

**Coal & Allied – Mount Thorley Warkworth Operations**  
**Community Consultative Committee Meeting – Monday 14 August 2017**  
**At RTCA Integrated Operations Centre**

**Attendance**

**Chairperson**

Colin Gellatly Independent Chair MTW CCC

**Company Representatives**

Colin Mackey General Manager – MTW  
Andrew Speechly Manager Environment & Community (HVO/MTW)  
Travis Bates Specialist Community Relations

**Community Representatives**

Ian Hedley Community Representative  
Graeme O'Brien Community Representative  
Adrian Gallagher Community Representative

**NSW Gov't Planning & Environment**

Michael Frankcombe Senior Compliance Officer, Compliance Planning Services

**Observers / Presenters**

James Nixon Environmental Advisor

**Apologies**

Cr. Hollee Jenkins Singleton Council Representative  
Stewart Mitchell Community Representative  
Christina Metlikovec Community Representative

**Minutes**

Sarah Purser

1. **Welcome;** Col welcomed the group and Michael Frankcombe advised he was in attendance as the representative for the Department of Planning and Environment.
2. **Apologies;**Advised and recorded.
3. **Declaration of Pecuniary Interests / Conflict of Interest;** Ongoing; Col advised that both he and Sarah are engaged by Coal & Allied to provide the services of Independent Chairperson and meeting note taker.
4. **Correspondence:-**  
Col acknowledged that the company had circulated correspondence to members pertaining to:-
  - ✓ CCC administrative matters.
  - ✓ The Putty Road Underpass Traffic Control Plan.
  - ✓ Link to the Annual Review Guidelines.
  - ✓ Update on INSITE document availability.
  - ✓ Programmed Apprenticeship Fact Sheet and Information Day.
  - ✓ The Social Impact Management Plan Drop in Session held at Bulga 19 July 2017.
  - ✓ Relocation of Shovel 4100 to the Saddleback Ridge area with anticipated passes and time frames.
5. **Confirmation of the previous Meeting's Minutes**  
Col called for any feedback on the Minutes for the Meeting 22 May 2017 and asked that they be ratified. No comments were put forward by the CCC and the Minutes were taken as read.

Jimmy provided an overview of the IOC Emergency Muster Procedure

**6. Matters arising from the previous Meeting (Actions)**

- ✓ **Actions 3, 4, 5, 14 & 15 Completed: In Business Papers**

**Actions Completed: Out of Session**

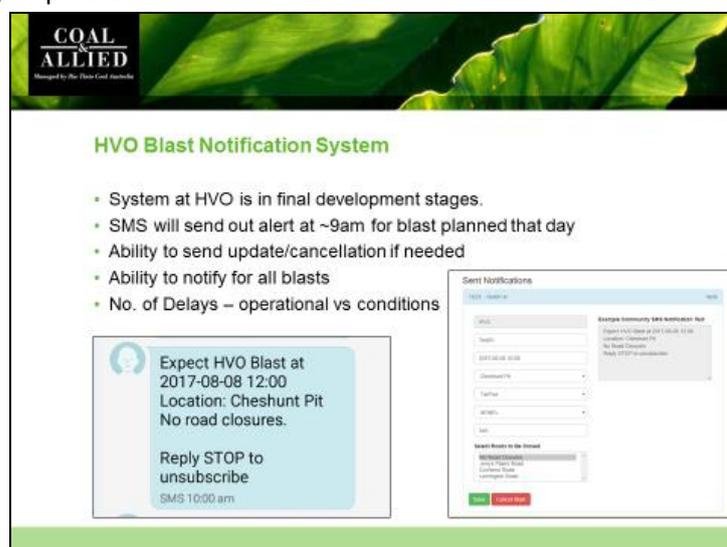
- ✓ **Action 8: Completed;** Jimmy provided the link to the DP&E Annual Review Guidelines (October 2015) to CCC Members on 22 June 2017 : [http://www.planning.nsw.gov.au/Policy-and-Legislation/Mining-and-Resources/Integrated-Mining-Policy?acc\\_section=annual\\_review\\_guideline](http://www.planning.nsw.gov.au/Policy-and-Legislation/Mining-and-Resources/Integrated-Mining-Policy?acc_section=annual_review_guideline)  
IMP Documents \* **View the Annual Review Guideline**
- ✓ **Action 9: Completed;** Jimmy had been in discussions with Stewart regarding the feasibility of adding detail to the MET data provided in the Monthly reports, indicating days where there had been temperature inversion.
- ✓ **Action 10: Completed;** Jimmy advised the CCC on 23 June 2017 that the lift Stewart had referred to as the Mount Thorley overburden dump had a height of 155RL at the tip head and that would be the maximum dump height planned for MTO.
- ✓ **Action 12: Completed;** Business Papers in hard copy to be provided to members two weeks prior to the Meeting date. Any data for the final monthly report that is not in hand at that time will be provided to Members (email and hardcopy) when available. This new timeline is now in place and has been communicated to Members.
- ✓ **Action 13: Completed;** Rob provided the CCC with the Traffic Management Plan for the Putty Road Underpass works on 21 June 2017. This Plan has been approved by the RMS and had to be designed to RMS Standards.

**At today's Meeting**

**Action 1: MTW (Andrew) to update members on progress with the HVO Blast Notification System (Text message updates)**

Andrew advised this Action was in response to Christina asking if MTW could look at a text message notification system for the timing of blasts and Andrew had confirmed that C&A were currently developing a system of this kind for HVO. When that had been developed and ready to go, Andrew had committed to providing detail around this to the CCC. Andrew asked if this type of notification system was what CCC members were seeking, and if so, the company would look to adopt this for MTW as well.

Andrew confirmed the system at HVO is in the final development stages and SMS will send out a alert at ~9.00 a.m. for a blast planned that day. Andrew noted there is the potential for them to go earlier as most blasts are scheduled around 6.00 to 7.00 a.m. There is also the capability to send an update and/or cancellation if required. This system has the ability to provide notifications for all blasts.



