

APPENDIX A SUMMARY OF MODIFICATIONS TO THE PROPOSAL

See the Department's website for a summary of modifications to the proposal from the EA to the RtS/PPR:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=4399

Component	Original Proposal (EA)	Preferred Project (RTS/PPR)
Timing and staging	Construction starting in 2013 with first coal shipped in 2015 (indicative).	Timing for the terminal will depend on project approval, demand and commercial requirements. For RTS/PPR modelling purposes only, it has been assumed that construction will start in 2015 with first coal shipped in 2017 (indicative).
	Three construction stages: * Stage 1 up to 70 Mtpa; * Stage 2 up to 95 Mtpa; and * Stage 3 up to 120 Mtpa.	Construction in stages up to a nominal capacity of 70 Mtpa (indicative), with timing and size of staging based on demand.
Land reclamation and ground improvements	Dredged material initially pumped to eastern end of proposed stockyard by pipeline adjacent to Pacific National Access Road.	Dredged material initially pumped to southern end of proposed stockyard by pipeline adjacent to Delta EMD Access Road and then trucked around the site.
	Fill, including an estimated 5.5 million cubic metres (Mm ³) of dredged sand (piped from dredge area), 1 Mm ³ of imported sand and 0.5 Mm ³ of imported rock (trucked in).	Proposed stockyard bench levels lowered. Fill including an estimated 4.3 Mm ³ of dredged bulk fill (sand) piped from the dredge area, 1.3 Mm ³ of imported bulk fill (sand) and 1.6 Mm ³ of imported rock and other engineered fill (trucked in), to be confirmed during detailed design.
	Dredge return water route adjacent to rail tracks, east of Sandgate Bridge.	Dredge return water route adjacent to rail tracks, west of Sandgate Bridge.
	Commitment to provide a containment cell (s) for excavated material unsuitable to re-use as fill.	Design of containment cell(s) provided (Appendix I), subject to refinement during detailed design.
	Commitment to close and cap licensed waste emplacement areas.	Landfill closure plan developed to coordinate closure (Appendix F), subject to refinement during detailed design.
Rail infrastructure and coal receipt	Up to eight arrival tracks converging into up to four dump stations.	Up to four arrival tracks converging into up to two dump stations.
	Up to eight departure tracks combining into single track around KCT.	Up to four departure tracks combining into a single track around KCT.
		Rail tracks realigned at Mosquito Creek to minimise disturbance to the creek. Rail tracks realigned at arrival onto island to accommodate NCIG's tracks.
Coal stockyard and stockpiles	Up to seven coal stockpile pads with total throughput capacity of nominally 120 Mtpa.	Up to four stockpile coal stockpile pads with total throughput capacity of nominally 70 Mtpa.
	Likely two stackers and eight combined stacker/reclaimers.	Likely four stackers and four reclaimers.
	Inbound and outbound conveyors to service up to four dump stations and seven stockpiles.	Inbound and outbound conveyors to service up to two dump stations and four stockpiles.
Outloading conveyors and shiploaders	Four buffer bins approximately half way between stockyard and north bank wharf.	Two buffer bins immediately south of stockyard.
	A-frame shiploaders.	Either A-frame or bridge type shiploaders.
Wharves and berths	Wharves, berths and ancillary facilities on south bank of the Hunter River South Arm.	No infrastructure on south of the Hunter River South Arm.
	A conveyor bridge over the Hunter River, to the south bank wharf area.	No conveyor bridge over the Hunter River.
Roads and access	New roundabout at the Cormorant Road and Pacific National Access Road intersection or temporary traffic lights and a new wharf access	New traffic lights at the Cormorant Road and Pacific National Access Road intersection.

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	road south of Cormorant Road.	
	Intersection upgrades to access south bank wharf area from Tourle Street and Industrial Drive.	No road work south of the Hunter River South Arm.
Barge landing area	-	Barge landing area on north bank of swing basin to unload large equipment.
Water management	Four main settling ponds.	Three main settling ponds, with modified configuration
	-	Modified drainage alignment.
	Two transfer ponds, south and east of the stockyard.	One main transfer pond, south of stockyard.
Infrastructure and service locations	Hunter Water's pipeline relocated by open trenching.	Hunter Water's pipeline to be relocated within a trench in the train embankment fill material, with some sections open trenched and/or horizontally directionally drilled.
		Potential for ground improvements and/or concrete ground level structure over the ends of the relocated gas pipeline, near its connection to the existing pipeline, subject to detailed design and further geotechnical investigations
Operational workforce	PWCS' existing workforce, supported by contractors as required.	PWCS' existing workforce, supported by contractors as required, plus an estimated 80 additional employees, to be confirmed during detailed design.
Biodiversity offsets	One land based offset site secured, at Ellalong Lagoon and commitment for two others.	Three land based offset sites secured at Ellalong Lagoon, Tomago and Brundee to offset the impacts of the Proposal upon habitat of the green and golden bell frog, Australasian bittern and migratory shorebirds. Habitat restoration and creation works proposed at the Tomago offset site.