

9

TRANSPORT

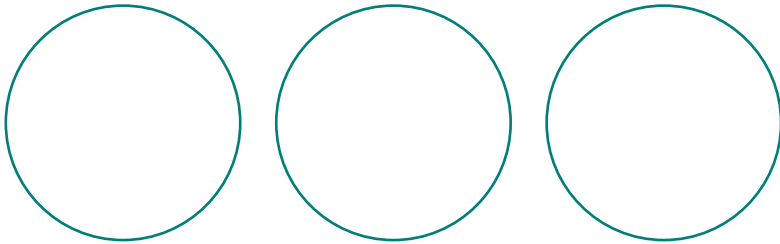


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Figure 9-1 Regional Transport Network

9 TRANSPORT

An assessment of the transport impacts of the project was undertaken as part of the Ensham Central Project Environmental Impact Statement. This section describes the changes to the predicted transport impacts for the Revised Central Area Mining Methodology. It addresses project transport impacts on road, rail and port infrastructure.

9.1 INTRODUCTION

The Ensham Central Project (ECP) Environmental Impact Statement (EIS) identified the following key transport issues for the project:

- Traffic generation during construction and operation of the mine expansion;
- The design and safety of the existing Capricorn Highway and Duckponds Road;
- The possibility of increased road traffic on Wyuna Road north of the project;
- The increase in coal freight traffic on the existing Queensland Railways line; and
- The increase in coal volume to be handled at the Port of Gladstone.

9.2 ROADS

9.2.1 Existing Public Road Network

The regional transport network in the vicinity of the project is shown on Figure 9-1 of the ECP EIS. The road network and the proposed access to the Revised Central Area Mining Methodology (RCAMM) remain unchanged from the ECP EIS. Road access to the project will be exclusively from the south via Duckponds Road, which runs north off the Capricorn Highway between Blackwater and Emerald.

9.2.2 Predicted Road Traffic Impacts for the ECP EIS

The ECP EIS traffic assessment predicted traffic volumes based on a peak Ensham workforce of 938 employees during project construction, and 838 employees once the project was fully operational. The maximum forecast coal production from Ensham Mine, with the project, was 20 Million tonnes per annum (Mtpa).

The corresponding peak traffic volumes predicted for the ECP EIS did not change the Level of Service (LOS) on the Capricorn Highway and Duckponds Road from the background levels. The background LOS for the Capricorn Highway and Duckponds Road were B and A, respectively.

9.2.3 Predicted Road Traffic Impacts for the RCAMM

The estimated peak total mine workforce associated with the RCAMM is 777 (Section 19) and the peak mine production is estimated to be 8 - 12 Mtpa. On this basis the traffic volumes which will be generated by the workforce and service and delivery vehicles, including those for the project, will be substantially less than those predicted in the ECP EIS. Consequently any associated road traffic impacts will be less than those specified in the ECP EIS. There were no road traffic impact mitigation measures proposed in the ECP EIS and therefore there are no additional mitigation measures necessary for the RCAMM.

9.2.4 Capricorn Highway / Duckponds Road Intersection

The proponent has recently completed the upgrade of the intersection of the Capricorn Highway and Duckponds Road to improve the level of service and general safety of the intersection. Work which was undertaken as part of this upgrade included the following:

- Widening of the road pavement on the southern side of the Capricorn Highway to provide a designated right turn lane for traffic entering into Duckponds Road from the Capricorn Highway, and a passing lane for through traffic; and
- Widening of the road pavement on the northern side of the Capricorn Highway to provide a deceleration lane for traffic turning left into Duckponds Road.

The intersection now has through-flow capacity in excess of that necessary for peak Ensham Mine traffic volumes forecast in the ECP EIS traffic assessment, and is therefore in excess of traffic volumes which may be generated by RCAMM.