**Figure 1 Blast Notification System (Slide 13)**

Some of the detail in the Input Page is for the company i.e. type of set up, gear that needs to be moved, if there will be road closures and which roads. This then produces the sample text above for subscribers indicating; expected date, time, location and road closure detail. Graeme asked if the date could be changed from the American format and Andrew advised the company is currently looking at the formatting of this system.

Graeme queried about people that are unable to receive SMS at their residence and Andrew advised the intent is to set up the system so that it has the capability to also do text to voice to go to the hotline, so those with limited mobile reception could access blast timings via the Hotline as well. Colin noted the text message notifications would not be a replacement for the Hotline but rather an additional service.

Col asked when the SMS system was expected to commence for HVO and Andrew responded most likely in the next few weeks, he noted there would be some additional development work required to apply this to MTW as they are not exactly one for one.

Ian asked how MTW will advertise this service when it becomes available and Andrew advised the company most likely would utilise the Near Neighbour Letters, the Argus, Notices at Bulga and he hoped that the CCC would assist sharing this detail with the wider community.

Andrew advised he was seeking feedback from the CCC if in broad terms they felt the community would like this system and if so, the company could move ahead with building it. Ian felt this system was a positive move and members agreed they would like to see this go ahead for MTW.

**ACTION 1: Andrew to keep the CCC updated on progress with the application of the SMS Blast Notification System for MTW.**

**Action 6 : When approval has been received from the regulator, MTW (Andrew) to update members on the additional items that were required by the Department for inclusion in the Annual Review.**

***The 2016 MTW Annual Environmental Review - Addendum was provided to CCC Members***

The Department of Planning & Environment approved the Addendum to the MTW 2016 Annual Review on 11 August 2017.

- ✓ Pages 3 and 4 summarise the content requested by the Department.
- ✓ A link to the relevant guidelines was communicated to members.

This addendum has now been approved and will go up onto the website next to the original report.

Graeme asked where he could find out more information on the cattle trials, he had seen some data produced about numbers of head on certain paddocks, talk about weight gains and in other trials, not necessarily just for MTW. Graeme feels the data is not comparing like with like in terms of stocking rates, inputs and so on. Graeme would like to see more data around the comparisons, for example; indicating what number of cattle could be run and their weights on 50 hectares of rehabbed land versus 50 hectares of non-rehabbed land.

Col noted that there had been some general reports and Ian advised feedback from those was that they were not like for like. Ian felt that someone experienced with cattle would know what is needed to be produced on a given number of hectares, whether this be rehabbed or land that was fairly marginal. The concern was that the results did not show rehabbed land being successful as the stocking rates were so low and therefore would not be economical, people with knowledge of stocking rates would see through this if it was not acceptable data. Ian acknowledged that in taking off even a small amount of top soil, the soil may not look any different in colour and depth but microbiological communities are also removed e.g. worms and this does affect the soil and that can take many years to get this back.

Michael advised he had asked that question to the company when he assessed the Annual Review and had wanted to see what the inputs were for the rehabbed areas compared to undisturbed, plus what was the capability of the soil in the rehabbed area to carry that level of stock to the long term.

Michael explained his questions had not been a matter of compliance but having a background in soil science and rehab he was interested if mine rehabbed soil could carry a commercial level of stock for a period of time without a huge amount of management input. Michael advised that Bill had provided a very comprehensive response in the Addendum and he and other members felt it would be valuable if Bill or Neil Griffiths could present an update on the Cattle Grazing Trials to the CCC.

**Action undertaken post Meeting:-**

Jimmy circulated the *NSW Government Department of Primary Industries; Sustainability and Profitability of Grazing on Rehabilitated Mine Land in the Hunter Valley Report - June 2016 - Neil Griffiths; Technical Specialist Pastures*.

**Action 7 : Col asked that MTW (Jimmy) keep the Annual Review on the Agenda for this meeting to allow members more time to review this document and to provide another opportunity for continued discussions.**

Members were asked if there were any questions on the Annual Review and there was no feedback from the CCC.

**RTCA Local Procurement;**

**Coal & Allied supports local businesses as shown in its spend data**

**2017 Refreshment of Local Procurement Process:**

Introduction of local supplier registration at: [CNALocalProcurement@riotinto.com](mailto:CNALocalProcurement@riotinto.com)

- + Expression of interest form will be provided for completion
- + A preview of upcoming tenders will be distributed 6-monthly
- + Invitations to tender will be sent to suppliers for category of goods or services for which they are registered
- + Interest of local suppliers will be acknowledged and monitored
- + Successful tenderers will be qualified as suppliers

**Accelerating C&A's approach to supporting Indigenous Suppliers:**

- + General Manager sponsorship
- + Reaching out to suppliers through the Indigenous Chamber of Commerce
- + Registration encouraged through email address above

***The Tender evaluation criteria is weighted to local suppliers where price is competitive and capability can be demonstrated.***

Colin noted that most importantly the criteria is weighted to local Suppliers and that all tenderers need to be competitive and on the same playing field. Should a supplier need assistance to get on track at the start, the company will work with them on where there may be a gap in the tender analysis e.g. the suppliers safety management versus the companies.

Colin noted that suppliers still have to win competitively and Col asked where is price defined as competitive. Colin responded the tender process is a robust system, that is not just based on price but there is also a long list around culture, sustainability, if local, track record etc.

Graeme queried how the comparisons were scored and Colin advised they are all scored likewise against each other and further detailed how they are additionally scored other than by dollar value i.e. via percentage base and then a percentage weighting was applied to that. A criteria is set up for each individual job and assessments made against that criteria.

