

Port Kembla Coal Terminal - 2014 Independent Environmental Audit Report



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Client: Port Kembla Coal Terminal

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Executive Summary

Background

AECOM Australia Pty Ltd (AECOM) was engaged by Port Kembla Coal Terminal (PKCT) to conduct an Independent Environmental Audit (IEA) of the terminal at Port Kembla Inner Harbour NSW.

The IEA was the second to be carried out under PKCT's Part 3A Project Approval and was undertaken in general accordance with *AS/NZS ISO 19011:2003 – Guidelines for Quality and/or Environmental Management Systems Auditing*. The audit included the following components:

- Assessment of compliance and environmental performance against the Minister's Conditions of Approval (MCoA).
- Assessment of compliance and environmental performance against the Environment Protection Licence (EPL No. 1625).
- Review of adequacy of environmental management plans, programs and/or codes required under the MCoA and EPL.
- Review of the status of recommendations provided in the 2011 IEA.
- Outline of opportunities for improvement for environmental performance and project compliance.

The audit was undertaken by an experienced team endorsed by P&E, including a Lead Auditor, Auditor and specialists in each of the three focus areas for the audit (noise, air quality and traffic management). The site audit and personnel interviews were conducted on Friday 28 March 2014, and were attended by the entire audit team, with the exception of the noise specialist.

Documentary and verbal evidence was sourced from PKCT, their specialist environmental subcontractors, terminal shareholders, road transport companies and relevant government departments. The IEA process identified opportunities for improvement, which were developed in consultation with PKCT staff to ensure that these recommendations are appropriate and achievable.

Compliance with the MCoA and EPL

Of the 96 conditions contained in the MCoA (including the Statement of Commitments), 85 conditions applied to the audit, of which PKCT complied with 84 conditions. There was one non-compliance (classified as minor) and 20 opportunities for improvement. Recommendations for the non-compliances and opportunities for improvement are summarised in Table 1 with full details of recommendations in Section 7.0 of this report. Appendix A provides the full audit findings.

Of the 84 conditions contained in the EPL, 47 conditions applied to the audit, of which PKCT complied with 43 conditions. There were four non-compliances (classified as minor) and five opportunities for improvement. Recommendations for the non-compliances and opportunities for improvement are summarised in Table 1, with full details of recommendations in Section 7.0 of this report. Appendix A provides the full audit findings.

The organisation demonstrates strong environmental awareness and commitment to minimising and preventing harm to the environment throughout its operation. PKCT's environmental management team were able to provide evidence to demonstrate that PKCT is implementing reasonable and feasible measures for sound environmental management on site, in most areas of its operations.

PKCT was mostly in compliance with the MCoA and EPL. Non-compliances were assigned to some conditions relating to surface water quality, though this is recognised as an area of continuing investigation for PKCT, with potential solutions being trialled in consultation with the NSW Environment Protection Authority (EPA). As such, these non-compliances were classified as minor. Some non-compliances were also noted for conditions relating to air quality monitoring and administrative procedures at the terminal, however these can be easily addressed by PKCT, and were also classified as minor.

Adequacy of Management Plans

The MCoA specifies the establishment and implementation of a number of environmental management plans, with which PKCT has complied. However, some opportunities for improvement were noted with regard to the plans particularly regarding their need to be reviewed and updated on an annual basis so as to better reflect the current state of operations on site. This general recommendation applied to the Water Management Plan, Green

and Golden Bell Frog Management Plan, Landscape Management Plan and Greenhouse Gas and Energy Efficiency Management Plan.

More specific recommendations were advised to improve the plans relating to noise and traffic management. The Noise Management and Monitoring Plan is generally adequate against industry standards, however, it is recommended that PKCT improve the plan by including discussion regarding the limitations posed by, and appropriateness of using the Barn Owl noise monitoring system, and that PKCT conduct further analysis of the measurement results to verify whether the Barn Owl system does not adversely impact the report findings.

PKCT has undertaken improvements to their Critical Task Observation (CTO) audit sheets, which has greatly improved their compliance in effective tracking of road transport companies against the DCC. However, improvements could be made to the DCC and Implementation Program for the DCC which have not been updated since 2009 and 2010 respectively. It has been recommended that outstanding opportunities that have not been adapted since the 2011 IEA, including aligning the DCC and Driver Summary Sheet with the obligations within the MCoA.

Status of 2011 IEA Recommendations

PKCT has implemented the majority of recommendations outlined in the 2011 IEA, which has greatly improved the overall compliance of their operations against the MCoA and EPL.

Outstanding recommendations generally relate to the improvement of the DCC and Implementation Program for DCC and have been carried forward to this IEA (Section 7.0 of this report).

Opportunities for Improvement

A number of opportunities for improvement relating to specific conditions of the MCoA and EPL, and to the improvement of the adequacy of PKCT's management plans have been provided as a result of the desktop and site audit.

To improve the overall environmental performance of the terminal, it is generally recommended that PKCT action the opportunities for improvement outlined in Section 7.0 of this report. These are summarised below in Table 1.

Table 1 Opportunities for improvement resulting from the 2014 IEA

Condition/Reference	Opportunity for improvement
Minister's Conditions of Approval	
3.12	<p>It is recommended that PKCT:</p> <ul style="list-style-type: none"> - Continue undertaking controlled discharges after rain events. - Undertake sediment testing of sediment within the Settlement Lagoon to assess nutrient loading. Subject to test results, conduct maintenance of settlement lagoon to clear sediment. - Undertake further investigations into algae control options and trial suitable options. - If further control options are exhausted and prove ineffective in lowering pH levels to within EPA-defined limits, engage in consultation with EPA regarding the pH range and associated percentile compliance (noting permissible seasonal fluctuations if necessary). - If necessary and relevant, expand investigations regarding water quality controls and treatment beyond algal controls (e.g. study the receiving environment to determine potential environmental impacts of alkaline water entering this system). - Alternatively, engage in consultation with Sydney Water regarding potential water treatment options prior to the distribution of recycled water to PKCT.
3.6	<p>It is recommended that PKCT:</p> <ul style="list-style-type: none"> - Review and update the Implementation Program for the DCC at least annually, so that the document reflects the current state of operations on site. - Update the Implementation Program for the DCC to strengthen and specify PKCT's disciplinary process in instances of non-compliances.

Condition/ Reference	Opportunity for improvement
SoC - Continued operation of the PKCT Community Consultative Committee.	<p>It is recommended that PKCT:</p> <ul style="list-style-type: none"> - Include details of community consultative committee (CCC) on the PKCT website for the purposes of better informing the community about the CCC's meetings and actions.
Environment Protection Licence	
L1.1 L2.3 L2.4	<p>It is recommended that PKCT:</p> <ul style="list-style-type: none"> - Continue undertaking controlled discharges after rain events. - Undertake sediment testing of sediment within the Settlement Lagoon to assess nutrient loading. Subject to test results, conduct maintenance of settlement lagoon to clear sediment. - Undertake further investigations into algae control options and trial suitable options. - If further control options are exhausted and prove ineffective in lowering pH levels to within EPA-defined limits, engage in consultation with EPA regarding the pH range and associated percentile compliance (noting permissible seasonal fluctuations if necessary). - If necessary and relevant, expand investigations regarding water quality controls and treatment beyond algal controls (e.g. study the receiving environment to determine potential environmental impacts of alkaline water entering this system). - Alternatively, engage in consultation with Sydney Water regarding potential water treatment options prior to the distribution of recycled water to PKCT.
M3.1	<p>It is recommended that PKCT:</p> <ul style="list-style-type: none"> - Install a locked cage at this monitoring site to avoid future tampering, and undertake regular monitoring at this site to verify tampering has not occurred and the device is still functional.
O3.1 O3.2	<p>It is recommended that PKCT:</p> <ul style="list-style-type: none"> - Conduct an internal review of compliance to conditions O3.1 and O3.2 relating to dust emissions beyond the boundary of the site. - Review the train receipt system to ensure all reasonable and feasible measures are employed to prevent or minimise dust impacts beyond the rail loop.
O4.1	<p>It is recommended that PKCT:</p> <ul style="list-style-type: none"> - Complete, finalise and implement Settlement Lagoon Cleanout Process document. Document/record implementation of document implementation (e.g. staff training and maintenance schedules).
R1.5	<p>It is recommended that PKCT:</p> <ul style="list-style-type: none"> - Keep records of lodgement of Annual Returns for documentation and quality assurance purposes.
U1.1	<p>It is recommended that PKCT ensure that the following part of the condition is completed by 30 June:</p> <p>By 30 June 2014 the licensee must carry out a review of the environmental performance of the Northern Truck Wash, and provide a written report describing the review to the EPA. This report must include information on how the issues identified in the PKCT Northern Truck Wash Review as per requirements in EPL 1625 PRP N0.10 Port Kembla Coal Terminal July 2011' and the EPA letter to the licensee dated 16 August 2011 have been addressed. In particular the review</p>

Condition/ Reference	Opportunity for improvement
	<p>must include, but not be limited to, how the following key elements have been addressed:</p> <ul style="list-style-type: none"> - water treatment - spray pressure - spray volume - spray orientation - spray drift - vehicle speed - truckwash management - truckwash maintenance - truck wash auditing, and - water/dust carryover.
Adequacy of Environmental Management Plans	
General Environmental Management Plans	<p>It is recommended that the Water Management Plan, Green and Golden Bell Frog Management Plan, Landscape Management Plan and Greenhouse Gas and Energy Efficiency Management Plan are:</p> <ul style="list-style-type: none"> - Reviewed and updated at least annually, so that the document reflects the current state of operations on site. - Updated annually to include reference to the most recent and relevant programs, initiatives and management measures on site, including any relevant Pollution Reduction Programs stipulated by the NSW EPA. - Updated to reflect the most recent legislation relevant to the area of environmental management. - Reflective of ongoing consultation with agencies.
Noise Management Plans	<p>It is recommended that PKCT:</p> <ul style="list-style-type: none"> - Update the Noise Management and Monitoring Plan to include discussion regarding the limitations posed by, and appropriateness of using the Barn Owl noise monitoring system. - Conduct further analysis of the measurement results to verify whether the limitations of the Barn Owl system do not adversely impact the findings of the report.
Traffic Management Plans	<p>It is recommended that PKCT:</p> <ul style="list-style-type: none"> - Include in monthly reporting template an opportunity for road transport providers to confirm that all drivers held valid licences for reporting period. - Stipulate to relevant road transport operators that the following criteria be adequately covered and specifically referenced in their audit forms, to allow PKCT to better monitor compliance with this aspect of the PKCT DCC: <ul style="list-style-type: none"> • Operate the vehicle in a manner that minimises vehicle noise. - Update DCC at least annually to ensure the document accurately reflects current operations and requirements. - Specifically, the next review of the DCC and Implementation Program should include in the relevant document, the following: <ul style="list-style-type: none"> • Align the DCC obligations to the MCoA, in particular in relation to truck dispatch times from NRE to PKCT.

Condition/ Reference	Opportunity for improvement
	<ul style="list-style-type: none">• Update the DCC to include changed truckwash operations as a result of the upgrade.• Review the Driver Summary Sheet to ensure that all obligations within the DCC are included and provided to Road Transport Companies and Transport Providers, in the form of an updated DCC.• Establish and implement a monitoring/auditing schedule for undertaking CTOs and intensive periods of monitoring of driver behaviour, within and external to the PKCT site, and document this monitoring program in the Implementation Program for DCC. <p>- Update the PKCT CTO to include specific criteria regarding the new truckwash (e.g. stops on signals, travels through truckwash at no more than 5km/hr etc.)</p> <p>- Pass on recommendations to Bulktrans to complete audit forms in a thorough manner, including all criteria relevant at the time of the audit.</p>

1.0 Introduction

AECOM Australia Pty Ltd (AECOM) was engaged by Port Kembla Coal Terminal (PKCT) to conduct the second Independent Environmental Audit (IEA) of the terminal at Port Kembla Inner Harbour NSW.

The requirement for the IEA is specified in Schedule 4, condition 5 of the Project Approval (MP 08_0009) which was granted by the then Minister for Planning on 12 June 2009.

Under the most recent approval, PKCT is required to comply with conditions outlined in the MCoA and Environment Protection Licence (EPL No. 1625), and have an IEA undertaken by an external auditor every three years. This report outlines the audit of PKCT's compliance with these statutory documents, as well as the overall environmental management of the terminal.

1.1 Audit scope

The scope of the IEA is defined by conditions 5 and 6 of Schedule 4 of the MCoA titled *Independent Environmental Audit*, reproduced as follows:

5. By 31 March 2011, and every 3 years thereafter, unless the Director-General directs otherwise, the Proponent shall commission and pay the full cost of an Independent Environmental Audit of the project. This audit must:

(a) be conducted by a suitably qualified, experienced, and independent team of experts whose appointment has been endorsed by the Director-General;

(b) include consultation with the relevant agencies;

(c) assess the environmental performance of the project and whether it is complying with the relevant requirements in this approval and any relevant EPL (including any strategy, plan or program required under these approvals); and

(d) review the adequacy of strategies, plans and/or programs required under these approvals; and, if appropriate,

(e) recommend measures or actions to improve the environmental performance of the project, and/or any strategy, plan or program required under these approvals.

Note: This audit team should be led by a suitably qualified auditor, and include experts in the field of noise, air quality and traffic management.

6. Within 6 weeks of completing this audit, or as otherwise agreed by the Director-General, the Proponent shall submit a copy of the audit report to the Director-General with a response to any recommendations contained in the audit report.

Following the format of the first IEA conducted in 2011, and the requirements stipulated in conditions 5 and 6, three focus areas for the audit were identified (noise, air quality and traffic management). AECOM specialists in each of these three areas were included in the audit team, as described in Section 1.3.

1.2 Audit approach

The audit was undertaken in general accordance with *AS/NZS ISO 19011:2003 – Guidelines for Quality and/or Environmental Management Systems Auditing*.

1.2.1 Audit components

The audit included the following components:

- Assessment of compliance and environmental performance against the MCoA;
- Assessment of compliance and environmental performance against the most recent version of the EPL dated 22 November 2013;
- Review of adequacy of the environmental management plans, programs and/or codes required under the MCoA and EPL; and
- Opportunities for PKCT to improve environmental performance and project compliance.

The IEA was carried out according to the following program:

- Inception meeting – the AECOM audit team liaised with PKCT personnel to discuss the audit program and scope, and to request specific documented evidence to establish compliance with the MCoA and EPL;

- Audit preparation – collation and review of documented evidence and initial assessment of compliance with the MCoA and EPL.
- Organisation of site audit and specialist personnel.
- Site audit consisting of:
 - site inspection
 - interviews with PKCT personnel and transport company personnel were conducted to gain further site information
 - review the environmental performance of the project to establish the level of compliance with the MCoA and EPL, and identify areas for improvement.
- Agency consultation – the audit team consulted with relevant government agencies (EPA) to gather more information regarding the project’s environmental performance and PKCT’s compliance with the MCoA and EPL.
- Preparation of the audit report - collation of all findings, assignment of compliance ratings and final consultation with EPA. Summary of opportunities for improvement.

1.2.2 Compliance ratings used for the audit

Compliance with the MCoA and EPL was assigned according to the colour-coded criteria outlined in Table 2.

Table 2 Compliance rating criteria

Rating	Description
Non-compliance (major)	PKCT does not comply with the condition. Failure to adhere, or sufficiently demonstrate adherence, to any part of a condition.
Non-compliance (minor)	PKCT does not comply with the condition. PKCT has partially addressed the requirements of the condition.
Compliance	PKCT complies with the condition.
Opportunity for improvement	PKCT complies with the condition, but could improve the process/way they meet the condition.
Not applicable	The condition is not applicable to the PKCT project or is not within the scope of this IEA or the condition has not been activated at the time of the audit.
Unable to verify	Compliance is unable to be determined due to insufficient evidence or where compliance cannot be reasonably determined.

1.3 Audit team

The audit was undertaken by an experienced team endorsed by P&E and included the following AECOM staff members:

- **Samantha Lee** (Lead Auditor) (B. Science; B. Engineering (Chemical) (Hons)); RABQSA Accredited Environmental Lead Auditor; Certified Environmental Practitioner. Samantha was the Lead Auditor responsible for planning the audit, overseeing and conducting the site audit, providing direction for the preparation of audit materials and peer review of the audit report.
- **Vanessa Organo** (Auditor) (International B. Science (Hons)). Vanessa was a Project Auditor responsible for scheduling and conducting the site audit, coordinating the specialists, preparing audit materials, consultation with agencies and preparation of the audit report.
- **David Rollings** (Principal Air Quality Engineer) (B. Engineering (Chemical)). David was responsible for reviewing documents related to air quality, attending the site audit, assessing the air quality performance of the project, providing input into the audit report, and providing recommendations for the improvement of PKCT’s performance in air quality management.
- **Michael Allan** (Principal Acoustic Engineer) (B. Engineering (Mechtronics) (Hons)). Michael was responsible for reviewing documents related to noise, assessing the noise performance of the project,

providing input into the audit report, and providing recommendations for the improvement of PKCT's performance in noise management.

- **Bev Atkinson** (Principal Traffic Engineer) (Land and Engineering Survey Drafting Certificate; Accredited Road Safety Auditor (Level 3) to IMEA/RTA Requirements; Accredited Design and Audit Traffic Control Plans for Construction to RTA Requirements). Bev was responsible for reviewing documents related to traffic, attending the site audit and transport company personnel interviews, assessing the traffic performance of the project, providing input into the audit report, and providing recommendations for the improvement of PKCT's performance in traffic management.

1.4 Audit timing

The inception meeting with PKCT representatives was conducted on 17 March 2014 by Samantha Lee and Vanessa Organo. The site audit and face-to-face interviews of PKCT personnel were conducted on Friday 28 March 2014, and were attended by Samantha Lee, Vanessa Organo, Bev Atkinson and David Rollings. Michael Allan was unable to attend the site audit due to unforeseen circumstances. As a result, Michael completed a desktop audit which proved sufficient information to establish compliance.

The audit report was finalised in late April 2014. In accordance with schedule 4, condition 6 in the MCoA, PKCT is required to submit a copy of this IEA report, and PKCT's response to the recommendations made herein, to P&E within six weeks of the completion of the audit, i.e. by Friday 9 May 2014.

1.5 Documents reviewed

Principal documents reviewed during the course of the audit included:

- Annual Environmental Management Reports 2011/12 and 2012/13;
- Interim Environmental Management Report 2011/12, 2012/13 and 2013/14;
- EPL Annual Returns 2011/12 and 2012/13.
- Green and Golden Bell Frog Management Plan August (Version 5) August 2011;
- Landscape Management Plan (Version 5) August 2011;
- Water Management Plan (Version 5) August 2011;
- Water Savings Action Plan (Version 4) December 2011;
- Recycled Water Management Plan (Version 2) April 2011;
- Pollution Reduction Program Response (Cardno) June 2012;
- Algae Control Review (Cardno) June 2012;
- PRP13 – Trial of Ecotabs as an Algae Control in the Settlement Lagoon – Report March 2014;
- Greenhouse Gas and Energy Efficiency Management Plan August 2011;
- Energy Efficiency Study (June – September 2013);
- Driver's Code of Conduct February 2009;
- Implementation Program for Driver's Code of Conduct March 2010;
- Noise Management Plan and Monitoring Program (Version 7) November 2011;
- Noise Monitoring Program (Version C) (Wilkinson Murray) November 2011;
- Waste Management Plan February 2011;
- External Lighting Report (Lightpoint Consulting Services) September 2011.

Various monitoring records, emails, letters and other supporting documentation were also viewed, as described in **Appendix A**.

1.6 Personnel interviewed

The following PKCT personnel were consulted and/or interviewed during the course of the audit:

- Alex Chalk – Risk Manager.
- Luke Pascot – Environmental Specialist.
- Roger Stewardson – Engineering Manager.
- Colin Parker - Project Engineer.

During the audit, interviews were also conducted with personnel from two transport operators, Bulktrans and Brindles, and were attended by the following personnel from these companies, as well as PKCT stakeholders, BHP Billiton Illawarra Coal (BHPBIC) and Wollongong Coal:

- Paul Clarke (Bulktrans).
- Michael Burke (BHPBIC).
- Scott Jones (Brindles).
- Mark Rayment (Wollongong Coal).

Consultation was also undertaken with the following government agency representatives:

- NSW Environment Protection Authority (EPA) : Jen Byrne – Regional Operations Officer.

Attempts were made to contact Roads and Maritime Service (RMS) for interview, but were unsuccessful.

2.0 Background Information

The PKCT project is located on Lot 22, DP 1128396 in the Inner Harbour of Port Kembla, south of Wollongong, NSW. On 31 May 2013, NSW Ports acquired a long-term lease of Port Kembla from private landholders, with no change to the leasing arrangement or land occupancy for PKCT. Land is leased to PKCT under a 20 year, plus 20 year option. The lease period commenced in 1990 and is due to finish in 2030. The terminal is operated by six, equal shareholders who are all coal producers on the Southern and Western coal fields of New South Wales. The shareholders are BHPBilliton- Illawarra Coal, Xstrata Coal, Centennial Coal, Wollongong Coal, Tahmoor Coal and Peobody Energy. BHPBIC has managed the terminal since 1990.

PKCT receives, assembles and loads coal from coalfields in southern and western NSW, for transport to international and domestic markets (93% and 7% respectively). It is the major coal intermodal facility in southern NSW for the transfer of coal from rail and road to ship. In 2012/2013, PKCT transferred to ship approximately 13.3 million tonnes of product of which approximately 13.1 million tonnes was coal, and 0.2 million tonnes was other bulk products.

In June 2009, the P&E conditionally approved PKCT's Existing Operations and Increased Road Receival Hours project (Major Development approval 08_0009) under Part 3A of the *Environmental Planning and Assessment Act 1979*. Approval of the project enabled the continued use of existing and approved infrastructure at PKCT, and allowed for an increase in receival hours by road to 24 hours a day, 7 days a week, from client mines, except Wollongong Coal's No. 1 Colliery at Russell Vale. PKCT holds an EPA EPL (No.1625), and has held this licence since April 2010. The scheduled activities under this licence are Coal Works and Shipping in Bulk. In November 2013, this licence was varied to include further Pollution Reduction Programs. This audit has assessed compliance against the most recent version of the EPL.

PKCT functions under an Environmental Management System (EMS) which is certified to AS/NZS ISO 14001. The EMS comprises an overriding Environment Management Strategy document which provides high level direction to the EMS for the PKCT operations. The Strategy directs the various PKCT management plans and provides the overall structure under which these plans operate. Many of the environmental management plans and programs were independently committed to by PKCT or were required to be prepared under the MCoA and/or EPL. PKCT utilises a number of specialist environmental consultants in the development of management measures and in undertaking environmental monitoring onsite, including Wilkinson Murray, SGS Australia, Katestone and Cardno.

This is the second IEA of PKCT to be carried out under its Part 3A Project Approval.

3.0 Positive Aspects

Since the first IEA was conducted in 2011, PKCT has significantly improved environmental management and monitoring on site, resulting in an increase in compliance against criteria outlined in the MCoA and EPL. PKCT has incorporated the majority of recommendations suggested by auditors as a result of the 2011 IEA.

Positive aspects noted during this audit include:

- Commitment to environmental management on site, demonstrated through the new position of Environmental Specialist, and sharing of environmental responsibilities through this position and the Risk Manager.
- Commencement of the PKCT Environment Committee.
- Update of the following management plans, incorporating recommendations from the 2011 IEA:
 - Water Management Plan.
 - Greenhouse Gas and Energy Efficiency Management Plan.
 - Green and Golden Bell Frog Management Plan.
 - Noise Monitoring and Management Plan.
- Formalisation of relevant management plan approvals from EPA and P&E.
- Improved record-keeping of consultation undertaken with relevant agencies, including EPA and P&E.
- Continuing commitment to investigation into, and implementation of trials for better management of surface water quality on site.
- Completion of a lighting audit by external consultant to confirm compliance against Australian Standard 4282.
- Upgrade of dosing systems to better manage surface water.
- Implementation of a maintenance works schedule for the sedimentation ponds.
- Overall improvements to the management of waste and dangerous goods on site, including more complete monitoring of waste management subcontractors.
- Improved oversight and monitoring of road transport operators through an increase in the completion of Critical Task Observations (CTOs), and expansion of CTO and Driver Summary Sheets.
- Major upgrade of the Northern truck wash to include better dust management and speed controls through the truck wash.

Overall, PKCT demonstrates strong environmental awareness and commitment to minimising and preventing environmental harm throughout its operation.

The sections following respond specifically to compliance against the MCoA, EPL and the adequacy of management plans, and note opportunities for improvement for future implementation by PKCT.

4.0 Compliance with the MCoA

The MCoA were issued to PKCT on 12 June 2009 and comprised a number of schedules. The IEA assessed compliance with each condition of all the schedules, with the focus areas of air quality, noise and traffic being dealt with separately, as summarised in Sections 4.3, 4.4 and 4.5.

PKCT is compliant with the majority of the MCoA. The organisation demonstrates strong environmental awareness and commitment to minimising and preventing harm to the environment throughout its operation. PKCT's management team was able to provide evidence to demonstrate that PKCT is implementing reasonable and feasible measures for sound environmental management on site.

One non-compliance (minor) was recorded against one condition relating to surface water management (Schedule 3, condition 12). The assessment of the compliance of PKCT against the MCoA is provided in the audit protocol in **Appendix A**. The results of the audit against the MCoA (and Statement of Commitments) included 20 opportunities for improvement noted.

4.1 Status of 2011 IEA Recommendations

Table 3 outlines the status of the 2011 IEA recommendations relating to compliance against the MCoA.

