.32	13.3	2.6	0	1.8
30/04/2015	16:30	17.4	170.7	11.3	2.7	0	2.2
30/04/2015	16:45	17.2	176.76	8.0	1.5	0	1.8
30/04/2015	17:00	16.9	189.69	6.8	1.5	0	1.3
30/04/2015	17:15	16.7	194.01	6.5	1.2	0	1.1
30/04/2015	17:30	16.4	194.48	10.3	0.7	0	1.1

18 June 2015

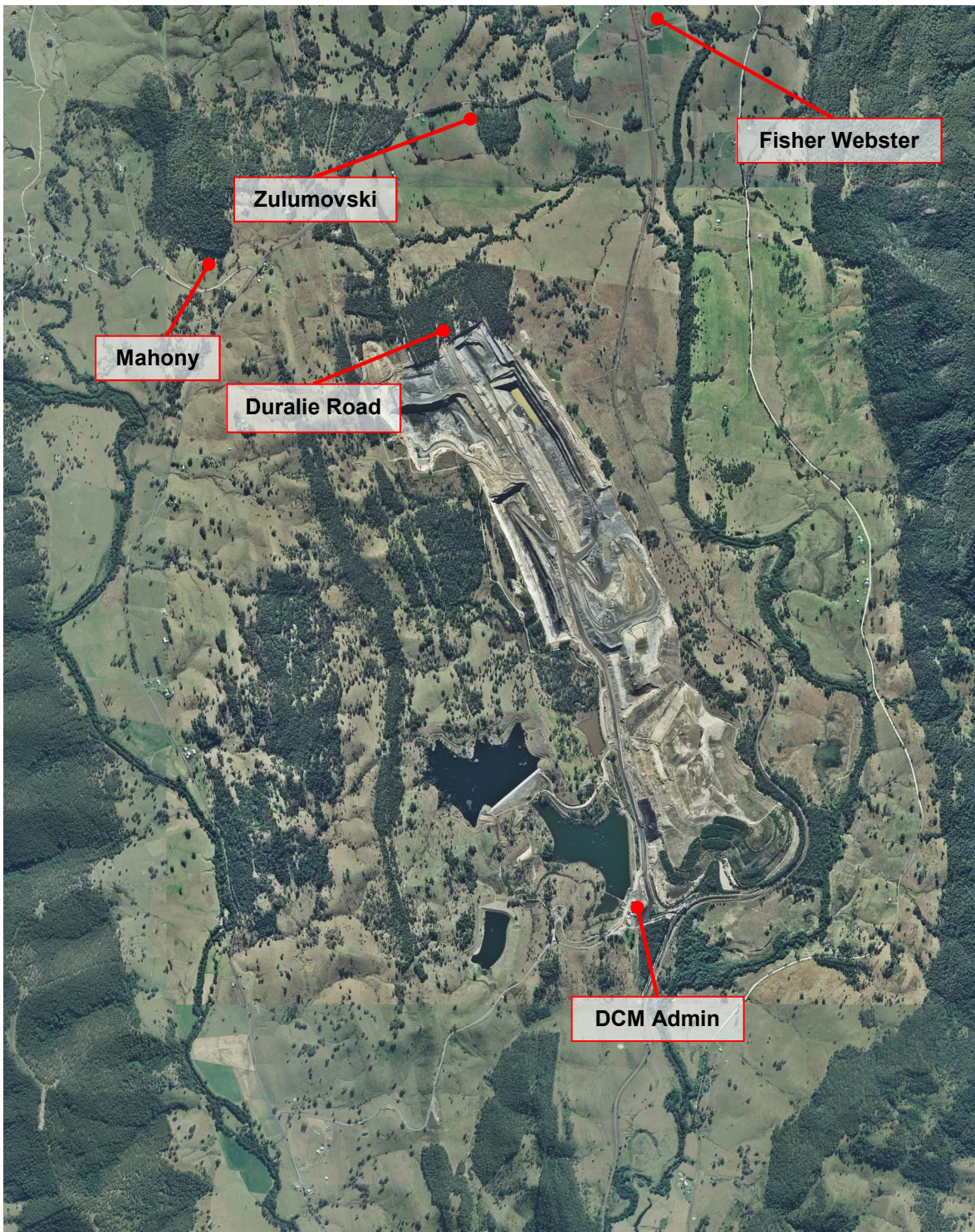


Date	Time	Ave Air Temp (deg C)	Ave Wind Dir (deg)	Ave Sigma (deg)	Ave Wind Spd (m/s)	Total Rain (mm)	Inversion Tower Lapse Rate (deg/100m)
30/04/2015	17:45	16.2	211.11	11.8	0.7	0	0.9
30/04/2015	18:00	16.2	205.36	7.2	0.1	0	1.9
30/04/2015	18:15	16.1	227.22	12.3	0.4	0	1.8
30/04/2015	18:30	15.9	226.35	10.4	0.2	0	3.3
30/04/2015	18:45	15.9	217.73	16.6	0.1	0	4.4
30/04/2015	19:00	15.6	242.7	14.8	0.0	0	4.6
30/04/2015	19:15	15.3	268.79	5.8	0.1	0	4.9
30/04/2015	19:30	15.0	292.67	18.3	0.9	0	4.8