9.3 RAIL

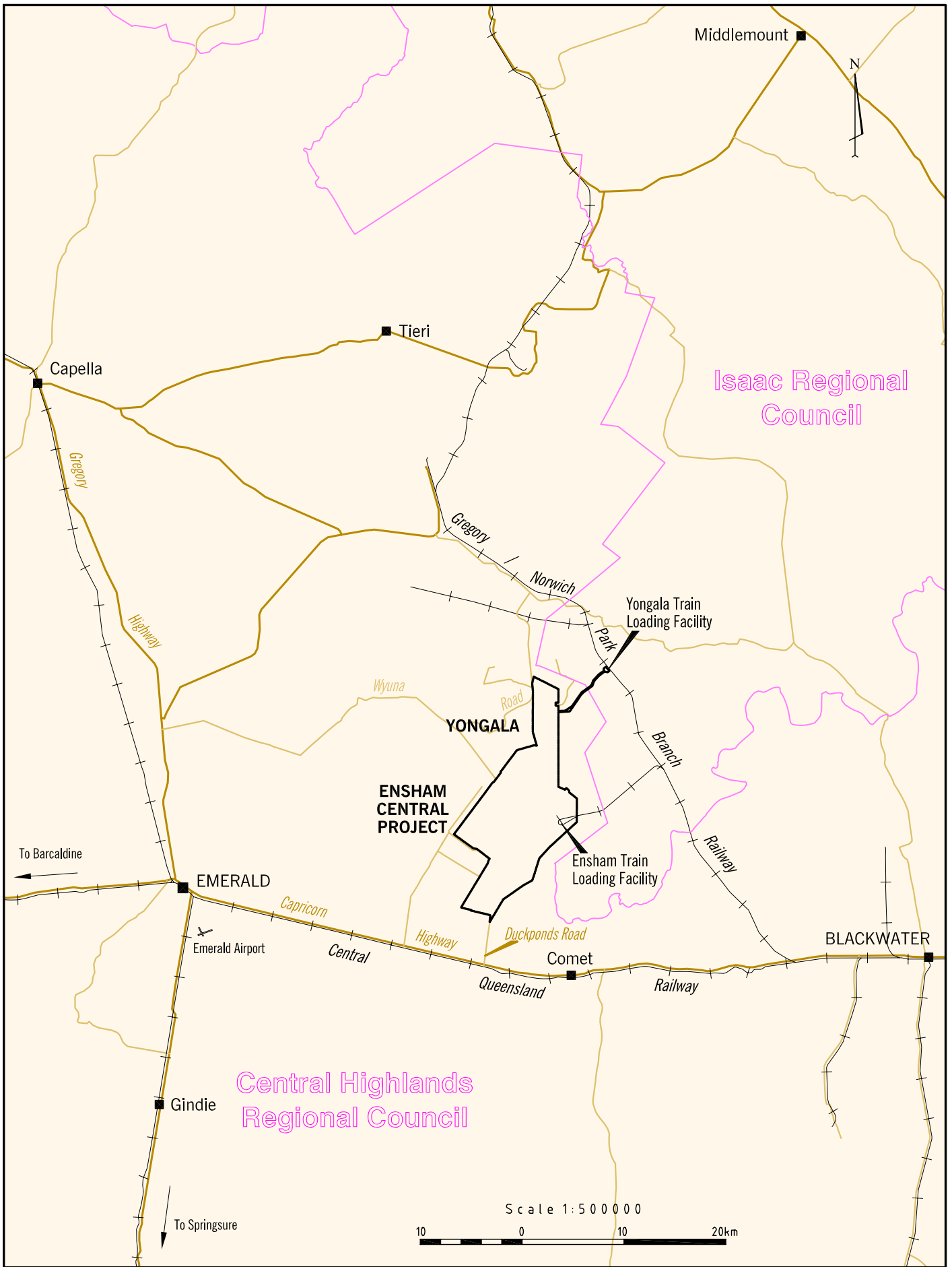
The existing rail network in the vicinity of the project was shown on Figure 9-1 of the ECP EIS. The proponent has negotiated sufficient capacity to rail up to 12 Mtpa from the existing Ensham and Yongala train loading facilities (combined) to the Port of Gladstone. This contract covers provision of both above-rail haulage services and below-rail network access services. It also allows for deliveries to alternative unloading points (e.g. Gladstone Power Station).

The volume of coal forecast to be produced by the RCAMM can be accommodated within existing contracted rail capacity.

9.4 PORT

Coal from the project will be transported by rail to the Port of Gladstone. The proponent currently has a contract with the Gladstone Port Corporation, the volume of coal forecast to be produced by the RCAMM can be accommodated within existing contracted port capacity.

FIGURES



- Major Road
- Minor Road
- Council Boundary

ENSHAM CENTRAL PROJECT

Regional Transport Network