Colin provided an example of one job where for instance the ratings may be 20% for safety, 20% for local and size of the organisation may only be a 5% weighting. In another example; Colin noted that turnover / financial analysis may be more important, such as on a high risk job. For each individual package of work the company goes through and decides those % weightings against criteria and then assess each tender against those.

Ian asked how does a company become eligible and register to tender and Colin advised that sometimes tenders are advertised in newspapers where anybody can apply and have an assessment criteria on that. There can also be relatively short lists i.e. request for Expression of Interest from a smaller group of people, dependent on the circumstances.

**ACTION 2: Travis to liaise with Ian regarding the MTW Local Supplier Registration process.**

**Action 16 Travis to provide the Local Procurement Policy to the CCC.**



*Managed by Rio Tinto Coal Australia*

## Local Procurement Policy

Our local procurement commitment is to maximise opportunities for local suppliers to compete and participate in our supply chain, without compromise to safety, risk or sustained commercial value.

We recognise that significant socio-economic benefits can be achieved through sourcing products and services locally. We are committed to working with local suppliers, including indigenous businesses, to ensure that they have the opportunity to supply goods and services to Coal & Allied.

To achieve this we will:

- identify supply opportunities throughout the mining life cycle;
- communicate with local industry groups regarding supplier registration, pre-qualification and tendering requirements;
- promote tendering opportunities;
- identify local industry strengths and continue to support capability development programs;
- encourage suppliers to report on diversity objectives; and
- report regularly on local procurement.

We value suppliers whose practices demonstrate commitment to sustainable development principles, supporting Coal & Allied to achieve its sustainable development objectives.

We require our suppliers to be committed to safety and environmental standards and responsible, productive community relationships.

We value suppliers whose business relationships will have a positive and enduring contribution to the communities in which we operate.

This policy complements our statement of business practice The Way We Work, and the Rio Tinto Supplier Code of Conduct, which can be viewed at [procurement.riotinto.com](http://procurement.riotinto.com)



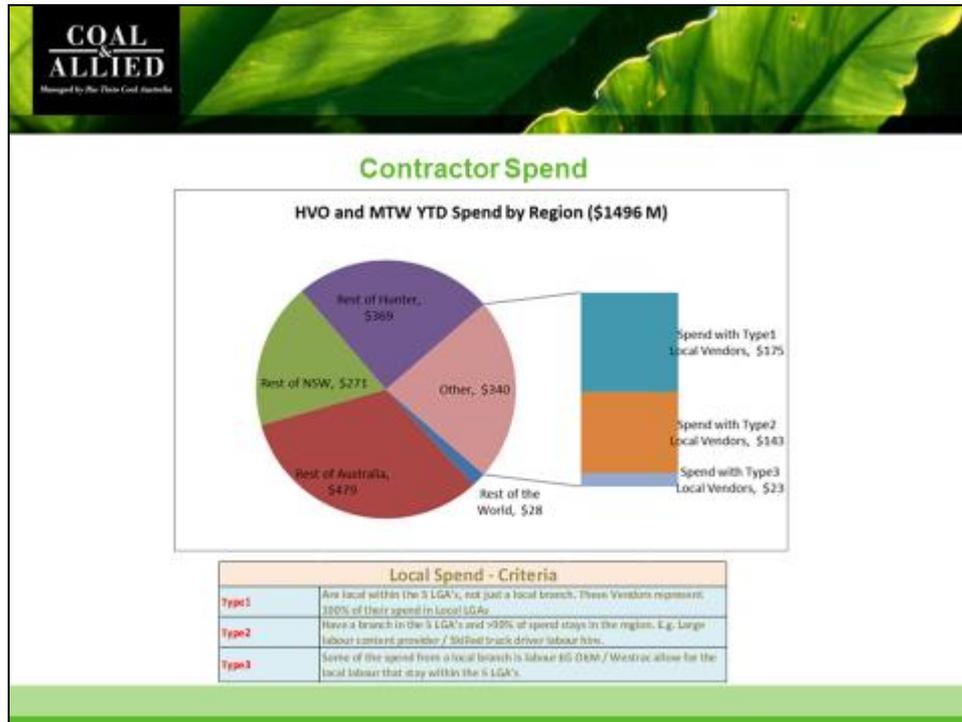


Coal & Allied Industries Limited ABN 67 008 416 760  
 Freecall 1800 727 745 | 127 John Street Singleton | 77 Bridge Street Muswellbrook |  
[www.riotinto.com](http://www.riotinto.com)

**Figure 2 Local Procurement Policy provided to CCC**

**Action 16** : In response to a request from Hollee; MTW (Travis) to provide the dollar spend by postcode level to marry up with the Pie Chart presentation of people working at C&A - below

**Contractor Spend**



**Figure 3 MTW Contractor Spend (Slide 16)**

Travis acknowledged that Hollee had asked for this data to be broken down to within the five LGA's being; Singleton, Muswellbrook, Cessnock, Maitland and Upper Hunter but had been unable to provide that detail as the Labour Hire Companies do not have this data by postcode but rather by state. Travis was therefore only able to provide the local supply and spend breakdown as a total of the five LGA's. Col asked if this data was for spend only and Travis responded that this is supply and spend.

Graeme asked what Managerial oversight is in place to those people making the decisions around the percentage base and percentage weighting. Colin advised there are broadly three specific areas in these processes:-

- 1. The people doing the work itself;** Facilitated by C&A's Procurement Division which is their Commercial Group, with a cross section of the people that may be involved with or managing the work. Dependent on the job there could be any number involved in decisions on what those weightings are based on, requirements for the work, and risk associated with the job.
- 2. Who signs off on that;** This is based on Contractual size i.e. the Dollar Value e.g. at \$10K this may sit with a Superintendent, at \$1Million dollars this would sit with the General Manager, a couple of \$1Million dollars would go to Managing Director level and over that value would go to the Group Executive or Chief Executive Officer based on the size of the spend.
- 3. Audit process;** Within Rio Tinto the Audit Insurance Group audits both independently and within the group to ensure the company is compliant with them. There is an audit insurance process, a delegated financial authority piece, then a group of people assist with the work. These all cross and intertwine to make sure everything is happening.