30/04/2015	19:45	14.7	283.47	64.7	0.7	0	4.7
30/04/2015	20:00	14.7	163.73	13.8	0.0	0	4.0
30/04/2015	20:15	14.7	113.67	18.2	0.0	0	5.1
30/04/2015	20:30	14.7	105.62	27.0	0.0	0	5.8
30/04/2015	20:45	14.6	210.23	84.9	0.0	0	5.5
30/04/2015	21:00	14.5	145.89	29.8	0.0	0	4.8
30/04/2015	21:15	14.3	243.35	42.0	0.1	0	4.3
30/04/2015	21:30	14.3	269.64	14.3	0.1	0	3.8
30/04/2015	21:45	14.2	113.02	20.5	0.0	0	3.6
30/04/2015	22:00	14.2	202.83	39.9	0.0	0	3.8
30/04/2015	22:15	14.2	157.81	11.2	0.0	0	4.6
30/04/2015	22:30	14.0	128.45	51.3	0.1	0	4.6
30/04/2015	22:45	14.0	187.27	23.6	0.0	0	4.6
30/04/2015	23:00	13.9	273.78	17.4	0.1	0	4.8
30/04/2015	23:15	14.1	231.24	47.4	0.1	0	4.0
30/04/2015	23:30	13.8	126.17	15.0	0.0	0	3.3
30/04/2015	23:45	13.5	86	39.8	0.2	0	3.3
1/05/2015	0:00	13.4	152.23	27.6	0.0	0	3.5

