

Independent Planning Commission
Level 3, 201 Elizabeth Street
Sydney NSW 2000

KEPCO Bylong Coal Project - IPC Public Meeting Written Submission

30 October 2018

Dear Commission Secretariat,

Aurizon Ltd fully supports the KEPCO Bylong Coal Project, on the grounds that it represents an outstanding opportunity to develop a significant coal resource for the benefit of the region and the state, and optimises the utilisation of the existing transport infrastructure.

Aurizon understands that KEPCO in conjunction with WorleyParsons have undertaken an investigation of the anticipated environmental, social and economic impacts associated with the proposed Bylong Coal Project.

Aurizon understands that the project will generate significant benefits for the local community and Mid-Western region, the State of New South Wales (**NSW**) and Australia. From Aurizon's perspective, some of the benefits from the project include:

- Creation of approximately 1,500 jobs in the State (direct and indirect)
- Creation of new employment opportunities during the construction phase and operating life of the mine, including train crew, maintenance personnel and other support staff
- Supporting local manufacturing of new locomotives
- New capital investment in wagons and locomotives

It is Aurizon's view that the project offers a significant benefit as it is located immediately adjacent to the Gulgong to Sandy Hollow railway line, in the Bylong Valley. The close proximity of the project to the rail line means that only a small amount of infrastructure will need to be constructed for KEPCO to connect to the existing railway line.

Aurizon is aware that the Bylong Coal Project has been included in the Australian Rail Track Corporation's (**ARTC**) 2014-2023 Hunter Valley Corridor Capacity Strategy. The ARTC has confirmed that the line has sufficient capacity to accommodate the haulage volumes anticipated from the project, without impacting the three other mines in the Mid-West Regional Council Local Government Areas that currently use the line.

Rail operations in NSW are required to comply with Environmental Protection Licence (EPL) conditions which prescribe operational limits with reference to the NSW EPA *Rail Infrastructure Noise Guideline* and require licensees to implement noise monitoring and minimisation

strategies. Aurizon does not anticipate a material increase to the overall noise impacts associated with rail operations to support the mine.

There are significant benefits, both socially and economically, to developing resources projects that are close to existing transport infrastructure. This allows Aurizon to use the existing rail network efficiently, with little or no requirement for the acquisition or clearing of any additional land for new rail connections.

Australia's extensive rail network is on a path of continuous improvement. While total rail kilometres travelled (including both passenger and freight traffic) continue to increase every year, overall rail safety continues to improve. Rail is a safe, cost effective and efficient way to transport high payloads over long distances.

The Bylong Coal Project offers a rare opportunity to develop a significant coal resource in a manner that achieves a balance between economic development, social factors and environmental considerations, and Aurizon strongly supports this project.

Should you wish to discuss this submission further, please contact Ross Redgrove, on 0447 063 581 or ross.redgrove@aurizon.com.au in the first instance.

Kind regards,

A handwritten signature in blue ink, appearing to read 'Samuel', is positioned above a thin horizontal line.

Samuel McSkimming
Head of Coal Customers