Graeme asked how the company might accommodate baggage bias and Colin noted there had been a lot recently in the Press around integrity and compliance, and advised that Rio is particularly rigorous around that by auditing and validating over periods of time.

On a lower level, by having a cross section of people that actually benefit from that work in the room together, the outcome can be to come up with a lot of different criteria on what is more right for the business. Colin felt that if someone did have baggage it would be unlikely that this would have any influence given there are a number of people in the room.

## 6. Company Reports – Colin Mackey, General Manager

### 6.1. Overview of activities : Operational Update

#### Saddleback Ridge - Notice of Work

Colin advised that notification of mining through Saddleback Ridge had been provided to the CCC and Council and identified where dozers, excavators and shovels had been working. Colin noted that feedback from Council and others had been that this had worked well and it was good the company was being proactive in their advice. Colin advised that the company is committed to being open and upfront and will continue to provide notifications in advance of operations that are going to be more visual, along with detail such as the blast reported at the previous CCC Meeting.



Figure 4 Location of Saddleback Ridge

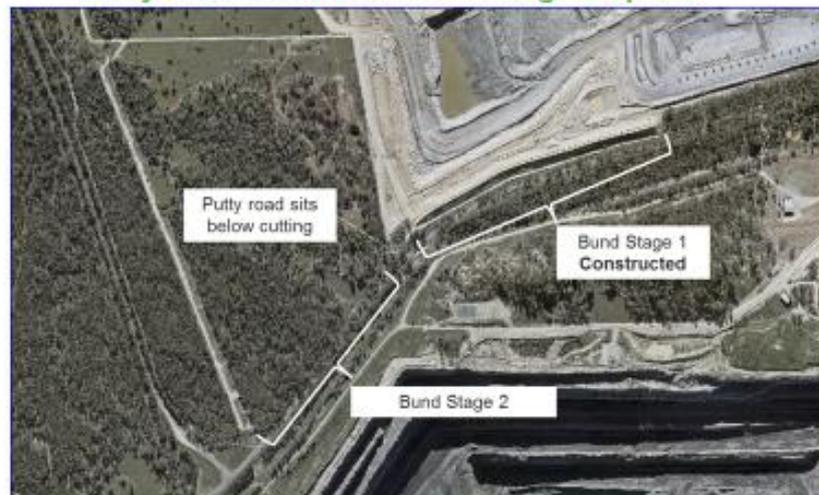
#### Bulga Visual Amenity

##### **Visual amenity improvements**

- ✓ Shade cloth repair along Putty Rd
- ✓ Requested the removal of car on Wallaby Scrub Road
- ✓ Out of sequence rubbish collection along Putty Rd (4 truck loads)
- ✓ Tyre storage along Putty Rd

#### Clean up on Wallaby Scrub & Putty Roads

MTW conducted a clean up on 13 August 2017. As a response to feedback about rubbish on Wallaby Scrub and Putty Roads, the Company went out and cleaned that up. In addition, there is a fairly regular routine on Wallaby Scrub Road. The company had tried to get a car removed and offered to Council to move this, however as it is an unidentified car it cannot just be moved as it has to be investigated first, therefore there is quite a process to get this removed.

Putty Road Bund Overview - Stage 2 Update**Putty Road Bund Overview – Stage 2 Update**

**Figure 5 Putty Road Bund update (Slide 20)**

Stage one of the Bund Extension along Putty completed - refer top of slide, this needed to be extended as the mine progresses. The company investigated sound proof fencing i.e. the type that can be seen on motorways, to see if that may be a better option and would have allowed the company to access 20 metres of extra coal from the end wall. When the Engineers did the work, it did not make a lot of sense, as a 4 metre high blank fence would not have been visually pleasing.

MTW designed a bund to drop into that area, the original bund was approximately 37 degrees which was quite steep, that bund was not top soiled but was hydro mulched. The new section of the bund wall is designed at a slightly lower angle which will allow for top soil, compost and tree planting on the top to achieve a better end result. Colin advised the company will lose a significant amount of coal and revenue and that MTW had decided to pass that up in an effort to provide the best outcome.

Graeme noted it had taken a while for grass to get established on the first bund and Adrian felt that more water application may help. Andrew advised that there was still the intent to get native vegetation on the Stage 1 Bund and that this will be easier on the new slope as it is not so steep.

**Putty Road Underpass Project**

The third Putty Road is progressing reasonably well.

**Safety Snapshot**

**AIFR YTD 2017 = 0.54 / LTIFR YTD 2017 = 0.13**

Colin provided detail of injuries year to date including reporting a near miss between a Haul Truck and Light Vehicle that occurred on 6 July 2017. Colin outlined investigations and reviews undertaken, also the safety measures implemented as a result of this incident.

**Operational Downtime - YTD Totals:**

**2017 = 2673.25 hours / 2016 = 2503.27 hours**

Colin noted that machinery had been stopped because of dust and the biggest two issues were related to Dozers and the Dragline. Year to date operational downtime had started to exceed last year's hours. It was noted that the downtime for the Dragline in particular had increased and MTW are trialling different options to get on top of that, as this has been causing MTW to need to stop it more frequently. MTW had seen that there had been a bit of additional dust first thing in the morning at Loders Pit around 7.30 to 9.00 a.m. and the company has been proactively stopping activity and working on understanding the cause for this.

Adrian asked what was the availability on water carts and Colin advised they are sitting at 90%, MTW have seven water carts that were all running at the time. Colin felt the water carts were working pretty well, work had been done on how frequently the water carts were moving around covering areas to address dust that the company felt was sitting in the pit, that the wind was then catching and picking up, before it settled again on some very windy days.

