



EXTENSION HILL HEMATITE OPERATION

ANNUAL COMPLIANCE REPORT

Extension Hill Hematite Haulage Road & Rail Siding

2012 – 2013



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TABLE OF CONTENTS

1. INTRODUCTION	1
1.1 Intent	1
1.2 Project Overview	1
1.3 Environmental Reporting Requirements.....	1
2. CURRENT STATUS.....	4
2.1 Haul Road.....	4
2.2 Rail Siding.....	4
3. COMPLIANCE	5
3.1 Ministerial Statement 786	5
3.2 Proponent Commitments.....	6
3.3 Internal Audits.....	6
3.4 External Audits.....	6
4. ENVIRONMENTAL MONITORING.....	7
4.1 Groundwater Monitoring	7
4.2 Vegetation Monitoring.....	8
4.3 Fauna Monitoring	13
4.4 Dust Monitoring	14
5. REFERENCES.....	16

LIST OF FIGURES

Figure 1 Project Location.....	3
Figure 2 Standing Water Levels	7
Figure 3 Location of bore SOL10P as seen from rock outcrop 120 metres from bore	9
Figure 4 Location of SOL10P	10
Figure 5 Regrowth at BP27.....	11
Figure 6 Regrowth at BP 25 north west corner	12
Figure 7 Regrowth at BP 48.....	12
Figure 8 Total Fauna Road Mortalities.....	14
Figure 9 Fauna Road Mortalities by Classification	14
Figure 10 Dust Monitoring Results	15

LIST OF TABLES

Table 1 Summary of Key Proposal Characteristics Compliance	5
Table 2 Site Based Water Quality Analysis (Western Production Bores).....	8

LIST OF APPENDICES

- Appendix A – Ministerial Statement 786 Audit Table
- Appendix B – Proponent Commitments Audit Table

1. INTRODUCTION

1.1 Intent

This Annual Compliance Report has been developed to summarise the activities and compliance of Mount Gibson Mining Limited's (MGM's) activities in relation to Ministerial Statement 786 (MS786) – the Extension Hill Hematite Haulage Road & Rail Siding Project (the Project). This report covers the period 19th of February 2012 – 18th of February 2013 and addresses the requirements of conditions 4-1 to 4-3 of MS786.

1.2 Project Overview

The Project is located approximately 350km north-east of Perth in Western Australia, predominantly in the Shire of Perenjori, with the eastern end of the haulage road extending into the Shire of Yalgoo. The Project involves the upgrade of Perenjori-Rothsay Road, Wanarra Road and Wanarra East Road, and the construction and operation of a rail siding, located approximately 2km south of the town of Perenjori (Figure 1) to facilitate the transport of hematite ore from the Extension Hill Hematite Operation mine site to the Geraldton Port. The upgraded road stretches approximately 85km from Perenjori to Great Northern Highway and is used to transport iron ore in road trains to the rail siding.

The Extension Hill Hematite Haulage Project was assessed under Part IV of the *Environmental Protection Act 1986* at an Assessment on Referral Information (ARI) level. The Extension Hill Hematite Haulage ARI was approved by the Minister for the Environment with the issuing of Ministerial Statement 786 (MS786) on the 19th February 2009. A minor amendment to the Project was approved under section 45c of the *Environmental Protection Act* on the 14th February 2012.

The original Perenjori-Rothsay, Wanarra, and Wanarra East Roads were primarily single width unsealed roadways. The upgraded road was designed and constructed to meet Australian road safety standards for a two-way single width carriageway with a maximum travelling speed of 110km/hr. This involved straightening, widening and sealing the existing road.

The rail siding was designed to contain two open stockpile areas, each with a capacity to store up to 600kt of material (one for fines product and one for lump product), and ancillary facilities such as offices, lunchrooms and toilets, and truck maintenance, washdown and refueling facilities. A third open stockpile with capacity to store an additional 150kt of material has been established to act as an overflow stockpile. The total storage capacity of the rail siding is up to 750kt of lump ore and 750kt of fines product.

Hematite is transported from the Extension Hill mine site to the rail siding by road trains travelling along the upgraded road. It is then transported from the rail siding to the Geraldton Port along the existing Westnet Maya to Mullewa rail line.

The total approved development area for the project is not more than 550ha, including up to 161ha of native vegetation clearing.

1.3 Environmental Reporting Requirements

The following environmental reporting requirements will be met throughout the implementation of the Project:

- Approval conditions applied by the Minister for the Environment under MS786;
- Proponent commitments as described in the *Extension Hill Hematite Haulage Assessment on Referral Information* (GHD 2008) and any subsequent correspondence with the Office of the Environmental Protection Authority;
- Requirements of Groundwater Licence 166651, issued by the Department of Water;
- Department of Mines and Petroleum tenement conditions associated with General Purpose Lease G70/232 and G70/238; and

- Any other legislative reporting requirements, as advised by the relevant Departments.

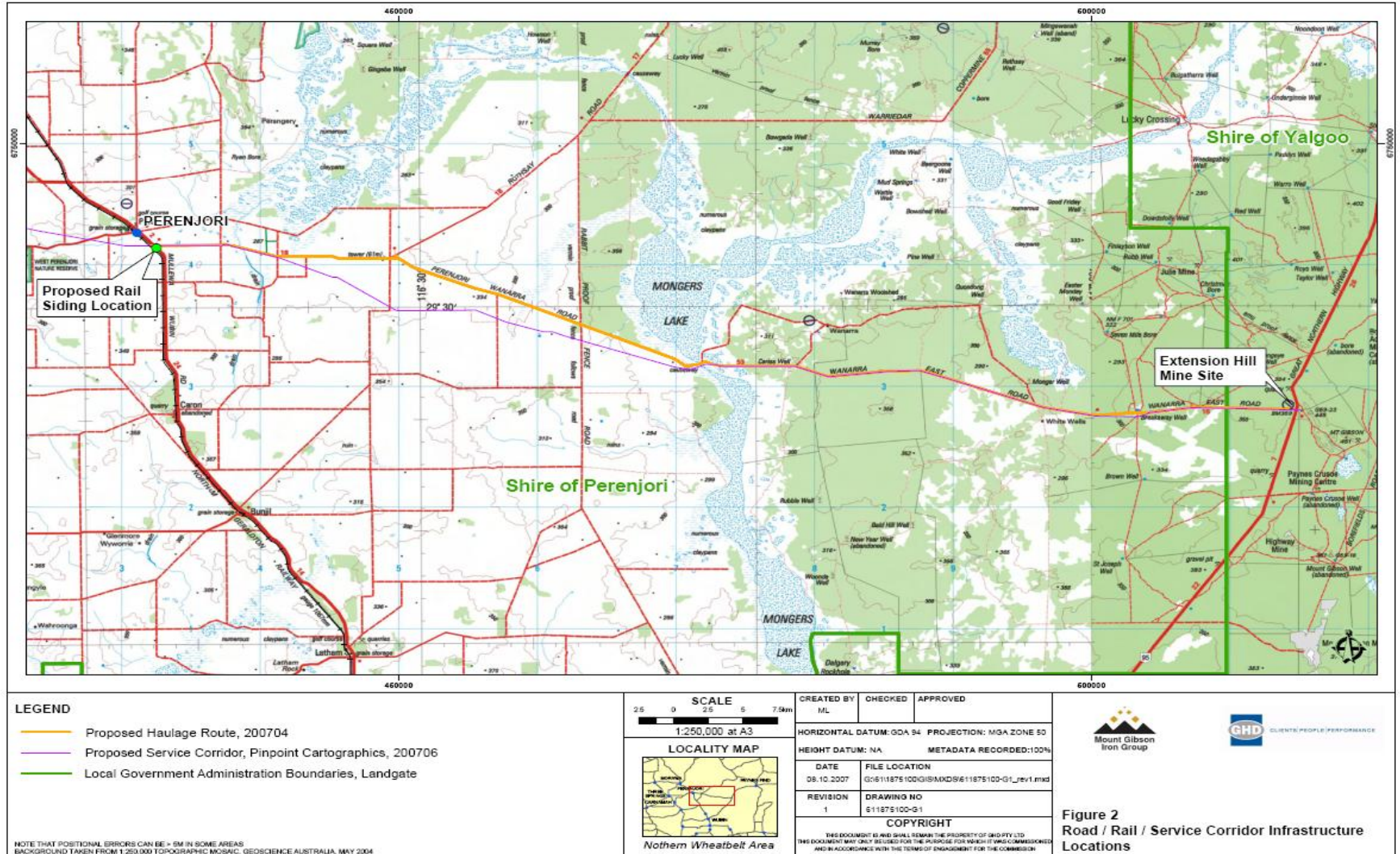


Figure 1 Project Location

2. CURRENT STATUS

The Project commenced in mid 2010 and is currently in the second year of operation, following an 18 month construction period. Road train haulage commenced on 1st November 2011, followed by the commencement of rail haulage to Geraldton Port on 4th December 2011.