Table 3 Status of 2011 IEA recommendations against the MCoA

No.	Approval	Condition/ Number	Recommendation	Status
General				
1	MCoA	Schedule 2, condition 4	PKCT to maintain documentation of approval of WMP from DP&E.	Complete.
2	MCoA	Schedule 3, condition 12	<ul style="list-style-type: none"> Investigate and implement measures to bring pH and TSS levels into compliance with EPL. Continue to investigate continual improvements to dust management onsite to minimise offsite dispersal. 	Ongoing.
3	MCoA	Schedule 3, condition 13	<ul style="list-style-type: none"> Keep records of all conversations and consultation with EPA during creation of management plans. Follow up revised WMP and seek written approval from DP&E. Include in Section 8.1.3 reference to the Environmental Monitoring document, which details the monitoring procedure for discharge from the settlement lagoon. Include in this section the specific criteria for discharge from the lagoon, taken from the EPL, to ensure compliance with part (c) of this condition. Keep WMP updated with all reasonable and feasible measures taken by PKCT to ensure that water quality criteria are being met, as discussed in the Cardno water systems review report. 	Outstanding.

No.	Approval	Condition/ Number	Recommendation	Status
			Formalise discussions with EPA in the plan. Include monitoring of water quality for dust, as described in the SGS report. Confirm with EPA and DP&E whether new EPL condition will be undertaken.	
4	MCoA	Schedule 3, condition 14	Keep documentation of submission to Director-General.	Complete.
5	MCoA	Schedule 3, condition 15	Undertake an inspection of external lighting to determine compliance against the Australian Standard, and implement any mitigation measures identified.	Complete.
6	MCoA	Schedule 3, condition 16	<ul style="list-style-type: none"> Formalise submission process by sending dated letter to Director-General, for initial submission of management plans, and again with every re-submission of management plans. Devise an implementation program and include in LMP. 	Complete.
7	MCoA	Schedule 3, condition 17	<ul style="list-style-type: none"> Identify and implement reasonable and feasible measures to reduce energy and greenhouse gas emissions. Formally notify and seek approval from the Director-General, when condition includes this requirement. 	Complete.
8	MCoA	Schedule 3, condition 18	<ul style="list-style-type: none"> GGEEMP and ESAP must align, and be regularly updated with attention to detail from the ESAP translating to the GGEEMP. Revisions of the ESAP should be tracked (especially in ESAP as it was apparent that PKCT was not tracking revisions of the documents, or resubmitting them to DEUS/OEH). Update performance monitoring section of ESAP to clarify progress and completion of certain tasks. Formalise submission process with dated letter to Director-General to facilitate the Director-General being satisfied with the plan. 	Complete.
9	MCoA	Schedule 3, condition 19	<ul style="list-style-type: none"> Complete implementation of Transpacific suggestions to improve waste management. 	Complete.

No.	Approval	Condition/ Number	Recommendation	Status
			<ul style="list-style-type: none"> Advise Director-General by letter of the waste summary in each AEMR. 	
10	MCoA	Schedule 3, condition 20	Implement recommendation made in LRQA report: Identify the relevant legal & other requirements for the storage of the different classes of dangerous goods / hazardous substances on the site, review and revise controls as necessary, communicate to relevant personnel & verify the effective implementation of the controls. Date for completion was 12/10.	Complete.
Air Quality				
20	MCoA	Schedule 3, condition 8	PKCT to establish a record of visible air pollution and documentary evidence showing operational modification. PKCT should seek Director-General's formal acceptance of operational modification procedure.	Complete.
21	MCoA	Schedule 3, condition 9	PKCT should seek the Director-General's satisfaction by a letter sent to the DP&E advising of the truck washing protocol.	Complete.
Noise				
23	MCoA	Schedule 3, condition 2	Maintain records of consultation with EPA. Add discussion to NMP regarding the reasons as to why unattended monitoring is not undertaken.	Complete.
24	MCoA	Schedule 3, condition 3	Incorporate requirement to undertake investigations into continual improvement in NMP, and report findings in AEMR.	Complete.
48	SoC	Designated Transport Route	PKCT to show evidence of truck driver's use of major arterial roads by coordinating and maintaining records of compliance monitoring by client mines	Outstanding.
49	SoC	Driver's Code of Conduct	PKCT to update DCC to include 2 additional signatories (SCE and Minion) and submit to DP&E.	Complete.
50	SoC	Coal receipt from NRE Gujarat	Documentary evidence should be provided with regard to how the timing of inbound trucks from NRE No. 1 Mine is monitored by PKCT.	Complete.

Of particular note, since 2011, a comprehensive audit has been conducted for all external lighting on site and confirmed that PKCT is compliant with relevant Australian Standards, thereby confirming compliance with Schedule 3, condition 15 of the MCoA. Similarly, the management of waste and Dangerous Goods (DGs) on site has been significantly improved. Recommendations from Transpacific have been reviewed, prioritised and are being implemented, with the most recent action being alterations to contracts to improve waste tracking processes. Non-compliances identified in the 2011 IEA with regard to DGs have been closed out, with PKCT

engaging an external consultant to review PKCT's DG storage on site. Several measures, including discontinued use of the underground fuel storage tanks, have been conducted to improve safety on site.

The MCoA specify the establishment and implementation of a number of environmental management plans, with which PKCT has complied. Recommendations provided in the 2011 audit relating to actions required to meet criteria specified in the MCoA have been incorporated by PKCT, resulting in compliance being assigned to all conditions relating to management plans. However, further comment on the status of 2011 recommendations, the adequacy of the current plans and opportunities for improvement are provided in Section 6.0.

4.2 General

Overall, the operation of the PKCT project complies with the majority of conditions and commitments specified in the MCoA, the Environmental Assessment, the Response to Submissions and the Statement of Commitments.

PKCT is in compliance with the conditions relating to the administration of the project, including maintaining a valid and complete website with access to monitoring results and management plans. Where required, PKCT has provided public access to company information.

Within the scope of this IEA, PKCT also complies with the conditions regarding the maintenance and operation of plant and equipment. The work order and maintenance system provides the organisation with a thorough record of inspection regimes and the condition of plant and equipment, to ensure supply needs are tracked and met.

Environmental management documents such as the Annual Environmental Management Reports 2011/12 and 2012/13 and the Interim Environmental Management Report 2011/12, 2012/13 and 2013/14, provide a comprehensive summary of compliance against the MCoA. These documents contain monitoring records.

Compliance was noted for conditions requesting that management plans be submitted to the Director-General for approval within 12 months of the MCoA or as otherwise agreed by the Director-General (applicable to the Water Management Plan, Green and Golden Bell Frog Management Plan, Landscape Management Plan and Greenhouse Gas and Energy Efficiency Management Plan). The nature of this specification is such that compliance cannot be retrospectively against the specified timeframe at each IEA. For this reason, this IEA has considered the general intent of the condition, as well as PKCT's actions to update plans to a satisfactory standard since 2011. Whilst documentary evidence of submission of management plans to P&E within 12 months timeframe could not be provided during the 2011 IEA, it is considered that PKCT now complies with the general intent of the condition, being that management plans are developed in consultation with EPA, with approval granted by P&E for the most recent management plans. For this reason, compliance has been assigned to relevant management plan conditions.

A non-compliance (minor) was assigned to Schedule 3, condition 12 stipulating compliance by PKCT with section 120 of the *Protection of the Environment Operations Act 1997*, prohibiting the pollution of waters. Exceedences of pH and TSS criteria outlined in PKCT's EPL occurred over the reporting period, though they were minor and few and compliance with this condition has been rated accordingly. A more detailed discussion regarding these exceedences is provided in Section 5.2.

4.3 Air Quality

PKCT is in compliance with the conditions in the MCoA that specifically relate to the monitoring and management of air quality on site.

PKCT was able to produce evidence of observations of visible dust pollution through its event management system that has been implemented since the 2011 IEA. This system is linked with an event-action component which has a protocol in place for defining actions that need to be taken in the event of an environmental observation.

With regard to air quality, other actions undertaken on site include the following:

- Upgrade of the truck wash area which will limit the generation of road dust from the site.
- The northern area of the site has been paved minimising dust generation from unsealed areas.
- Restructure of the organisation including the hiring of dedicated environmental staff to manage the environmental operations of the PKCT facility.
- Upgrade of the road receipt dust suppression spray system.

Whether PKCT complies with the long term impact assessment criteria for particulate matter, is unable to be verified. This is difficult to assess as PKCT is located within a complex industrial area with many potentially contributing industries. Monitoring results are therefore a collection of air pollutants from many sources which contribute to air pollution at the nearest sensitive receivers. AECOM understands that PKCT has undertaken reasonable steps to attempt to determine its effect on the local air quality through monitoring (both on and off-site) and through the use of wind direction, wind strength and particle size to evaluate its contribution to the recorded result. Based on findings of these studies, the recorded exceedences are considered to be unlikely to be sole-sourced from PKCT's operations.

4.4 Noise

PKCT is in compliance with the conditions in the MCoA that specifically relate to the monitoring and management of noise emissions on site. Some issues are noted with regard to the Noise Monitoring Program undertaken by PKCT's noise management subcontractor, Wilkinson Murray (WM), which are discussed below.

Compliance noise measurements undertaken by WM, of the operations of PKCT indicate that during the times of measurement, the site was in compliance of the applicable noise criteria. Although the Noise Management and Monitoring Plan references AS IEC 61672.1-2004 – Electroacoustics – Sound Level Meters, it is noted that conformance of the Barn Owl with the standard is not mentioned. Calibrating each microphone ensures that the system can accurately measure 94 dB(A) at 1 kHz, but it does not ensure that the system meets the stringent requirements of the applicable standard. This is not limited to the measurement, but also the processing and response of noise. The Barn Owl claims to be able to measure in increments of 5 degrees. To be able to verify this claim, the noise would have to be verified to the AS IEC 61672.1-2004 standard at each angle increment within the tolerances specified.

The Noise Monitoring Plan also requires conformance with AS1055.1-1997: *Acoustics – Measurement and Description of Environmental Noise; Part 1: General procedures*. This standard does not make an allowance for directional noise loggers, hence an applicable standard is not available for the measurements. With no applicable standard with which directional noise loggers can be verified, the accuracy of the Barn Owl system cannot be measured and guaranteed by an external auditing process. This does not mean that the results are not appropriate, but that confidence is not guaranteed in the techniques that have been employed to undertake the measurements.

Although compliance was achieved, noise level results from Barn Owl technology are sometimes more than 20 dB(A) below the overall noise level, and noise from other sources. The technology that the Barn Owl uses to determine the localisation of sources is well-proven for dominant noise sources. However the extent that the technology can determine the location of non-dominant sources is not well-proven. There is a limit to the ability non-dominant sources can be determined, and it is possible that the results are outside the ability of the technology. Further discussion should be provided in the measurement reports to account for these potential limitations and to discuss the adequacy of the measurement results.

The technology the Barn Owl employs to measure noise levels is only able to determine the direction of noise between a certain frequency range. The Barn Owl would be unable to determine the direction of noise below a certain frequency and above a certain frequency. Without full knowledge of the hardware used in Barn Owl technology, the low-frequency cut-off is expected to be approximately 250 Hz. This may not be problematic if there is no low-frequency component; however WM have not attempted to ascertain whether low-frequency noise is being emitted from the site. As such noise levels could be higher than those claimed in the measurement reports. However, for the purposes of this IEA and with the information at hand, PKCT does comply with noise-related conditions in the MCoA.

4.5 Traffic

PKCT is in compliance with the conditions in the MCoA that specifically relate to the monitoring and management of traffic. The monitoring records provided for this audit represent substantial improvement over the previous 2011 IEA.

Coal and bulk products from the berths and deliveries to the site are recorded in tonnes each financial year and reported in PKCT's IEMRs and AEMRs. Trucking companies also report coal and bulk deliveries through monthly reporting requirements stipulated by PKCT, satisfying compliance with condition 3.4 of the MCoA. In 2013, 7 million tonnes of coal was received by road at the coal terminal, in accordance with required dispatch hours set in Schedule 3, condition 5.

In relation to Wollongong Coal's No. 1 Colliery, records show that PKCT complies with the restricted dispatch hours for the Wollongong Coal No. 1 Colliery, outlined in Schedule 2, condition 7. An improved monitoring system implemented by Brindles (Radio Frequency Identification system) sends automatic updates to Brindles management when trucks leave the site outside compliant hours. Speed monitoring devices have also been installed by Brindles on Bellambi Lane, which tracks if trucks exceed the 50 kilometre per hour speed limit designated for trucks along this road. This provides more robust data for PKCT monitoring of this criteria which is included in the Driver's Code of Conduct (DCC).

With regard to the DCC, PKCT is compliant with its obligations, though some opportunities for the improvement of this document are discussed below and in Section 6.4. PKCT complied with the requirements of the DCC for preparation and content of the document and all listed PKCT suppliers are signatories to the code. In addition, the Driver Summary Sheet and Critical Task Observation (CTO) form have been expanded since the 2011 IEA to include all criteria outlined in the DCC. However, the DCC and Implementation Plan for the DCC have not been updated since 2010. It is recommended that the review of these documents is completed and finalised through the update of these documents that are central to the management of transport operators.

It is clear from the evidence provided and interviews conducted that PKCT is thoroughly implementing the DCC in practical terms, through the use of CTOs and recorded observations completed by trucking companies, which feed into PKCT's overall oversight of road transport to and from the terminal. Monitoring by PKCT of all trucking companies is undertaken of monthly tonnage, spillages, incidents and complaints and reported internally. CTOs, and the observations undertaken by individual operators, well exceed the monitoring requirements specified in the Implementation Plan (25 CTOs by PKCT and 50 recorded observations annually by others). Individual company sample observations indicate monitoring (numerically exceeding requirements, with some 2,100 observations between July and December 2013), with very few non-compliances noted.

Further, monthly reporting and auditing of transport companies by PKCT ensures the internal auditing processes of the trucking companies remains compliant. It was noted that reporting is not at a consistent level across all operators to establish compliance with each item under the DCC, such as haulage routes, compression braking, tipping and truck wash operation. There was some question regarding the accuracy of truck observations for the smaller operators (Trazbland/ME/ Broula) with items left blank and records for multiple trucks included on one form. While it could be inferred that the absence of comment indicated compliance to requirements, a more positive reporting of the required observation would add clarity that the item was assessed.

The DCC Implementation Plan submitted in 2010, identifies penalties for driver's non-compliance but is not specific. PKCT has not implemented the recommendation provided in the 2011 IEA to document their '3 strike policy' for disciplinary actions in the DCC. Feedback from PKCT indicates that this would be more appropriately included in the DCC Implementation Plan, with which auditors agreed. Whilst it is noted that road transport providers implement individual disciplinary processes, it is recommended that PKCT's own disciplinary policy for breaches of the DCC is set out by the organisation. Consultation with road transport providers is required to establish an agreed process. Incident reports from Brindles and Bulkrans indicate drivers have been issued with warnings, though breaches of the DCC are not common and often minor (the most common being lack of compliant PPE when drivers leave truck cab).

In addition, a large upgrade of the northern truck wash facility has been undertaken, in accordance with a new Pollution Reduction Program (PRP11 – Environmental Improvement Program, Install Northern Truck Wash Upgrade) now included in the EPL (discussed further in Section 5.5). The operation of the truck wash was generally compliant based on observations during the site audit. Drivers were observed manually washing coal residue from trucks, from the drawbar or horizontal elements of the truck/trailer(s) prior to proceeding to the automatic truck wash. Trucks observed leaving the truck wash were generally clean, however one truck had not fully closed the tipping bin and sludge was noted escaping from the back onto the PKCT roadway. However, there was heavy rain during the inspection, which is likely to have contributed to accumulated water in the bin. Recommendations from the 2011 IEA to develop a system to monitor speed through the truck wash have been implemented via traffic signalling and clear signage in the new facility, and appeared to be very effective in preventing speeding through the truck wash.

5.0 Compliance with the EPL

PKCT's EPL was issued on 1 April 2010 and contains a number of conditions covering administration, discharges to air and water, pollution limits, operating, monitoring and recording conditions and specifications for a number of Pollution Reduction Programs (PRPs). On 22 November 2013, the most recent version of this EPL was issued to PKCT. This IEA has assessed compliance with each condition detailed in the most recent EPL, including three outstanding PRPs. It should be noted that the other major change to the EPL since the 2011 IEA includes the alteration of pH criteria from a 6.5 to 8.5 range, to 6.5 to 9.5 range. The limit increase was offered by the EPA as an interim solution while PKCT sought to investigate the pH exceedences that had begun occurring after the introduction of recycled water to the site.

The focus areas of air quality, noise and traffic were dealt with separately, as summarised in Sections 5.3, 5.4 and 5.5 of this report. PKCT is in general compliance with the conditions of the EPL. Overall, PKCT carries out its licensed activities proficiently and generally in accordance with the requirements of the licence.

The detailed assessment of the compliance of PKCT against the EPL is provided in the audit protocol in Appendix A. A summary of PKCT's levels of compliance with the EPL is provided in the following sections. The results of the audit against the EPL included four non-compliances (minor) and five opportunities for improvement noted. The non-compliances were related to water quality (Schedule L1, condition 1; Schedule L2, conditions 1 and 2) and air quality (Schedule M3, condition 1).

5.1 Status of 2011 IEA Recommendations

Table 4 outlines the status of the 2011 IEA recommendations relating to compliance against the EPL.

Table 4 Status of 2011 IEA recommendations against the EPL

No.	Approval	Condition/Number	Recommendation	Status
General				
11	EPL	Schedule L1, condition 1	<ul style="list-style-type: none"> Investigate and implement measures to bring pH and TSS levels into compliance with EPL. Continue to investigate continual improvements to dust management onsite to minimise offsite dispersal. 	Ongoing.
12	EPL	Schedule L3, condition 3	Investigate improvements to dosing systems to increase flocculation/coagulation of sediments/algae prior to discharge. Implement sediment pond maintenance works.	Complete.
13	EPL	Schedule O4, condition 1	Develop maintenance works program for sedimentation ponds to maintain silt to less than 20% of design capacity, and implement regular cleaning if required to achieve this, having regard to GGBF habitat requirements.	Complete and ongoing.
14	EPL	Schedule O4, condition 2	Maintain records of days of discharge from sedimentation ponds and compare to excessive rainfall events as recorded by onsite rain gauge.	Addressed.
15	EPL	Schedule U2, condition 1	Keep records of all conversations and consultation with OEH during creation of management plans.	Complete.
16	EPL	Schedule U2, condition 1	Modify the GGBFMP to ensure that the Best Practice Guidelines have	Complete.

No.	Approval	Condition/Number	Recommendation	Status
			been included in the Plan, and that the Plan follows the template.	

Recommendations from the 2011 IEA relating to condition O4.2 have been adequately covered through provision of documentation showing control tower logs and sedimentation pond monitoring sheets, resulting in compliance being assigned to this condition. It is noted that sedimentation ponds are licensed as overflow basins, whereby overflow is permissible if pond capacity is maintained at licensed levels and equipment is operational during wet weather. It was noted that PKCT has sought to verify this EPL aspect and its practical application with EPA, but had not yet received feedback at the time of the audit.

5.2 General

PKCT was in compliance with the majority of EPL requirements, with only four non-compliances (minor) assigned. These non-compliances were in relation to water quality (Schedule L1, condition 1; Schedule L2, conditions 1 and 2) and air quality (Schedule M3, condition 1).

All administrative conditions have been carried out in compliance with the EPL. There is no evidence that activities outside those identified in the licence have been undertaken. Licensed activities are carried out in a competent manner, while plant and equipment at the site are operated and maintained in a proper and efficient manner, in accordance with Schedule O2, condition 1. Compliance was achieved for the management of electronic files and sampling records.

PKCT was in compliance with EPL conditions relating to monitoring records. Rain gauges and rainfall records are kept as specified in the conditions. In addition, the complaints hotline is in operation and advertised on the PKCT website and a stakeholder complaints and enquiry database consolidates responses from community members and other stakeholders. PKCT also complies with Schedule L5, condition 1 relating to potentially offensive odour.

Annual Returns documentation is complete, however during the site audit PKCT could not provide evidence of the lodgement of the Annual Return by the due date. Other evidence was available (lodgement of licence fee with Annual Return date) to confirm compliance, however it is recommended that PKCT keep formal lodgement records in future.

PKCT has improved its management of its sedimentation ponds. Evidence was sighted of cleanouts conducted for the settlement lagoon, central pond and TS1 pond on site. Ongoing maintenance of the Central Pond continues to be the most challenging aspect of sedimentation management on site, but has been significantly improved through the addition of concrete blocks to the pond to create an artificial sedimentation pond within the basin, to assist access for cleaning maintenance. In addition, the document *Settling Lagoon Clean Out Process* (PKCT, 2014) has been created and satisfies the recommendation provided in the 2011 IEA with regard to Schedule O4, condition 1. However, this document appeared to be a draft version and it is recommended that it be updated and finalised for communication to relevant staff. It is also advised that this plan specifically references Schedule O4, condition 1 to provide a more robust link to compliance with the EPL condition.

A non-compliance (minor) was assigned to condition L2.2, specifically regarding occasional exceedences of pH and TSS criteria outlined in the EPL across the audit period. No exceedences of oil and grease limits were recorded. It has been noted by EPA during consultation for this audit that the pH range was elevated from 8.5 to 9.5 during 2011, though this limit continues to be exceeded during discharges, albeit by minor increments.

It is evident that PKCT is committed to the investigation of the best surface water management practices on site, with evidence of continued investigation into the issue since 2011. Several algal studies and control trials have been conducted but have so far proved unsuccessful in keeping pH and TSS within the approved range. In addition, altered management measures such as undertaking controlled discharges after rain events to maintain a buffer capacity within the lagoon and reduce the water volume, and upgrade of the dosing unit, have proved to be the most effective control methods.

It is noted that EPA is not convinced of a strong positive correlation between the use of recycled water and pH exceedences through analysis of the water quality monitoring data provided by PKCT. It is noted that at the time of consultation, EPA review of the PRP U3.1 (EcoTab Trial) report had not commenced, and data provided in that report had therefore not yet been considered. However, if EPA confirms its position regarding a weak correlation between the use of recycled water and elevated pH, it is recommended that PKCT expands its investigation of this issue beyond algae control methods alone. It is recommended that further consultation is undertaken with

EPA regarding this issue before proceeding with further investigations or trials. Further investigation could be conducted into the potential environmental impacts of pH exceedences on the receiving environment (considering the salinity and water quality of the Inner Harbour), to ascertain potential new limit levels. Discussions with Sydney Water could also be undertaken to reassess pH treatment levels at the source (Sydney Water's Wollongong Water Recycling Plant).

All completed PRPs were deemed compliant by EPA and are therefore not applicable to this IEA.

5.3 Air Quality

PKCT is in compliance with all conditions of the EPL relating to air quality management.

Compliance was achieved against EPL Schedule M2, condition 2 Air Monitoring Requirements and M3 – Testing Methods – Concentration Limits. Compliance with Schedule M4, condition 2 Rainfall monitoring was also achieved as observed on the day of the audit and through analysis of data presented in the PKCT 2013 / 2014 AEMR and from real time data display within the PKCT offices.

There were eight complaints received since the previous audit. The complaints were logged through the PKCT event management system with follow-up action logged demonstrating that actions that were taken in response to a complaint and the reporting and follow-up measures required.

The site audit verified that, on that day, the premises was being maintained in a condition which minimises emission of dust, though it is noted that rainfalls had been recorded at the terminal the day of the site audit and the preceding day. No dust was observed from road or rail receipt, stockpiles, coal receipt to stockpiles, internal roads, or from ship loading conveyors. It was also noted that upgrades to the truck wash system have been completed. Site housekeeping was observed during the audit in terms of a site sweeper which has had its on-site frequency increased as part of a new contract in 2014.

EPA is aware of the assessment difficulties associated with identifying PKCT's contribution to local particulate matter levels and have not included criteria in PKCT's EPL. EPA does not review on-site levels but relies on off-site results with evaluated contribution evidence.

It was noted by EPA during consultation that dust emissions from coal trains have come into the public spotlight due to incidences in the Hunter Valley. It is therefore recommended that PKCT conduct an internal review of compliance to Schedule O3, condition 1 and Schedule O3, condition 2 relating to dust emissions beyond the boundary of the site. In particular, PKCT would be well-placed to review its train receipt system to ensure all reasonable and feasible measures are employed to prevent or minimise dust impacts beyond the rail loop.

5.4 Noise

Licence condition L6 of EPL 1625 provides the appropriate noise criteria for PKCT. The conditions are identical with the MCoA, and as such, PKCT's compliance with the MCoA (Section 5.0) is an indication of compliance with the EPL.

5.5 Traffic

Since 2011, PRP11 (Environmental Improvement Program, Install Northern Truck Wash Upgrades) has been implemented. The upgraded facility has been installed on site and is operational. During the site audit, the truck wash was observed and deemed to be fully compliant, encompassing all components outlined in Schedule U1, condition 1, with the exception of the submission of a report describing the review of the facility, to be undertaken by 30 June 2014. This audit was unable to verify compliance against this element of the condition as the due date is after the date of the audit, although PKCT gave verbal evidence that a draft report is in preparation. Compliance has been assigned to all other components.

The EPL does not specify other requirements for traffic management by PKCT, with the exception of a reference to the Implementation Program for DCC, which has been assessed under the MCoA and is discussed in Section 6.0.

6.0 Adequacy of Environmental Management Plans, Strategies and Programs

The MCoA stipulates that the IEA:

'review the adequacy of strategies, plans and/or programs required under these approvals; and recommend measures or actions to improve the environmental performance of the project, and/or any strategy, plan or program required under these approvals.'

Under the MCoA and EPL, PKCT has been directed to prepare four management plans, an efficiency plan, an Energy Savings Action Plan, two monitoring programs, thirteen PRPs (eleven of which are complete) and one code, being the DCC. Beyond an assessment of the compliance of these plans with the MCoA and EPL, the adequacy of each plan/program has been evaluated, taking into consideration how recommendations proposed in the 2011 IEA have been addressed. Further opportunities for improvement of these plans, strategies and programs have been identified to improve the environmental performance where appropriate, in the following sections.

As directed by the MCoA and included in the scope of this IEA, review of the adequacy of management plans, strategies and programs relating to air quality, noise and traffic management and the making of recommendations has been undertaken by specialists in these respective fields. Review of all other management plans, strategies and programs have been undertaken by the audit team and as such comment is provided primarily on improving compliance with the MCoA and EPL, where required, rather than commenting on the technical performance of the specialist area.