Ian and Adrian were concerned that dust had been the worst it had been for years and identified that a big problem was in the trap around the boundary on Putty Road where light vehicles go around. Ian advised that dust could be seen rising off sealed roads and noted there was also a lot of dust leaving site. Graeme described the dust coming off the Putty road as being similar to what you would get driving along a dirt road in the bush and this has been happening for some years now.

**Noise**

	# CRO Assessments	# Individual Assessment above trigger	# Nights above trigger
YTD 2017	3674	13	7
YTD 2016	3499	65	24

Figure 6 Noise monitoring (slide 22)

**2017 Rehabilitation**

**COAL & ALLIED**  
Managed by the Coal Code standards

**Operational Update**

**MTW Rehabilitation**

Rehabilitation target for 2017 = 122 ha seeded (outlined in red)

Works completed YTD:

- 74.9 ha bulk shaped
- 50.2 ha topsoiled
- 44.3 ha composted
- 22.9 ha seeded

**MTW Rehabilitation & Offsets Tour – Date TBA.**  
**Details to be communicated to the CCC and other community members shortly.**

Key works for July - September period:  
Commence seeding of Stage 1 areas to Stage 2 (natives)

- South Pit north slope;
- South Pit south slope.

Focus areas for scheduled work

- Centre Dump 170 RL;
- South Pit south upper slope;
- North Pit north slope.

Map Legend:  
 - Seeded (Statement Boundary) 11.6 ha  
 - Seeded (Statement Boundary) 110 ha  
 - Seeding (Statement) YTD (22.9 ha)

Figure 7 MTW Rehabilitation Update

Rehab was on track for 122 hectares, there had been an issue with compost supply that is now back on track. Ian queried what compost MTW was using as it seemed to have had a stronger odour, noting also that the westerly winds may be bringing that smell across to Mount Thorley.

Andrew confirmed this was still the same material and same sort of process being; mixed soil compost, like thin waste, that is then composted. Andrew advised the best way to manage odour is for MTW to incorporate the compost as soon as possible and Ian was happy to put up with any odour if the end result was grassing up the hills.

***Action undertaken post Meeting in Near Neighbour Letter 30 August 2017:-***

MTW advised they will be hosting a rehabilitation and offsets tour for interested community members on Thursday 14 September.

Ian noted the mapping did not show the clearing MTW had done on the other side of the Putty Road near the workshop which had been a big source of dust and asked when this area will be rehabbed. Andrew advised that this was water management related works and all rehab that can be seen combines with the haul road run off. Due to incidents where really heavy rain had gone off site, MTW is working to segregate rehab that is clean water runoff from the haul road and is building a drain to convene that flow. Building of the drain is almost complete and Andrew anticipated that it would have jute mesh, rock, be grassed up and possibly the slope would be hydro mulched. Ian felt it was unfortunate because the two big hills on either side of this area makes it a wind tunnel and attributed a lot of dust at Mount Thorley coming from blowing through that gap.

***Tailings Dam 2 Capping***

- ✓ Top end progressing well and continues to move forward.
- ✓ A sump has been put in to drain off rest of water on top.
- ✓ Coverage will have a 5 metre cap, then landform with mine waste and then rehab, still on track for completion next year 2018.

***2017 Dust Reduction Seeding***

- ✓ To reduce dust and improve visual amenity
- ✓ Total area at MTW is 146 ha
- ✓ Seed and fertiliser have been applied by fixed wing aircraft to selected waste dumps & exposed areas.
- ✓ MTW 27 July 2017
- ✓ HVO 28 July 2017

***Acquisition Update***

At the previous CCC Meeting MTW advised of eight acquisitions, seven were completed in the previous period and one carried over and completed during the May - July period.

***Wallaby Scrub Road***

Graeme asked why couldn't Wallaby Scrub Road remain open and MTW build an underpass the same as on the Putty Road, he felt the company would still get coal, though acknowledged not as much if the Road was to stay.

Colin advised there were a variety of different reasons, first of all was that this is not in the company's consent. If mining went over to the other side of Wallaby Scrub Road MTW would need to start digging back down again, resulting in the need to go deeper and deeper and so on, therefore a large amount of coal would be left behind and by the time the bottom seam was reached that would pretty much be the final highwall thus it becomes uneconomical.



**Action undertaken post Meeting via email from Andrew 29 August 2017:-**

**Wallaby Scrub Road Update**

*I'm writing to provide you with an update on Wallaby Scrub Road following the council meeting last night. The council resolved to lodge an application with the Department of Primary Industries – Lands to formally close and subsequently dispose of 5.99km of Wallaby Scrub Road from the intersection of Putty Road.*

*Specifically it was resolved that:*

- 1. An application be made under section 34 of the Roads Act, 1993 by the Council in its capacity as the roads authority to close 5.99km of Wallaby Scrub Road from the intersection of Putty Road.*
- 2. Subject to the Minister's approval, the land title created for the Closed Road Portion be offered for purchase to adjoining land owners.*
- 3. Subject to the Minister's approval, the General Manager and Mayor be authorised to sign and affix the Common Seal of Council to documents associated with the road closure application.*

*The application for closure of the road will be considered by the Minister for Lands and Forestry who has responsibility for the final decision on the road closure.*

*We'll provide you with any substantive updates as they come to hand.*

*Regards, Andrew*

**Mapping**

In response to a query from Ian, Jimmy advised that MTW's Mining Lease extends to the river but the Mining / Development Consent does not. **Action undertaken post Meeting;** Jimmy further addressed Ian's original query regarding boundaries out of session.

**Voluntary Planning Agreement**

The VPA went back to Council who had pulled out a very large clause, not just about Wallaby Scrub Road but there were a number of other clauses, as such it will take about three months to take this back to Council and MTW are working out if this will also need to go back for Public Submission because this had material changes to it.