2.1 Haul Road

The construction of the haul road was completed and the road opened to the public on 14th February 2011. The upgraded road is a sealed, two-way single width carriageway. No vegetation clearing activities were undertaken during this period, nor are any anticipated for future periods, with the exception of re-growth clearing for drainage maintenance. Minor maintenance works were undertaken during the reporting period.

An average of 67 truckloads per day of hematite were hauled from the mine site to the rail siding during the reporting period. Public vehicles, including heavy vehicles accessing other nearby mine sites also regularly use the upgraded road, although the non-Project heavy vehicle traffic is generally more predominant on the Rothsay Rd segment of the upgraded road.

Since the sealing of the road, dust suppression water sprays are no longer required for this component of the Project.

Native vegetation regrowth has occurred in all of the borrow pits in the pastoral section of the Project. There are however some areas within borrow pits, typically areas of depression which will require further work to promote rehabilitation. A plan for additional earthworks, seeding and management has been prepared. Ongoing management and monitoring of all borrow pits will be conducted.

2.2 Rail Siding

Initial construction of the rail siding was completed during the previous reporting period and the rail siding was fully functioning during the current reporting period. An overflow stockpile with capacity to hold up to 150kt of ore was constructed during this period in an area previously used as a construction laydown yard. No native vegetation clearing was conducted during this reporting period, nor is any is any anticipated for future periods.

The average number of trains for the period was less than two trains per day.

Water availability has proven to be an issue for the rail siding operation. The groundwater bores originally designated as the rail siding water supply have not supplied the anticipated quantity of water and additional water resources have been purchased from local water cartage operators. An average of 316kL/day was used for dust suppression at the rail siding during this reporting period.

No complaints have been received from the community regarding excessive dust or noise generated at the facility.

3. COMPLIANCE

3.1 Ministerial Statement 786

Ministerial Statement 786 imposes a number of conditions that the proponent must meet in order to minimise detrimental impacts of the Project on the environment. The status of each conditions, as defined in *Post Assessment Guideline for Preparing an Audit Table* (OEPA 2012), is described in the approved Project audit table, included in Appendix A.

Four items have been completed, one is not required as it has yet to be triggered and the remaining items are compliant. The evidence of the compliance status is identified in the audit table and included within this document.

Table 1 provides further details to assess compliance with item 786:M1.1, which states that *'The proponent shall implement the proposal as assessed by the Environmental Protection Authority and described in schedule 1 of this statement subject to the conditions and procedures of this statement'*.

Table 1 Summary of Key Proposal Characteristics Compliance

Element	Description	Compliance during this reporting period
Rail Siding Location	2 kilometres south-east of Perenjori, immediately east of and adjacent to the Wubin-Mullewa Road and existing Westnet rail track, south of and parallel to Perenjori to Rothsay Road.	Completed in previous period
Road Type	Two-way single width carriageway, with lanes 4 metres wide each. Maximum typical total width 16 metres, from batter to batter.	Completed in previous period
Connections to existing roads	The upgraded road will cross underneath the Great Northern Highway, which will be bridged over the haul road.	Completed in previous period
Rail siding	Two open stockpile areas (one for lump and one for fines products) on either side of the train line spur constructed off the existing Perenjori-Mullewa rail line. A third open stockpile may be established if required.	Constructed as described
Rail Siding Stockpile Capacity	Not more than 750,000 tonnes of Lump ore product. Not more than 750,000 tonnes of Fine ore product.	Current stockpiles contain: 361,150 tonnes of lump 185,877 tonnes of fines (as at 30/1/2013)
Stockpile Height	Not more than 4 metres	Stockpiles are 4 metres high
Transport Type	<i>Trucks</i> – side tipping triple road trains hauling concessional loads (up to 105 tonnes). <i>Trains</i> – 60 to 90 wagon trains carrying up to 4,320 tonnes.	<i>Trucks</i> – triple road trains with an A trailer (up to 105 tonnes) are being used. <i>Trains</i> – operating as described.
Transport Frequency (assuming approx. 3 Mtpa rail capacity)	80 trucks per day (160 truck movements) Up to 4 trains per day (8 train movements), with an average per year of up to 2 trains per day	Average number of trucks during the reporting period was 67 trucks per day Average number of trains during the reporting period was <2 trains per day

Element	Description	Compliance during this reporting period
Vegetation Clearing	Clearing by purpose: <i>Road</i> : Not more than 79 hectares <i>Borrow pits</i> : Not more than 80 hectares <i>Rail sidings</i> : Not more than 2 hectares – crossing at Mullewa Wubin Road only Clearing by area: <i>Agricultural Zone</i> – Not more than 36 hectares <i>Pastoral Zone</i> – Not more than 125 hectares <i>Total Clearing</i> – Not more than 161 hectares	Clearing by purpose: <i>Road</i> : 0 hectares (89 ha) <i>Borrow pits</i> : 0 hectares (43ha) <i>Rail sidings</i> : 0 hectare (1ha) Clearing by area: <i>Agricultural Zone</i> – 0 hectare (33ha) <i>Pastoral Zone</i> – 0 hectares (100ha) <i>Total Clearing</i> – 0 hectares (133ha) Note that numbers in brackets show total for the Project to date
Water Source	Significant proven groundwater sources exist at both the eastern and western ends of the road alignment with small quantities available along the length. (A groundwater bore installation and abstraction licence has been granted for the eastern and central bores.)	All water abstraction was conducted in accordance with the <i>Rights in Water and Irrigation Act 1914</i> . Additional water was purchased from local water cartage operators.
Water Requirements	<i>Construction</i> : Road – 400 cubic metres per day Rail siding – 40 cubic metres per day <i>Operation</i> : Road – Nil Rail siding – 430 cubic metres per day	Daily average quantities of water used during operations: Road – Nil Rail siding – 316 m ³ /day
Operation	24 hours per day 7 days per week Continuous Operation for at least 5 years	Operated as a 24hr operation since 18 November 2011.

There were no non-compliances identified during the reporting period.

3.2 Proponent Commitments

MGM made a number of commitments, as described in the *Extension Hill Hematite Haulage Assessment on Referral Information* (GHD 2008). These proponent commitments and their status (as defined in the *Post Assessment Guideline for Preparing an Audit Table* (OEPA 2012)) for the reporting period are listed in Appendix B.

The status of all proponent commitments relating to construction and design works have been completed (CLD), although it is noted that this is the proponent's assessment as the OEPA is not required to confirm completion status for proponent commitments.

All remaining proponent commitments were considered either compliant or not required at this stage. Evidence to support these claims is contained within this document and/or identified in Appendix B.

There were no non conformances identified.

3.3 Internal Audits

An annual end of reporting period audit was conducted against the conditions of MS786. This is included as Appendix A and discussed in Section 3.1. No additional internal audits were conducted during the reporting period.

3.4 External Audits

The Office of the Environmental Protection Authority conducted a desktop audit on the Project in November 2012. This audit found that the Proponent is compliant with Ministerial Statement 786 (Letter from I. Munroe 9/11/2012).