6.1 General

6.1.1 Water Management Plan (WMP)

In the 2011 IEA it was recommended that PKCT:

- Consolidate all documents related to water management into one revised Water Management Plan, including recommendations outlined in Section 5 of the Surface Water Systems Review by Cardno, and discharge criteria.
- Maintain records of the progress of the development, submission and review of the WMP to P&E, to ensure that water management measures are physically implemented and remain a priority for PKCT.
- Complete the WMP to encompass reasonable and feasible mitigation measures to improve compliance against section 120 of the *Protection of the Environment Operations Act 1997* (POEO Act), with specific regard to the reduction of pH and mitigation of algae growth in the central settlement pond.
- Consult with the OEHL during the re-development of the WMP, and record this contact with the agency to improve compliance against MCoA Schedule 3, condition 13 (a).

Review of the most recent WMP (Version 5, August 2011) and related correspondence between PKCT and EPA/P&E indicates that the WMP has been updated and approved by relevant agencies, with this approval formalised and documented. EPL water quality discharge criteria and consultation requirements have been added to the plan, making for a more complete document. However, reasonable and feasible mitigation measures to ensure the criteria are met, are included only in general terms.

It is recommended that the WMP is reviewed and updated at least annually so that the document reflects the current state of operations on site. Some elements of the current plan do not accurately reflect the state of water management on site (e.g. pH criteria reflects the previous upper limit and the plan does not include reference to or comment regarding PRP 13). It is noted that in the event of a water management incident, a consolidated up-to-date document needs to be accessible to all parties involved, which provides a high level summary of water management on the site. In this way the plan should be viewed as a live document. Consultation with EPA confirmed that this view is shared by the agency. It is noted however that EPA is not generally involved in the approval of management plans.

6.1.2 Green and Golden Bell Frog Management Plan (GGBFMP)

In the 2011 IEA it was recommended that PKCT:

- Formalise the P&E submission process, to track the progress of the report and ensure that compliance is met against MCoA Schedule 3, condition 14 (b);
- Record consultation and advice given by the OEH during the development of the plan, to ensure that this process is trackable; and
- Prepare the GGBFMP in accordance with Appendix 3 of the 'Draft Recovery Plan: Green and Golden Bell Frog (Lesson 1829) Recovery Plan' (DECC 2005), Best Practice Guidelines: Green and Golden Bell Frog Habitat (DECC 2008) and the associated actions in the NSW Priorities Action Statement.

Review of the most recent GGBFMP (Version 5, August 2011) and related correspondence between PKCT and EPA/P&E indicates that the GGBFMP has been updated and approved by relevant agencies, with this approval formalised and documented. The document is now compliant having been prepared in accordance with Appendix 3 of the 'Draft Recovery Plan: Green and Golden Bell Frog (Lesson 1829) Recovery Plan' (DECCW, 2005), Best Practice Guidelines: Green and Golden Bell Frog Habitat (DECC, 2008).

It is recommended that the GGBFMP be reviewed and updated at least annually so that the document reflects the current state of operations on site. It is noted that in the event of an incident involving a Green and Golden Bell Frog, a consolidated up-to-date document needs to be accessible to all parties involved, which provides a high level summary of frog management on the site. In this way the plan should be viewed as a live document. Consultation with EPA confirmed that this view is shared by the agency. It is noted however that EPA is not generally involved in the approval of management plans.

6.1.3 Landscape Management Plan (LMP)

In the 2011 IEA it was recommended that PKCT:

- Execute the LMP from a more detailed approach to adequately fulfil this condition. For example, include an implementation program including dates, tasks and monitoring process.

Review of the most recent LMP (Version 5, August 2011) and related correspondence between PKCT and EPA/P&E indicates that the LMP has been updated and approved by relevant agencies, with this approval formalised and documented. The document is now compliant including details of screening trees that have been planted on the road receival earth bund and along the northern site boundary, together with an implementation program.

It is recommended that the LMP be reviewed and updated at least annually so that the document reflects the current state of operations on site. It is noted that the implementation program is now out of date and requires updating. A consolidated up-to-date document needs to be accessible to all parties involved, which provides a high level summary of landscape management on the site. In this way the plan should be viewed as a live document. Consultation with EPA confirmed that this view is shared by the agency. It is noted however that EPA is not generally involved in the approval of management plans.

6.1.4 Greenhouse Gas and Energy Efficiency Plan (GGEEMP) and Energy Savings Action Plan (ESAP)

In the 2011 IEA it was recommended that PKCT:

- Align the GGEEMP and ESAP, and regularly update each with attention to detail from the ESAP translating to the GGEEMP.
- Regularly update the ESAP, and the corresponding GGEEMP, and keep filed records of revisions of the document.
- Update the performance monitoring section of the ESAP to clarify progress and completion of certain tasks.
- Review the GGEEMP to include information gathered as part of the ESAP process, including a program for the management of energy efficiency measures in PKCT.
- Formalise the submission process of the ESAP to the former Department of Energy, Utilities and Sustainability (DEUS) to track reporting in accordance with the Guidelines.

Review of the most recent GGEEMP (Version 4, August 2011) and Energy Savings Action Plan (2012/13) and related correspondence between PKCT and OEH/P&E indicates that the GGEEMP has been updated and approved by relevant agencies, with this approval formalised and documented. The document has been improved

through the alignment of the ESAP to this plan, and the preparation of the plan in accordance with *Guidelines for Energy Savings Action Plans* (DEUS 2005).

It is recommended that the GGEEMP be reviewed and updated at least annually so that the document reflects the current state of operations on site. It is noted that data in the plan is now out of date, particularly NGER data (dated 2009). As such, the recommendation to review the GGEEMP to include information gathered as part of the ESAP process is an ongoing recommendation.

A consolidated up-to-date document needs to be accessible to all parties involved, which provides a high level summary of greenhouse gas and energy efficiency management on the site. In this way the plan should be viewed as a live document. Consultation with EPA confirmed that this view is shared by the agency. It is noted however that EPA is not generally involved in the approval of management plans.

6.2 Air Quality

6.2.1 Dust Management Investigation Initiative

A number of dust management initiatives have commenced since the 2011 IEA, though this initiative was not included as a condition in any of the environmental and planning approvals. These initiatives include:

- Daily dust monitoring spreadsheet and tower communication
- Implementation of an environmental committee
- More rigorous road sweeping activities
- Undertaking a Newcastle coal terminal study visit
- Implementing a road receival dust suppression spray system

Evidence of communication with control tower and daily dust monitoring spreadsheets were sited. Actions were provided for tower staff to modify activities based on expected meteorological conditions.

The environmental committee was implemented to allow the exchange of ideas relating to the potential control of environmental emissions (of which dust was a major consideration). One meeting agenda was sighted dated 17 October 2013 which was listed to discuss water isolation sprays and dust control systems. No further meeting agendas or minutes were observed, although some research into the effects of sea salt on health was provided as evidence of further research.

A new road sweeper contract is to commence in 2014. This sweeper will have a better on-site frequency than the current sweeper (sweeper will be available 4 hours per day 6 days per week, as opposed to the current availability of Monday, Wednesday and Friday for 8 hours and 4 hours on Saturday's). This will result in a better coverage of the site for more days per week to ensure housekeeping is adequate.

A study tour of the Newcastle Coal Infrastructure Group (NCIG) and Port Waratah Coal Services coal terminals was undertaken in December 2013. Air quality management was part of the focus of that tour. A presentation outlining the findings was presented in a document dated December 2013 with the key learnings and opportunities for improvement listed.

A road receival dust project was undertaken in 2013 which aimed to minimise the dust generated by road receival through the use of dust sprays. The project delivered successful outcomes including effective dust control, directed nozzle spraying, the use of weather station data for operation and control and a reduction in water usage resulting in ongoing cost savings. The project was closed out with an email dated 14 January 2014 which outlined the findings of the study.

6.3 Noise

6.3.1 Noise Management Plan and Monitoring Program (NMP)

In the 2011 IEA it was recommended that PKCT:

- Amend the NMP to identify representative operational scenarios for each Industrial Noise Policy (INP) (EPA, 2000) period (day, evening, night), specifying the operations undertaken, the use of various equipment, the type of plant and machinery, and the average truck and rail deliveries anticipated.
- Require that noise monitoring equipment performance is field checked prior to each period of compliance monitoring, consistent with the requirements of AS1259.1, AS1259.2 or IEC 942. Consideration should be given to providing calibration certificates with the compliance monitoring reports.
- Amend the NMP to provide further justification why unattended noise monitoring is not appropriate for this project.
- Provide further information during attended monitoring so that it can be confirmed the noise measurements were undertaken under normal operating conditions.
- Augment the NMP to include noise management measures, including the identification of reasonable and feasible best practice noise mitigation measures, and specify ongoing investigations and commitments to the continual improvement of noise reduction measures.
- Involve and document consultation with OEH during the modification of the NMP.

Review of the most recent NMP (Version 7, November 2011) identifies that the NMP has been updated and approved by relevant agencies, with this approval formalised and documented from review of correspondence between PKCT and EPA/P&E. The document has been improved through the inclusion of all recommendations from the 2011 IEA, and the NMP has been developed in accordance with the INP and other relevant Australian Standards, with regards to operational noise monitoring. Revisions have encompassed the inclusion of representative operational scenarios for each INP period. Further, the performance of all noise monitoring equipment is field checked prior to each period of compliance monitoring.

However, it is recommended that PKCT include in the discussion contained in the monitoring reports information on the limitations and appropriateness of using the Barn Owl noise monitoring system. Further analysis of the measurement results may be required to verify that the limitations of the Barn Owl system do not adversely impact the findings of the report.

6.4 Traffic

In the 2011 IEA it was recommended that PKCT:

- Align the DCC obligations to the MCoA, in particular in relation to truck dispatch times from NRE to PKCT.
- Review the obligations within the DCC and modify to ensure that they are quantifiable (where possible) and measureable in all cases.
- Review the Driver Summary Sheet to ensure that all obligations within the DCC are included and provided to Road Transport Companies and Transport Providers, in the form of an updated DCC.
- Review and modify the CTO to ensure that all obligations within the Program are included in the check-sheet.
- Modify the categories within the CTO check-sheet to reflect environmental compliance or non-compliance with the DCC and Implementation Program.
- Establish and implement a monitoring/auditing schedule for undertaking CTOs and intensive periods of monitoring of driver behaviour, within and external to the PKCT site.
- Within the Implementation Program, apportion responsibility to PKCT in relation to the coordination and collation of documentation relating to the DCC in particular the coordination of the implementation and monitoring, assessment and review of the DCC, and for ensuring that a response/follow-up of breaches of the Code is carried out.
- Augment the Implementation Program to clearly identify the actions/investigations that will be undertaken when breaches of the DCC are reported (e.g. the '3 Strikes' process).

The DCC and Implementation Program for DCC have not been updated since 2009 and 2010 respectively. The Implementation Program has not been edited to clearly identify the actions/investigations that will be undertaken when breaches of the DCC are reported (e.g. the '3 Strikes' process). In addition, the Implementation Program has not been updated to apportion responsibility to PKCT in relation to the coordination and collation of documentation relating to the DCC, and for ensuring that a response/follow-up of breaches of the Code is carried out. However, PKCT has improved in practice the coordination and collation of documentation relating to the DCC, including a detailed spreadsheet to monitor incoming audits and information from road transport operators. PKCT conducts more than the required number of CTO audits on a regular basis.

PKCT has also improved the CTO forms used for its own audits of drivers. The CTO forms have been updated to ensure that the majority of obligations within the Program are included in the check-sheet. The CTO forms also now include categories to reflect environmental compliance or non-compliance.

It is highly recommended that PKCT update the CTO with the outstanding elements that should be added to the check-sheet to monitor compliance, including direct alignment and wording from the DCC to the CTO (e.g. operate the vehicle in a manner that minimises vehicle noise).

It is highly recommended that PKCT update the DCC and Implementation Program for DCC at least annually, to ensure the documents accurately reflect the current state of operations and practices on site. Specifically, the next review of the DCC and Implementation Program should include in the relevant document, the following:

- Align the DCC obligations to the MCoA, in particular in relation to truck dispatch times from NRE to PKCT.
- Review the obligations within the DCC and modify to ensure that they are quantifiable (where possible) and measureable in all cases.
- Review the Driver Summary Sheet to ensure that all obligations within the DCC are included and provided to Road Transport Companies and Transport Providers, in the form of an updated DCC.
- Establish and implement a monitoring/auditing schedule for undertaking CTOs and intensive periods of monitoring of driver behaviour, within and external to the PKCT site, and document this monitoring program in the Implementation Program for DCC.

It is recommended that the review of these documents is completed and finalised due to their importance as documents central to PKCT's management of transport operators.

Whilst PKCT's improvements to their CTO forms are noted, it is also noted that the audit forms used by the various road transport companies do not specifically align to all obligations of the DCC and in some instances, are not thoroughly completed. It is therefore suggested to PKCT to stipulate to road transport providers during their next audit of the companies that the inclusion of all relevant DCC criteria on audit sheets is necessary.

7.0 Opportunities for Improvement

7.1 Compliance with the MCoA and EPL

Non-compliances against the MCoA and EPL are outlined in Table 5. Opportunities for improvement are offered in Table 5 to enable PKCT to improve compliance against these non-compliances (minor) with the MCoA and EPL.

Table 5 Non- compliances assigned against MCoA and EPL

No.	Condition/Number	Opportunity for improvement
Minister's Conditions of Approval		
1	Schedule 3, condition 12	<p>It is recommended that PKCT:</p> <ul style="list-style-type: none"> - Continue undertaking controlled discharges after rain events. - Undertake sediment testing of sediment within the Settlement Lagoon to assess nutrient loading. Subject to test results, conduct maintenance of settlement lagoon to clear sediment. - Undertake further investigations into algae control options and trial suitable options. - If further control options are exhausted and prove ineffective in lowering pH levels to within EPA-defined limits, engage in consultation with EPA regarding the pH range and associated percentile compliance (noting permissible seasonal fluctuations if necessary). - If necessary and relevant, expand investigations regarding water quality controls and treatment beyond algal controls (e.g. study the receiving environment to determine potential environmental impacts of alkaline water entering this system). - Alternatively, engage in consultation with Sydney Water regarding potential water treatment options prior to the distribution of recycled water to PKCT.
Environment Protection Licence 1625		
2	Schedule L1, condition 1	Refer to recommendation for MCoA 3.12.
	Schedule L2, condition 1	
	Schedule L2, condition 2	
3	Schedule M3, condition 1	<p>It is recommended that PKCT:</p> <ul style="list-style-type: none"> - Install a locked cage at this monitoring site to avoid future tampering, and undertake regular monitoring at this site to verify tampering has not occurred and the device is still functional.

7.2 Further Opportunities for Improvement

PKCT is compliant with the conditions outlined in Table 6. However, the following opportunities for improvement (Table 6) are highly recommended to PKCT to improve record-keeping and overall environmental management of the site.

Table 6 Further opportunities for improvement to improve environmental management of PKCT

No.	Condition/Number	Opportunity for improvement
Minister's Conditions of Approval		
4	Schedule 3, condition 6	It is recommended that PKCT: <ul style="list-style-type: none"> - Review and update the Implementation Program for the DCC at least annually, so that the document reflects the current state of operations on site. - Update the Implementation Program for the DCC to strengthen and specify PKCT's disciplinary process in instances of non-compliances.
Statement of Commitments		
5	Continued operation of the PKCT Community Consultative Committee.	It is recommended that PKCT: <ul style="list-style-type: none"> - Include details of community consultative committee (CCC) on the PKCT website for the purposes of better informing the community about the CCC's meetings and actions.
Environment Protection Licence 1625		
6	Schedule O3, condition 1 and Schedule O3, condition 2	It is recommended that PKCT: <ul style="list-style-type: none"> - Conduct an internal review of compliance to conditions O3.1 and O3.2 relating to dust emissions beyond the boundary of the site. - Review the train receival system to ensure all reasonable and feasible measures are employed to prevent or minimise dust impacts beyond the rail loop.
7	Schedule O4, condition 1	It is recommended that PKCT: <ul style="list-style-type: none"> - Complete, finalise and implement Settlement Lagoon Cleanout Process document. Document/record implementation of document implementation (e.g. staff training and maintenance schedules).
8	Schedule R1, condition 5	It is recommended that PKCT: <ul style="list-style-type: none"> - Keep records of lodgement of Annual Returns for documentation and quality assurance purposes.
9	Schedule U1, condition 1	It is recommended that PKCT ensure that the following part of the condition is completed by 30 June: <p>By 30 June 2014 the licensee must carry out a review of the environmental performance of the Northern Truck Wash, and provide a written report describing the review to the EPA. This report must include information on how the issues identified in the PKCT Northern Truck Wash Review as per requirements in EPL 1625 PRP N0.10 Port Kembla Coal Terminal July 2011' and the EPA letter to the licensee dated 16 August 2011 have been addressed. In particular the review must include, but not be limited to, how the following key elements have been addressed:</p> <ul style="list-style-type: none"> - water treatment - spray pressure - spray volume - spray orientation

No.	Condition/Number	Opportunity for improvement
		<ul style="list-style-type: none"> - spray drift - vehicle speed - truckwash management - truckwash maintenance - truck wash auditing, and - water/dust carryover.

7.3 Adequacy of Management Plans, Strategies and Programs

The opportunities for improvement identified in Section 7.0 that are offered to enable PKCT to improve the adequacy of their management plans, strategies and programs are consolidated below.

7.3.1 General Environmental Management Plans

It is recommended that the Water Management Plan, Green and Golden Bell Frog Management Plan, Landscape Management Plan and Greenhouse Gas and Energy Efficiency Management Plan are:

- Reviewed and updated at least annually, so that the document reflects the current state of operations on site.
- Updated annually to include reference to the most recent and relevant programs, initiatives and management measures on site, including any relevant Pollution Reduction Programs stipulated by the NSW EPA.
- Updated to reflect the most recent legislation relevant to the area of environmental management.
- Reflective of ongoing consultation with agencies.

7.3.2 Air Quality

No recommendations have been proposed for the Air Quality Monitoring Program.

7.3.3 Noise

It is recommended that PKCT:

- Update the Noise Management and Monitoring Plan to include discussion regarding the limitations posed by, and appropriateness of using the Barn Owl noise monitoring system.
- Conduct further analysis of the measurement results to verify whether the limitations of the Barn Owl system do not adversely impact the findings of the report.

7.3.4 Traffic

It is recommended that PKCT:

- Include in monthly reporting template an opportunity for road transport providers to confirm that all drivers held valid licences for reporting period.
- Stipulate to relevant road transport operators that the following criteria be adequately covered and specifically referenced in their audit forms, to allow PKCT to better monitor compliance with this aspect of the PKCT DCC:
 - Operate the vehicle in a manner that minimises vehicle noise.
- Update DCC at least annually to ensure the document accurately reflects current operations and requirements.
- Specifically, the next review of the DCC and Implementation Program should include in the relevant document, the following:
 - Align the DCC obligations to the MCoA, in particular in relation to truck dispatch times from NRE to PKCT.
 - Update the DCC to include changed truckwash operations as a result of the upgrade.

- Review the Driver Summary Sheet to ensure that all obligations within the DCC are included and provided to Road Transport Companies and Transport Providers, in the form of an updated DCC.
 - Establish and implement a monitoring/auditing schedule for undertaking CTOs and intensive periods of monitoring of driver behaviour, within and external to the PKCT site, and document this monitoring program in the Implementation Program for DCC.
- Update the PKCT CTO to include specific criteria regarding the new truckwash (e.g. stops on signals, travels through truckwash at no more than 5km/hr etc.)
 - Pass on recommendations to Bulktrans to complete audit forms in a thorough manner, including all criteria relevant at the time of the audit.

8.0 Conclusion

PKCT has improved compliance with the MCoA and EPL since the 2011 IEA. The organisation demonstrates strong environmental awareness and commitment to minimising and preventing harm to the environment throughout its operation. PKCT's management team was able to provide evidence to demonstrate that PKCT is implementing reasonable and feasible measures for sound environmental management on site, in the majority of its operations.

Overall, the operation of the PKCT project complies with the majority of conditions and commitments specified in the MCoA, EA, Response to Submissions and Statement of Commitments, specifically relating to the monitoring and management of air quality, the monitoring and management of noise emissions on site and the monitoring of heavy vehicle traffic from the mine site to the terminal. Some non-compliances (minor) related to surface water monitoring results were identified, though it is noted that investigations into this issue are ongoing. Through improvements implemented to PKCT's CTO form and overall auditing program of road transport operators, PKCT is in compliance with traffic criteria in the MCoA. However, a number of recommendations have been made to PKCT to better improve their Implementation Program for DCC to better monitor and manage traffic utilising the terminal.

PKCT is generally in compliance with the conditions of the EPL, though non-compliances (minor) were noted with regard to surface water quality and air quality. Overall, PKCT carries out their licensed activities proficiently and in accordance with the requirements of the licence.

PKCT is recommended to action the opportunities for improvement outlined in Section 7.1 and 0.

PKCT has a number of environmental management plans, although many require revision and updating. The adequacy of PKCT's various environmental management plans, including air quality, noise and traffic management plans reviewed by AECOM specialists in these respective fields, indicated that noise and air quality management plans are generally consistent with industry standards, though some opportunities for improvements are made. Opportunities to improve the Driver's Code of Conduct and associated Implementation Program have also been identified.

PKCT is encouraged to implement the opportunities for improvement to their environmental management plans, as detailed in Section 7.3.