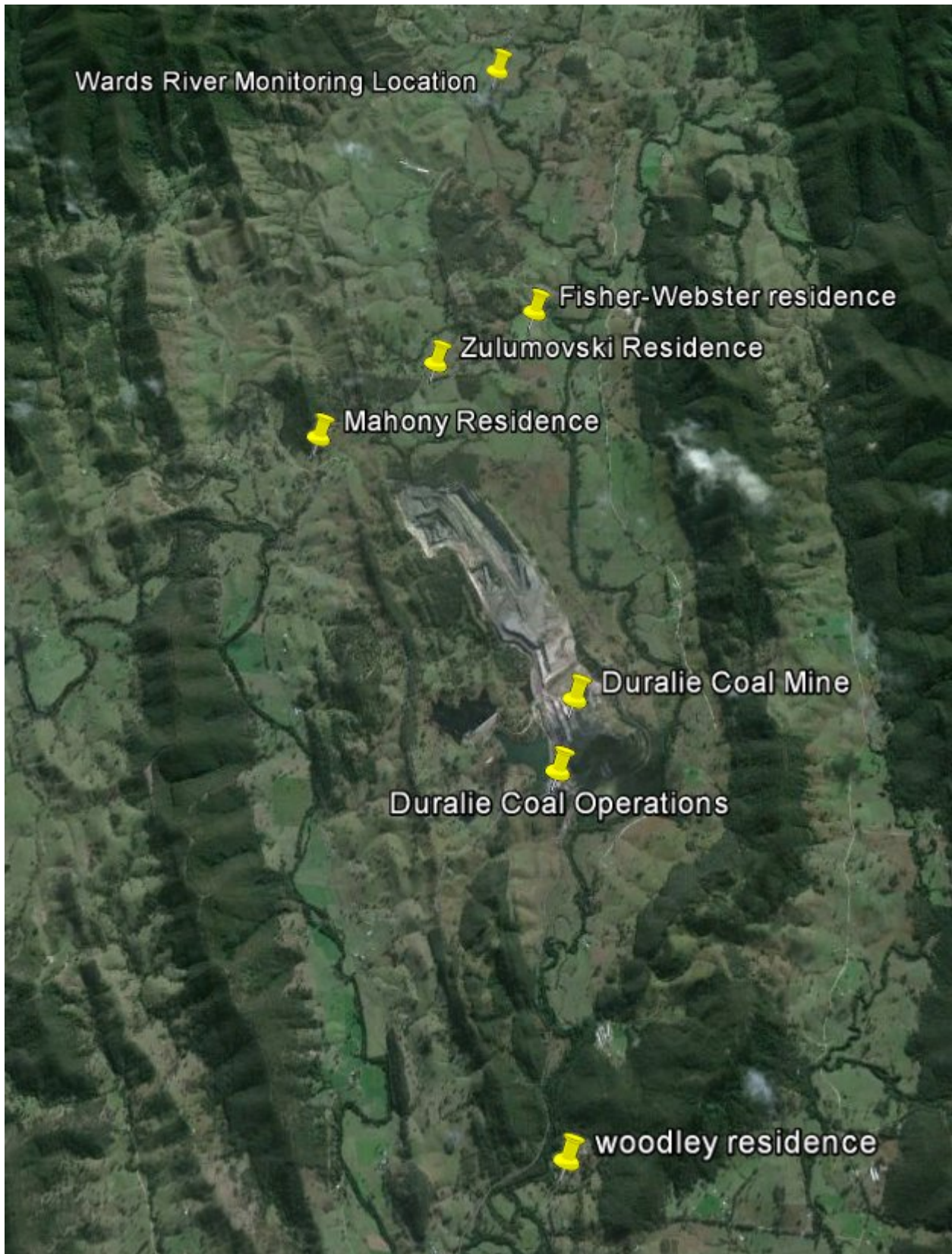




Appendix B: LOCALITY MAP & SURVEY LOCATIONS



The monitoring locations at the Woodley and Wards River properties are located further from the Mine Site. An additional Locality Map illustrating those monitoring locations is provided below.







Duralie coal mine Operational Data

Duralie Mine**Trains & Plant In Operation During Noise Survey**

Tuesday 28/04/2015 to Friday 1/05/2015

Tuesday

28/04/2015

	Arrive time	Start load/unload	Finish load/unload	Depart
Duralie				6:15
Stratford	6:50		6:55	8:18
Duralie	9:10		9:22	10:12
Stratford	11:15		14:00	15:22
Duralie	16:00		16:15	17:00
Stratford	18:00		18:10	19:20
Duralie	19:55		21:30	22:57

Wednesday

29/04/2015

	Arrive time	Start load/unload	Finish load/unload	Depart
Duralie				6:05
Stratford	6:40		6:45	8:30
Duralie	9:10		9:45	10:30
Stratford	11:35		11:40	12:50
Duralie	13:30		13:40	14:45
Stratford	15:25		15:30	16:50
Duralie	17:30			17:00

Thursday

30/04/2015

	Arrive time	Start load/unload	Finish load/unload	Depart
Duralie	No Trains			

Friday

1/05/2015

	Arrive time	Start load/unload	Finish load/unload	Depart
Duralie				6:30
Stratford	7:00		7:05	8:40
Duralie	9:20		9:35	10:15
Stratford	11:20		11:25	12:35
Duralie	13:10		13:22	14:15
Stratford	14:57		15:05	16:10
Duralie	16:40		16:50	17:30
Stratford	18:14		18:20	19:30
Duralie	20:05		20:15	21:00



Tuesday Day Shift (6.30 am to 5.00 pm)

28/04/2015

Plant	Activity	Operating Hours	Trucks
Excavator	EX 5028	-	0
	EX 5029	B6 Waste	8.9 3-5 trucks
	EX 6105	B7 NAF waste	3.8 3-5 trucks
	EX 6119	B7 NAF waste	9 3-5 trucks
D10 dozer	DZ 45	-	30 Total
	DZ 21	PAF dump	
	DZ 37	Block 7	
	DZ 15	Block 7	
	DZ52	NAF dump	
16M graders	MG6049	Roads, Dumps, Pit Floor	16.5 total
	MG6052	Roads, Dumps, Pit Floor	
Loader	LWX4076	ROM	0
Water Cart	WC3011	Haul Roads, dig face	9.5 total
	WTX2192	Haul Roads, dig face	
Drill	DR14		0
	DR216		0
	DR215	B5	8.9

Crib break 12:30 - 13:15

Tuesday Night Shift (5.00pm to 3.30am)