4. ENVIRONMENTAL MONITORING

4.1 Groundwater Monitoring

The central and eastern bores (from the previous Annual Compliance Report for this Project) are not currently being used for the rail siding operation. The central bore was decommissioned in September 2010. The eastern bores are currently used for the Extension Hill mine site and groundwater monitoring results for these bores is reported in the *Mt Gibson Iron Ore Mine and Infrastructure Project Annual Environmental Report* (MGM & EHPL 2012).

Groundwater bores SOL4P and SOL10P are located on private, agricultural property at the Western end of the Project. Water abstraction commenced on 23 July 2010 from SOL4P and 28 June 2010 from SOL10P. Following the completion of the bulk of the construction works, these bores were temporarily decommissioned, with no abstraction between the period 10 February 2011 to 18 August 2011. These bores were throughout this reporting period, with SOL4P being the primary bore and SOL10P providing additional water intermittently.

During the reporting period a total of 20,344kL was abstracted from SOL4P and 4,600kL from SOL10P. This constitutes a quarter of the quantity of water allocated under GWL166651, however the bores require regular rest periods and the supply is supplemented with water purchased from local suppliers.

Rockwater (2008) estimated a long-term (6 year) water pumping level of 70m depth (based on 1.2L/s pump rate and assuming that additional aquifer barrier-boundaries are not intersected) for SOL4P and 84m depth (based on a pump rate of 4L/s and assuming that additional aquifer barrier-boundaries are not intersected) for SOL10P. Both bores are carefully managed (including additional monitoring above that required by GWL166651) to ensure sufficient recovery periods to maintain a 24hr standing water level of less than the predicted long-term water pumping levels for both bores (Figure 2).

Monitoring of the water levels in the two bores (SOLDOM2 and SOLSTOCK) used by the landowner was reduced to biannually during this period as no impact resulting from MGM's water abstraction was detected in previous periods. These results are not included in this report as they are no longer considered relevant due to the apparent lack of connectivity to the Project abstraction bores.

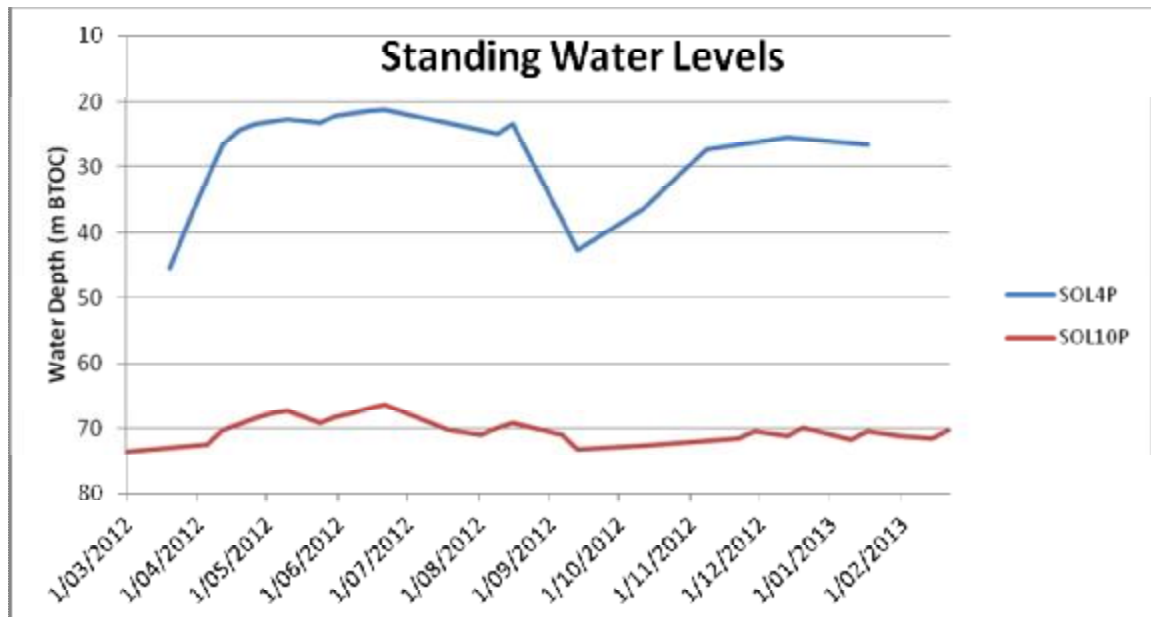


Figure 2 Standing Water Levels

The temperature, pH, electrical conductivity (EC) and total dissolved solids (TDS) were measured on site using an Aquaread Aquaprobe. In accordance with GWL166651, this monitoring is conducted biannually in March and September. There were no significant changes recorded during this reporting period (Table 2).

Table 2 Site Based Water Quality Analysis (Western Production Bores)

Bore	Date	Temperature (°C)	pH	Electrical Conductivity (mS/cm)	Total Dissolved Solids (g/L)
SOL4P	23/09/2010	30	7.2	2.932	1.907
	18/11/2010	28.8	7.81	3.295	2.148
	08/09/2011	20.8	7.52	7.286	4.73
	06/10/2011	23.7	7.47	4.987	3.24
	26/03/2012	26.6	7.52	3.737	2.434
	10/09/2012	25.1	7.79	4.312	2.825
SOL10P	23/09/2010	27.7	7.78	2.001	1.301
	06/10/2011	23.3	7.82	2.617	1.701
	26/03/2012	24	7.37	1.868	1.214
	10/09/2012	25.2	7.88	2.286	1.485

It is likely that SOL10P bore will be decommissioned in the next reporting period. MGM are investigating alternative water supply options for the rail siding facility.

4.2 Vegetation Monitoring

Monitoring for impacts of groundwater drawdown

Monitoring for impacts of groundwater drawdown was conducted within the vicinity of groundwater bore SOL10P which is used for dust suppression at the rail siding. No monitoring was conducted at the SOL4P bore as it is located in a cleared agricultural field with no surrounding native vegetation. Prior to the commencement of groundwater pumping at SOL10 vegetation condition was recorded using the criteria of Keighery, as summarised by the Government of Western Australia (2000). Vegetation health was scored at fortnightly intervals during the initial extraction period and then at three monthly intervals after pumping ceased in February 2011. Monitoring of vegetation health was conducted in both the immediate vicinity of the bore and in a replicate plot 200m distant pre and post abstraction.

No negative impacts of groundwater drawdown were observed on the health of surrounding vegetation during or after the initial period of groundwater abstraction at the SOL10P bore. Vegetation health remained unchanged and was similar between plots adjacent to the bore and at a distance of 200m (detailed in the AER for the period 2011 – 2012). In August 2011 pumping from SOL10P recommenced in order to provide water for dust suppression at the rail siding in Perenjori. Since this time vegetation monitoring has consisted of weekly visual inspections coinciding with weekly bore meter reading and water depth monitoring. Up to the end of the current reporting period no observations have been made that would suggest the vegetation in the vicinity of the bore has suffered any ill effects from groundwater abstraction and subsequent draw down of the water table.

Typically obligate groundwater dependent ecosystems (GDE's) that suffer a disconnection from available groundwater due to water abstraction show rapid declines in health. This has been demonstrated both experimentally in Banksia woodland of the Gngangara mound and in the same woodland as a result of rapid drawdown of the Gngangara aquifer in areas surrounding bores supplying water for the Perth Integrated Water Supply Scheme (IWSS) (pers comm A/Prof Ray Froend).

Position in the landscape, vegetation species type, speed of water table drawdown and depth to groundwater can all have a significant effect on phreatophytic vegetation. It is well established that

vegetation positioned high in the landscape is less likely to be dependent on groundwater sources, similarly, the deeper the natural groundwater level is the less likely it is to support ground water dependent vegetation.