**Yancoal Transition**

Adrian asked how the sale to Yancoal would affect the VPA and the company confirmed that the VPA comes into effect as soon as it has been approved by Council.

**Action undertaken post Meeting via email from Andrew 1 September 2017:-**

**Sale completion to Yancoal**

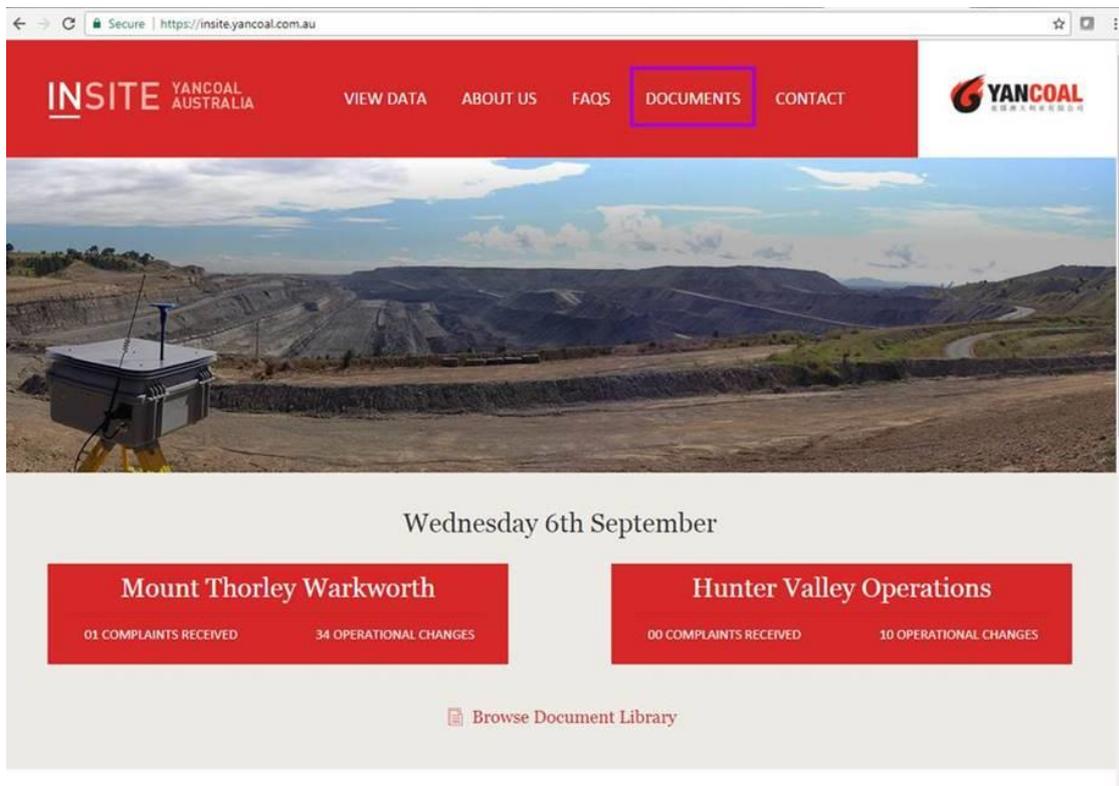
*The sale of Coal and Allied to Yancoal is now complete. HVO and MTW are now under Yancoal management. Jason McCallum is the new General Manager across both HVO and MTW. As noted in previous communications your key points of contact remain the same but if you have any questions please feel free to get in contact with us.*

*Andrew Speechly*

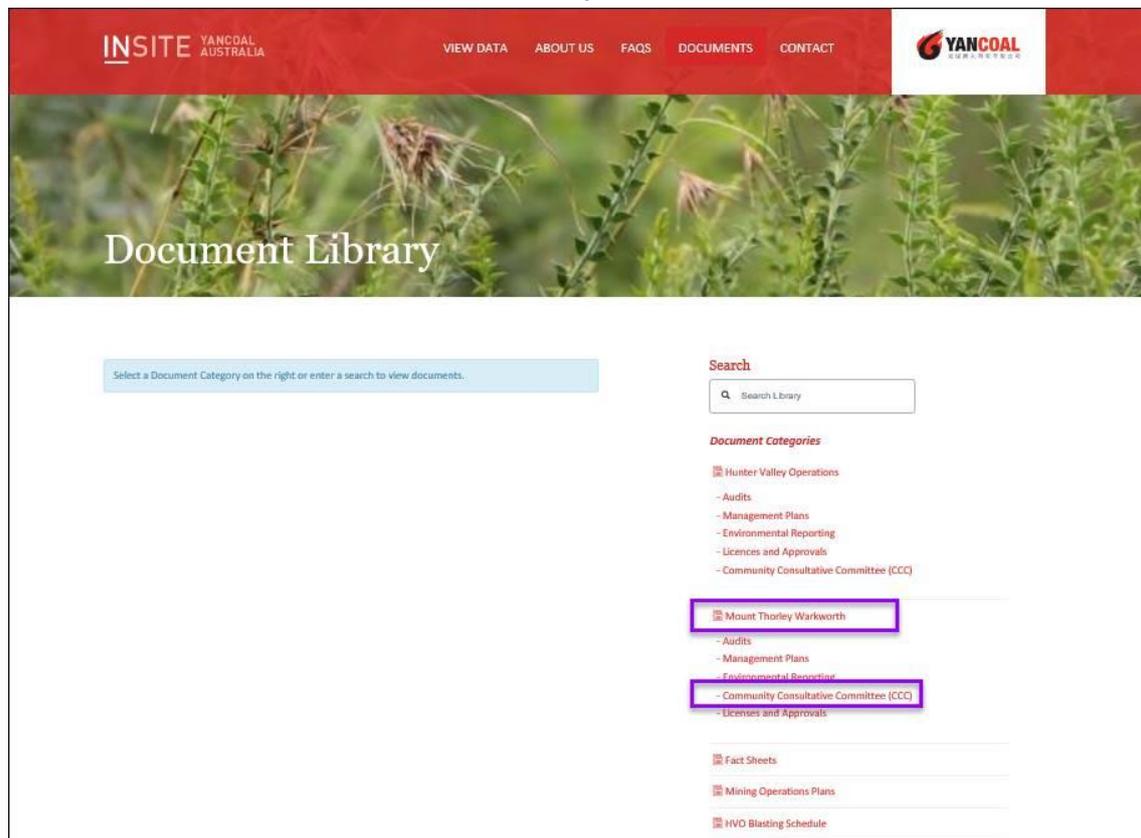
***INSITE document availability after Yancoal transition***