Appendix A

Audit Protocol

IEA Protocol – General Conditions

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
Minister's Conditions of Approval (MCoA)									
MCoA	Schedule 2, condition 1	Obligation to Minimise Harm to the Environment	The Proponent shall implement all reasonable and feasible measures to prevent and/or minimise any harm to the environment that may result from the operation of the project.	Documents and staff show intent to prevent and/or minimise any harm to the environment that may result from the operation of PKCT. Intent of this condition was demonstrated through a variety of documents and observations/discussions during the site audit. PKCT has the ability to demonstrate that they are abiding by this condition for the majority of the project.	AEMR 2012/13. FY14 Business Plan. Monthly Environmental Report - January 2014. PKCT Environmental Committee Charter. Position Description - Environmental Specialist. Environmental Event Management System.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
MCoA	Schedule 2, condition 2	Terms of Approval	The Proponent shall carry out the project generally in accordance with the: (a) EA; (b) Response to Submissions; (c) Statement of Commitments (see Appendix 2); and (d) conditions of this approval.	Project carried out in accordance with EA, Response to Submissions, Statement of Commitments and the majority of conditions of this approval, although some non-compliances (minor) are recorded and noted below.	AEMR 2012/13. Environmental Assessment including Statement of Commitments. Response to Submissions. Minister's Conditions of Approval.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
	Schedule 2, condition 3		If there is any inconsistency between the above documents, the most recent document shall prevail to the extent of the inconsistency. However, the conditions of this approval shall prevail to the extent of any inconsistency.	Noted.	NA	NA	Alex Chalk - Risk Manager	Not Applicable	NA
	Schedule 2, condition 4		The Proponent shall prepare revisions of any strategies, plans or programs required under this consent if directed to do so by the Director-General. Such revisions shall be prepared to the satisfaction of, and within a timeframe approved by, the Director-General.	P&E requested submission of management plans during a conversation on 3 August 2011, as noted in a letter dated 10 August 2011. PKCT prepared and submitted relevant management plans (GGEEMP, LMP, GGBFMP, WMP, NMP). Approval for plans was granted by P&E on 27 October 2011 and 5 April 2012.	Letter from PKCT to P&E, 10 August 2011. Letter from P&E to PKCT, 27 October 2011. Letter from P&E to PKCT, 5 April 2012.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
	Schedule 2, condition 5		The Proponent shall comply with any reasonable requirement/s of the Director-General arising from the Department's assessment of: (a) any reports, plans, programs, strategies or correspondence that are submitted in accordance with this approval; and (b) the implementation of any actions or measures contained in these reports, plans, programs, strategies or correspondence.	All relevant management plans were developed in accordance with P&E requirements, with final approval granted by P&E.	2011/12 AEMR. 2012/13 AEMR. Letter from P&E to PKCT confirming approval of GGBF Management Plan, Noise Monitoring Program and Water Management Plan, 5 April 2012. Letter from P&E confirming approval of LMP, 27 October 2011. Letter from P&E to PKCT confirming approval of GGEEMP, 27 October 2011.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
MCoA	Schedule 2, condition 6	Limits on Approval	The Proponent shall not receive more than 7.5 million tonnes of coal and bulk products at the site by public road in any calendar year without the written approval of the Director-General. In seeking this approval, the Proponent shall submit a report to the Director-General that: (a) reviews the transport related	AEMR 2011/12, section 2.3.2 states that total tonnes delivered by public road as 2.8 tonnes for 2011/12 year. AEMR 2012/13, section 2.3.2 states that total tonnes delivered by public road as 4.0 Million tonnes for the 2012/13 year.	AEMR 2011/12. AEMR 2012/13.	PKCT	Alex Chalk - Risk Manager	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
			impacts associated with the trucks being used to deliver coal and bulk products to the terminal; (b) demonstrates that these impacts are generally consistent with the predicted and/or approved impacts; and (c) examines whether there any other reasonable and feasible measures that could be implemented to minimise these impacts. Once this approval has been obtained, the Proponent shall not receive more than 10 million tonnes of coal and bulk products at the site by public road in any calendar year.						
	Schedule 2, condition 7		The Proponent shall only receive coal dispatched from NRE No 1 Colliery at Russell Vale if that coal has been dispatched between the hours of: (a) 7 am to 10 pm Monday to Friday; and (b) 8 am to 6 pm Saturday and Sunday or Public Holidays unless in accordance with a project approval granted to that Colliery under Part 3A of the EP&A Act.	Statement in AEMRs that coal from NRE No. 1 Colliery is only received by PKCT when it is dispatched during the specified hours. No records were cited for Sundays or Public Holidays. Toolbox Talk minutes from Brindles states correct dispatch hours.	AEMR 2011/12. AEMR 2012/13. Brindles Toolbox Talk minutes, 10 March 2014.	PKCT Brindles	Alex Chalk - Risk Manager Scott Jones - Brindles	Compliance	NA
	Schedule 2, condition 8		Subject to conditions 6 and 7 of this schedule, coal and bulk products may be received by the Proponent at the site by road delivery twenty four hours per day, seven days per week.	Brindles internal audit.	NA	NA	NA	Not Applicable	NA
MCoA	Schedule 2, condition 9	Management Plans/Monitoring Protocols	With the approval of the Director-General, the Proponent may submit any management plan or monitoring program required by this approval on a progressive basis.	2011/12 AEMR: A number of management plans were submitted and approved by P&E including: Greenhouse Gas and Energy Efficiency Management Plan MP HS 461; Landscape Management Plan MP HS 470; Green and Golden Bell Frog Management Plan MP HS 109; Water Management Plan MP HS 462; and Noise Management Plan MP HS 387.	2011/12 AEMR. 2012/13 AEMR. Letter from P&E to PKCT confirming approval of GGBF Management Plan, Noise Monitoring Program and Water Management Plan, 5 April 2012. Letter from P&E confirming approval of LMP, 27 October 2011. Letter from P&E to PKCT confirming approval of GGEEMP, 27 October 2011.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
MCoA	Schedule 2, condition 10	Surrender of Consents	Within 12 months of the date of this approval, the Proponent shall surrender all existing development consents and existing use rights associated with operations at the site in accordance with clause 97 of the EP&A Regulation.	AMER 2012/13 states that no management plans were submitted to P&E during that reporting period.	2011/12 and 2012/13 AEMR.	NA	NA	Not Applicable	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
MCoA	Schedule 2, condition 11	Structural Adequacy	The Proponent shall ensure that all new buildings and structures, and any alterations or additions to existing buildings and structures, are constructed in accordance with the relevant requirements of the BCA. Notes: • Under Part 4A of the EP&A Act, the Proponent is required to obtain construction and occupation certificates for the proposed building works. • Part 8 of the EP&A Regulation sets out the requirements for the certification of the project.	No significant building works or alterations undertaken in the 2011/12 financial year. Project office and facilities maintenance undertaken in the 2012/13 financial year was done so in accordance with Australian Standards and Building Code of Australia.	2011/12 AEMR. 2012/13 AEMR.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
MCoA	Schedule 2, condition 12	Demolition	The Proponent shall ensure that all demolition work is carried out in accordance with Australian Standard AS 2601-2001: The Demolition of Structures, or its latest version.	Demolition of bulk products berth shiploader and conveyor system in 2011/12 financial year was undertaken in accordance with AS 2601-2001. Relevant approvals sought and received to undertake works as noted in AEMR. No demolition works occurred in the 2012/13 financial year.	2011/12 AEMR. 2012/13 AEMR.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
MCoA	Schedule 2, condition 13	Operation of Plant and Equipment	The Proponent shall ensure that all plant and equipment used on site is: (a) maintained in a proper and efficient condition; and (b) operated in a proper and efficient manner.	Work order and maintenance system observed in operation during the site audit. The work order and maintenance system is the system by which assets are maintained on site. The system files information in a hierarchical structure. Inspection regimes are based on the equipment manual or design instructions. Maintenance and inspection work is scheduled and work orders issued to shift tradespersons or to the Asset Maintenance Team where work is carried out by contractors. Work order system excludes truck maintenance, though PKCT has interface with truck companies and coal shippers with regard to truck maintenance. Feedback regarding the condition of equipment is recorded in the work order system to track the depletion of equipment and track supply needs. PKCT has an alarmed digital control system which tracks the operation/capacity of equipment.	2011/12 AEMR. 2012/13 AEMR. Maintenance schedules and work orders sighted included: Stacker 4 (W15797, 14 March 2014). Conveyor NC10 (WO S26069, 19 March 2014). Monthly servicing checklist for A/C tower. Monthly inspection checklist (signed) for dust gauges. Light vehicle maintenance schedule (27 September 2013). Light vehicle checklist (weekly) sighted in car.	PKCT	Luke Pascot - Environmental Specialist Roger Stewardson - Engineering Manager	Compliance	NA
MCoA	Schedule 2, condition 14	Dispute Resolution	In the event that the Proponent and the Council or a Government agency, other than the Department, cannot agree on the specification or requirements of this approval, the matter may be referred by either party to the Director-General for resolution, whose determination of the disagreement shall be final and binding on the parties.	No disputes have arisen in audit period.	2011/12 AEMR. 2012/13 AEMR.	PKCT	NA	Not Applicable	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
Surface Water									
MCoA	Schedule 3, condition 12	Discharge Limits	Except as may be expressly provided in an EPL for the project, the Proponent shall comply with Section 120 of the Protection of the Environment Operations Act 1997.	<p>Exceedences of pH and TSS criteria outlined in PKCT's EPL occurred over the reporting period, though they were minor and few. However, due to these exceedences PKCT does not comply with this condition.</p> <p>Results indicated the following:</p> <ol style="list-style-type: none"> July - December 2011: <ul style="list-style-type: none"> - 4 pH exceedences (pH range 6.5 - 8.5). - 5 TSS exceedences. 2012: <ul style="list-style-type: none"> - 1 pH exceedences. - 1 TSS exceedences. 2013: <ul style="list-style-type: none"> - 8 pH exceedences. - 2 TSS exceedences. <p>PKCT has demonstrated that investigations are ongoing into dust management initiatives and pH management in the Settlement Lagoon.</p>	<p>2011/12 AEMR. 2012/13 AEMR section 3.5.2. 2011/12 Interim EMR. 2011 EPL Annual Return. 2012 EPL Annual Return. 2013 EPL Annual Return. Letter dated 29 June 2011 from PKCT to EPA describing performance upgrades to Stormwater Pollution Control System. Letter dated 10 August 2012 from PKCT to EPA describing algae control trial proposed for September 2012. Letter dated 22 November 2013 from EPA to PKCT regarding EPL variation to include PRP 12 and PRP 13 regarding stormwater pollution controls and algae control trial. Environment Committee meeting agenda dated 17 October 2013. PKCT Road Receptival Dust Suppression Sprays - Project Review and Closure Report. Cardno Aquatic Plants and Algal Study Cardno Algae Control Review ICAM Report - Executive Summary</p>	PKCT	Alex Chalk - Risk Manager Luke Pascot - Environmental Specialist	Non-compliance (minor)	<p>It is recommended that PKCT:</p> <ul style="list-style-type: none"> - Continue with undertaking controlled discharges after rain events. - Undertake sediment testing of sediment within the Settlement Lagoon to assess nutrient loading. Subject to test results, conduct maintenance of settlement lagoon to clear sediment. - Undertake further investigations into algae control options and trial. - If necessary and relevant, expand investigations regarding water quality controls and treatment beyond algal controls (e.g. study the receiving environment to determine potential environmental impacts of alkaline water entering this system). - If further control options are exhausted and prove ineffective in lowering pH levels to within EPA-defined limits, engage in consultation with EPA regarding pH range and associated percentile compliance (noting permissible seasonal fluctuations if necessary). - Alternatively, engage in consultation with Sydney Water regarding potential water treatment options prior to distribution to PKCT.

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
MCoA	Schedule 3, condition 13	Water Management Plan (WMP)	The Proponent shall prepare and implement a Water Management Plan to the satisfaction of the Director-General. This Plan must: (a) be prepared in consultation with DECC;	Evidence sighted confirming Water Management Plan (WMP) was developed post-2011 IEA in consultation with EPA (i.e. OEH, formerly DECC).	2011/12 AEMR. 2012/13 AEMR section 3.5.2 Water Management Plan 2011. Letter from P&E to PKCT confirming approval of WMP, 5 April 2012. Letter from PKCT to P&E reporting updates to plans post-2011 IEA, dated 10 August 2011.	PKCT	Alex Chalk - Risk Manager Luke Pascot - Environmental Specialist	Opportunity for improvement	It is recommended that PKCT: - Review and update the WMP at least annually so that the document reflects the current state of operations on site. - In particular, the WMP needs to include most recent EPL discharge criteria and exceedences, reference to new PRPs and investigations/trials undertaken to date.
			(b) be submitted to the Director-General for approval within 12 months of this approval or as otherwise agreed by the Director-General; and	Whilst no evidence was given during the 2011 or 2014 IEA, of submission of WMP to P&E within 12 months of the date of this approval, it is considered that PKCT now complies with the general intent of the condition, being that consultation with EPA occurs, and approval granted by P&E of the most recent plan. For this reason, compliance is granted.	Water Management Plan 2011. Letter from P&E to PKCT confirming approval of WMP, 5 April 2012. Letter from PKCT to P&E reporting updates to plans post-2011 IEA, dated 10 August 2011.	PKCT	Alex Chalk - Risk Manager Luke Pascot - Environmental Specialist		
			(c) include: • a site water balance, which includes details of sources of water supply, on-site water use and management and off-site water discharges and investigates and describes measures to minimise water use by the project; • a sediment control plan for surface works on the site that is consistent with the requirements of the Managing Urban Stormwater: Soils and Construction Manual (Landcom 2004, or its latest version); • a surface water monitoring program that includes: stormwater effluent discharge criteria; a monitoring protocol for evaluating compliance with the stormwater effluent discharge criteria; and reasonable and feasible mitigation measures to ensure the stormwater effluent discharge criteria are met.	The WMP includes all stated relevant criteria. WMP includes site water balance, process for preparation of adequate sediment control plan in accordance with the Blue Book, if required, and detailed surface water monitoring program. WMP has been prepared to the satisfaction of EPA and P&E. However, it is noted that the WMP has not been updated since 2011 to present the most recent reflection of current operations on site.	Water Management Plan 2011.	PKCT	Alex Chalk - Risk Manager Luke Pascot - Environmental Specialist		

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
Biodiversity									
MCoA	Schedule 3, condition 14	Green and Golden Bell Frog Management Plan	The Proponent shall prepare and implement a Green and Golden Bell Frog Management Plan for the project to the satisfaction of the Director-General. This program must: (a) be developed in consultation with DECC; and (b) be submitted to the Director-General for approval within 12 months from the date of this approval, or as otherwise agreed by the Director-General.	Documented email and letter correspondence detailing consultation between PKCT and EPA regarding development and update of GGBF Management Plan after 2011 IEA. Updated GGBF Management Plan reviewed, and evidence of approval of this plan by P&E. Whilst no evidence was given during the 2011 or 2014 IEA, of submission of GGBF Management Plan to P&E within 12 months of the date of this approval, it is considered that PKCT now complies with the general intent of the condition, being that consultation with EPA occurs, and approval granted by P&E of the most recent plan. For this reason, compliance is granted.	GGBF Management Plan dated 10 August 2011. Email correspondence between PKCT and EPA regarding comments on the GGBF Management Plan, May and August 2011. Letterform PKCT to EPA stating latest version of GGBF Management Plan submitted to EPA on 24 August 2011 to Paul Wearne, 28 November 2011. Letter from EPA to PKCT confirming consultation regarding GGBF Management Plan was adequate and complete, 5 December 2011. Letter from EPA to PKCT, 20 February 2012. AEMRs 2011/12 and 2012/13 AMER section 3.6.2. GGBF Management Plan approved in 2011 (see above clause 2.9). Letter from P&E to PKCT confirming approval of GGBF Management Plan, 5 April 2012.	PKCT	Alex Chalk - Risk Manager	Opportunity for improvement	It is recommended that PKCT: - Review and update the GGBF Management Plan at least annual so that the document reflects the current state of operations on site. If no changes are made to the document, review date at least should be noted on the document to track reviews.
Visual Amenity									
MCoA	Schedule 3, condition 15	Lighting Emissions	The Proponent shall: (a) ensure no external lights shine above the horizontal; (b) ensure that all external lighting associated with the project complies with Australian Standard AS4282 (INT) 1995 – Control of Obtrusive Effects of Outdoor Lighting, or its latest version, and (c) take all reasonable and feasible measures to mitigate off-site lighting impacts from the project to the satisfaction of the Director-General.	Lightpoint Consulting Services assessed site lighting and site is compliant with AS4282. No detrimental impacts or community complaints.	AEMR 2011/12. AEMR 2012/13. External Lighting Report - Re: AS4282 Control of the obtrusive effects of outdoor lighting.	PKCT Lightpoint Consulting Services	Alex Chalk - Risk Manager	Compliance	NA
MCoA	Schedule 3, condition 16	Landscape Management Plan	The Proponent shall prepare and implement a Landscape Management Plan to the satisfaction of the Director-General. This Plan must: (a) be submitted to the Director-General for approval within 12 months of this approval, or as otherwise agreed by the Director-General; and	Site inspection confirmed landscape plan has been implemented. Correspondence between PKCT and P&E confirmed LMP has been developed, updated to include 2011 IEA recommendations and approved by P&E. Whilst no evidence was given during the 2011 or 2014 IEA, of submission of the LMP to P&E within 12 months of the date of this approval, it is considered that PKCT now complies with the general intent of the condition, being that an LMP is developed and approval granted by P&E of the most recent plan. For this reason, compliance is granted.	2011/12 AEMR section 3.7.2. 2012/13 AEMR. Letter from PKCT to P&E submitting LMP to P&E, 10 August 2011. Letter from P&E confirming approval of LMP, 27 October 2011.	PKCT	Alex Chalk - Risk Manager	Opportunity for improvement	It is recommended that PKCT: - Review and update the LMP at least annual so that the document reflects the current state of operations on site, including ongoing maintenance of landscaping on site. NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
			(b) include; <ul style="list-style-type: none"> details of screening trees to be planted on the road receiveal earth bund and along the northern site boundary; and 	Details of screening trees to be planted on road receiveal earth bund and along northern boundary included in site plan in LMP. Site inspection confirmed landscape plan has been implemented.	LMP Appendix C - Road Receiveal	PKCT	Alex Chalk - Risk Manager Luke Pascot - Environmental Specialist	Compliance	
			<ul style="list-style-type: none"> an implementation program. 	Implementation program included in LMP. Site inspection confirmed landscape plan has been implemented.	LMP: Section 5.3 - Management and Mitigation. Section 5.4 - Management Strategy, Effectiveness and Improvement.	PKCT	Alex Chalk - Risk Manager Luke Pascot - Environmental Specialist	Compliance	
Greenhouse and Energy Efficiency									
MCoA	Schedule 3, condition 17	Operating Conditions	The Proponent shall implement all reasonable and feasible measures to minimise: <ul style="list-style-type: none"> (a) energy use on site; and 	GGEEMP and Energy Saving Action Plan contain plans to reduce electricity usage on site.	Greenhouse Gas and Energy Efficiency Management Plan 2011 Energy Efficiency Study 2013. Energy Savings Action Plan 2012/13.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
			(b) greenhouse gas emissions from the project to the satisfaction of the Director-General.	GGEEMP and Energy Saving Action Plan contains plans to reduce greenhouse gas emissions from the project. Director-General's approval granted. Energy Efficiency Study undertaken by PKCT in 2013 to investigate further energy and GHG savings possible on site and form foundation for future energy efficiency planning.	Greenhouse Gas and Energy Efficiency Management Plan 2011 Energy Savings Action Plan 2012/13. Energy Efficiency Study 2013. Letter from P&E to PKCT confirming approval of GGEEMP, 27 October 2011.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
MCoA	Schedule 3, condition 18	Greenhouse and Energy Efficiency Plan	Within 12 months of this approval or as otherwise agreed by the Director-General, the Proponent shall prepare and implement a Greenhouse and Energy Efficiency Plan for the project. This plan must: <ul style="list-style-type: none"> (a) be prepared generally in accordance with the Guidelines for Energy Savings Action Plans (DEUS 2005, or its latest version); (b) be submitted to the Director-General for approval; (c) include a program to estimate/monitor greenhouse gas emissions and energy use generated by the project; (d) include a framework for investigating and implementing measures to reduce greenhouse gas emissions and energy use at the project; (e) describe how the performance of these measures would be monitored over time; and (f) report on the project's greenhouse gas emissions and minimisation measures in the AEMR to the satisfaction of the Director-General. 	GGEEMP now states it has been prepared in accordance with DEUS Guidelines and aligns with ESAP through direct reference to the methodology used for identifying and actioning opportunities to minimise GHG emissions. Approval by the Director-General has also been granted formally. However, GGEEMP requires updating at least annually to remain a 'live' document, to include findings of other studies such as the Energy Efficiency Study Report.	2011/12 AEMR. 2012/13 AEMR section 3.8.2. Greenhouse Gas and Energy Efficiency Management Plan 2011 Energy Efficiency Study 2013. Letter from P&E to PKCT confirming approval of GGEEMP, 27 October 2011.	PKCT	Alex Chalk - Risk Manager	Opportunity for improvement	It is recommended that PKCT: <ul style="list-style-type: none"> Review and update the GGEE Management Plan at least annually so that the document reflects the current state of operation on site. In particular, the LMP needs to include reference to the most recent relevant legislation, NGERs data and a summary of information gathered through the ESAPs.

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
Waste									
MCoA	Schedule 3, condition 19	Operating Conditions	The Proponent shall: (a) monitor the amount of waste generated by the project; (b) investigate ways to minimise waste generated by the project; (c) implement reasonable and feasible measures to minimise waste generated by the project; and (d) report on waste management and minimisation in the AEMR to the satisfaction of the Director-General.	PKCT conducts waste minimisation meetings. PKCT reports on annual waste generated. Further the WMP was approved which outlines requirements in accordance with MCoA. Inspection of waste receptacles occurs quarterly. A waste tracking spreadsheet system is currently used to capture waste data after it is supplied to PKCT. This system was replaced in the week after the site audit on 28 March 2014 by a new contract with T&C (PKCT's waste management contractor), PKCT's waste manager. Monthly waste reports are to be provided by T&C under their new contract to monitor waste steel, general waste, liquid waste and recyclables. Improvements in waste management on site have occurred since the 2011 IEA.	2011/12 AEMR. 2012/13 AEMR section 3.9.2. Transpacific works and disposal invoices for parts cleaner, 17 August 2013. Veolia invoice for disposal of liquid waste, 5 June 2013. Cleanaway invoice for bins, 15 February 2014. Waste tracking spreadsheet. Waste Management Scope provided to T&C by PKCT.	PKCT	Luke Pascot - Environmental Specialist	Compliance	NA
Hazards									
MCoA	Schedule 3, condition 20	Dangerous Goods	The Proponent shall ensure that storage, handling and transport of dangerous goods are done in accordance with the relevant Australian Standards, particularly AS1940 and AS1596, and the Dangerous Goods Code.	The AEMRs state that PKCT is aware of all dangerous goods onsite and ensures personnel are suitably trained to handle these and that there is suitable site storage in accordance with AS1940 & AS1596. In 2013 the onsite diesel facility consisting of two 40,000L underground fuel tanks was replaced by a mobile diesel refuelling service. The decision was made to cease use of tanks due to their age, and eliminating fuel storage on site significantly reduced risks relating to dangerous goods (DGs) on site as this was the most significant DG on site. The mobile fuel service provider is licenced to carry out this service, and this was confirmed by PKCT's consultant regarding DGs management, GHD. In addition, an oxygen/acetylene storage facility previously located on the northern side of the store has been replaced with a new, compliant facility located in the workshop quadrangle with oxygen and acetylene cylinders stored separately.	2011/12 AEMR. 2012/13 AEMR.	PKCT	NA	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
MCoA	Schedule 3, condition 21	Fire Control	During the project, the Proponent shall: (a) ensure that it maintains suitable equipment to respond to any fires on site; and (b) assist the fire and emergency services as much as possible if there is a fire on site.	PKCT keeps on-site sprinkler systems, fire extinguishers, and gas room flooding system. All fire management is handled by the facilities maintenance engineer. An upgrade to the fire sub panel communications and installation of a graphics interface has been completed, providing improved fire system monitoring, management of fire system isolations and event history logging. The project has provided a significant reduction in nuisance false alarms. PKCT plans to progress the northern substation fire system upgrade through the project evaluation and approval process.	2012/13 AEMR.	PKCT	NA	Compliance	NA
	Schedule 3, condition 22		The Proponent shall ensure that it maintains a Fire Management Plan for the site.	A Fire Management Plan has been prepared for the site (2010).	Fire Management Plan 2010. AEMR 2011/12. AEMR 2012/13.	PKCT	NA	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
Environmental Management, Monitoring, Auditing and Reporting									
Environmental Management									
MCoA	Schedule 4, condition 1	Environmental Management	The Proponent shall prepare and implement an Environmental Management Strategy for the project to the satisfaction of the Director-General. This strategy must: (a) be submitted to the Director-General for approval within 12 months of this project approval or otherwise agreed by the Director-General; (b) provide for the strategic context for the environmental management of the project; (c) identify the statutory requirements that apply to the project; (d) describe the procedures that would be implemented to: • keep the local community and relevant agencies informed about the operation and environmental performance of the project; • receive, handle, respond to, and record complaints; • resolve any disputes that may arise during the course of the project; • respond to any non-compliance; • manage cumulative impacts; and • respond to emergencies; (e) include an environmental monitoring program for the project that includes all the monitoring requirements of this approval; (f) describe how the various incident and approval reporting requirements of the project would be integrated into a single reporting system; and (g) describe the role, responsibility, authority and accountability of all the key personnel involved in the environmental management of the project.	EMS certification displayed in PKCT office. EMS has been certified by Lloyds.	EMS Certificates	PKCT	Alex Chalk - Risk Manager Luke Pascot - Environmental Specialist	Compliance	NA
Reporting									
MCoA	Schedule 4, condition 2	Incident Reporting	Within 24 hours of detecting the occurrence of an incident that causes (or may cause) material harm to the environment, the Proponent shall notify the Department and other relevant agencies of the incident.	No reportable incidences have occurred in the relevant reporting periods so this condition is not applicable to the audit. Requirements regarding incident reporting are outlined in PKCT's Environmental Management Strategy MP HS 64 and Event Management procedure.	2011/12 AEMR. 2012/13 AMER section 4.2.2.	PKCT	Alex Chalk - Risk Manager	Not Applicable	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
	Schedule 4, condition 3		<p>Within 21 days of notifying the Department and other relevant agencies of such an incident, the Proponent shall provide the Department and these agencies with a written report that:</p> <p>(a) describes the date, time, and nature of the incident;</p> <p>(b) identifies the cause (or likely cause) of the incident;</p> <p>(c) describes what action has been taken to date; and</p> <p>(d) describes the proposed measures to address the incident.</p>	<p>No reportable incidences have occurred in the relevant reporting periods so this condition is not applicable to the audit. Requirements regarding incident reporting are outlined in PKCT's Environmental Management Strategy MP HS 64 and Event Management procedure.</p>	Not applicable.	PKCT	Not Applicable	Not Applicable	NA
MCoA	Schedule 4, condition 4	Annual Reporting	<p>Within 12 months of this approval, and annually thereafter, the Proponent shall submit an AEMR to the Director-General and all relevant agencies. This report must:</p> <p>(a) identify the standards and performance measures that apply to project;</p> <p>(b) describe the works carried out in the last 12 months;</p> <p>(c) describe the works planned to be carried out in the next 12 months;</p> <p>(d) include a summary of the complaints received during the past year, and compare this to the complaints received in previous years;</p> <p>(e) include a summary of the monitoring results for the project during the past year;</p> <p>(f) include an analysis of these monitoring results against the relevant:</p> <ul style="list-style-type: none"> • impact assessment criteria/limits; • monitoring results from previous years; and • predictions in the EA or other documents listed in condition 2 of schedule 2; <p>(g) identify and discuss all exceedences of approval and licence conditions and other applicable standards and performance measures;</p> <p>(h) identify any trends in the monitoring results over the life of the project;</p> <p>(i) identify any non-compliance during the previous year; and</p> <p>(j) describe what actions were, or are being, taken to ensure compliance.</p>	AEMRs comply with criteria a) to j) stipulated in this condition.	<p>2011/12 AEMR.</p> <p>2012/13 AEMR section 4.3.</p> <p>2013/14 Interim EMR.</p>	PKCT	Alex Chalk - Risk Manager	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
Independent Environmental Audit									
MCoA	Schedule 4, condition 5		By 31 March 2011, and every 3 years thereafter, unless the Director-General directs otherwise, the Proponent shall commission and pay the full cost of an Independent Environmental Audit of the project. This audit must: (a) be conducted by a suitably qualified, experienced, and independent team of experts whose appointment has been endorsed by the Director-General; (b) include consultation with the relevant agencies; (c) assess the environmental performance of the project and whether it is complying with the relevant requirements in this approval and any relevant EPL (including any strategy, plan or program required under these approvals); and (d) review the adequacy of strategies, plans and/or programs required under these approvals; and, if appropriate, (e) recommend measures or actions to improve the environmental performance of the project, and/or any strategy, plan or program required under these approvals. <i>Note: This audit team should be led by a suitably qualified auditor, and include experts in the field of noise, air quality and traffic management.</i>	Independent Environmental Audits conducted by AECOM cover this requirement. 2014 site audit was undertaken on 28 March 2014. Consultation has been undertaken with the Environment Protection Agency. Compliance assessed as per this protocol. Recommendations provided as per this protocol and summarised in Section 7.0 of IEA report.	Conversation with Jen Byrne at EPA (17 March 2014).	PKCT EPA	Alex Chalk - Risk Manager Jen Byrne - EPA	Compliance	NA
	Schedule 4, condition 6		Within 6 weeks of completing this audit, or as otherwise agreed by the Director-General, the Proponent shall submit a copy of the audit report to the Director-General with a response to any recommendations contained in the audit report.	Site audit undertaken on 28 March 2014. Final audit report and PKCT response to findings sent to P&E within six weeks of the completion of the site audit (by 9 May 2014).	NA	NA	NA	Compliance	NA
	Schedule 4, condition 7		Within 3 months of submitting the audit report to the Director-General, the Proponent shall review and if necessary revise the strategies/plans/programs required under this approval, to the satisfaction of the Director-General.	Not applicable.	Not applicable.	NA	NA	Not Applicable	NA
Access to Information									
MCoA	Schedule 4, condition 8		Within 3 months of the approval of any strategy/plan/program required under this approval (or any subsequent revision of these strategies/plans/programs), or the completion of the audits or AEMR, required under this approval, the Proponent shall:	All relevant documents displayed on PKCT website at the time of the audit. 2011 IEA recommendations were incorporated into management plans and a report prepared for P&E with reference to PKCT's revision of programs and management plans, within 3 months of completion of the 2011 IEA.	PKCT website: www.pkct.com.au Letter from PKCT to P&E regarding compliance with this condition, dated 10 August 2011.	PKCT	Alex Chalk - Risk Manager	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
			(a) provide a copy of the relevant document/s to the relevant agencies; (b) place a copy of the document/s on its website; and (c) remove superseded copies of strategies/plans/programs from its website.						
	Schedule 4, condition 9		During the project, the Proponent shall: (a) make a summary of monitoring results required under this approval publicly available on its website; and (b) update these results on a regular basis (at least every 6 months).	AEMRs provide a summary of the documents available on the PKCT website including monitoring records. Viewing the website confirmed consistency with the AEMR.	2011/12 AEMR. 2012/13 AEMR section 4.4.2. www.pkct.com.au	PKCT	Alex Chalk - Risk Manager	Compliance	NA
Environment Protection Licence									
1 Administrative Conditions									
EPL	Schedule A1, condition 1	What the licence authorises and regulates	This licence authorises the carrying out of the scheduled activities listed below at the premises specified in A2. The activities are listed according to their scheduled activity classification, fee based activity classification and the scale of the operation. Unless otherwise further restricted by a condition of this licence, the scale at which the activity is carried out must not exceed the maximum scale specified in this condition. Scheduled Activity: coal works and shipping in bulk. Fee based activity: coal works = > 5000000 - T loaded	Works undertaken on site classified as coal works and shipping in bulk. AEMRs states limits on approval and operations are consistent with these.	AEMR 2012/13 section 2.3.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
EPL	Schedule A2, condition 1	Premises to which this licence applies	The licence applies to the following premises: Port Kembla Coal Terminal Limited, Port Kembla Road, Wollongong, NSW, 2500. Lot 22 DP 1128396	The premises to which the licence applies is the PKCT site.	Not applicable.	NA	NA	Not Applicable	NA
	Schedule A2, condition 2		Note: This premises does not include four sections of oil pipelines: • The oil pipeline running north-east from the Manildra Park premises to the intersection of Flinders Street with Stockpile Road, then north, running parallel with Stockpile Road to the Overhead Shipping Bridge, then north-west, continuing parallel with Stockpile Road along the Product Berth and Discharge Berth (see Figures entitled "BHP Transport Limited Port Kembla Bunkering Pipeline Proposed Extension Options", DOC06/60564, contained in File No 282203A2). This pipeline is owned by BlueScope Steel Limited but insured by		Not applicable.	NA	NA	Not Applicable	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
			<p>Manildra Park Limited.</p> <ul style="list-style-type: none"> The oil pipeline running east from Old Port Road, then north along the Outer Harbour, northeast under the harbour and then east along the Northern Breakwater to the Oil Berth (see Figure A, DOC06/56336, contained in File No 282203A2). The oil pipeline running from the "Timber Watch House" at the Port Kembla Coal Terminal along the Inner Harbour to the Old Coal Berth (see Figure B, DOC06/56336, contained in File No 282203A2). The oil pipeline running north-north-west in the Inner Harbour along from the Old Coal Berth to the Pig Launching Station at the Port Kembla Coal Terminal. Manildra Park Pty Ltd is responsible for these pipelines and their associated infrastructure. They are also liable for any oil spills or leaks that occur from these pipelines or infrastructure. 						
EPL	Schedule A3, condition 1	Information supplied to the EPA	Works and activities must be carried out in accordance with the proposal contained in the licence application, except as expressly provided by a condition of this licence. In this condition the reference to "the licence application" includes a reference to: (a) the applications for any licences (including former pollution control approvals) which this licence replaces under the Protection of the Environment Operations (Savings and Transitional) Regulation 1998; and (b) the licence information form provided by the licensee to the EPA to assist the EPA in connection with the issuing of this licence.	No further works outside those specified in the EPL application have been undertaken. Works stated in licence include coal works (>5000000 T handled) and shipping in bulk (>5000000 T loaded and unloaded) which are currently undertaken on site.	EPL as at 22 November 2014.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
2 Discharges to air and water and applications to land									
EPL	Schedule P1, condition 2	Location of monitoring/discharge points and areas	The following points referred to in the table are identified in this licence for the purposes of the monitoring and/or the setting of limits for discharges of pollutants to water from the point.	The monitoring points are as per those referred to in the table.	Not applicable.	PKCT	NA	Compliance	NA
EPL	Schedule P1, condition 3		The following utilisation areas referred to below are identified in this licence for the purposes of the monitoring and/or the setting of limits for any application of solids or liquids to the utilisation area. The type of monitoring point to which it applies is wet weather discharge and discharge quality	The utilisation areas on site are as per the relevant stipulation in the EPL.	Not applicable.	PKCT	NA	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
			monitoring:						
			EPA Identification no. 16. Discharge from settlement lagoon to the Western Drain labelled as '1' on drawing titled 'Water Collection & Treatment System Discharge Points' submitted to the EPA with the Licence Information Form dated 14/02/00.	The utilisation areas on site are as per the relevant stipulation in the EPL. During the site inspection auditors viewed the discharge point listed in the EPL.	Not applicable.	PKCT	NA	Compliance	NA
3 Limit Conditions									
EPL	Schedule L1, condition 1	Pollution of waters	Except as may be expressly provided in any other condition of this licence, the licensee must comply with section 120 of the Protection of the Environment Operations Act 1997.	Refer to MCoA 3.12	Refer MCoA 3.12.	PKCT	Alex Chalk - Risk Manager Luke Pascot - Environmental Specialist	Non-compliance (minor)	It is recommended that PKCT: - Continue with undertaking controlled discharges after rain events. - Undertake sediment testing of sediment within the Settlement Lagoon to assess nutrient loading. Subject to test results, conduct maintenance of settlement lagoon to clear sediment. - Undertake further investigations into algae control options and trial. - If necessary and relevant, expand investigations regarding water quality controls and treatment beyond algal controls (e.g. study the receiving environment to determine potential environmental impacts of alkaline water entering this system). - If further control options are exhausted and prove ineffective in lowering pH levels to within EPA-defined limits, engage in consultation with EPA regarding pH range and associated percentile compliance (noting permissible seasonal fluctuations if