SOL10P is located on a ridge line and is significantly higher than adjacent land (Figure 3). The vegetation across and along the ridgeline is dominated by *Allocasuarina sp*, *Acacia sp* and small to medium sized Eucalypt Mallee species, interspersed with occasional larger Salmon Gum (*Eucalyptus salmonophloia*). Understorey and groundcover plants are scarce owing to shading from the canopy and the stony thin skeletal soils of the ridge line. It is concluded that competition from the taller shrub and tree species present effectively reduces the availability of soil water stores to understorey plants. The commonest groundcover species are grass species that are also found in the adjacent pasture.



Figure 3 Location of bore SOL10P as seen from rock outcrop 120 metres from bore
Note uniform and dense canopy cover of trees and shrubs along the ridge line. Either side of this vegetation corridor is open pasture.

The natural depth to groundwater in this area and as measured at the bore typically exceeds fifty metres and on occasions has been measured in excess of 70 metres below ground level. At depths exceeding 30 metres there is a rapid decline in the number of species able to utilise groundwater resources. At depths of 50 metres or more, the likelihood that vegetation has any dependency, even a partial dependency on groundwater for part of the year or life cycle, declines to almost zero for all but the largest tree species (pers comm A/Prof Ray Froend). Given the natural depth of groundwater accessed by bore SOL10P, the absence of large tree species and the continued absence of evidence of any decline in surrounding vegetation health, (Figure 3) it appears that vegetation in the area around bore SOL10P has no discernible dependency on groundwater resources and is entirely sustained by soil moisture replenished by precipitation events alone.



Figure 4 Location of SOL10P

The tree in the foreground is the largest tree in the immediate vicinity of SOL10P. The canopy is full and there are no indications of water deficit distress.

Should pumping at SOL10P continue, it is the intention of MGM to apply to the EPA & DEC to have the condition for monitoring of vegetation health in the area removed from compliance obligations.

Rehabilitation & monitoring of the borrow pits

During this reporting period all five borrow pits have shown areas of remarkable regrowth with increasing species richness and species numbers. The fencing trials started in 2011 continue to show that there is little value in fencing the entire regrowth areas. Fenced plots on the whole have shown no increase in either species richness or numbers when compared to adjacent unfenced plots. The trials indicate that there is very little or no pressure from herbivores whether natives or introduced species.

Continuing assessment has identified that four of the borrow pits do require further rehabilitation work in small areas. Typically the areas that require further works are characterised by being in depressions created by deeper extraction of borrow material than surrounding areas of borrow pit. These areas are prone to inundation during precipitation events and field bolus tests have indicated soil profiles in these depressions show an increase in clay minerals compared to surrounding higher areas of the borrow pits which have open free draining sandy gravel textures. Run-off from higher parts of the borrow pits is likely to be carrying clay minerals which are then deposited in the depressions. When dry these clay minerals form a hard crust which it is thought is restricting the natural regrowth of any propagules present. MGM plans to infill some of these depressions with material previously stock piled in two of the borrow pits but never used during haul road upgrade and construction. This should prevent both the pooling of standing water and the deposition of clay minerals carried in by run-off from the surrounding area and provides the free draining gravelly sand textured soils which appear to

have little difficulty supporting vigorous regrowth. In the few areas where regrowth has been poor and which are not depressions, re-ripping and broadcast seeding is being considered. Some small pockets may also require small amounts of infill plantings, however, it would appear from the numbers of new seedlings continuing to germinate that the soil seed bank is far from exhausted and it may be that these areas will natural repopulate given sufficient time. Natural and unassisted regeneration is preferred to more artificial means if practicable.

During routine monitoring for weeds the borrow pits have been checked. No weed species have been found in any of the borrow pits.

Figures 5-7 indicate the excellent regrowth at the borrow pits which now includes young Eucalypts in excess of 15ft tall.



Figure 5 Regrowth at BP27

This includes over 18 separate species that can be found also growing in the surrounding bushland.



Figure 6 Regrowth at BP 25 north west corner



Figure 7 Regrowth at BP 48
Shows a fenced and adjacent unfenced plot in the foreground. No differences in the performance of these two plots can be detected. The use of ample tritter material has encouraged the healthy growth of new plants.

4.3 Fauna Monitoring

Malleefowl Sightings

The Project is located in an area known to contain the priority fauna species, *Leipoa ocellata* (Malleefowl). All site personnel are trained to recognise a Malleefowl and report any sightings of live Malleefowl within the Project and surrounding area.

A total of 34 Malleefowl sightings were recorded during the period, however, this figure also includes sightings recorded at the Extension Hill mine site. Only 1 of these sightings was within the Project area, as defined for the scope of this document. This is lower than the previous period when 15 sightings were recorded in the Project area out of a total of 85 recorded Malleefowl sightings including those made at the mine site.

Annual Malleefowl mound monitoring surveys conducted in and around the mine have not detected any mining related impacts on the breeding populations located at the eastern end of the Project (MGM & EHPL 2012). No explanation of the reduced number of Malleefowl sightings reported can be given at this time.

Malleefowl Deaths

No Malleefowl deaths were recorded during the reporting period.

Fauna Mortalities on Roads

Weekly monitoring of fauna deaths on the haul is conducted by driving along the upgraded haul road once a week and recording all visible carcasses. All MGM personnel are instructed to report any observations of fauna road deaths.

The number of road deaths increased from 188 in the previous period to 458 in the current period. This increase is largely attributable to the increase in public and Project related traffic. Hematite haulage road trains were only regularly using this road during the final quarter of the previous period but were active for the entirety of the current reporting period.

However, since monitoring is conducted on a publicly gazetted road not all deaths recorded can be unequivocally attributed to Project related traffic. Nevertheless there has been an increase in the number of fauna road deaths recorded which does coincide with the commencement of road haulage in November 2011 (Figure 8). MGM are actively researching ways to reduce the road death toll, which includes spatial analysis of road deaths, correlation with weather conditions in order to pin point road death patterns and potentially identify hot spots and correlates that can be addressed in the hope of reducing the number of fauna deaths.

Two thirds of the animals killed during this period were mammals (Figure 9). Of these the Macropod species (*Macropus rufus*, *Macropus fuliginosus* and *Macropus robustus*) were the most heavily impacted, with a total of 301 deaths recorded in this reporting period. Five introduced species (1 Goat (*Capra aegagrus hircus*) and 4 European Red Foxes (*Vulpes vulpes*)) were reported killed during this period. Galahs (*Cacatua roseicapilla*) were the most common species of bird killed, with 62 deaths recorded, and Goannas (*Varanus sp.*) were the most common reptiles reported killed (23).

Sonic animal repellent devices have been recently fitted to road trains and are currently being trialled. Early results suggest these may be ineffective at reducing Macropod road deaths. The importance of maintaining the speed limit and driving to road conditions is discussed with all personnel during their induction, both for their own safety, safety of public road users and to minimise the potential for impacts on native fauna.