**Updated Website Address :** <https://insite.yancoal.com.au/>

From the landing page below, select 'Documents' or 'Browse Document Library' to access site specific documentation. Under 'Document Categories' on the right hand side, there is a section dedicated to MTW which includes CCC documentation. There is a search function available.



**INSITE Document Library (transition to Yancoal)**



Vertebrae Pest Management Update

MTW 2017 YTD Results; Feral Pig x 2, Fox x 2, Hare x 25, Feral Cat x 0, Rabbit x , Wild dog x 1, Total 35

**8. Community Feedback*****Ian Hedley*****Pub**

Ian had been asked by members of the Bulga community what was the likely outcome for the Pub should it be acquired by the company. Colin advised that the company has not purchased the Pub but if that were to happen he envisaged it probably would need to close for a short period of time for it to become compliant from a safety perspective and thought the company would possibly invest a reasonable amount of money over a short period of time to bring it to being something attractive.

**Apprenticeships**

Ian noted there had been a lot of talk about apprenticeships and that the system had changed a lot, he felt his business experience may be similar to C&A'S. Ian's company does not send people to TAFE anymore but now uses an outside Registered Training Office (RTO) to look after his people. Ian was a bit dissatisfied that Rio, Mount Thorley Warkworth, with 1300 employees had only put on 6 apprentices and his company having less than 100 people had put on 7.

Ian had been finding his company has become a training organisation for the mining companies and had lost two employees this year going to mines. Ian has many former employees working at MTW and would like the company to train more people, he felt there should have been a greater intake than 6 to help get the numbers of skilled labour up there. The mining industry turnaround has resulted in Ian losing staff, as his business has to be globally competitive he is unable to offer the pay level that mines do.

Colin advised there is the 1300 employees, plus additional on site i.e. a mix of contractors and permanent employees. MTW had very little turnover of permanent employees, either coming in or leaving, however they do experience the best of part of a 50% turnover in their contractors, with approximately 250 on site that is a big turnover and he understood where Ian was coming from. Colin advised there were only 6 applications for apprenticeships that came from the local area and it becomes hard to attract larger numbers.

Out of 100 employees, Ian has 60 over a number of trades and Adrian queried how many C&A may have. Colin advised that the company have a large number of contractors, so MTW is training up a lot of people but not necessarily apprentices and Adrian felt that pay rates for apprentices were not very appealing. Ian advised it was his goal to train people and keep them on to build his company's skills set.

**Road Works / Speed Zones**

Ian advised the 80 Klm signage continues to be a source of annoyance to the local people and not pictured in a true to scale indication, nor at an equal distance on either side of the road works. Ian had been told that the start of the 80 Klm zone at the Bulga end of the Putty Road was in position to allow for works at the gateway on the left hand side and for where roads are located. Ian felt that there had not been any activity at that gateway and these roads were not shown on mapping. The concern is that the 80 Klm zone starts about 1 Klm from where the construction currently is on the right hand side and that is a long distance to have people slowing down, Ian has been asked by a lot of people to see if the company would reconsider that. Adrian added the current signs on the western side are a fair way from the construction site and the site is then obscured by a bend in the road.

**Action undertaken post Meeting:**

Jimmy provided the CCC with an updated version of the Traffic Control Plan (TCP) currently in place for the Putty Road Underpass project.

Colin advised that some diagrams were just a snapshot and there is a whole document on the road management. The RTA directs what it is, what the order is, how the company gets this into place and that is what traffic management is. Ian begged to differ as he had made contact with the RTA and was told it was because the company had made the request.

Ian felt this was the same case when there was road work and the merging lane outside of Lyde's lane was taken away at MTW's request. Ian endeavours to travel prior to 7.00 a.m. to avoid traffic coming out of MTW and advised that many vehicles just pull straight out of Lyde's lane. Previously there had been a lane to turn into there, so Ian believed there needs to be a stop sign in place to avoid a serious accident on that corner. Ian also felt it would be worth MTW management overseeing how mine staff leave the site of a morning.

Colin confirmed that the company had investigated if they could put in a stop sign at the intersection of Lyde's Lane and Putty Road and were advised all they could do was to clear some trees out of the way, he advised also that this is not the company's road. Colin committed that MTW look into what the company can do about Ian's concern.

There was a general discussion around additional concerns about a number of speed zones in surrounding areas that members felt were unsatisfactory and Col felt the best course of action would be to get all the parties concerned to meet together. Col asked if the Company, Council, Community and RMS could sit in the same room to work together to sort this out, as these types of concerns had been raised on numerous occasions and there were clearly some worrying issues if drivers were not stopping and the lack of a merging lane.

**ACTION 3: Travis to co-ordinate a Meeting with relevant road authorities and community regarding safety improvements at Lyde's Lane and the Putty Road intersection and advise the CCC once contact has been made with the relevant authorities.**

**Post Meeting information share:-**

Michael Frankcombe provided Members with this link advising signage for road works is covered by the Manual for Uniform Traffic Control Devices ([http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical-manuals/aust-standards-supplements/australianstandardsupplement\\_as1742\\_version21.pdf](http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical-manuals/aust-standards-supplements/australianstandardsupplement_as1742_version21.pdf)).