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
									necessary). - Alternatively, engage in consultation with Sydney Water regarding potential water treatment options prior to distribution of recycled water to PKCT.
EPL	Schedule L1, condition 2		Exceedence of a quality limit specified in this licence for the discharge of TSS from Point 16 or a volume limit for discharge from Point 16 is permitted if the discharge from Point 16 does not exceed a 5 day average of 100mg/L TSS, and occurs solely as a result of rainfall at the premises exceeding a total of 90 millimetres over any consecutive five day period.	Noted.	Not applicable.	Not applicable	Not Applicable	Not Applicable	NA
EPL	Schedule L2, condition 1	Concentration Limits	For each monitoring/discharge point or utilisation area specified in the table/s below (by a point number), the concentration of a pollutant discharged at that point, or applied to that area, must not exceed the concentration limits specified for that pollutant in the table.	Noted.	Refer below.	PKCT	Alex Chalk - Risk Manager Luke Pascot - Environmental Specialist	Non-compliance (minor)	Refer to recommendation L1.1.
EPL	Schedule L2, condition 2		Where a pH quality limits specified in the table, the specified percentage of samples must be within the specified ranges.	Noted.	Refer below.	PKCT	Alex Chalk – Risk Manager Luke Pascot – Environmental Specialist	Non-compliance (minor)	Refer to recommendation L1.1.
EPL	Schedule L2, condition 3		To avoid any doubt, this condition does not authorise the pollution of waters by any pollutant other than those specified in table (stated under L2.4).	Noted. Refer L2.4.	Noted. Refer L2.4	PKCT	Alex Chalk - Risk Manager Luke Pascot - Environmental Specialist	Not applicable.	NA
	Schedule L2, condition 4		Water and/or Land Concentration Limits Oil/grease (mg/L): 10 (100 percentile concentration limit)	No exceedences of oil and grease have occurred in the reporting period.	2011/12 AEMR. 2012/13 AEMR. 2011 EPL Annual Return. 2012 EPL Annual Return. 2013 EPL Annual Return.	PKCT	Alex Chalk - Risk Manager	Not applicable	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
			pH: 6.5-8.5 (100 percentile concentration limit)	Exceedences of pH and TSS criteria outlined in PKCT's EPL occurred over the reporting period, though they were minor and few. However, due to these exceedences PKCT does not comply with this condition. Results indicated the following: 1. July - December 2011: - 4 pH exceedences. 2. 2012: - 1 pH exceedences. 3. 2013: - 8 pH exceedences. PKCT has demonstrated that investigations are ongoing into dust management initiatives and pH management in the Settlement Lagoon.	EPL Environment Monitoring report 2012 (23/1/13) - pH exceedence once in the calendar year EPL Environment monitoring report 2013 (15/1/14) - 8 exceedences in calendar year	PKCT	Alex Chalk - Risk Manager Luke Pascot - Environmental Specialist	Not applicable	NA
			Total suspended solids: 50mg/L (100 percentile concentration limit)	Results indicated the following: 1. July - December 2011: - 5 TSS exceedences. 2. 2012: - 1 TSS exceedences. 3. 2013: - 2 TSS exceedences.	EPL Environment Monitoring report 2012 (23/1/13) - one exceedence in the calendar year EPL Environment monitoring report 2013 (15/1/14) - two exceedences in the calendar year	PKCT	Alex Chalk - Risk Manager Luke Pascot - Environmental Specialist	Not applicable	NA
General Conditions									
G1 Copy of licence kept at the premises									
EPL	Schedule G1, condition 1		A copy of this licence must be kept at the premises to which the licence applies.	Sighted copy during audit. Electronic version available on PKCT intranet.	PKCT intranet. EPL hard copy sighted.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
EPL	Schedule G1, condition 2		The licence must be produced to any authorised officer of the EPA who asks to see it.	Sighted copy during audit. Electronic version available on PKCT intranet.	PKCT intranet. EPL hard copy sighted.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
EPL	Schedule G1, condition 3		The licence must be available for inspection by any employee or agent of the licensee working at the premises.	Sighted copy during audit. Electronic version available on PKCT intranet.	PKCT intranet. EPL hard copy sighted.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
L3 Waste									
EPL	Schedule L3, condition 1	Waste	The licensee must not cause, permit or allow any waste generated outside the premises to be received at the premises for storage, treatment, processing, reprocessing or disposal or any waste generated at the premises to be disposed of at the premises, except as expressly permitted by the licence.	PKCT does not receive waste from external sites.	Verbal evidence.	PKCT	Alex Chalk - Risk Manager	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
EPL	Schedule L3, condition 2		This condition only applies to the storage, treatment, processing, reprocessing or disposal of waste at the premises if those activities require an environment protection licence.	This condition is not applicable.	NA	NA	NA	Not Applicable	NA
L5 Potentially Offensive Odour									
EPL	Schedule L5, condition 1	Potentially Offensive Odour	No condition of this licence identifies a potentially offensive odour for the purposes of section 129 of the Protection of the Environment Operations Act 1997. Note: Section 129 of the Protection of the Environment Operations Act 1997, provides that the licensee must not cause or permit the emission of any offensive odour from the premises but provides a defence if the emission is identified in the relevant environment protection licence as a potentially offensive odour and the odour was emitted in accordance with the conditions of a licence directed at minimising odour.	During the site inspection, no offensive odours were detected. A drive around the nearest residential area also confirmed that there were no offensive odours. No odour complaints received to date. The AEMRs included a summary of complaints received in the reporting period.	2011/12 AEMR. 2012/13 AMER section 6.5.2.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
4 Operating Conditions									
O1 Activities must be carried out in a competent manner									
EPL	Schedule O1, condition 1	Activities must be carried out in a competent manner	Licensed activities must be carried out in a competent manner. This includes: (a) the processing, handling, movement and storage of materials and substances used to carry out the activity; and (b) the treatment, storage, processing, reprocessing, transport and disposal of waste generated by the activity.	Hours of coal receipt via road and rail are compliant with relevant conditions. Maintenance records sighted during site audit demonstrating constant upkeep of plant and equipment. Measures to reduce dust, water pollution and noise emission from the site have been implemented or are being investigated. Monitoring and reporting of environmental requirements is being undertaken. Incident reporting system established and followed.	2011/12 AEMR. 2012/13 AMER. Work order maintenance system. Water Management Plan. Noise Management and Monitoring Plan. Waste Management Plan. Transpacific works and disposal invoices for parts cleaner, 17 August 2013. Veolia invoice for disposal of liquid waste, 5 June 2013. Cleanaway invoice for bins, 15 February 2014. Waste tracking spreadsheet. Waste Management Scope provided to T&C by PKCT.	PKCT	Alex Chalk - Risk Manager Luke Pascot - Environmental Specialist Roger Stewardson - Engineering Manager	Compliance	NA
	Schedule O2, condition 1		All plant and equipment installed at the premises or used in connection with the licensed activity: (a) must be maintained in a proper and efficient condition; and (b) must be operated in a proper and efficient manner.	Work order and maintenance system is in order. All plant and equipment is maintained in a proper and efficient condition as evidenced during site observations and discussions with personnel.	2011/12 AEMR. 2012/13 AEMR. Maintenance schedules and work orders sighted included: Stacker 4 (W15797, 14 March 2014). Conveyor NC10 (WO S26069, 19 March 2014). Monthly servicing checklist for A/C tower. Monthly inspection checklist (signed) for dust gauges. Light vehicle maintenance schedule (27 September 2013). Light vehicle checklist (weekly) sighted in car.	PKCT	Alex Chalk - Risk Manager Luke Pascot - Environmental Specialist Roger Stewardson - Engineering Manager	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
O4 Sedimentation Ponds									
EPL	Schedule O4, condition 1	Sedimentation ponds	The holding ponds must be maintained to ensure that sedimentation does not reduce their capacity by more than 20% of the design capacity.	During the site inspection, holding ponds appeared to be in good working order. Evidence was sighted of cleanouts conducted for the settlement lagoon, central pond and TS1 pond on site. Ongoing maintenance of the Central Pond continues to be the most challenging aspect of sedimentation management on site, but has been significantly improved through the addition of concrete blocks to the pond to create an artificial sedimentation pond within the basin, to assist access for cleaning. In addition, the document Settling Lagoon Clean Out Process has been created and formalises the cleaning process. However, this plan appeared to be a draft version and requires finalisation.	Verbal evidence. Site inspection. Settling Lagoon Clean Out Process (no date).	PKCT	Alex Chalk - Risk Manager Luke Pascot - Environmental Specialist	Opportunity for improvement	It is recommended that PKCT: - Complete, finalise and implement Settlement Lagoon Cleanout Process document. Document/record implementation of document implementation (e.g. staff training and maintenance schedules).
EPL	Schedule O4, condition 2		Water may only be discharged from a sedimentation pond as result of excessive rainfall on the premises.	During the site inspection, no discharges from sedimentation ponds were observed. However, discussions with PKCT and EPA revealed that discharges are permitted from satellite ponds into the settlement lagoon only as result of excessive rainfall on the premises. It is noted that sedimentation ponds are licensed as overflow basins whereby pond capacity is maintained at licensed levels, thus automatically prompting discharge only during what is classified as excessive rainfall, through pond capacity requirements.	Verbal evidence. Site inspection. Settling Lagoon Clean Out Process (no date).	PKCT	Alex Chalk - Risk Manager Luke Pascot - Environmental Specialist	Compliance	NA
5 Monitoring and Recording Conditions									
M1 Monitoring records									
EPL	Schedule M1, condition 1		The results of any monitoring required to be conducted by this licence or a load calculation protocol must be recorded and retained as set out in this condition.	Noted.	NA	NA	NA	Not Applicable	NA
EPL	Schedule M1, condition 2		All records required to be kept by this licence must be: (a) in a legible form, or in a form that can readily be reduced to a legible form; (b) kept for at least 4 years after the monitoring or event to which they relate took place; and (c) produced in a legible form to any authorised officer of the EPA who asks to see them.	All electronic records were located on the PKCT network drive during the site audit. Examples included monitoring records of dust deposition and lagoon overflows. A number of examples were sighted. From the monthly results, PKCT completes the reporting and uploads to the PKCT website, These results feed into annual AMER and EPL licence Annual Return reports.	PKCT network drive. PKCT website: www.pkct.com.au 2011/12 AEMR. 2012/13 AMER. 2011 EPL Annual Return. 2012 EPL Annual Return. 2013 EPL Annual Return.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
EPL	Schedule M1, condition 3		The following records must be kept in respect of any samples required to be collected for the purposes of this licence: (a) the date(s) on which the sample was taken;	All four points of data recorded for water and dust deposition sampling.	2011/12 AEMR. 2012/13 AMER. 2011 EPL Annual Return. 2012 EPL Annual Return. 2013 EPL Annual Return.	PKCT	Alex Chalk - Risk Manager	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
			(b) the time(s) at which the sample was collected; (c) the point at which the sample was taken; and (d) the name of the person who collected the sample.						
EPL	Schedule M2, condition 3	Water and/or Land monitoring requirements	Total suspended solids (milligrams per litre), daily during any discharge, grab sample.	As per above. TSS samples completed by SGS.	PKCT network drive. PKCT website: www.pkct.com.au 2011/12 AEMR. 2012/13 AMER. 2011 EPL Annual Return. 2012 EPL Annual Return. 2013 EPL Annual Return.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
M4 Environmental Monitoring									
EPL	Schedule M4, condition 1		The licensee is required to install and maintain a rainfall depth measuring device.	PKCT has a pluviometer on the Central Control Tower sighted during site audit.	Site inspection.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
	Schedule M4, condition 2		Rainfall at the premises must be measured and recorded in millimetres per 24 hour period, at the same time each day.	The rainfall record spreadsheet was sighted by the auditors. It contains daily rain accumulation, and temperature. The spreadsheet is linked to a CITEX system that automatically updates information on a daily basis.	Rainfall record spreadsheet.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
	Schedule M4, condition 3		The rainfall monitoring data collected in compliance with condition M4.2 can be used to determine compliance with L1.2	Refer to above.	Rainfall record spreadsheet.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
M6 Telephone Complaints Line									
EPL	Schedule M6, condition 1		The licensee must operate during its operating hours a telephone complaints line for the purpose of receiving any complaints from members of the public in relation to activities conducted at the premises or by the vehicle or mobile plant, unless otherwise specified in the licence.	Freecall complaints hotline: 1800 111 448	PKCT website: www.pkct.com.au 2011/12 AEMR. 2012/13 AMER.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
EPL	Schedule M6, condition 2		The licensee must notify the public of the complaints line telephone number and the fact that it is a complaints line so that the impacted community knows how to make a complaint.	Hotline provided on PKCT website.	PKCT website: www.pkct.com.au	PKCT	Alex Chalk - Risk Manager	Compliance	NA
EPL	Schedule M6, condition 3		Conditions M6.1 and M6.2 do not apply until 3 months after: (a) the date of the issue of this licence or (b) if this licence is a replacement licence within the meaning of the Protection of the Environment Operations (Savings and Transitional) Regulation 1998, the date on which a copy of the licence was served on the licensee under clause 10 of that regulation.	Noted.	NA	NA	NA	Not Applicable	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
6 Reporting conditions									
R1 Annual return documents									
EPL	Schedule R1, condition 1	Annual return documents	The licensee must complete and supply to the EPA an Annual Return in the approved form comprising: (a) a Statement of Compliance; and (b) a Monitoring and Complaints Summary. A copy of the form in which the Annual Return must be supplied to the EPA accompanies this licence. Before the end of each reporting period, the EPA will provide to the licensee a copy of the form that must be completed and returned to the EPA.	Annual return includes a statement of compliance and monitoring and a complaints summary.	2011 EPL Annual Return. 2012 EPL Annual Return. 2013 EPL Annual Return.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
EPL	Schedule R1, condition 2	Period covered by Annual Return	An Annual Return must be prepared in respect of each reporting period, except as provided below. Note: The term "reporting period" is defined in the dictionary at the end of this licence. Do not complete the Annual Return until after the end of the reporting period.	Annual returns prepared for each relevant reporting period.	2011 EPL Annual Return. 2012 EPL Annual Return. 2013 EPL Annual Return.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
	Schedule R1, condition 3		Where this licence is transferred from the licensee to a new licensee: (a) the transferring licensee must prepare an Annual Return for the period commencing on the first day of the reporting period and ending on the date the application for the transfer of the licence to the new licensee is granted; and (b) the new licensee must prepare an Annual Return for the period commencing on the date the application for the transfer of the licence is granted and ending on the last day of the reporting period. Note: An application to transfer a licence must be made in the approved form for this purpose.	Noted.	NA	NA	NA	Not Applicable	NA
	Schedule R1, condition 4		Where this licence is surrendered by the licensee or revoked by the EPA or Minister, the licensee must prepare an Annual Return in respect of the period commencing on the first day of the reporting period and ending on: (a) in relation to the surrender of a licence - the date when notice in writing of approval of the surrender is given; or (b) in relation to the revocation of the licence - the date from which notice revoking the licence operates.	Noted.	NA	NA	NA	Not Applicable	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
EPL	Schedule R1, condition 5	Deadline for Annual Return	The Annual Return for the reporting period must be supplied to the EPA by registered post not later than 60 days after the end of each reporting period or in the case of a transferring licence not later than 60 days after the date the transfer was granted (the 'due date').	PKCT could not provide formal evidence of lodgement of the Annual Return by the due date, however the licence fee is lodged with the Annual Return and this was done on 28 June 2013, confirming lodgement by the appropriate date. Payment documentation was sighted by the auditor.	Receipt of payment for Annual Returns.	PKCT	Alex Chalk - Risk Manager	Opportunity for improvement	It is recommended that: - PKCT keep records of lodgement of Annual Returns for documentation and quality assurance purposes.
EPL	Schedule R1, condition 6	Licensee must retain copy of Annual Return	The licensee must retain a copy of the Annual Return supplied to the EPA for a period of at least 4 years after the Annual Return was due to be supplied to the EPA.	Sighted Annual Returns on internal PKCT system and available on PKCT website. All Annual Returns within the reporting period were available.	PKCT website: www.pkct.com.au 2011 EPL Annual Return. 2012 EPL Annual Return. 2013 EPL Annual Return.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
EPL	Schedule R1, condition 7	Certifying of Statement of Compliance and signing of Monitoring and Complaints Summary	Within the Annual Return, the Statement of Compliance must be certified and the Monitoring and Complaints Summary must be signed by: (a) the licence holder; or (b) by a person approved in writing by the EPA to sign on behalf of the licence holder.	Annual Returns have been appropriately signed.	2011 EPL Annual Return. 2012 EPL Annual Return. 2013 EPL Annual Return.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
	Schedule R1, condition 8		A person who has been given written approval to certify a certificate of compliance under a licence issued under the Pollution Control Act 1970 is taken to be approved for the purpose of this condition until the date of first review of this licence.	Noted.	NA	NA	NA	Not Applicable	NA
R2 Notification of environmental harm									
EPL			Note: The licensee or its employees must notify the EPA of incidents causing or threatening material harm to the environment as soon as practicable after the person becomes aware of the incident in accordance with the requirements of Part 5.7 of the Act.	No reportable incidents during the reporting period.	NA	NA	NA	Not Applicable	NA
EPL	Schedule R2, condition 1		Notifications must be made by telephoning the Environment Line service on 131 555.	No reportable incidents during the reporting period.	NA	NA	NA	Not Applicable	NA
	Schedule R2, condition 2		The licensee must provide written details of the notification to the EPA within 7 days of the date on which the incident occurred.	No reportable incidents during the reporting period.	NA	NA	NA	Not Applicable	NA
R3 Written Report									
EPL	Schedule R3, condition 1		Where an authorised officer of the EPA suspects on reasonable grounds that: (a) where this licence applies to premises, an event has occurred at the premises; or (b) where this licence applies to vehicles or mobile plant, an event has occurred in connection with the carrying out of the activities authorised by this licence, and the event has caused, is causing or is likely to cause material	EPA has not requested any reports. When an event that may cause material harm occurs, PKCT would report this by phone to EPA. For example, PKCT reported excessive rainfall and potential TSS exceedences to EPA in the weeks prior to the audit.	Verbal assurance that PKCT complies with this condition.	PKCT	Alex Chalk - Risk Manager	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
			harm to the environment (whether the harm occurs on or off premises to which the licence applies), the authorised officer may request a written report of the event.						
EPL	Schedule R3, condition 2		The licensee must make all reasonable inquiries in relation to the event and supply the report to the EPA within such time as may be specified in the request.	EPA has not requested any reports. When an event that may cause material harm occurs, PKCT would report this by phone to EPA. For example, PKCT reported excessive rainfall and potential TSS exceedences to EPA in the weeks prior to the audit.	NA	NA	NA	Not Applicable	NA
EPL	Schedule R3, condition 3		The request may require a report which includes any or all of the following information: (a) the cause, time and duration of the event; (b) the type, volume and concentration of every pollutant discharged as a result of the event; (c) the name, address and business hours telephone number of employees or agents of the licensee, or a specified class of them, who witnessed the event; (d) the name, address and business hours telephone number of every other person (of whom the licensee is aware) who witnessed the event, unless the licensee has been unable to obtain that information after making reasonable effort; (e) action taken by the licensee in relation to the event, including any follow-up contact with any complainants; (f) details of any measure taken or proposed to be taken to prevent or mitigate against a recurrence of such an event; and (g) any other relevant matters.	EPA has not requested any reports. When an event that may cause material harm occurs, PKCT would report this by phone to EPA. For example, PKCT reported excessive rainfall and potential TSS exceedences to EPA in the weeks prior to the audit.	NA	NA	NA	Not Applicable	NA
EPL	Schedule R3, condition 4		The EPA may make a written request for further details in relation to any of the above matters if it is not satisfied with the report provided by the licensee. The licensee must provide such further details to the EPA within the time specified in the request.	EPA has not requested any reports. When an event that may cause material harm occurs, PKCT would report this by phone to EPA. For example, PKCT reported excessive rainfall and potential TSS exceedences to EPA in the weeks prior to the audit.	NA	NA	NA	Not Applicable	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
Pollution Studies and Reduction Programs									
U1 PRP11 - Environmental Improvement Program, Install Northern Truck Wash Upgrades									
EPL	Schedule U1, condition 1	EIP - install northern truck wash upgrades	<p>By the 30 November 2013 (or a later date subsequently confirmed with the EPA) the licensee must upgrade the Northern Truck Wash. The Northern Truck Wash upgrade works must address all issues identified by the EPA in the letter to the licensee dated 16 August 2011 (Doc, 4135096), and the issues identified in the PKCT Northern Truck Wash Review as per requirements in EPL 7625 PRP No. 10 Port Kembla Coal Terminal July 2011' report.</p> <p>The Northern Truck Wash upgrade works must include, but are not limited to the following:</p> <p>(a) New filtration and circulation system ~ Install new pump intake filters to reduce nozzle blockages</p> <p>(b) New spray water supply system - Install new pumps, valves and piping to improve reliability</p> <p>(c) New spray nozzle system - Reconfigure sprays in wash bays and exit roads to improve wash effectiveness</p> <p>(d) New traffic management system - Install speed signs, monitor truck speed, and install exit boom gates to improve driver behaviour</p> <p>(e) New Compressors and Building - Install two new compressors and shed to improve pneumatic actuated valves and filtration system</p> <p>(f) Power Supply and Control System Modifications - Upgrade existing electrical systems to supply and control new equipment.</p> <p>By 30 June 2014 the licensee must carry out a review of the environmental performance of the Northern Truck Wash, and provide a written report describing the review to the EPA. This report must include information on how the issues identified in the PKCT Northern Truck Wash Review as per requirements in EPL 1625 PRP N0.10 Port Kembla Coal Terminal July 2011' and the EPA letter to the licensee dated 16 August 2011 have been addressed.</p> <p>In particular the review must include, but not be limited to, how the following</p>	<p>Truck wash was upgraded with all elements cited in parts a) to f) of the PRP condition and was completed in August 2013. A letter was provided to EPA on 12 August 2013 (sighted letter) stating completion of the truckwash.</p> <p>No documented response was received from EPA, however they came out to inspect the facility. A final report on performance will be provided by 30 June 2014 as per licence requirements. This report is in progress.</p> <p>The truck wash facility was viewed as part of the site audit and was functioning effectively.</p>	<p>Site inspection. Letter from PKCT to EPA confirming completion of truck wash upgrade, dated 12 August 2013.</p>	PKCT	Alex Chalk - Risk Manager Luke Pascot - Environmental Specialist	Opportunity for improvement	<p>It is recommended that PKCT ensure that the following part of the condition is completed by 30 June:</p> <p>By 30 June 2014 the licensee must carry out a review of the environmental performance of the Northern Truck Wash, and provide a written report describing the review to the EPA. This report must include information on how the issues identified in the PKCT Northern Truck Wash Review as per requirements in EPL 1625 PRP N0.10 Port Kembla Coal Terminal July 2011' and the EPA letter to the licensee dated 16 August 2011 have been addressed. In particular the review must include, but not be limited to, how the following key elements have been addressed:</p> <ul style="list-style-type: none"> - water treatment - spray pressure - spray volume - spray orientation - spray drift - vehicle speed - truckwash management - truckwash maintenance - truck wash auditing, and - water/dust carryover