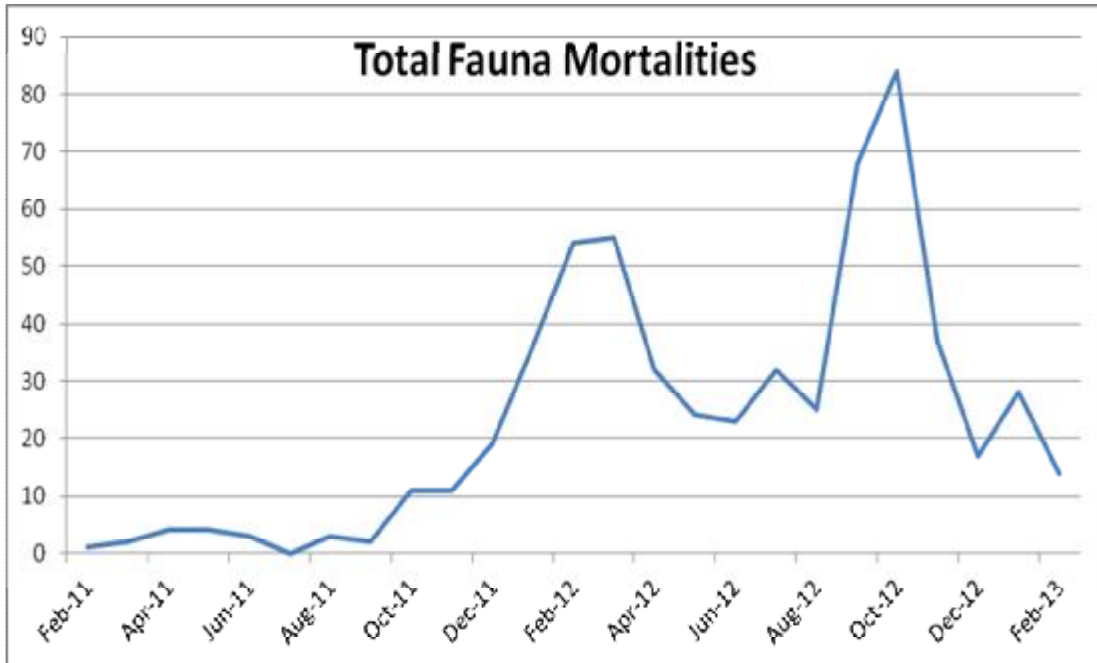


Figure 8 Total Fauna Road Mortalities

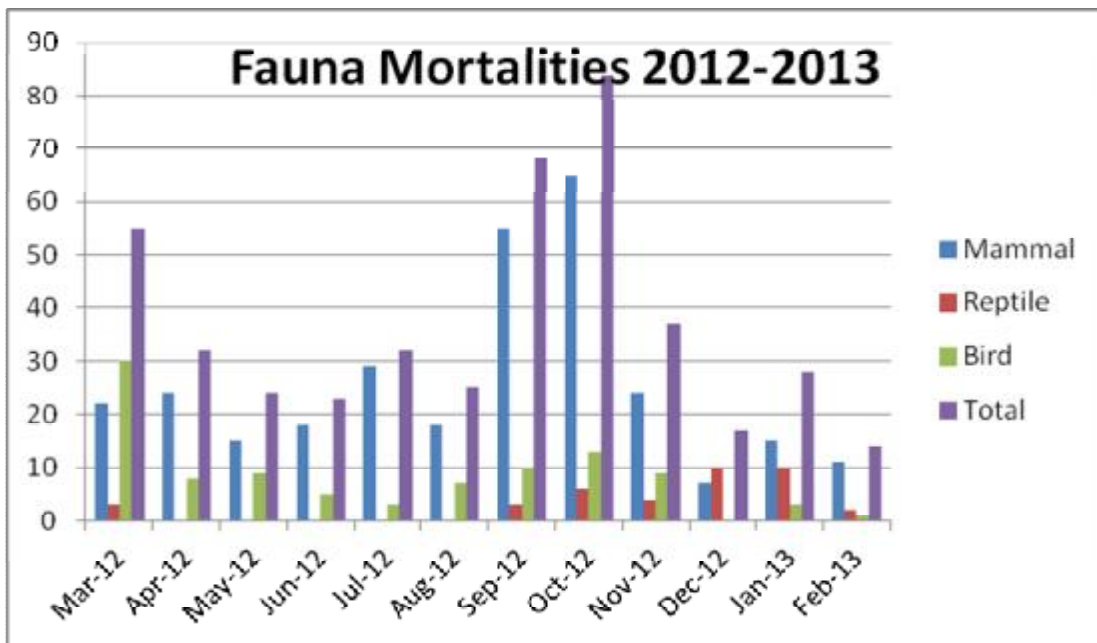


Figure 9 Fauna Road Mortalities by Classification

4.4 Dust Monitoring

The greatest risk with regards to dust management at the rail siding is related to public nuisance dust. Dust monitoring for nuisance dust involves measuring the airborne dust concentrations using a Dustrak II airborne dust logger. This unit has been located at the northern end of the siding to monitor dust blowing in the direction of the nearest public road and in the general direction of the Perenjori town site. It is noted that this monitor does not distinguish between the dust generated by the rail siding facility and the dust generated by the surrounding agricultural land.

The concentration of total suspended particles (TSP) in the air that passes through the unit is logged every 5 minutes. The daily average of these readings is then assessed against the target level.

In accordance with the *Extension Hill and Extension Hill North Environmental Management Plan* (ATA Environmental *et al* 2008), the standards against which the dust monitoring results are assessed are the *Environmental Protection (Kwinana Atmospheric Wastes) Policy 1992* and the *DEC Pilbara Air Quality Study Port Hedland* interim target level of $TSP < 290 \mu g/m^3$ (ATA Environmental *et al* 2008).

There was a high dust event recorded on the 17th of October 2012, with a maximum TSP reading of $370 \mu g/m^3$ (Figure 1). This event lasted less than an hour and the average TSP concentration for the day was $46 \mu g/m^3$. This was the only exceedence recorded during the reporting period.

Due to equipment failures, the Dustrak monitor was out of operation or reporting errors during seven months of the reporting period. Dust monitoring at the rail siding is not required under Ministerial Statement 786, however the Proponent has chosen to conduct this monitoring as an extra precaution. The monitoring program is supplemented by visual observations of site personnel who communicate with water trucks to concentrate water sprays in areas producing more dust, as required. No complaints have been received to date regarding dust emissions from the rail siding facility and the Proponent considers that the current monitoring regime is suitable, despite equipment failures.

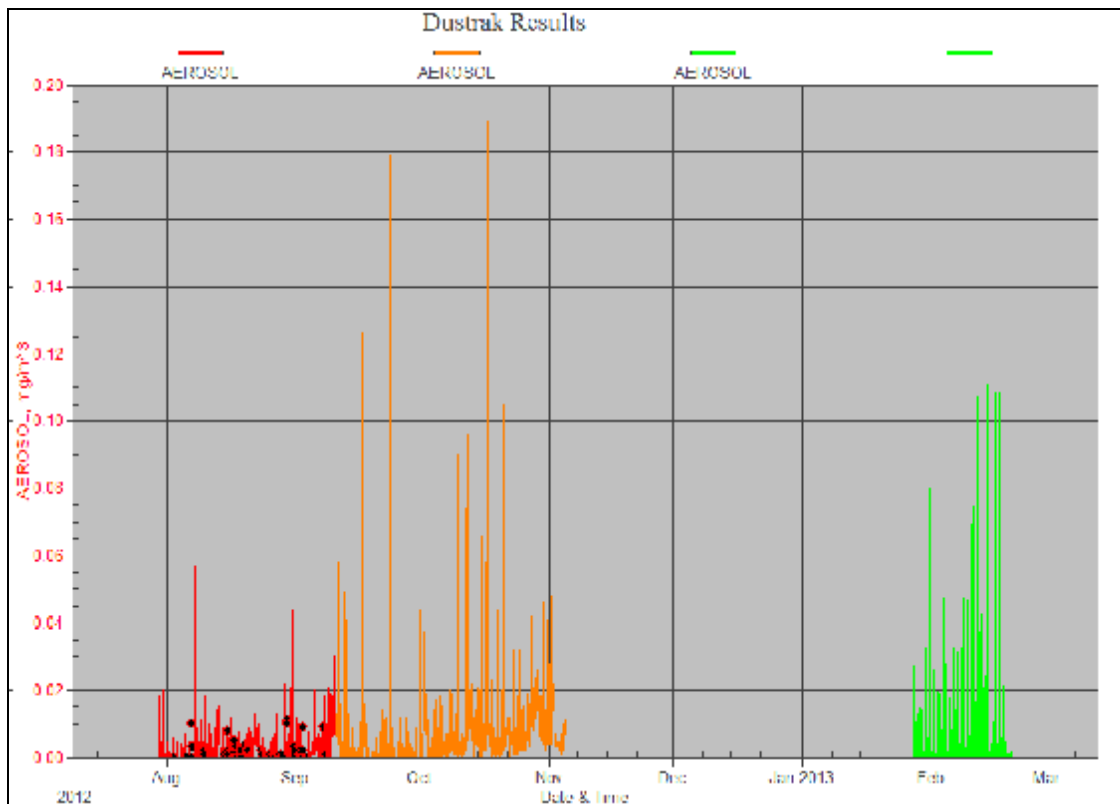


Figure 10 Dust Monitoring Results

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APPENDIX A

Ministerial Statement 786 Audit Table

AUDIT TABLE

STATEMENT COMPLIANCE SECTION

PROJECT: EXTENSION HILL HEMATITE HAULAGE

ROAD & RAIL SIDING

SHIRES OF PERENJORI & YALGOO

Updated 14 January 2013

Note:

