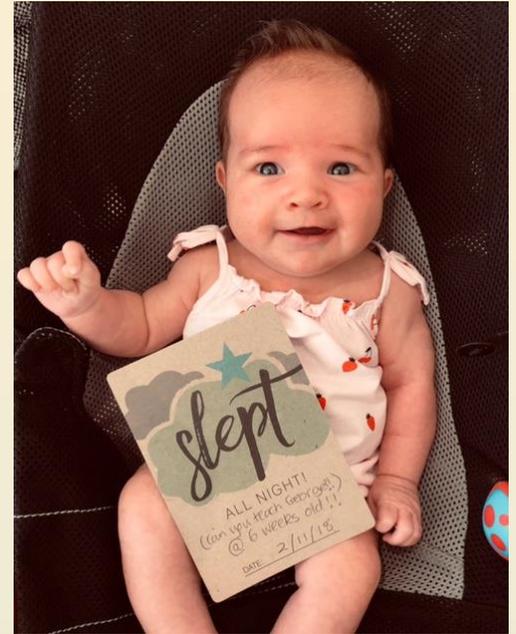


Nine Hayes Grandchildren



Public Hearing of the Dartbrook Coal Mine Modification

John L Hayes, as Grandfather, is talking for his nine grandchildren – all aged under 9, who have no voice of their own.

- I am 73 – what will Australia and The Planet look like when they are 73?
- For the eldest that will be in 2084; and for the youngest in 2091.

We Need to Change

- All of us – none of us, can continue ripping up good farmlands,
- and exploiting Water,
- and leaving wastelands,
- in the way we are doing it now.

The mines around Dartbrook and the Hunter are shocking examples of this

Growth, development and technology have caused:-

- Global warming
- Climate Change
- Pollution
- Toxic residues
- Waste and spoil stockpiles.

And leave us all:-

*to cough, wheeze, eyes to water, and
have skin rashes and.....*

We now know better

- Coal is obsolete
- Dust and air pollutants are harmful to human health and cause allergies, illness and death.
- Solar and wind technology are rapidly replacing fossil fuel.
- Technology enables removing coal and products made using coal from building materials, structures and cars.

There needs to be a just transition away from coal, and refusing the failed Dartbrook mine new application should be part of this transition

How will this transition work ?

- Government, Planners and Industry must embrace the new technologies coming forward and give our children and grandchildren the **time space** and **support** to develop them.
- Some examples include renewable energy, electric transportation, smart houses and offices and others

Commissioners need to realise that allowing a failed coal mine to re open in a productive valley does not contribute to a functioning transition.

Coal mines are done and dusted

- The world is moving on.
- For the sake of my grandchildren, your grandchildren and the worlds grandchildren please acknowledge that the “future” is almost upon us.
- The reopening of this failed mine cannot help future generations in Australia.

Time for the Planners to join the new age.

My grandchildren and all our grandchildren call on you three Commissioners to please reject the application.

Public hearing of the Dartbrook Coal

Mine Modification 7 (DA 231-7-2000 Mod 7)

Presentation by John L Hayes as conveyor of
Correct Planning and Consultation for Mayfield Group (CPCFM)

- I have spent the last 15 years in Newcastle, and have been very active within the Community
- CPCFM was formed 9 years, ago following a series of huge public meetings, in 2010.
- CPCFM has a membership of about 500 people concerned about poor planning and poor consultation.

CPCFM is a major player in the campaign for responsible cartage of coal by rail to the Port of Newcastle

- Clean Air, Clean Watercourses, Clean Aquifers, Low Noise, and Safety, are the touchstones of responsible Coal Haulage.
- This mine proposal does not explain how **unwashed** coal will be hauled responsibly
- This mine proposal does not explain the impacts on the Lower Hunter and people of Newcastle

Can the Commissioners find- in the application, how the coal will be transported responsibly?

Coal trains pollute

- Locos could hardly be considered environmentally friendly !
- Tracks are littered



- Wagons have carry back coal both inside and outside



How do they Pollute ?