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
			key elements have been addressed: - water treatment - spray pressure - spray volume - spray orientation - spray drift - vehicle speed - truckwash management - truckwash maintenance - truck wash auditing, and - water/dust carryover						
U3 PRP 13 - Algae control trial in Settlement Lagoon									
EPL	Schedule U 3, condition 1	Algae control trial in Settlement lagoon	Since the introduction of recycled water in April 2009, monitoring has identified algae in collection ponds on site particularly in the Settlement Lagoon. Algal growth has coincided with changes in water quality in the Settlement Lagoon	Noted.	NA	NA	NA	Not Applicable	NA
			The licensee recently undertook a review of measures to prevent and treat algal growth in the Settlement Lagoon. On 18 September 2013, the licensee submitted a proposal titled <i>Trial of EcoTabs in the Main Settlement Lagoon</i> , to trial the use of Eco-Tabs as a measure to prevent and treat algal growth in the Settlement Lagoon to EPA.	Noted.	NA	NA	NA		NA
			The licensee may trial the use of EcoTabs as a measure to prevent and treat algal growth in the Settlement Lagoon. The trial shall conclude no later than 28 February 2014 and be conducted as specified in the <i>Trial of EcoTabs in the Main Settlement Lagoon</i> proposal as prepared by the licensee.	Trial has been conducted as per the proposal submitted by PKCT.	PKCT Capital Expenditure Form dated 28 August 2013 for water quality monitoring tools to enable EcoTab trial. EcoTab MSDS dated 1 June 2013. EcoTab trial proposal dated 23 August 2013.	PKCT	Luke Pascot - Environmental Specialist	Compliance	NA
			The licensee must submit a written report to the EPA that assesses the effectiveness of the trial by 31 March 2014.	Report called PRP 13 - Trial of Ecotabs as an Algae Control in the Settlement Lagoon contained results and outcomes regarding the effectiveness of the trial. This report was submitted to the EPA by 31 March 2014. EcoTabs appear to have provided some mitigating benefits in reducing some nutrient levels but did not have a significant impact on algal counts and pH levels.	PRP 13 - Trial of Ecotabs as an Algae Control in the Settlement Lagoon Report	PKCT	Luke Pascot - Environmental Specialist	Compliance	NA
G2 Completed PRPs									
EPL	Schedule G2, condition 1		Completed PRPs (listed by PRP #)	NA	NA	NA	NA	NA	NA
			1. Installation of additional dust controls for difficult coal types - November 2004	NA	NA	NA	NA	NA	NA
			2. Water collection system performance upgrade - 31 January 2007	NA	NA	NA	NA	NA	NA
			3. Investigate further dust control techniques for difficult coal types - 30	NA	NA	NA	NA	NA	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
			June 2008						
			4. Investigate options to minimise the spillage of coal from maintenance activities at berth 102 - 2 April 2009	NA	NA	NA	NA	NA	NA
			5. Reuse of treated effluent from the Coniston STP in dust control - 30 June 2009	NA	NA	NA	NA	NA	NA
			6. Dust management improvement - 30 June 2010	NA	NA	NA	NA	NA	NA
			7. Green and Golden Bell Management Plan - 30 June 2009	NA	NA	NA	NA	NA	NA
			8. Identify options to improve the performance of the stormwater pollution control system - 31 August 2010	NA	NA	NA	NA	NA	NA
			9. Performance upgrades to the stormwater control system - 30 June 2012	NA	NA	NA	NA	NA	NA
			10. EIP Review Truck Wash Performance - 30 July 2011	NA	NA	NA	NA	NA	NA
Statement of Commitments (SoC)									
SoC		Water Management	Reduction in freshwater use on site to be achieved through the implementation of recycled water (Tertiary Treated Effluent) for dust suppression on stockpiles and other non-domestic uses e.g. fire, spillage washdown, conveyor sprays. Staged approach to be implemented which will result in a 360 Megalitre per annum reduction by the end of 2010.	Recycled water is being used on site, sighted water supply information from Sydney Water that outlines potable water use. However, this condition is no longer applicable.	NA	NA	NA	Not Applicable	NA
		Community Relations	Continued operation of the PKCT Community Consultative Committee.	Whilst the CCC meets on a regular basis, there is no information on the PKCT website about the committee. This means that interested parties who are not part of the committee do not know that the committee exists.	2011/12 AEMR. 2012/13 AEMR. 2014 Interim AEMR.	PKCT	Alex Chalk - Risk Manager	Opportunity for improvement	It is recommended that PKCT: - Include details of CCC on PKCT website.
			Continued advertisement and operation of the telephone hotline.	Hotline provided on PKCT website	PKCT website: www.pkct.com.au	PKCT	Alex Chalk - Risk Manager	Compliance	NA
		Environmental Monitoring	Development and implementation of a management plan which documents the environmental monitoring requirements for PKCT.	EMPs prepared and documents monitoring requirements, results and trends. AEMRs also document monitoring requirements and results in detail.	EMS 2011/12 AEMR. 2012/13 AEMR. 2014 Interim AEMR.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
		Environmental Management System	PKCT will continue to be certified to ISO 14001 and will be externally audited against the certification criteria on an annual basis.	Annually audited and certification is current. Sighted certification certificate. Valid till 28 Feb 2016. Certificate MEL0928466	IS14001 certification certificate.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
		Greenhouse Gases	PKCT to review onsite electricity use and identify and implement economically viable opportunities for reduced electricity usage.	Review of onsite electricity use and opportunities for reduced electricity usage most recently reported in 2013.	GHG and Energy Efficiency Mgmt Plan 2011. 2012/13 AEMR section 3.8.2. Energy Efficiency Study June - September 2013. 2012/13 Energy Saving Action Plan Annual Report.	PKCT	Alex Chalk - Risk Manager	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
		Landscaping	Improve onsite soft landscaping through the planting of trees on the road receival earth bund and along the northern site boundary.	No longer relevant. All landscaping on road receival earth bund and along northern site boundary is complete.	Landscape Management Plan 2011.	PKCT	Alex Chalk - Risk Manager Luke Pascot - Environmental Specialist	Not Applicable	NA
		Flora and Fauna	Implement Interim Management Plan.	Completed, see plan and correspondence to EPA provided. 20 Feb 2012 to EPA and DPI letter dated 5 April 2012.	2013/14 Interim EMR.	PKCT	Luke Pascot - Environmental Specialist	Compliance	NA
			Undertake a GGBF Survey and then develop a Long Term Plan of Management.	GGBFMP was completed in 2010. Most recent update occurred in 2011.	GGBF Management Plan 2011.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
		Waste	Minimise waste generated at the site to reduce the volume of waste requiring disposal to landfill.	Refer MCoA 3.19.	2012/13 AEMR sections 3.9 and 4.3.2. Waste Management Plan 2011.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
			Prevent dispersal of waste from the site to receiving environments.	Refer MCoA 3.19.	2012/13 AEMR sections 3.9 and 4.3.2. Waste Management Plan 2011.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
			Develop a Waste Management Plan for the site.	Most recent update of WMP on 15 February 2011.	Waste Management Plan 2011.	PKCT	Alex Chalk - Risk Manager	Compliance	NA

IEA Protocol – Air Quality

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Recommendation
Minister's Conditions of Approval (MCoA)									
MCoA	Schedule 3, condition 7	Impact Assessment Criteria	<p>The Proponent shall ensure that dust generated by the project does not cause additional exceedences of the criteria listed below at any residence.</p> <p><i>Long term impact assessment criteria for particulate matter:</i> Total suspended particulate (TSP) matter: 90 µg/m³ (over an annual averaging period) Particulate matter < 10 µm (PM10): 30 µg/m³ (over an annual averaging period)</p> <p><i>Short term impact assessment criteria for particulate matter:</i> Particulate matter < 10 µm (PM10): 50 µg/m³ (over a 24 hour averaging period)</p> <p><i>Long term impact assessment criteria for deposited dust:</i> Deposited dust: maximum increase in deposited dust level: 2 g/m²/month; maximum total deposited dust level: 4 g/m²/month (over an annual averaging period)</p>	Site has an adequate dust monitoring program on site which monitors on-site and off-site dust concentrations. Wind direction and wind speed are also used to try and attribute dust to the PKCT facility. PKCT has undertaken reasonable steps to attempt to determine their contribution to the local air quality through monitoring both on and off-site, through the use of wind direction, wind strength and particle size to evaluate their contribution to the recorded result. Based on findings of these studies, the recorded exceedences are considered to be unlikely to be sole-sourced from PKCT's operations.	2011/12 AEMR. 2012/13 AEMR. 2013/14 Interim EMR. 2011 EPL Annual Return. 2011 EPL Environmental Monitoring Report. 2012 EPL Annual Return. 2012 EPL Environmental Monitoring Report. 2013 EPL Annual Return. 2013 EPL Environmental Monitoring Report. 2014 EPL Environmental Monitoring Report.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
MCoA	Schedule 3, condition 8	Operations	<p>The Proponent shall:</p> <p>(a) ensure any visible air pollution generated by the project is both minimised and recorded, and that operations are modified as required to minimise any resultant air quality impacts on nearby residences;</p> <p>(b) ensure that the real-time air quality monitoring and meteorological monitoring data is assessed regularly; and</p> <p>(c) where dust is generated by the project, that operations are modified and/or stopped as required to ensure compliance with the relevant air quality criteria to the satisfaction of the Director-General.</p>	The facility event management system records all environmental observations such as visible dust events and complaints. Real time monitoring data is displayed in a number of locations throughout the site and is examined daily to ensure results have a comment accompanying the monitoring data describing the day.	2014 January Monthly Environmental Monitoring Report. PKCT Interim Annual Environmental Monitoring Report July 2010 to June 2011, Katestone Environmental, March 2014. PKCT Interim Annual Environmental Monitoring Report July 2011 to June 2012, Katestone Environmental, March 2014. PKCT Interim Annual Environmental Monitoring Report July 2012 to June 2013, Katestone Environmental, February 2014. PKCT Interim Annual Environmental Monitoring Report July to December 2013, Katestone Environmental, February 2014. PKCT Dust Monitoring	PKCT	Alex Chalk - Risk Manager	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Recommendation
					Record Spreadsheet. PKCT Quotation for Automated Dust Alert System, Katestone Environmental, February 2014.				
	Schedule 3, condition 9		During carrying out of the project, the Proponent shall ensure that: (a) all loaded trucks entering or leaving the site have their loads covered; and (b) trucks associated with the project pass through a truck wash before entering the public road network to the satisfaction of the Director-General.	Site observations confirmed all trucks sighted were appropriately covered and this is noted as a requirement to be audited in PKCT's Critical Task Observations. Northern truck wash has undergone extensive upgrade since 2011 as per EPL PRP11. the truck wash was sighted on the day of the audit. All trucks pass through the truck wash before entering the public road network. The effectiveness of the truckwash will be formally reported to the EPA as a requirement of PRP11, however internal audits on the truck wash have commenced and were sighted. The EPA has attended site to observe the truck wash.	Site observations. DCC Critical Task Observation form. Truckwash Effectiveness Review spreadsheet.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
MCoA	Schedule 3, condition 10	Air Quality Monitoring Program	The Proponent shall prepare and implement an Air Quality Monitoring Program for the project to the satisfaction of the Director-General. This program must: (a) be developed in consultation with DECC; (b) be submitted to the Director-General for approval within 6 months from the date of this approval, or as otherwise agreed by the Director-General; and (c) include: • real-time sampling to monitor the dust emissions of the project; • an air quality monitoring protocol for evaluating compliance with the air quality impact assessment criteria in this approval; and • reasonable and feasible best practice emissions mitigation measures to ensure project specific assessment criteria are met.	a) Letter sighted which confirms consultation undertaken with EPA regarding AQMP. b) DoP approved plan within 6 months of date of consent. c) Includes areal time sampling, and a protocol for evaluating compliance. Includes reasonable and feasible best practice mitigation measures, though criteria have not consistently been met.	Letter from PKCT to EPA, confirming outcomes of consultation regarding Air Quality Monitoring Program with EPA, dated 28 November 2011. Letter from P&E to PKCT, confirming approval of Air Quality Monitoring Program, dated 25 March 2010. Air Quality Monitoring Program. Air Quality Monitoring Program Implementation Plan.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
MCoA	Schedule 3, condition 11	Meteorological Monitoring	During the life of the project, the Proponent shall ensure that there is a suitable meteorological station on or in the vicinity of the site that generally complies with the requirements in the Approved Methods for Sampling of Air Pollutants in New South Wales guideline.	PKCT operates 2 continuous meteorological monitoring sites at the northern and southern part of the site. The stations "generally comply" with EPA's Approved Methods.	2011/12 AEMR. 2012/13 AEMR. 2013/14 Interim EMR.	PKCT	Alex Chalk - Risk Manager	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Recommendation
Environment Protection Licence (EPL)									
Discharges to air and water and applications to land									
EPL	Schedule O3, condition 1	Dust	The premises must be maintained in a condition which minimises or prevents the emission of dust from the premises.	Site observations verified that the activities occurring on site i.e. road receipt, coal stockpiling, coal transfer, ship loading, on-site road traffic and truck washing, were being carried out in a manner that minimised generation of emissions of windblown or traffic generated dust. Since 2011, dust improvement initiatives have been undertaken and investigated to improve on site dust management including improvement of the northern truck wash, moisture analysis system at the rail receipt system, new road sweeper contract, improved dust suppression sprays for road receipt dust management.		PKCT	Alex Chalk - Risk Manager	Opportunity for improvement	It is recommended that PKCT: - Conduct an internal review relating to dust emissions beyond the boundary of the site. - Review the train receipt system to ensure all reasonable and feasible measures are employed to prevent or minimise dust impacts beyond the rail loop.
EPL	Schedule O3, condition 2		Activities occurring in or on the premises must be carried out in a manner that will minimise the generation or emission, of wind blown or traffic generated dust.						
EPL	Schedule P1, condition 1	Location of monitoring/discharge points and areas	<p>The following points (ordered by EPA ID numbers) referred to below are identified in this licence for the purposes of monitoring and/or the setting of limits for the emission of pollutants to the air from the point.</p> <ol style="list-style-type: none"> 1. Dust deposition gauge 25 m south of Bulk Products Berth (BPB) labelled as 'P1' on map titled 'Dust Monitor Locations 18 May 2010' submitted to EPA. 2. Dust deposition gauge 40 m south of the Bulk Products Berth's east stockyard labelled as 'P2' on map titled 'Dust Monitor Locations 18 May 2010' submitted to EPA. 3. Dust deposition gauge 40 m east of Bulk Products Berth's east stockyard labelled as 'P3' on map titled 'Dust Monitor Locations 18 May 2010' submitted to EPA. 4. Dust deposition gauge 40 m east of coal berth stockyard labelled as 'P4' on map titled 'Dust Monitor Locations 18 May 2010' submitted to EPA. 5. Dust deposition gauge Northern Pond (No 1 Pond) labelled as 'P5' on map titled 'Dust Monitor Locations 18 May 2010' submitted to EPA. 6. Dust deposition gauge 40 m west of coal berth stockyard labelled as 'P6' on map titled 'Dust Monitor Locations 18 May 2010' submitted to EPA. 7. Dust deposition gauge 250 m west of coal berth stockyard labelled as 'P7' on map titled 'Dust Monitor Locations 18 May 2010' submitted to EPA. 8. Dust deposition gauge PKCT north Truckwash labelled as 'P8' on map titled 'Dust Monitor Locations 18 May 2010' submitted to EPA. 9. In Sydney Water's STP labelled as 'P9' on map titled 'Dust Monitor Locations 18 May 2010' submitted to EPA. 12. Dust deposition gauge at 157 Church St Wollongong labelled as 'P12' on map titled 'Dust Monitor Locations 18 May 2010' submitted to EPA. 15. Dust deposition gauge north of PKCT planning office labelled as 'P15' on map titled 'Dust Monitor Locations 18 May 2010' submitted to EPA. 17. Dust deposition monitoring 200 m north A.I.S. RO RO berth labelled as 'P13' on map titled 'Dust Monitor Locations 18 May 2010' submitted to EPA. 	Monitoring point locations are as per EPL.	2011/12 AEMR. 2012/13 AEMR. 2013/14 Interim EMR. 2011 EPL Annual Return. 2011 EPL Environmental Monitoring Report. 2012 EPL Annual Return. 2012 EPL Environmental Monitoring Report. 2013 EPL Annual Return. 2013 EPL Environmental Monitoring Report. 2014 EPL Environmental Monitoring Report. PKCT Interim Annual Environmental Monitoring Report July 2010 to June 2011, Katestone Environmental, March 2014. PKCT Interim Annual Environmental Monitoring Report July	PKCT	Alex Chalk - Risk Manager	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Recommendation
			18. Dust deposition monitoring 173 Corrimal St. labelled as 'P10' on map titled 'Dust Monitor Locations 18 May 2010' submitted to EPA. 19. Dust deposition monitoring Vikings Oval labelled as 'P11' on map titled 'Dust Monitor Locations 18 May 2010' submitted to EPA.		2011 to June 2012, Katestone Environmental, March 2014. PKCT Interim Annual Environmental Monitoring Report July 2012 to June 2013, Katestone Environmental, February 2014. PKCT Interim Annual Environmental Monitoring Report July to December 2013, Katestone Environmental, February 2014. PKCT Dust Monitoring Record Spreadsheet. PKCT Dust Improvement Initiative records.				
EPL	Schedule M2, condition 1 and Schedule M2, condition 2	Monitoring concentration of pollutants discharged and air monitoring requirements	For each monitoring/discharge point or utilisation area specified below (by a point number), the licensee must monitor (by sampling and obtaining results by analysis) the concentration of each pollutant specified below. The licensee must use the sampling method, units of measure, and sample at the frequency, also specified below: Point 1: Particulates (deposited matter) in g/m2/month on a monthly basis using AM-19 sampling method. Point 2: Particulates (deposited matter) in g/m2/month on a monthly basis using AM-19 sampling method. Point 3: Particulates (deposited matter) in g/m2/month on a monthly basis using AM-19 sampling method. Point 4: Particulates (deposited matter) in g/m2/month on a monthly basis using AM-19 sampling method. Point 5: Particulates (deposited matter) in g/m2/month on a monthly basis using AM-19 sampling method. Point 6: Particulates (deposited matter) in g/m2/month on a monthly basis using AM-19 sampling method. Point 7: Particulates (deposited matter) in g/m2/month on a monthly basis using AM-19 sampling method. Point 8: Particulates (deposited matter) in g/m2/month on a monthly basis using AM-19 sampling method. Point 9: Particulates (deposited matter) in g/m2/month on a monthly basis using AM-19 sampling method. Point 12: Particulates (deposited matter) in g/m2/month on a monthly basis using AM-19 sampling method. Point 15: Particulates (deposited matter) in g/m2/month on a monthly basis using AM-19 sampling method. Point 16: Total suspended solids (TSS) in mg/L on a daily basis during any discharge using a grab sample sampling method. Point 17: Particulates (deposited matter) in g/m2/month on a monthly basis using AM-19 sampling method. Point 18: Particulates (deposited matter) in g/m2/month on a monthly basis using	Correct sampling method for the monitoring station confirmed	2011 EPL Annual Return. 2011 EPL Environmental Monitoring Report. 2012 EPL Annual Return. 2012 EPL Environmental Monitoring Report. 2013 EPL Annual Return. 2013 EPL Environmental Monitoring Report. 2014 EPL Environmental Monitoring Report. PKCT Interim Annual Environmental Monitoring Report July 2010 to June 2011, Katestone Environmental, March 2014. PKCT Interim Annual Environmental Monitoring Report July 2011 to June 2012, Katestone Environmental, March 2014.	PKCT	Alex Chalk - Risk Manager	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Recommendation
			AM-19 sampling method. Point 19: Particulates (deposited matter) in g/m2/month on a monthly basis using AM-19 sampling method.		PKCT Interim Annual Environmental Monitoring Report July 2012 to June 2013, Katestone Environmental, February 2014. PKCT Interim Annual Environmental Monitoring Report July to December 2013, Katestone Environmental, February 2014.				
M3 Testing methods - concentration limits									
EPL	Schedule M3, condition 1	Testing methods - concentration limits Recording of pollution complaints	Monitoring for the concentration of a pollutant emitted to the air required to be conducted by this licence must be done in accordance with: (a) any methodology which is required by or under the Act to be used for the testing of the concentration of the pollutant; or (b) if no such requirement is imposed by or under the Act, any methodology which a condition of this licence requires to be used for that testing; or (c) if no such requirement is imposed by or under the Act or by a condition of this licence, any methodology approved in writing by the EPA for the purposes of that testing prior to the testing taking place. Note: The Protection of the Environment Operations (Clean Air) Regulation 2002 requires testing for certain purposes to be conducted in accordance with test methods contained in the publication "Approved Methods for the Sampling and Analysis of Air Pollutants in NSW".	Monitoring method was confirmed to be appropriate. Only non-compliance noted was due to a Dust Deposition Gauge funnel at point P4 found not to be in the Dust Deposition Gauge bottle when observed during the audit. This was investigated and was thought to be due to tampering by the public. There has been anecdotal history of tampering and a locked cage has been recommended for this site.	Site inspection. 2011 EPL Annual Return. 2011 EPL Environmental Monitoring Report. 2012 EPL Annual Return. 2012 EPL Environmental Monitoring Report. 2013 EPL Annual Return. 2013 EPL Environmental Monitoring Report. 2014 EPL Environmental Monitoring Report. PKCT Interim Annual Environmental Monitoring Report July 2010 to June 2011, Katestone Environmental, March 2014. PKCT Interim Annual Environmental Monitoring Report July 2011 to June 2012, Katestone Environmental, March 2014. PKCT Interim Annual Environmental Monitoring Report July 2012 to June 2013, Katestone Environmental,	PKCT	Alex Chalk - Risk Manager	Non-compliance (minor)	It is recommended that PKCT: - Install a locked cage at this monitoring site to avoid future tampering, and undertake regular monitoring at this site to verify tampering has not occurred and the device is still functional.