- Phases that apply in this table = Pre-Construction, Construction, Operation, Decommissioning, Overall (several phases).
- This audit table is a summary and timetable of conditions and commitments applying to this project. Refer to the Minister's Statement for full detail/precise wording of individual elements.
- Any elements with status = "Audited by proponent only" are legally binding but are not required to be addressed specifically in compliance reports, if complied with.
- Code prefixes: M = Minister's condition, P = Proponent's commitment, A = Audit specification; N = Procedure.
- Compliance Status: C = Compliant, CLD = Completed, NA = Not Audited, NC = Non – compliant, NR = Not Required at this stage. Please note the terms VR = Verification Required and IP = In Process are only for OEPA use.
- Acronyms list: BFB = Bush Fires Board (now Fire and Emergency Services Authority of Western Australia), CALM = Department of Conservation and Land Management (now DEC), CEO = Chief Executive Officer of OEPA; DEC = Department of Environment and Conservation; DIA = Department of Indigenous Affairs; DME = Department of Minerals and Energy (now DMP), DMP = Department of Mining and Petroleum; DoE = Department of Environment (now DEC), DoH = Department of Health; DoW = Department of Water, EPA = Environmental Protection Authority; Part IV = Evaluation Division (now Assessment and Compliance Division, OEPA), HDWA = Health Department of WA (now DoH), Minister for Env = Minister for the Environment; OEPA = Office of the Environmental Protection Authority, Part V = Pollution Prevention Division (now Environmental Regulation Division, DEC), WMD = Waste Management Division (now Waste Management Branch, DEC), WRC = Water and Rivers Commission (now DoW).

Audit Code	Subject	Requirement	How	Evidence	Phase	Timeframe	Status	Further Information
786:M1.1	Proposal Implementation	The proponent shall implement the proposal as assessed by the Environmental Protection Authority and described in schedule 1 of this statement subject to the conditions and procedures of this statement.	Project implemented in accordance with these criteria	Compliance Reports (CR)	Overall		C	
786:M2.1	Proponent Nomination and Contact Details	The proponent for the time being nominated by the Minister for the Environment under sections 38(6) or 38(7) of the Environmental Protection Act 1986 is responsible for the implementation of the proposal.			Overall		C	
786:M2.2	Proponent Nomination and Contact Details	The proponent shall notify the Chief Executive Officer (CEO) of the Department of Environment and Conservation of any change of the name and address of the proponent for the serving of notices or other correspondence within 30 days of such change.	Letter to the CEO notifying of change of contact name and address.	Letter to the CEO notifying of change of contact name and address.	Overall	Within 30 days of such change.	C	Change of address letter sent 11/10/2012.
786:M3.1	Time Limit of Authorisation	The authorisation to implement the proposal provided for in this statement shall lapse and be void within five years after the date of this statement if the proposal to which this statement relates is not substantially commenced.			Overall	Commence implementation by 19 February 2014.	CLD	
786:M3.2	Time Limit of Authorisation	The proponent shall provide the CEO of the Department of Environment and Conservation with written evidence which demonstrates that the proposal has substantially commenced on or before the expiration of five years from the date of this statement.	Letter to the CEO notifying that the proposal has substantially commenced.	Letter to the CEO demonstrating that the proposal has substantially commenced.	Overall	Within one month of commencement.	CLD	Substantial commencement notification originally sent to DEC 6/7/2010. Second notification sent to OEPA 18/4/2012.

AUDIT TABLE

STATEMENT COMPLIANCE SECTION

PROJECT: EXTENSION HILL HEMATITE HAULAGE

ROAD & RAIL SIDING

SHIRES OF PERENJORI & YALGOO

Updated 14 January 2013

Audit Code	Subject	Requirement	How	Evidence	Phase	Timeframe	Status	Further Information
786:M4.1	Compliance Reporting	The proponent shall submit to the CEO of the Department of Environment and Conservation environmental compliance reports annually reporting on the previous twelve-month period, unless required by the CEO of the Department of Environment and Conservation to report more frequently.	Submit to the CEO annual compliance reports, covering the conditions of this audit table.	CR	Overall	Annually by 19 April each year unless required more frequently Annual reporting period is from 19 February each year.	C	Compliance report submitted 2/4/2012.
786:M4.2	Compliance Reporting	The environmental compliance reports shall address each element of an audit program approved by the CEO of the Department of Environment and Conservation and shall be prepared and submitted in a format acceptable to the CEO of the Department of Environment and Conservation.	The annual compliance reports will cover the conditions of this audit table.	Audit program and CR.	Overall		C	
786:M4.3	Compliance Reporting	Submission of Environmental Compliance Reports.	The environmental compliance reports shall: 1.be endorsed by signature of the proponent's chief executive officer or a person, approved in writing by the CEO of the Department of Environment and Conservation, delegated to sign on behalf of the proponent's chief executive officer; 2.state whether the proponent has complied with each condition and procedure contained in this statement; 3.provide verifiable evidence of compliance with each condition and procedure contained in this statement; 4.state whether the proponent has complied with each key action contained in any environmental management plan or program required by this statement; 5.provide verifiable evidence of conformance with each key action contained in any environmental management plan or program required by this statement; 6. identify all non-compliances and non-conformances and describe the corrective and preventative actions taken in relation to each non-compliance or non-conformance; 7. review the effectiveness of all corrective and preventative actions taken; and	CR	Overall		C	

AUDIT TABLE

STATEMENT COMPLIANCE SECTION

PROJECT: EXTENSION HILL HEMATITE HAULAGE

ROAD & RAIL SIDING

SHIRES OF PERENJORI & YALGOO

Updated 14 January 2013

Audit Code	Subject	Requirement	How	Evidence	Phase	Timeframe	Status	Further Information
			8. describe the state of implementation of the proposal.					
786:M4.4	Compliance Reporting	The proponent shall make the environmental compliance reports required by condition 4-1 publicly available in a manner approved by the CEO of the Department of Environment and Conservation.	In accordance with the OEPA "Post Assessment Guideline for making information publicly available" (PAG4), published August 2012.		Overall	Within 7 days of receiving a request for publically available information.	C	Available from www.mtgibsoniron.com.au
786:M5.1	Performance Review and Reporting	The proponent shall submit to the CEO of the Department of Environment and Conservation Performance Review Reports at the conclusion of the first, third and fifth years after the start of implementation of the proposal and then, at such intervals as the CEO of the Department of Environment and Conservation may regard as reasonable.	The Performance Review Reports shall address: 1.the major environmental risks and impacts; the performance objectives, standards and criteria related to these; the success of risk reduction/impact mitigation measures and results of monitoring related to the management of the major risks and impacts; 2.the level of progress in the achievement of sound environmental performance, including industry benchmarking, and the use of best available technology where practicable; and 3.significant improvements gained in environmental management which could be applied to this and other similar projects.	Performance Review Reports	Overall	At the conclusion of the first, third and fifth years after the start of implementation of the proposal and then, at such intervals as the CEO of the DEC may regard as reasonable.	C	First report submitted 3/6/2011.
786:M6.1	Flora and Vegetation Clearing	The proponent shall not clear more than 80 hectares of vegetation for borrow pits, and in doing so, shall not take any Declared Rare Flora or Priority flora species.	The clearing of vegetation for borrow pits shall only take place in areas of potential borrow pits as indicated in figures 3a-e, but shall not take place in areas listed in schedule 2.	CR	Overall		C	Table 1 of <i>Annual Compliance Report – Extension Hill Hematite Haulage Road & Rail Siding 2012 – 2013</i> .
786:M6.2	Impact of Groundwater Drawdown on Flora and Vegetation	At all times, the proponent shall ensure that groundwater drawdown in the vicinity of the groundwater abstraction bores does not adversely affect the health or condition of vegetation.	Regular monitoring of groundwater levels and vegetation in the vicinity of groundwater abstractions bores.	Groundwater and vegetation monitoring results	Overall	At all times	C	Section 4.1 and 4.2 of <i>Annual Compliance Report – Extension Hill Hematite Haulage Road & Rail Siding 2012 – 2013</i> .
786:M6.3	Impact of Groundwater Drawdown on Flora and Vegetation	The proponent shall monitor groundwater and vegetation in the vicinity of the groundwater abstraction bores to facilitate determination of whether the requirements of condition 6-2 are being met. This monitoring is to be carried out to the satisfaction of the CEO of the	Regular monitoring of groundwater levels and vegetation in the vicinity of groundwater abstractions bores.	Groundwater and vegetation monitoring results	Overall		C	Section 4.1 and 4.2 of <i>Annual Compliance Report – Extension Hill Hematite Haulage Road & Rail Siding 2012 – 2013</i> .