- Carry back coal - remains in wagons after they are unloaded escaping via:-
 - doors not sealed
 - sucked out the top
 - dropping from the undercarriage
- Falling coal and spills - generally prior to the train reaching the main line from:-
 - the top of the load
 - the train platforms
 - the wagon exterior
 - train mishaps
- Water drainage is when wet coal drains excessive moisture from loaded wagons due to:-
 - Coal water applications
 - rain

Faulty research outcomes and lack of prosecutions

- Formal research to identify coal train losses has been very problematic.
- The lack of sound research results has been a factor in the lack of prosecutions by the EPA, Planning, and Rail operators.
- Where is the Dartbrook Mine proposal evidence to show that their trains are different from all the others?
 - 6 train movements (3 loaded and 3 unloaded) per day.
 - 2083 trains (166,667 wagons and 8,760 diesel locos) per annum is unquestionably a major cumulative impact on Newcastle
 - 2,920,000 wagons choking the corridor to the Port over the mines life

It defies belief that Dartbrook coal trains, even without a probable open cut, will not pollute Newcastle. The open cut would treble the numbers.

PM 10 and PM 2.5 equivalents

- 170m tpa of coal exported from Ncle equates to :-
 - 425 tonnes of potential PM 2.5 dust that's four full coal wagons of coal
 - 1700 tonnes of potential PM 10 dust that's sixteen full coal wagons of coal
- That dust goes into the Air and Water Courses

To attack the health of all children, you and me, our dogs, cats and fish and the total environment.

Do we really want the re-opening of a failed Dartbrook?

Nil Consultation

In August 2018, 130 Hunter residents including more than 30 doctors wrote to Environment Minister Upton and Health Minister Hazard asking them to discuss worsening air quality from expanding coal mines.

- Minister Upton refused and Minister Hazard and his department referred it to a committee. Responsible ministers are still not listening
- This is typical of hundreds of consultation requests and subsequent refusals.

Locations most impacted

- Consistent high volume photographic evidence very clearly indicates that the major coal train losses are from unloaded wagon within about 30kms of the Port.
- Some minor loss occurs within 5kms of loading.
- Who is calculating the cumulative impact?

Clear evidence shows that it is Newcastle people that “wear” the coal train emissions.

Approval for the Dartbrook mine should be withheld because no assessment has been made, on the City and Port of Newcastle, of the new Coal trains from this mine.

How has this proposal addressed the issues of coal haulage?

Coal lost from Hunter Valley Coal Trains

Quote from CPCFM submission to ARTC and others.

“Since our last meeting a huge volume of coal has been lost from coal wagons, CPCFM estimated this to be:-

	Number of wagons	Number of consists	Coal loss per consist	Coal lost in tonnes
Loaded Wagons	1,505,000	21,500	3kg	64.5
Unloaded Wagons	1,505,000	21,500	300kg	6,450
Total				6,514.5

Neither the ARTC, EPA or Chief Scientist NSW, and other researchers have disagreed with the estimates

What will be the consent conditions?

Before any approval is granted CPCFM recommends to the Commissioners that the conditions of consent requires all loaded and unloaded coal trains to have a formal Certificate Of Fitness before travelling on the Main Line.

For the Loco and train

Loco has no oil, fuel or other leaks.

Loco has no visible emissions.

The trains brakes are operational.

The wagons are structurally sound

The wagon wheels and axles have no abnormal noise

The wagons doors close and seal

For the coal wagon contents

The coal is contained totally within the coal wagons dimensions

There is no visible coal on the coal wagons exterior

The exposed surfaces of the coal in the wagon is treated in a manner to prevent emissions

Coal, coal dust and coal liquid are not leaking

Empty wagons have been washed and are totally clean both inside and outside

Surely the community health must be considered foremost.

We must insist there is enough material before the Commission to refuse the Dartbrook application.

On behalf of myself, my grandchildren and the community

Thank you for listening to us.

And I will let Pope Francis have the last word, from his document – released to the world in 2015, before the Paris Climate talks:

We know that technology based on the use of highly polluting fossil fuels - especially coal, but also oil and to a lesser degree gas - needs to be progressively replaced without delay.

Pope Francis - Laudato Si ' "Praise Be to You". Par.165