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Recommendation
					February 2014. PKCT Interim Annual Environmental Monitoring Report July to December 2013, Katestone Environmental, February 2014.				
	Schedule M3, condition 2		Subject to any express provision to the contrary in this licence, monitoring for the concentration of a pollutant discharged to waters or applied to a utilisation area must be done in accordance with the Approved Methods Publication unless another method has been approved by the EPA in writing before any tests are conducted.	Monitoring by SGS on behalf of PKCT is undertaken in accordance with Approved Methods Publication.	Report WV00181 SGS – Port Kembla Coal Terminal – December 2010.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
	Schedule M5, condition 1		The licensee must keep a legible record of all complaints made to the licensee or any employee or agent of the licensee in relation to pollution arising from any activity to which this licence applies.	Complaints recorded in Annual Returns and AEMRs.	2011/12 AEMR. 2012/13 AEMR. 2013/14 Interim EMR.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
	Schedule M5, condition 2		The record must include details of the following: (a) the date and time of the complaint; (b) the method by which the complaint was made; (c) any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect; (d) the nature of the complaint; (e) the action taken by the licensee in relation to the complaint, including any follow-up contact with the complainant; and (f) if no action was taken by the licensee, the reasons why no action was taken.	All details recorded in Event Management System – an online system used for the recording of any incident/event on site, including environmental issues.	PKCT Event Management System.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
	Schedule M5, condition 3		The record of a complaint must be kept for at least 4 years after the complaint was made.	Complaints saved as part of the PKCT Events management system. Complaints observed from 2011-2013.	PKCT Event Management System.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
	Schedule M5, condition 4		The record must be produced to any authorised officer of the EPA who asks to see them.	This has not occurred as EPA has never requested records. Records are available on request. This was demonstrated on the day of the audit.	NA	NA	NA	Not Applicable	NA
Pollution Studies and Reduction Programs									
U1 PRP 6: Dust Management Improvement									
EPL	Schedule U1, condition 1	Dust Management Improvement	This PRP aims to identify ways of improving the effectiveness of dust management and minimising dust emissions.	Noted.	NA	NA	NA	Not Applicable	NA
EPL	Schedule U1, condition 2		Undertake a study to further investigate the benefit and economic viability of dust improvement strategies such as dust extinction moisture management and use of veneers on stockpiles. Provide a report on the findings of the study to the EPA by 30 June 2010. Due: 30 June 2010	Report and investigation undertaken, with actions/further investigations recommended. Completed. No longer relevant.	NA	NA	NA	Not Applicable	NA
EPL	Schedule U1, condition 3		Collect dust emission data from the two continuous dust monitors and analyse and assess the benefits of the data. Provide a report the data and the findings of the assessment to the EPA by 30 June 2009. Due: 30 June 2009. Completed.	Completed. No longer relevant.	NA	NA	NA	Not Applicable	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Recommendation
EPL	Schedule U1, condition 4		Review the effectiveness of the licensee's dust emissions monitoring program and report the findings to the EPA by 30 June 2009. The report must include the following: a) A review of the value of the continuous monitors in terms of their ability to compliment dust deposition data and their ability to compliment dust management. b) Evidence that the licensee has consulted other port users monitoring dust deposition to avoid duplication of sampling locations. c) A proposed final plan for monitoring dust deposition in affected areas around the premises and on-site as well as an implementation timeline for the proposed final plan. Due: 30 June 2009. Completed	Completed. No longer relevant.	NA	NA	NA	Not Applicable	NA
Statement of Commitments (SoC)									
SoC		Air Quality	Installation of two continuous dust monitors to monitor airborne dust emissions.	Refer to EPL P1.1.	Refer to EPL P1.1.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
SoC			Maintain appropriate dust suppression systems on site to effectively manage dust both on stockpiles and roadways.	Dust suppression is adequate to minimise current dust emissions.	Refer to EPL O3.1 and O3.2.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
PKCT Driver's Code of Conduct									
DCC		PKCT Road Delivery Standards	Load covering - All trucks delivering to PKCT are required to have an effective cover on their load for the duration of the trip. The load cover may be removed upon arrival at the PKCT road receival area.	Refer to MCoA 3.9.	Refer to MCoA 3.9.	PKCT	Alex Chalk - Risk Manager	Compliance	NA
			Truck Wash - All trucks are to pass through a truck wash when leaving the client mine and also after tipping at PKCT, before leaving the site. Any excess coal that is on the body must be cleaned off on site.	Refer to MCoA 3.9.	Refer to MCoA 3.9.	PKCT	Alex Chalk - Risk Manager	Compliance	NA

IEA Protocol – Noise

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Recommendation
Minister's Conditions of Approval (MCoA)									
Schedule 3 - Specific Environmental Conditions									
MCoA	Schedule 3, condition 1	Impact Assessment Criteria	<p>The Proponent shall ensure that the noise generated by the project at any privately-owned residence does not exceed the criteria specified below for the location nearest to that residence.</p> <p>Corner of Swan and Kembla Streets - Day: 51dB(A); Evening: 50dB(A); Night: 49dB(A) Corner of Swan and Corrimal Streets - Day: 51dB(A); Evening: 50dB(A); Night: 49dB(A) Corner of Keira and Fox Streets - Day: 55dB(A); Evening: 49dB(A); Night: 45dB(A)</p> <p>Notes:</p> <p>a) To determine compliance with the LAeq (15 minute) noise level limits in the above table, noise from the project is to be measured at the most affected point within the residential boundary. Where it can be demonstrated that direct measurement of noise from the project is impractical, the DECC may accept alternative means of determining compliance (see Chapter 11 of the NSW Industrial Noise Policy). The modification factors in Section 4 of the NSW Industrial Noise Policy shall also be applied to the measured noise levels where applicable.</p> <p>b) The noise emission limits identified in the above table apply under meteorological conditions of:</p> <ul style="list-style-type: none"> wind speeds of up to 3 m/s at 10 metres above ground level; or temperature inversion conditions of up to 3°C/100m, plus a 2 m/s source-to-receiver component drainage flow wind at 10 metres above ground level for those receivers where applicable in accordance with the NSW Industrial Noise Policy. <p>However, if the Proponent has a written negotiated noise agreement with any landowner of the land listed in Table 1, and a copy of this agreement has been forwarded to the Department and DECC, then the Proponent may exceed the noise limits in Table 1 in accordance with the negotiated noise agreement.</p>	Bi-annual monitoring undertaken by PKCT consultants. No exceedences recorded.	07355-NM-3 Noise Monitoring Autumn 2011 VerA 07355-NM-4 Noise Monitoring Aug 2011 VerA_Final 07355-NM-5 Noise Monitoring Apr 2012 VerA_Final 07355-NM-6 Noise Monitoring Sep 2012 VerA_Final 07355-NM-7 Noise Monitoring Feb 2013 VerA_Final 07355-NM-8 Noise Monitoring Dec 2013 VerA_Final	PKCT	NA	Compliance	NA
MCoA	Schedule 3, condition 2	Noise Monitoring Program	<p>The Proponent shall prepare and implement a Noise Monitoring Program for the project to the satisfaction of the Director-General. This program must:</p> <p>(a) be developed in consultation with DECC;</p> <p>(b) be submitted to the Director-General for approval within 6 months from the date of this approval, or as otherwise agreed by the Director-General; and</p> <p>(c) include a:</p> <ul style="list-style-type: none"> combination of attended and unattended noise monitoring measures; noise monitoring protocol for evaluating compliance with the noise impact assessment criteria in this approval; and reasonable and feasible best practice noise mitigation measures to ensure project specific noise criteria are met. 	<p>a) Meeting with EPA</p> <p>b) DoP approved plan within 6 months of date of consent.</p> <p>c) Includes attended and unattended monitoring, and a protocol for evaluating compliance. Includes reasonable and feasible best practice noise mitigation measures.</p>	<p>Letter from P&E to PKCT, confirming approval of Noise Monitoring Program, dated 25 March 2010.</p> <p>Letter from PKCT to EPA, confirming consultation with agency regarding Noise Monitoring Program undertaken, dated 28 November 2011.</p> <p>Letter from Wilkinson Murray to PKCT, confirming all comments from 2011 IEA addressed, dated 4 August 2011.</p> <p>Noise Management Plan and Monitoring Program, November 2011.</p>	PKCT	NA	Opportunity for improvement	<p>It is recommended that PKCT:</p> <ul style="list-style-type: none"> Update the Noise Management and Monitoring Plan to include discussion regarding the limitations posed by, and appropriateness of using the Barn Owl noise monitoring system. Conduct further analysis of the measurement results to verify whether the limitations of the Barn Owl system do not adversely impact the findings of the report.

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Recommendation
MCoA	Schedule 3, condition 3	Continuous Improvement	The Proponent shall: (a) continue to implement all reasonable and feasible best practice noise mitigation measures; (b) continue to investigate ways to reduce the noise generated by the project, including maximum noise levels which may result in sleep disturbance; and (c) report on these investigations and the implementation and effectiveness of these measures in the AEMR to the satisfaction of the Director General.	Driver Summary Sheet and Critical Task Observations have been reviewed and updated to manage noise from drivers. Noise Management and Monitoring Plan has been updated to include further noise mitigation measures. AEMRs contain all relevant information.	2011/12 AEMR. 2012/13 AEMR. 2013/14 Interim EMR. Noise Management Plan and Monitoring Program, November 2011.	PKCT	NA	Compliance	NA
Environment Protection Licence (EPL)									
L6 Noise limits									
EPL	Schedule L4, condition 1	Noise Limits	The proponent shall ensure that the noise generated by the project at any privately-owned residence does not exceed the limits specified below for the location nearest to that residence. Corner of Swan and Kembla Streets - Day: 51dB(A); Evening: 50dB(A); Night: 49dB(A) Corner of Swan and Corrimal Streets - Day: 51dB(A); Evening: 50dB(A); Night: 49dB(A) Corner of Keira and Fox Streets - Day: 55dB(A); Evening: 49dB(A); Night: 45dB(A) Notes: a) To determine compliance with the LAeq(15minute) noise limits in the above table, noise from the project is to be measured at the most affected point within the residential boundary. Where it can be demonstrated that direct measurement of noise from the project is impractical, the DECC may accept alternative means of determining compliance (see Chapter 11 of the NSW Industrial Noise Policy). The modification factors in Section 4 of the NSW Industrial Noise Policy shall also be applied to the measured noise levels where applicable. b) The noise emission limits identified in the above table apply under meteorological conditions of: • Wind speeds of up to 3 m/s at 10 metres above ground level; or • Temperature inversion conditions of up to 30C/100m, plus a 2 m/s source-to-receiver component drainage flow wind at 10 metres above ground level for those receivers where applicable in accordance with the NSW Industrial Noise Policy. However, if the proponent has a written negotiated noise agreement with any landowner of the land listed in Table 1, and a copy of this agreement has been forwarded to the Department of Planning and DECC, then the proponent may exceed the noise limits in Table 1 in accordance with the negotiated noise agreement.	Bi-annual monitoring undertaken by PKCT consultants. No exceedences recorded.	07355-NM-3 Noise Monitoring Autumn 2011 VerA 07355-NM-4 Noise Monitoring Aug 2011 VerA_Final 07355-NM-5 Noise Monitoring Apr 2012 VerA_Final 07355-NM-6 Noise Monitoring Sep 2012 VerA_Final 07355-NM-7 Noise Monitoring Feb 2013 VerA_Final 07355-NM-8 Noise Monitoring Dec 2013 VerA_Final Noise Management Plan and Monitoring Program (11 November 2011). Annual Environmental Management Report 2012 - 2014	PKCT	NA	Compliance	NA
M7 Noise monitoring									
EPL	Schedule M7, condition 2		Noise from the premises must be measured bi-annually (to measure summer and winter levels) via a combination of attended and un-attended noise monitoring measures at the potentially affected premises identified in the Limit Conditions section of this licence.	Bi-annual attended and unattended monitoring has been undertaken at identified residences.	Noise Management Plan and Monitoring Program (11 November 2011).	PKCT	NA	Compliance	NA
EPL	Schedule M7, condition 3		The noise monitoring program must be reviewed by the licensee. If no exceedence of the criteria occurs for 6 years and the EPA is satisfied with the review, noise monitoring will not be required to continue.	Six years of monitoring has not yet been undertaken.	NA	NA	NA	Not Applicable	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Recommendation
R4 Noise reporting									
EPL	Schedule R4, condition 1		The licensee must submit an annual noise report as part of the Annual Return.	Bi-annual monitoring undertaken by PKCT consultants.	07355-NM-3 Noise Monitoring Autumn 2011 VerA 07355-NM-4 Noise Monitoring Aug 2011 VerA_Final 07355-NM-5 Noise Monitoring Apr 2012 VerA_Final 07355-NM-6 Noise Monitoring Sep 2012 VerA_Final 07355-NM-7 Noise Monitoring Feb 2013 VerA_Final 07355-NM-8 Noise Monitoring Dec 2013 VerA_Final	PKCT	NA	Compliance	NA
EPL	Schedule R4, condition 2		The noise report must contain: (a) A comparison of the noise survey results with the noise limits specified in this licence; and (b) The reasons for any exceedences of the noise limits specified in this licence.	Noise reports contain compliance results and no exceedences.	07355-NM-3 Noise Monitoring Autumn 2011 VerA 07355-NM-4 Noise Monitoring Aug 2011 VerA_Final 07355-NM-5 Noise Monitoring Apr 2012 VerA_Final 07355-NM-6 Noise Monitoring Sep 2012 VerA_Final 07355-NM-7 Noise Monitoring Feb 2013 VerA_Final 07355-NM-8 Noise Monitoring Dec 2013 VerA_Final	PKCT	NA	Compliance	NA
Statement of Commitments (SoC)									
SoC	NA		Ensure that ongoing compliance is maintained to the New South Wales Industrial Noise Policy.	EPL and MCoA criteria compiled in accordance with INP. Monitoring to date has indicated compliance with these criteria.	07355-NM-3 Noise Monitoring Autumn 2011 VerA 07355-NM-4 Noise Monitoring Aug 2011 VerA_Final 07355-NM-5 Noise Monitoring Apr 2012 VerA_Final 07355-NM-6 Noise Monitoring Sep 2012 VerA_Final 07355-NM-7 Noise Monitoring Feb 2013 VerA_Final 07355-NM-8 Noise Monitoring Dec	PKCT	NA	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Recommendation
					2013 VerA_Final Noise Management Plan and Monitoring Program (11 November 2011). 2011/12 AEMR. 2012/13 AEMR. 2013/14 Interim EMR.				
SoC			Development and implementation of a noise management plan for the PKCT site.	Noise Management Plan prepared.	2011/12 AEMR. 2012/13 AEMR. 2013/14 Interim EMR. Noise Management Plan and Monitoring Program, November 2011.	PKCT	NA	Compliance	NA

IEA Protocol - Traffic

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
Schedule 3 - Minister's Conditions of Approval									
Transport									
MCoA	Schedule 3, condition 4	Monitoring of Coal Transport	The Proponent shall keep records of the amount of coal and bulk products received at the site each year, and include these records in the AEMR.	Volume of coal and bulk products reported in AEMRs and interim reports. Also reported in the PKCT Summary of Compliance to DCC spreadsheet, which identifies tonnage per month, spill, incidents inductions, driver observations, breaches of hours of operation/transport, trucksafe/ NHVAS.	2011/12 AEMR. 2012/13 AEMR. 2013/14 Interim EMR. PKCT Summary of Compliance to DCC spreadsheet, 2011- 2014.	PKCT	Luke Pascot - Environmental Specialist	Compliance	NA
MCoA	Schedule 3, condition 5	Traffic Management	The Proponent shall ensure that vehicles waiting to deliver coal or bulk products to the site do not queue or park on public roads other than Port Kembla Road.	This condition is monitored by PKCT and individual road transport operators. BHPBIC Heavy Haulage Induction indicates that queuing is permitted on Tom Thumb Road (noted this is a private road) and Port Kembla Rd, but also notes that queuing on Springhill Road is not permitted. Prohibition of queuing on Springhill Road is also included as a criteria on the updated PKCT Critical Task Observation form. Audits by PKCT (and transport operators) well exceed the limit required in the Implementation Program for the DCC (DCC Implementation Program) and of the examples sighted, no non-compliances with this criteria were noted. This criteria is also included as a rule on the PKCT Requirements for Truck Drivers, appended to the Bulktrans Subcontractor Safety Communications example. This accords with PKCT Implementation Plan for DCC. Section 4.3. PKCT DCC identifies queuing is permissible only on Tom Thumb Rd and Port Kembla Rd.	BHPBIC Heavy Haulage Induction. PKCT DCC 2009. PKCT Implementation Program for DCC 2010. PKCT CTO 2013. Bulktrans Subcontractor Safety Communications, May 2013. PKCT Summary of Compliance to DCC spreadsheet, 2011- 2014. Sample observations only and monthly reporting DCC Health & Safety Environment Community Compliance Inspection 01/14. PKCT Truck Observations and PPE. Behavioural Observations Bulktrans PKCT 12/2013. SCL Audit Summary 11/2013. TDCC-trucks travelling en route and at terminal (unsigned). PKCT Internal Audit (Brindle/ Bulktrans) 2013.	PKCT Bulktrans Brindles	Luke Pascot - Environmental Specialist Scott Jones - Brindles Paul Clarke - Bulktrans	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
MCoA	Schedule 3, condition 6	Implementation Program for the Driver's Code of Conduct	The Proponent shall, in consultation with affected mines and principal haulage operators, develop a program to implement the Driver's Code of Conduct (see Appendix 3) to the satisfaction of the Director-General. This program must:	DCC Implementation Program submitted more than 6 months from date of approval (12 June 2009). All listed road transport companies are signatories.	PKCT Implementation Program for DCC 2010. Email from PKCT to P&E, submitting DCC Implementation Plan, 24 May 2010. Signed DCCs for all road transport operators.	PKCT	Luke Pascot - Environmental Specialist	Compliance	NA
			(a) be submitted to the Director-General for approval within 6 months from the date of this approval, or as otherwise agreed by the Director-General;	DCC Implementation Program adequately covers information regarding the Driver Induction Program and Management (refer Section 4.4). This refers to the transport providers to induct all drivers in accordance with the DCC. Examples of driver inductions were sighted for transport operators (Bulktrans, Brindles, Wollongong Coal) by the auditors.	Wollongong Coal DCC. Wollongong Coal Heavy Haulage Induction. BHPBIC Heavy Haulage Induction. PKCT audit of Bulktrans against DCC, 2013 (mentions update of Bulktrans heavy haulage induction required). PKCT audit of Brindles against DCC, 2013. PKCT Implementation Program for DCC, 2010, section 4.4.	PKCT	Luke Pascot - Environmental Specialist	Compliance	NA
			(b) include a driver induction program to cover (but not be limited to) speed limits, compression braking, truck washing, load covering and queuing on local roads; and						
			(c) include measures to ensure the Driver's Code of Conduct is enforced.	PKCT conducts frequent audits of road transport providers compliance with the DCC, as per the management process outlined in the DCC Implementation Program. Audits are undertaken using the updated CTO form. PKCT Internal Audit (Bulktrans 2013) identified that driver's infringement notices(RMS/Police)were being kept. PKCT also conducts annual audits of transport operators to assess their compliance with enforcing the DCC. It is noted that the internal audit form	Summary Compliance to Drivers' Code of Conduct PKCT 2014. Environment Community Compliance Inspection 01/14 PKCT Internal Audit (Brindles/ Bulktrans) 2013. Sample of audits by PKCT, road transport operators and shipping companies, including audits against the	PKCT BHPBIC Bulktrans Wollongong Coal Brindles	Luke Pascot - Environmental Specialist Paul Clarke (Bulktrans). Michael Burke (BHPBIC). Scott Jones (Brindles). Mark Rayment (Wollongong Coal).	Opportunity for improvement	It is recommended that PKCT: - Review and update the Implementation Program for the DCC at least annually, so that the document reflects the current state of operations on site. - Update the Implementation Program for the DCC to strengthen and specify PKCT's disciplinary process in

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				<p>used by PKCT to audit transport providers is very comprehensive in both questions posed to operators, and answers provided on form, demonstrating that PKCT is effectively ensuring that transport providers using PKCT are enforcing the DCC.</p> <p>In turn, both shipping companies and individual road transport operators conduct frequent audits of their own drivers/subcontractors to ensure the DCC is enforced. Sample audits from Bulktrans, Brindles, Trazblend, Wollonong Coal and BHPBIC were sighted. Minor non-compliances were noted on a few forms (such as PPE not being worn when exiting a truck, or load covers not being on when exiting PKCT). Bulktrans in particular, the largest road transport operator, conducts a rigorous auditing program, with 'road runners' being required to conduct at least one audit each shift, with two shifts occurring per day. PKCT collects this data from operators on a monthly basis and compiles all audit data in a master tracking spreadsheet, sighted on day of audit. PKCT and transport operators are exceeding the number of audits required (50 recorded observations by transport operators and 25 CTOs by PKCT). Sample audits from transport providers and the PKCT audit summary spreadsheet indicated a substantive improvement in demonstrating compliance with the DCC since the 2011 audit.</p> <p>In instances of non-compliance, transport operators implement own disciplinary processes which are outlined in their own DCCs to which drivers are also held accountable. Actions for non-compliances were noted on some audits and interview with road transport and shipping company personnel noted that disciplinary actions depend upon the individual offence, with some examples given. Incident report from Brindles sighted regarding load not being covered and action was documented. PKCT audit of Brindles was sighted with PKCT confirming</p>	<p>following criteria:</p> <ul style="list-style-type: none"> - Mt Ousley - Bulktrans (Feb 2014); PKCT (September 2011). PKCT and Bulktrans (Nov to Dec 2013). - En-route - PKCT (June, September, November 2013; February and March 2014). - All criteria - Trazblend (Jan and Feb 2014). Incident report regarding load not covered - Brindles (March 2013). - Adherence to major arterial road route - Bulktrans (February 2014), PKCT (June, September, November 2013; March 2014), Trazblend (January and February 2014). - Speedhump approach speed and noise - PKCT (March 2014). - Locked tailgate - BHPBIC (January 2014); PKCT audit of transport providers - Brindles (December 2013). - Speed limits - BHPBIC (December 2013; January 2014), PKCT (June, September, November 2013; March 2014), Trazblend (January and February 2014). <p>Incident report from Brindles and Bulktrans (no date). Safety observation (audit) record sheet - Scott Operators (Bulktrans), November to December 2013.</p>				<p>instances of non-compliances.</p> <ul style="list-style-type: none"> - Establish and implement a monitoring/auditing schedule for undertaking CTOs and intensive periods of monitoring of driver behaviour, within and external to the PKCT site, and document this monitoring program in the Implementation Program for DCC

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
				<p>that Brindles 3 strike policy was being implemented to ensure that Brindles is monitoring for compliance with the DCC.</p> <p>PKCT's disciplinary process are outlined in general terms in their DCC Implementation Program. PKCT has not actioned recommendations from the 2011 IEA to document their own 3 strike discipline policy.</p>					
<p>PKCT Driver's Code of Conduct</p>									

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
PKCT Driver's Code of Conduct	Driver Summary Sheet	Travel Time	Gujarat NRE No 1 Mine: Road haulage of coal is permitted to PKCT between 7am and 10pm Monday to Friday and 8am to 6pm on Saturday and Sunday	DCCs for PKCT and NRE (now Wollongong Coal) include stipulations regarding permissible dispatch times from the No 1 Mine. Interview with Brindles indicated that the company has installed radio frequency identification (RFID) satellite tracking and Navman wireless speed traps along Bellambi Lane. Both of these systems allow Brindles to monitor driver dispatch times from No. 1 Mine, as well as truck speed along Bellambi Lane. Automatic messages are sent to Brindles management when trucks leave earlier than 7am. Brindles then gives warnings to drivers and discusses breaches with Wollongong Coal. RFID system was sighted during the audit. Few non-compliances occur. In addition, Wollongong Coal audits Brindles once per week to check for compliance against DCC criteria. This data is collated monthly in the PKCT report template sent to PKCT and data is compiled in PKCT's summary spreadsheet of compliances against the DCC spreadsheet.	PKCT DCC. Wollongong Coal DCC. Brindles RFID system. PKCT Summary of Compliance to DCC spreadsheet, 2011- 2014.	PKCT Brindles Wollongong Coal	Luke Pascot - Environmental Specialist Scott Jones (Brindles). Mark Rayment (Wollongong Coal).	Opportunity for improvement	It is recommended that PKCT: - Review the Driver Summary Sheet to ensure that all obligations within the DCC are included and provided to Road Transport Companies and Transport Providers, in the form of an updated DCC. - Align the DCC obligations to the MCoA, in particular to truck dispatch times from NRE to PKCT.
			West Cliff Coal Preparation Plant: Road haulage of coal is permitted to PKCT on a 24 hour 7 day per week basis.	Noted.	NA	PKCT	Luke Pascot - Environmental Specialist	Compliance	NA
			Dendrobium Coal Preparation Plant: Road haulage of coal is permitted to PKCT on a 24 hour 7 day per week basis.	Noted.	NA	PKCT	Luke Pascot - Environmental Specialist	Compliance	NA
		PKCT Road Delivery Standards	Heavy haulage drivers will observe the following while en route to PKCT or	Noted.	NA	NA	NA	NA	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
			while on the PKCT site:						
			Observe all road rules including speed limits.	PKCT CTO adequately covers this criteria through speed limits on each road. This is addressed by BHPBIC and Wollongong Coal DCCs and heavy haulage inductions. Adequately covered in Brindles DCC checklist.	PKCT DCC. Wollongong Coal DCC. Bulktrans DCC. Brindles Toolbox Talk.	PKCT Bulktrans Brindles	Luke Pascot - Environmental Specialist Paul Clarke (Bulktrans). Michael Burke (BHPBIC). Scott Jones (Brindles). Mark Rayment (Wollongong Coal).	Compliance	NA
			Limit speed to 50km/hr on Bellambi Lane.	Speed limit on Bellambi Lane included in Brindles Toolbox Talk, Wollongong Coal DCC and PKCT DCC. Issue discussed during interview with Brindles and Wollongong Coal personnel. Interview indicated that Brindles and Wollongong Coal have installed radio frequency identification (RFID) satellite tracking and Navman wireless speed traps along Bellambi Lane. Both of these systems allow Brindles to monitor speed along Bellambi Lane. Automatic records of speeding trucks are kept by the system and actions taken with drivers who exceed limit. Brindles also indicated that speed traps are set at 40km/hr. In addition, Wollongong Coal audits Brindles once per week to check for compliance against DCC criteria. This data is collated monthly in the PKCT report template sent to PKCT and data is compiled in PKCT's summary spreadsheet of compliances against the DCC spreadsheet. Bellambi Lane speed limit criteria also added as criteria to the PKCT CTO form. No non-compliances sighted for those sample audits sighted.	PKCT DCC. Wollongong Coal DCC. Brindles RFID system. PKCT Summary of Compliance to DCC spreadsheet, 2011- 2014. Sample of audits by PKCT (June, September, November 2013; March 2014).	PKCT Brindles Wollongong Coal	Luke Pascot - Environmental Specialist Scott Jones (Brindles). Mark Rayment (Wollongong Coal).	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
			Hold a valid driver's licence for the class of vehicle that you operate.	Bulktrans utilises a Safety Health and Environment system that captures information on each driver including validity of driver's licence. The SHE system generates an email when the driver's licence is to be renewed. Licence renewal notification was sighted on Bulktrans system printout (dated 13 January 2014). In addition Bulktrans drivers sign a Safe Driving Plan at the commencement of each shift which includes a declaration that all drivers hold a valid licence. Brindles drivers declare they are 'fit to drive' including holding a valid driver's licence when they sign onto their timesheets at each shift. In addition, driver's licence records are held on file and checked monthly by the OHS representative. The PKCT CTO form includes driver's licence compliance criteria although the style of audits (road runner audits and observation of vehicles en-route) do not allow PKCT to check driver's licence validity. PKCT monitors the systems in place to track this during their annual audits of road transport operators. However, PKCT could improve monitoring of this system with more regular checks of drivers against this criteria. In addition, shipping company inductions include requirement for valid licence. It is recommended that PKCT include in its monthly reporting template an opportunity for road transport providers to confirm that all drivers hold valid licences for the reporting period. This 'opt in' will ensure PKCT is documenting the monitoring of this criteria.	PKCT Summary of Compliance to DCC spreadsheet, 2011 - 2014. Bulktrans Safe Driving Practice completed (January 2014). PKCT Internal Audit (Brindles/ Bulktrans) 2013.	PKCT Brindles Bulktrans	Luke Pascot - Environmental Specialist	Opportunity for improvement	It is recommended that PKCT: - Include in monthly reporting template an opportunity for road transport providers to confirm that all drivers hold valid licences for the reporting period.
			Not apply compression brakes approaching the intersection of Port Kembla Road and Springhill Road.	Criteria is included in PKCT CTO form. Several completed CTOs were sighted including monitoring of this criteria. In addition, this criteria is included in the PKCT DCC, Wollongong Coal DCC, Wollongong Coal Heavy Haulage induction, Bulktrans Heavy Haulage Induction and Bulktrans DCC. The criteria is included in the Trazblend audit sheet (though not detailing the intersection), the Bulktrans audit sheet (but not detailing the intersection) but is not included on the BHPBIC audit sheet	Sample of audits from PKCT (September, November, December 2013; March 2014). Sample of audits from BHPBIC Sample of audits from Bulktrans Sample of audits from Trazblend (January and February 2014).	PKCT Bulktrans BHPBIC Trazblend	Luke Pascot - Environmental Specialist	Opportunity for improvement	It is recommended that PKCT: - Stipulate to relevant road transport operators that this criteria be adequately covered and specifically referenced in their audit forms. This will allow PKCT to better monitor compliance with this aspect of the PKCT DCC.