AUDIT TABLE

STATEMENT COMPLIANCE SECTION

PROJECT: EXTENSION HILL HEMATITE HAULAGE

ROAD & RAIL SIDING

SHIRES OF PERENJORI & YALGOO

Updated 14 January 2013

Audit Code	Subject	Requirement	How	Evidence	Phase	Timeframe	Status	Further Information
		Department of Environment and Conservation.						
786:M6.4	Impact of Groundwater Drawdown on Flora and Vegetation	The proponent shall submit the results of the monitoring of groundwater and vegetation required by condition 6-3 to the CEO of the Department of Environment and Conservation.	Submission of groundwater and vegetation monitoring results to the CEO as part of the annual compliance report.	Groundwater and vegetation monitoring results	Overall		C	Section 4.1 and 4.2 of <i>Annual Compliance Report – Extension Hill Hematite Haulage Road & Rail Siding 2012 – 2013</i> .
786:M6.5	Impact of Groundwater Drawdown on Flora and Vegetation	The proponent shall immediately provide proposed management measures to the CEO of the Department of Environment and Conservation in the event that the requirements of condition 6-2 are not met or are not likely to be met.			Overall	Immediately, in the event that the requirements of condition 6-2 are not met or are not likely to be met.	NR	
786:M6.6	Impact of Saline Water Application on Flora and Vegetation	During construction and operation, the proponent shall ensure that the use of saline water for road-making and dust control does not cause detrimental effects on flora and vegetation.	Regular monitoring of fringing vegetation for at least 12 months after construction and comparison with baseline data.	Fringing vegetation health monitoring results	Overall	During construction and operation.	CLD	Saline water has not been used at the operation since September 2010.
786:M6.7	Impact of Saline Water Application on Flora and Vegetation	The proponent shall monitor the health of fringing vegetation referred to in condition 6-6 before, during and for at least 12 months after construction, and shall report to the CEO of the Department of Environment and Conservation on the health of that vegetation following the cessation of monitoring.	Regular monitoring of fringing vegetation for at least 12 months after construction and comparison with baseline data.	Fringing vegetation health monitoring results	Overall	Before, during and for at least 12 months after construction.	CLD	Saline water has not been used at the operation since September 2010.
786:M6.8	Rehabilitation of Disturbed Areas	Generally within six months following the completion of construction, but in the case of borrow pits, within six months following their closure, the proponent shall commence rehabilitation by replacing top soil in all disturbed areas, and thereafter shall progressively rehabilitate.	By replacing top soil in all disturbed areas and by means of planting flora and vegetation to achieve pre-proposal composition, extent and condition.	CR	Overall	Generally within six months following the completion of construction, but in the case of borrow pits, within six months following their closure.	C	Section 4.2 of <i>Annual Compliance Report – Extension Hill Hematite Haulage Road & Rail Siding 2012 – 2013</i> .
786:M6.9	Rehabilitation of Disturbed Areas	For five years following the completion of construction, the proponent shall monitor progressively and submit a report at the conclusion of the five-year period on the performance of the rehabilitation required by condition 6-8 to the CEO of the Department of Environment and Conservation.	Annual monitoring of the performance of the rehabilitation of disturbed areas, for 5 years following the completion of construction.	Report on the performance of rehabilitation	Overall	For five years following the completion of construction and at the conclusion of the five year period.	C	Section 4.2 of <i>Annual Compliance Report – Extension Hill Hematite Haulage Road & Rail Siding 2012 – 2013</i> .

APPENDIX B

Proponent Commitments Audit Table

AUDIT TABLE

Proponent Commitments
 PROJECT: EXTENSION HILL HEMATITE HAULAGE ROAD & RAIL SIDING
 SHIRES OF PERENJORI & YALGOO

Audit Code	Subject	Action	Evidence	Status
786:P1	Environmental Management	MGM will manage the environmental aspects of the haulage road upgrade through the internal Environmental Management System (EMS).	Compliance Document	C
786:P2	Training	MGM will ensure that all staff undergo environmental and heritage induction training in order to address the environmental commitments made in this process.	Induction Register	C
786:P3	Vegetation	MGM will only utilize borrow pits where the current vegetation survey indicates that there are no declared rare flora or priority flora species – this includes those in the already cleared agricultural zone.	<i>Pre-Clearance Survey – Wanarra Road Borrow Pits March 2010</i>	CLD
786:P4	Vegetation	On the basis of current survey data BP23, BP24, BP29, BP36, BP43 and BP45c as identified in these maps will not be used.	Clearing Register	CLD
786:P5	Vegetation	Minimise clearing of remnant vegetation and clearing of vegetation associations containing Priority Flora or significant flora species.	Based on existing flora survey data, no priority flora were cleared during the works (<i>Cryptandra imbricate</i> is no longer listed as priority flora)	CLD
786:P6	Vegetation	Induction to include; outlining clearing requirements and identification of significant remnants and flora, the implementation of a site clearance protocol.	Induction	C
786:P7	Vegetation	Rehabilitate any areas that are no longer required following construction (that is, the borrow pits and the services corridor construction platform). This to include stripping and windrowing of topsoil for respreading following construction.	Compliance Document	C
786:P8	Vegetation	Revegetate an area of up to 20 ha surrounding the railway siding for amenity and habitat purposes.		NR
786:P9	Vegetation	MGM will minimise borrow pit clearing requirements by sourcing material within already cleared areas as a first option (including within the services corridor footprint) and potentially utilising overburden produced through the mine construction process.	Compliance Document	CLD
786:P10	Vegetation	All fill for road construction purposes, that is to be transported into the Pastoral area will be inspected and treated, as required, by a suitably qualified environmental professional to ensure it is weed free.	Inspected by D. Carter	CLD
786:P11	Vegetation	A washdown bay will be used to clean down construction vehicles at the boundary between the agricultural area and the pastoral area.	Compliance Document	CLD
786:P12	Vegetation	Personnel will be trained in fire management and control procedures.	Induction	C
786:P13	Vegetation	MGM will ensure that fire fighting equipment is available in site vehicles.	Vehicle pre-start inspection	C
786:P14	Fauna	The sections of the proposed route that contains suitable habitat for Malleefowl between Great Northern Highway and Mongers Lake will be walked prior to clearing to ensure that no Malleefowl mounds are present. If present, the mounds will be flagged and avoided by construction staff wherever possible.	<i>Pre-clearance Survey – Wanarra Rd May 2010</i>	CLD
786:P15	Fauna	Areas of clearing where Malleefowl mounds are found to be present, will only occur between April and June, outside the mound building and incubation period.	No mounds were cleared – all mounds located within 250m of clearing were inactive at the time of the works	CLD