28/04/2015

Plant	Activity	Operating Hours	Trucks
Excavator	EX 5028		0
	EX 5029	B6 Waste and coal	5.6 3-5 trucks
	EX 6105	B7 NAF waste	7.8 3-5 trucks
	EX 6119	B7 NAF waste	8.3 3-5 trucks
D10 dozer	DZ 45	-	25.4 Total
	DZ 21	PAF dump	
	DZ 37	Block 7	
	DZ 15	Block 7	
	DZ52	NFA dump	
16M graders	MG6049	Roads, Dumps, Pit Floor	16 total
	MG6052	Roads, Dumps, Pit Floor	
Loader	LWX4076		0
Water Cart	WC3011	Haul Roads, dig face	0 Total
	WTX2192	Haul Roads, dig face	0
Drill	DR14	B5	6.4
	DR216		0
	DR215	B5	8.9

Crib break 22:00 - 22:45



Wednesday Day Shift (6.30 am to 5.00 pm)

29/04/2015

Crib break 12:30 - 13:15

Plant	Activity	Operating Hours	Trucks
Excavator	EX 5028	-	0
	EX 5029	B6 PAF Waste & coal	8.3 3-5 trucks
	EX 6105	B7 & B2NAF waste	8.4 3-5 trucks
	EX 6119	B7 NAF waste	8.2 3-5 trucks
D10 dozer	DZ 45	-	25 Total
	DZ 21	PAF dump	
	DZ 37	Block 7	
	DZ 15	Block 7	
	DZ52	NAF dump	
16M graders	MG6049	Roads, Dumps, Pit Floor	16 total
	MG6052	Roads, Dumps, Pit Floor	
Loader	LWX4076	ROM	0
Water Cart	WC3011	Haul Roads, dig face	4.9 total
	WTX2192	Haul Roads, dig face	
Drill	DR14	B5	4.5
	DR216		0
	DR215	B5	7.7

Wednesday Night Shift (5.00pm to 3.30am)

29/04/2015

Crib break 22:00 - 22:45

Plant	Activity	Operating Hours	Trucks
Excavator	EX 5028	-	0
	EX 5029	B6 PAF Waste & coal	5.5 3-5 trucks
	EX 6105	B2 NAF waste	5.1 3-5 trucks
	EX 6119	B7 NAF waste	6.4 3-5 trucks
D10 dozer	DZ 45	-	22.1 Total
	DZ 21	PAF dump	
	DZ 37	Block 7	
	DZ 15	Block 7	
	DZ52	NAF dump	
16M graders	MG6049	Roads, Dumps, Pit Floor	8.6 total
	MG6052	Roads, Dumps, Pit Floor	
Loader	LWX4076		0
Water Cart	WC3011	Haul Roads, dig face	0 Total
	WTX2192	Haul Roads, dig face	0
Drill	DR14	B5	7.5
	DR216		0
	DR215	B5	7.8

Thursday Day Shift (6.30 am to 5.00 pm)

30/04/2015

Plant	Activity	Operating Hours	Trucks
Excavator	EX 5028	-	0
	EX 5029	B6 PAF Waste & coal	8.8 3-5 trucks
	EX 6105	B2 NAF & PAF waste	8.5 3-5 trucks
	EX 6119	B6 NAF & PAF waste & coal	8.5 3-5 trucks
D10 dozer	DZ 45	-	30 Total
	DZ 21	PAF dump	
	DZ 37	Block 7	
	DZ 15	Block 6	
	DZ52	NAF dump	
16M graders	MG6049	Roads, Dumps, Pit Floor	16 total
	MG6052	Roads, Dumps, Pit Floor	
Loader	LWX4076	ROM	5.9
Water Cart	WC3011	Haul Roads, dig face	7.8 total
	WTX2192	Haul Roads, dig face	
Drill	DR14	B5	7.7
	DR216	B7	0
	DR215	B5	7.4

Crib break 12:30 - 13:15

Thursday Night Shift (5.00pm to 3.30am)

30/04/2015

Plant	Activity	Operating Hours	Trucks
Excavator	EX 5028	-	0
	EX 5029	B7 PAF Waste & coal	8.2 3-5 trucks
	EX 6105	B2 NAF & PAF waste	8.4 3-5 trucks
	EX 6119	B7 PAF waste & coal	8.5 3-5 trucks
D10 dozer	DZ 45	-	28.1 Total
	DZ 21	PAF dump	
	DZ 37	Block 7	
	DZ 15	Block 6	
	DZ52	NAF dump	
16M graders	MG6049	Roads, Dumps, Pit Floor	7.8 total
	MG6052	Roads, Dumps, Pit Floor	
Loader	LWX4076		0
Water Cart	WC3011	Haul Roads, dig face	0 Total
	WTX2192	Haul Roads, dig face	0
Drill	DR14	B5	7.8
	DR216	B7	0
	DR215	B5	8.2

Crib break 22:00 - 22:45