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
				(just general truck operations assessed).					
			Utilise the truck wash at PKCT after tipping.	Truckwash upgrade completed but company DCC not updated to reflect required change in operation. Site observations of truck wash indicate all trucks pass through the truck wash prior to exiting the site. This criteria is also noted in road transport providers DCCs and heavy haulage inductions. Road user meeting minutes indicate truck wash upgrade and changed operations was thoroughly covered in meeting attended by all relevant road transport and shipping companies. PKCT CTO form does not include truck wash compliance criteria.	Site observation. PKCT DCC. Wollongong Coal DCC. PKCT Road User Meeting agenda, 26 June 2013. BHPBIC Heavy Haulage Induction. Wollongong Coal Heavy Haulage Induction. Inspection of Port Kembla Coal Terminal, Northern truck Wash 28/03/14.	PKCT Wollongong Coal BHPBIC	Luke Pascot - Environmental Specialist	Opportunity for improvement	It is recommended that PKCT: - Update DCC at least annually to ensure the document accurately reflects current operations and requirements. - Specifically update the DCC to include changed truckwash operations as a result of the upgrade. - Update the CTO to include specific criteria regarding the new truckwash (e.g. stops on signals, travels through truckwash at no more than 5km/hr etc.)
			Have the load covered from the mine to the PKCT road receival area.	Site observations confirmed all loads were covered. All CTO/audit forms of PKCT and transport providers include this criteria. However, Bulktrans audit forms were deemed to be not adequately completed in all cases with some information missing.	Sample of audits from PKCT (September, November, December 2013; March 2014). Sample of audits from BHPBIC (January 2014). Sample of audits from Bulktrans (December 2013 and February 2014). Sample of audits from Trazblend (January and February 2014).	PKCT Bulktrans BHPBIC Trazblend	Luke Pascot - Environmental Specialist	Opportunity for improvement	It is recommended that PKCT: - Pass on recommendations to Bulktrans to complete audit forms in a thorough manner, including all criteria relevant at the time of the audit.
			Operate the vehicle in a manner that minimises vehicle noise.	PKCT CTO and Trazblend audit sheet include specific criteria regarding truck noise/noise minimisation/truck approach to speed humps in a manner so as to minimise vehicle noise. BHPBIC and Bulktrans audit sheets do not include this specific criteria but do refer to general operation of the truck, which if followed, would minimise vehicle noise.	Sample of audits from PKCT (September, November, December 2013; March 2014). Sample of audits from BHPBIC (January 2014). Sample of audits from Bulktrans (December 2013 and February 2014). Sample of audits from Trazblend (January and February 2014).	PKCT Bulktrans BHPBIC Trazblend	Luke Pascot - Environmental Specialist	Opportunity for improvement	It is recommended that PKCT: - Stipulate to relevant road transport operators that this criteria be adequately covered and specifically referenced in their audit forms. This will allow PKCT to better monitor compliance with this aspect of the PKCT DCC.

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
			Trucks are to be positioned over the tipping grates before commencing tipping. Any spillage that occurs is to be reported to PKCT to enable efficient clean up.	PKCT CTO stipulates this requirement in the upfront section quoting from the PKCT DCC. This requirement is also included in the BHPBIC and Wollongong Coal DCCs and heavy haulage inductions. Adequately covered in Brindles DCC checklist. Site observation and interviews with PKCT personnel indicated that spillages are reported by drivers to the control tower. CCTV also captures any spillages, so the Control Tower can immediately know of spillages.	PKCT DCC. Wollongong Coal DCC. BHPBIC Heavy Haulage Induction. Wollongong Coal Heavy Haulage Induction. Sample of audits from PKCT (September, November, December 2013; March 2014). Sample of audits from BHPBIC (January 2014). Sample of audits from Bulktrans (December 2013 and February 2014). Sample of audits from Trazblend (January and February 2014).	PKCT Bulktrans BHPBIC Trazblend Brindles Wollongong Coal	Luke Pascot - Environmental Specialist	Compliance	NA
			All trucks are to pass through a truck wash when leaving the client mine and also after tipping at PKCT before leaving the site. Any excess coals that is on the body must be cleaned off on site. The speed through the truck wash is 5km/hr or as slow as possible.	Truckwash upgrade completed but PKCT DCC not updated to reflect required change in operation. Site observations of truck wash indicate all trucks pass through truck wash. This criteria is also noted in road transport providers DCCs and heavy haulage inductions. Road user meeting minutes indicate truck wash upgrade and changed operations was thoroughly covered in meeting attended by all relevant road transport and shipping companies. PKCT CTO form does not include truck wash compliance criteria. Site observations of truck wash indicate all trucks pass through truck wash, with drivers adequately cleaning the T bar. Some spillage of slurry from a truck bin was observed; wet weather conditions meant, an inflow of rain water into the dumping bed. Truckwash upgrade has included traffic signalling, and signage to enforce speed limit of 5km/hr.	Site observation. PKCT DCC. Wollongong Coal DCC. PKCT Road User Meeting agenda, 26 June 2013. BHPBIC Heavy Haulage Induction. Wollongong Coal Heavy Haulage Induction. Inspection of Port Kembla Coal Terminal, Northern truck Wash 28/03/14	PKCT Bulktrans BHPBIC Trazblend	Luke Pascot - Environmental Specialist	Opportunity for improvement	It is recommended that PKCT: - Update DCC at least annually to ensure the document accurately reflects current operations and requirements. - Specifically update the DCC to include changed truckwash operations as a result of the upgrade. - Update the CTO to include specific criteria regarding the new truckwash (e.g. stops on signals, travels through truckwash at no more than 5km/hr etc.)

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
			Drivers must ensure that following tipping, the tailgate is locked before leaving PKCT.	PKCT CTO, Trazblend and Bulktrans audit sheets adequately covers this criteria to assess driver's compliance. However Bulktrans audits sighted did not assess against this criteria and seemed incomplete. BHPBIC audit sheets do not adequately cover this criteria, however it is noted that this does not defer from PKCT's compliance with this criteria. BHPBIC and Wollongong Coal Heavy Haulage Inductions adequately cover this criteria. Site observation en-route did identify one truck that had not adequately locked its tailgate.	Site observation. PKCT DCC. Wollongong Coal DCC. BHPBIC Heavy Haulage Induction. Wollongong Coal Heavy Haulage Induction. Sample of audits from PKCT (September, November, December 2013; March 2014). Sample of audits from BHPBIC (January 2014). Sample of audits from Bulktrans (December 2013 and February 2014). Sample of audits from Trazblend (January and February 2014).	PKCT Bulktrans Wollongong Coal BHPBIC Trazblend	Luke Pascot - Environmental Specialist	Opportunity for improvement	It is recommended that PKCT: - Stipulate to relevant road transport operators that this criteria be adequately covered and specifically referenced in their audit forms. This will allow PKCT to better monitor compliance with this aspect of the PKCT DCC.
			No queuing is permitted on Springhill Road.	PKCT CTO adequately covers this requirement. BHPBIC, Bulktrans and Trazblend audit sheets do not include this requirement. BHPBIC and Wollongong Coal DCCs cover this requirement adequately but this should be carried through to the audit sheets to assess compliance against this criteria. PKCT audits of the Brindles and Bulktrans DCC and drivers themselves indicate that this criteria has been thoroughly discussed with PKCT finding that the DCCs and heavy haulage inductions of these companies is correctly focused. It is however, recommended that PKCT stipulate that this is included in updated audit sheets to cover the monitoring of this criteria by road transport companies.	Site observations. PKCT DCC. Wollongong Coal DCC. BHPBIC Heavy Haulage Induction. Wollongong Coal Heavy Haulage Induction. Sample of audits from PKCT (September, November, December 2013; March 2014). Sample of audits from BHPBIC (January 2014). Sample of audits from Bulktrans (December 2013 and February 2014). Sample of audits from Trazblend (January and February 2014).	PKCT Bulktrans Wollongong Coal BHPBIC Trazblend	Luke Pascot - Environmental Specialist	Opportunity for improvement	It is recommended that PKCT: - Stipulate to relevant road transport operators that this criteria be adequately covered and specifically referenced in their audit forms. This will allow PKCT to better monitor compliance with this aspect of the PKCT DCC.
	4	Haulage Routes	All haulage trucks travelling to and from PKCT will do so by using major arterial roads as outlined in the PKCT Driver's Code of Conduct.	PKCT CTO and Trazblend audit sheet adequately cover this requirement. BHPBIC and Bulktrans audit sheets do not include this requirement. BHPBIC and Wollongong Coal DCCs and heavy haulage inductions thoroughly cover this requirement adequately but this	Site observations. PKCT DCC. Wollongong Coal DCC. BHPBIC Heavy Haulage Induction. Wollongong Coal Heavy Haulage Induction. Sample of audits from	PKCT Bulktrans Wollongong Coal BHPBIC Trazblend	Luke Pascot - Environmental Specialist	Opportunity for improvement	It is recommended that PKCT: - Stipulate to relevant road transport operators that this criteria be adequately covered and specifically referenced in their audit forms. This will allow

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
				should be carried through to the audit sheets to assess compliance.	PKCT (September, November, December 2013; March 2014). Sample of audits from BHPBIC (January 2014). Sample of audits from Bulktrans (December 2013 and February 2014). Sample of audits from Trazblend (January and February 2014).				PKCT to better monitor compliance with this aspect of the PKCT DCC.
			Appin Road - Special care should be taken when crossing Loddon River bridge which is narrow.	PKCT CTO adequately covers this requirement, though none of the completed CTOs sighted included observation of Loddon River bridge crossing. BHPBIC, Bulktrans and Trazblend audit sheets do not include this requirement. BHPBIC cover some Appin Road specifics in their heavy haulage induction but do not specify the Loddon River bridge crossing requirement. However it is noted that this does not defer from PKCT's compliance with this criteria. This criteria should be included in the induction and carried through to the audit sheets to assess compliance. This criteria does not apply to Wollongong Coal/Brindles drivers who do not travel on Appin Road or Loddon River bridge.	PKCT DCC. BHPBIC Heavy Haulage Induction. Sample of audits from PKCT (September, November, December 2013; March 2014). Sample of audits from BHPBIC (January 2014). Sample of audits from Bulktrans (December 2013 and February 2014).	PKCT Bulktrans BHPBIC	Luke Pascot - Environmental Specialist	Opportunity for improvement	It is recommended that PKCT: - Stipulate to relevant road transport operators that this criteria be adequately covered and specifically referenced in their audit forms. This will allow PKCT to better monitor compliance with this aspect of the PKCT DCC.
			Mt Ousley Rd - In case of a breakdown all vehicles must be towed to the nearest breakdown bay as soon as possible. Breakdowns are to be reported to the RTA TMC.	PKCT CTO and Bulktrans audit sheet specifically covers this requirement. Identifies audit of trucks on Mt Ousley. Other company audits were not specific to Mt Ousley.		Summary compliance to Driver's Code of Conduct, PKCT 2014 and sample observations only and monthly reporting D. Mt Ousley Behavioural Observations Bulktrans PKCT 12/2013. SCL Audit Summary 11/2013. PKCT Observation Sheet 6/2013 TDCC-trucks travelling en route and at terminal (unsigned). PKCT Internal Audit (Brindle/Bulktrans) 2013	Luke Pascot - Environmental Specialist	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
			Bellambi Lane - is close to residential receivers, drivers are requested to limit noise wherever possible.	PKCT CTO does not cover this, but Brindles/Wollongong Coal adequately cover this requirement. Noise monitors have been installed on Bellambi Lane, to monitor excess noise due to community complaints from residences along Bellambi Lane. It was discussed in the interviews with Brindles and Wollongong Coal that drivers are conscious of limiting noise along this road. Wollongong Coal DCC and heavy haulage induction identify this issue as a focus area and is specific that drivers be stringent about limiting noise and specific noise to avoid, due to residents. Brindles drivers are tested on the DCC via a checklist appended to the PKCT DCC. The Brindles Toolbox Talk sighted also mentioned limiting noise in Bellambi Lane.	PKCT DCC. Wollongong Coal DCC. Wollongong Coal Heavy Haulage Induction Sample summary report of noise monitoring	PKCT Brindles Wollongong Coal	Luke Pascot - Environmental Specialist Scott Jones (Brindles). Mark Rayment (Wollongong Coal).	Compliance	NA
			Masters Rd - Compression braking on this route should be avoided due to community disturbance.	PKCT CTO adequately covers this criteria. This criteria is adequately covered in the Wollongong Coal DCC and heavy haulage induction, and the BHPBIC heavy haulage induction. However, the Bulktrans audit sheet only covers this criteria in general terms (compliance against 'excessive braking'), as does the Trazblend audit sheet ('noise/compression braking').	PKCT DCC. Wollongong Coal DCC. BHPBIC Heavy Haulage Induction. Wollongong Coal Heavy Haulage Induction. Sample of audits from PKCT (September, November, December 2013; March 2014). Sample of audits from BHPBIC (January 2014). Sample of audits from Bulktrans (December 2013 and February 2014). Sample of audits from Trazblend (January and February 2014).	PKCT Bulktrans BHPBIC Trazblend	Luke Pascot - Environmental Specialist	Opportunity for improvement	It is recommended that PKCT: - Stipulate to relevant road transport operators that this criteria be adequately covered and specifically referenced in their audit forms. This will allow PKCT to better monitor compliance with this aspect of the PKCT DCC.
			Springhill Rd - Compression brakes are not to be used on the approach to the lights at Springhill and Port Kembla Road.	PKCT CTO adequately covers this criteria. This criteria is adequately covered in the Wollongong Coal DCC and heavy haulage induction, and the BHPBIC heavy haulage induction. However, the Bulktrans audit sheet only covers this criteria in general terms (compliance against 'excessive braking'), as does the Trazblend audit sheet ('noise/compression braking').	PKCT DCC. Wollongong Coal DCC. BHPBIC Heavy Haulage Induction. Wollongong Coal Heavy Haulage Induction. Sample of audits from PKCT (September, November, December 2013; March 2014). Sample of audits from BHPBIC (January 2014). Sample of audits from Bulktrans (December 2013 and February 2014).	PKCT Bulktrans BHPBIC Trazblend	Luke Pascot - Environmental Specialist	Opportunity for improvement	It is recommended that PKCT: - Stipulate to relevant road transport operators that this criteria be adequately covered and specifically referenced in their audit forms. This will allow PKCT to better monitor compliance with this aspect of the PKCT DCC.

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
					Sample of audits from Trazblend (January and February 2014).				
	6	PKCT Road Delivery Standards	Queuing at the truck receival area is permitted on Tom Thumb Road and Port Kembla Road. No trucks are permitted to queue on Springhill Road.	PKCT CTO adequately covers this requirement. BHPBIC, Bulktrans and Trazblend audit sheets do not include this requirement. BHPBIC and Wollongong Coal DCCs cover this requirement adequately but this should be carried through to the audit sheets to assess compliance against this criteria. PKCT audits of the Brindles and Bulktrans DCC and drivers themselves indicate that this criteria has been thoroughly discussed with PKCT finding that the DCCs and heavy haulage inductions of these companies is correctly focused. It is however, recommended that PKCT stipulate that this is included in updated audit sheets to cover the monitoring of this criteria by road transport companies.	PKCT DCC. Wollongong Coal DCC. BHPBIC Heavy Haulage Induction. Wollongong Coal Heavy Haulage Induction. Sample of audits from PKCT (September, November, December 2013; March 2014). Sample of audits from BHPBIC (January 2014). Sample of audits from Bulktrans (December 2013 and February 2014). Sample of audits from Trazblend (January and February 2014).	PKCT Bulktrans BHPBIC Trazblend Brindles Wollongong Coal	Luke Pascot - Environmental Specialist	Compliance	NA
			Speed limits - Always observe the posted speed limits with speed adjusted appropriately to suit the conditions.	PKCT CTO adequately covers this criteria throughout detailed speed limits on each road. This is addressed by BHPBIC and Wollongong Coal DCCs and heavy haulage inductions. Adequately covered in Brindles DCC checklist.	PKCT DCC. Wollongong Coal DCC. BHPBIC Heavy Haulage Induction. Wollongong Coal Heavy Haulage Induction. Sample of audits from PKCT (September, November, December 2013; March 2014). Sample of audits from BHPBIC (January 2014). Sample of audits from Bulktrans (December 2013 and February 2014). Sample of audits from Trazblend (January and February 2014).	PKCT Bulktrans BHPBIC Trazblend Brindles Wollongong Coal	Luke Pascot - Environmental Specialist	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
			Tipping - Trucks are to be positioned over the tipping gates before commencing tipping. Any spillage that occurs during tipping is to be reported to PKCT to enable efficient clean up.	PKCT CTO stipulates this requirement in the upfront section quoting from the PKCT DCC. This requirement is also included in the BHPBIC and Wollongong Coal DCCs and heavy haulage inductions. Adequately covered in Brindles DCC checklist. Site observation and interviews with PKCT personnel indicated that spillages are reported by drivers to the control tower. CCTV also captures any spillages, so the Control Tower can immediately know of spillages.	PKCT DCC. Wollongong Coal DCC. BHPBIC Heavy Haulage Induction. Wollongong Coal Heavy Haulage Induction. Sample of audits from PKCT (September, November, December 2013; March 2014). Sample of audits from BHPBIC (January 2014). Sample of audits from Bulktrans (December 2013 and February 2014). Sample of audits from Trazblend (January and February 2014).	PKCT Bulktrans BHPBIC Trazblend Brindles Wollongong Coal	Luke Pascot - Environmental Specialist Colin Parker - Project Engineer	Compliance	NA
			Equipment performance - It is the driver's responsibility to report all vehicle faults and it is the owner's responsibility to ensure that the vehicle is maintained to ensure safe vehicle operations.	Not PKCT responsibility. Work order system excludes truck maintenance, though PKCT has interface with truck and shipping companies, truck companies monitor trucks for necessary maintenance.	NA	NA	Luke Pascot - Environmental Specialist	Not Applicable	NA
		Compliance Monitoring	Regular audits of the COC will be carried out to monitor performance, particularly in relation to noise minimisation around PKCT. Audits will be completed of the following activities annually: Speed of trucks, compression braking, truck washing, load covering.	PKCT DCC Implementation Program for the DCC outlines that at least 25 CTOs will be undertaken by PKCT annually, and 50 recorded observations will be undertaken by road transport providers annually. The audit monitoring spreadsheet kept by PKCT indicates that PKCT is well exceeding its auditing requirements, as are road transport operators. In addition, PKCT conducts annual audits of road transport companies' compliance with the DCC.	Sample of audits from PKCT (September, November, December 2013; March 2014). PKCT Summary of Compliance to DCC spreadsheet, 2011- 2014. PKCT Implementation Program for the DCC, 2010. PKCT DCC Audits (Bulktrans and Brindles), 2013.	PKCT	Luke Pascot - Environmental Specialist	Compliance	NA

Statement of Commitments (SoC)

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
SoC		Traffic and Transport	Public road haulage of coal and bulk products to PKCT will not exceed 10 million tonnes per annum.	Volume of coal and bulk products reported in AEMRs and interim reports. Also reported in the PKCT Summary of Compliance to DCC spreadsheet, which identifies tonnage per month, spill, incidents inductions, driver observations, breaches of hours of operation/transport, trucksafe/ NHVAS. Coal and bulk products from the berths and deliveries to the site are recorded in tonnes each financial year; volumes reported monthly to PKCT by road transport operators.	2011/12 AEMR. 2012/13 AEMR. 2013/14 Interim AEMR. PKCT Summary of Compliance to DCC spreadsheet, 2011- 2014.	PKCT	Luke Pascot - Environmental Specialist	Compliance	NA
			All trucks delivering coal and bulk products to PKCT must follow designated heavy vehicle transport routes.	PKCT CTO and Trazblend audit sheet adequately cover this requirement. BHPBIC and Bulktrans audit sheets do not include this requirement. BHPBIC and Wollongong Coal DCCs and heavy haulage inductions thoroughly cover this requirement adequately but this should be carried through to the audit sheets to assess compliance.	Site observations. PKCT DCC. Wollongong Coal DCC. BHPBIC Heavy Haulage Induction. Wollongong Coal Heavy Haulage Induction. Sample of audits from PKCT (September, November, December 2013; March 2014). Sample of audits from BHPBIC (January 2014). Sample of audits from Bulktrans (December 2013 and February 2014). Sample of audits from Trazblend (January and February 2014).	PKCT Bulktrans Wollongong Coal BHPBIC Trazblend	Luke Pascot - Environmental Specialist	Compliance	NA
			A driver's code of conduct will be utilised for all transport companies delivering product to PKCT.	PKCT adequately utilised (with various company DCCs/checklists to DCCs also in place).	PKCT DCC. Wollongong Coal DCC. Bulktrans DCC. Brindles DCC Checklist.	PKCT Bulktrans BHPBIC Brindles Wollongong Coal	Luke Pascot - Environmental Specialist Paul Clarke (Bulktrans). Michael Burke (BHPBIC). Scott Jones (Brindles). Mark Rayment (Wollongong Coal).	Compliance	NA
			Review effectiveness of truck wash facilities to be undertaken.	Truckwash upgrade completed but company DCC not updated to reflect required change in operation. Site observations of truck wash indicate all trucks pass through truck wash. This criteria is also noted in road transport providers DCCs and heavy haulage inductions. Road user meeting minutes indicate truck wash upgrade and changed operations was thoroughly covered in meeting	Site observation. PKCT DCC. Wollongong Coal DCC. PKCT Road User Meeting agenda, 26 June 2013. BHPBIC Heavy Haulage Induction. Wollongong Coal Heavy Haulage Induction. Inspection of Port Kembla	PKCT Bulktrans BHPBIC Brindles Wollongong Coal	Luke Pascot - Environmental Specialist Colin Parker - Project Engineer	Compliance	NA

Document	Condition	Topic	Requirement	Verification/Comment	Documentary Evidence	Source of Evidence	Personnel Interviewed	Audit Finding	Opportunity for Improvement
				attended by all relevant road transport and shipping companies. PKCT CTO form does not include truck wash compliance criteria. Site observations of truck wash indicate all trucks pass through truck wash, with drivers adequately cleaning the T bar. Some spillage of slurry from a truck bin was observed; wet weather conditions meant, an inflow of rain water into the dumping bed. Truckwash upgrade has included traffic signalling, and signage to enforce speed limit of 5km/hr.	Coal Terminal, Northern truck Wash 28/03/14				
			Coal truck deliveries along Bellambi Lane to only be undertaken between 7am - 10pm Monday to Friday and 8am - 6pm on Saturday and Sunday.	DCCs for PKCT and Wollongong Coal (now Wollongong Coal) include stipulations regarding permissible dispatch times from the No 1 Mine. Interview with Brindles indicated that the company has installed radio frequency identification (RFID) satellite tracking and Navman wireless speed traps along Bellambi Lane. Both of these systems allow Brindles to monitor driver dispatch times from No. 1 Mine, as well as truck speed along Bellambi Lane. Automatic messages are sent to Brindles management when trucks leave earlier than 7am. Brindles then gives warning to driver and discusses breaches with Wollongong Coal. RFID system was sighted during audit. Few non-compliances occur. In addition, Wollongong Coal audits Brindles once per week to check for compliance against DCC criteria. This data is collated monthly in the PKCT report template sent to PKCT and data is compiled in PKCT's summary spreadsheet of compliances against the DCC spreadsheet.	PKCT DCC. Wollongong Coal DCC. Brindles RFID system. PKCT Summary of Compliance to DCC spreadsheet, 2011- 2014.	PKCT Brindles Wollongong Coal	Luke Pascot - Environmental Specialist Scott Jones (Brindles). Mark Rayment (Wollongong Coal).	Compliance	NA