AUDIT TABLE

Proponent Commitments
 PROJECT: EXTENSION HILL HEMATITE HAULAGE ROAD & RAIL SIDING
 SHIRES OF PERENJORI & YALGOO

Audit Code	Subject	Action	Evidence	Status
786:P16	Fauna	If it is essential that a Malleefowl mound be cleared between July and March, then the mound must first be inspected by a suitably qualified environmental professional to determine whether it contains eggs. If eggs are present and clearing cannot be delayed, then with the approval of DEC, eggs are to be removed and incubated in a place approved by DEC. Chicks are to be released on site unless otherwise approved by DEC.	No mounds were cleared – all mounds located within 250m of clearing were inactive at the time of the works	CLD
786:P17	Fauna	Construction vehicles will be restricted to the clearing footprint.	Induction	CLD
786:P18	Fauna	Significant habitat trees (including mature Eucalyptus species with hollows), will be marked and avoided wherever possible.	<i>Pre-clearance Survey – Wanarra Rd May 2010</i>	CLD
786:P19	Fauna	Hollows logs and branches will be utilised in rehabilitation activities.	Compliance Document	C
786:P20	Fauna	Induction of driving staff will include advice to maintain appropriate caution when driving through the Pastoral Zone of the upgraded road.	Induction	C
786:P21	Fauna	Regular monitoring and reporting of road kills will be undertaken.	Compliance Document	C
786:P22	Surface Water	Replicating existing surface water drainage patterns by the use of table drains, off-shoot drains and culverts. The final restored profile of the road alignment will be such that sheet flow in drainage systems will not be affected.	Compliance Document	CLD
786:P23	Surface Water	Design at Mongers Lake will ensure adequate connectivity of Mongers Lake to the north and south of the road. The proposed drainage will include the installation of 8 x 600 mm diameter culverts and the removal of the existing 2 x 1200mm x 900mm culverts in order to improve the hydrological connectivity.	Compliance Document	CLD
786:P24	Surface Water	Materials will not be stockpiled in the beds of watercourses to prevent the impoundment and loss of materials.		CLD
786:P25	Surface Water	Specific stability measures will be used as required to avoid any erosion or sedimentation resulting from the construction activities or road upgrade.	Haul road drainage	CLD
786:P26	Groundwater	Utilise groundwater in compliance with an approved licence.	Compliance Document	C
786:P27	Noise	All construction work will be carried out in accordance with control of environmental noise practices set out in Section 6 of AS 2436-1981.	No noise complaints received at the road or rail siding	CLD
786:P28	Noise	Transport activities will comply with Exposure Level 1 of the WAPC – Draft Statement of Planning Policy for Road and Rail Transport Noise (May, 2005), all other activities (e.g. those at the rail siding facility) will comply with the Environmental Protection (Noise) Regulations 1997.	No noise complaints received at the road or rail siding	C
786:P29	Noise	Trucks used for haulage will be purchased in order to comply with a sound power level of 113 dB(A) or less.		C
786:P30	Noise	Rail siding loaders will be fitted with standard reverse beepers and additional blue reverse lights. The beepers will be operated only during daylight hours. After dark, only the lights will be used, thus achieving the objective of minimising noise disturbance on the nearby town of Perenjori.	No noise complaints received at the road or rail siding	C
786:P31	Noise	MGM will maintain a complaints register and respond within 24 hours to any noise complaints received.	Complaints Register	C
786:P32	Noise	In consultation with the rail owner and with the local community MGM will seek to vary the departure time of loaded trains during the cooler periods of the year.	MGM does not have authority to alter rail times. MGM has consulted with Brookfield Rail regarding the train departure times.	C

AUDIT TABLE

Proponent Commitments
 PROJECT: EXTENSION HILL HEMATITE HAULAGE ROAD & RAIL SIDING
 SHIRES OF PERENJORI & YALGOO

Audit Code	Subject	Action	Evidence	Status
786:P33	Dust	Plant and facilities at Perenjori will be designed to industry standards for dust control.		CLD
786:P34	Dust	Routine housekeeping, maintenance of equipment (eg. vehicle washdown available prior to accessing public roads) and operational practices (eg. vehicle loading, adherence to site speed limits) will be undertaken to reduce the potential for dust generation.	No dust complaints received	C
786:P35	Dust	Activities that are known to cause dust generation (e.g. ore loading / unloading) will seek to avoid high wind conditions where possible.	No dust complaints received	C
786:P36	Dust	Where the above is not sufficient additional dust suppression techniques will be employed.	No dust complaints received	C
786:P37	Dust	MGM will maintain a complaints register and respond within 24 hours to any dust complaints received.	No dust complaints received	C
786:P38	Dangerous Goods and Spills	Dangerous Goods storage facilities, will be designed and operated in accordance with the Explosives and Dangerous Goods Act 1961 and relevant Regulations and standards, for example, all hydrocarbon storage facilities will be compliant with AS 1940 – 2004 Australian Standard for The storage and handling of flammable and combustible liquids.	Dangerous goods licence DGS021007	C
786:P39	Dangerous Goods and Spills	All facilities requiring a licence will be endorsed by an accredited Dangerous Goods consultant prior to obtaining a licence for Dangerous Goods storage at the rail siding, to ensure appropriate separation, segregation and containment.	Dangerous goods licence DGS021007	CLD
786:P40	Dangerous Goods and Spills	All routine maintenance of equipment, and refueling, will be undertaken in a designated area with provision for containment and cleanup of any spills.	Undertaken at the designated workshop area and fuel bay	C
786:P41	Dangerous Goods and Spills	All spills of fuels and lubricants will be contained, removed and reported. Any contaminated material will be excavated and stored in appropriate containers and disposed of at an appropriately licensed facility.	No spills recorded to date.	NR
786:P42	Waste	As far as practicable, waste management strategies will adopt the principles of the 'Waste Management Hierarchy', which considers the avoidance of waste as the most preferred option through to the disposal of waste as the least preferred option.	08.14.01 Waste Management Standard Operating Procedure	C
786:P43	Waste	All wastes will be appropriately contained whilst on Site to ensure no harm to the environment.	08.14.01 Waste Management Standard Operating Procedure	C
786:P44	Waste	Any rubbish or general waste will be removed and disposed of to the mine site landfill for disposal, or an alternative location approved by the Shire of Perenjori or the DEC.	Taken to Shire of Perenjori landfill facility	C
786:P45	Greenhouse	MGM will monitor and review greenhouse emission estimates and report on its greenhouse gas emissions in accordance with WA Greenhouse Gas Inventory (WAGGI) requirements.	Superseded by NPI, NGER, EEO reporting	C
786:P46	Stakeholder Liaison	MGM commits to liaise with the Australian Bush Heritage Fund (Charles Darwin Reserve / White Wells Pastoral Lease) and the Australian Wildlife Conservancy (Mt Gibson Pastoral Lease) formally on a regular basis (at least quarterly during the construction phase and annually during the operational phase) to ensure there are no concerns.	Telephone/email correspondence Visits Liaison meeting held 3/5/2012	C
786:P47	Aboriginal Heritage	Design to avoid known sites of Aboriginal interest.	Haul Road Plan and Profile Drawings (60018435-T2100 to 60018435-T2161)	CLD
786:P48	Aboriginal Heritage	Aboriginal monitors may be onsite during clearing activities near to Registered Site D24385 as required by the DIA.	Road was re-designed to avoid Registered Site D24385	CLD



AUDIT TABLE

Proponent Commitments
PROJECT: EXTENSION HILL HEMATITE HAULAGE ROAD & RAIL SIDING
SHIRES OF PERENJORI & YALGOO

Audit Code	Subject	Action	Evidence	Status
786:P49	Aboriginal Heritage	If during roadworks, the Construction Contractor uncovers any materials that could be considered significant to Aboriginal people, works will immediately cease within 50 m of the material and the DIA will be notified immediately. If skeletal material is uncovered during works then the DIA and WA Police Service will be advised immediately.	None found	CLD
786:P50	Aboriginal Heritage	Meet any conditions of the Section 18 application.		CLD