**Dust**

Ian was concerned about Management change and if commitments will remain when Yancoal transitions, Colin advised that decisions made by the General Manger prior to Yancoal owning the business, as long as they are not material, will go ahead. Ian advised that when Mark Rodgers had taken over, both he and the CEO of Rio Coal; Ivan Vella visited Ian's workshop to look at issues and Ivan had acknowledged Ian's anxieties. Ian felt Mark and Travis had done a great job on reducing dust, there had been massive improvements and all had co-existed well for the last couple of years.

Ian presented the CCC with numerous photos relating to dust concerns indicating the impact this was having on equipment and vehicles at his workshop and therefore on his business, and additional photos taken at his residence. As a result of dust issues Ian was having to clean equipment and machinery time and time again, and find solutions to cover up items that needed to be left outside his workshop. In addition, pictures were presented depicting dust coming out of the Mine Pit and being experienced at Bulga. Ian noted that on one occasion after a shower, it had literally rained dust and he had not seen dust like that for a long time. Ian appreciates there are currently a lot of westerly winds but advised that today the dust was unacceptable as there was not a breath in the air.

Colin appreciated Ian sharing this as it is helpful to the company, he confirmed MTW are working hard to get on top of dust with an Action Plan at the moment and committed to go and conduct further work relating to dust concerns.

**ACTION 4 : MTW to keep the CCC in the loop as to what Action Plans are being undertaken by the company to address dust concerns.**

Ian would like to see the Department put monitoring in the Mount Thorley Industrial Area as he feels his workers are subject to unacceptable levels of dust. Ian noted winds are currently typically westerly and are an issue when they turn around. There had been bad dust events only at night time as well and when Ian came out of his house in the morning he had to clean the dust off the windscreen of his car which is kept in a carport. Ian appreciates that MTW has a business to run, but so does he and having to wash equipment before it is assembled with a good chance it will need to be washed again, is having a big impact.

Adrian advised that his residence has a direct line of sight and he can tell what mine is causing the trouble as he can see where the dust is coming from, he too had dust issues at his residence. Ian invited Colin to have a look at his operation, as Mark and Ivan had, to see and understand the difficulties he had been facing, particularly at night time. Ian is concerned at night time there is a lot less dust work done and when looking at the reports, when there is Mount Thorley monitoring, the Government monitor had been going off regularly over the last month and between this and Camberwell, these are the only two data sets that are seen anymore.

Ian feels there is a health risk at the Mt Thorley Industrial Estate and there is a genuine need to look at monitoring, Adrian agreed that the Industrial Estate needs its own monitoring.

Andrew advised the company had placed monitors in front of Mt Thorley Industrial Estate, as part of their up-wind and down-wind monitoring suite. Ian noted monitoring down Broke Road but that is 2 to 3 Klm away from the Mt Thorley Industrial Estate and Adrian felt the Industrial Estate was on a higher plain than Broke Road. Andrew advised the intent of that monitoring network was for ambient air quality across the Valley, as opposed to site specific compliance monitoring.

Col asked who is responsible for dust monitoring that may assist Ian to organise monitoring for Mt Thorley Industrial Estate. Andrew advised that falls with both the Environmental Protection Authority and the Department of Planning and Environment. Michael advised Ian that he would take this on board and have further discussions out of session with both Ian and Natasha from the EPA.

**ACTION 5 : Michael to get in touch with Natasha at the EPA to discuss Ian's request for monitoring at the Mount Thorley Industrial Estate and communicate any update to Ian out of session.**

#### **Community Update:**

##### **Social Impact Management Plan (SIMP) Drop-in Session**

- ✚ Held at Bulga Hall on Wednesday 18 July 2017
- ✚ Currently consolidating feedback/actions and updating SIMP
- ✚ Areas of priority based on consolidated feedback

##### **Community Sustainability:**

- ✚ Deteriorated property values in the Bulga area (including ability to access finance)
- ✚ Bulga Tavern and Service Station –considered ‘hubs’ of the community and essential that they remain open
- ✚ Mobile phone and internet reception

**Amenity:**

- ✚ Coal and Allied owned property management –current and future purchases
- ✚ Overall visual amenity of town include the entrance
- ✚ Amenity impacts of operational dust and noise

**Social:**

- ✚ Community cohesion/social fabric –including changing demographic due to renters
- ✚ Maintenance of community identity and areas of heritage value
- ✚ Health impacts –including mental health

**MTW –Operational:**

- ✚ Frustration with complaints system
- ✚ Frustrations around blasting notifications and road closures
- ✚ Site donations opportunities –low awareness
- ✚ Communication and Engagement –needs to be more inclusive, cover more areas of interest and tailored according to groups/individuals to ensure coverage

***Community Development Fund***

<b>Partner</b>	<b>Programme</b>	<b>Value</b>
<b>Outward Bound Australia</b>	Youth Leadership Programme (2015-2017)	\$245,332
<b>University of Newcastle</b>	Science and Engineering Challenge, and SMART Programme (2015-2019)	\$138,493
<b>Ungoroo Aboriginal Corporation</b>	Health Services Programme (2017-2018)	\$110,000
<b>Singleton Council</b>	Singleton Economic Development and Funding Coordinator (2015-2017)	\$100,000
<b>Upper Hunter Education Fund</b>	HSC Study Camps and Upper Hunter Education Fund Scholarships (2015-2017)	\$84,000
<b>Upper Hunter Where There's A Will Foundation</b>	Positive Education Programme	\$80,000
<b>University of Newcastle</b>	University of Newcastle Scholarships	\$80,000
<b>Singleton Business Chamber</b>	Business Development Officer	\$72,000
<b>Milbrodale Public School</b>	Early Learning Programme (2017-2018)	\$64,000
<b>Jerrys Plains Public School</b>	Ready 4 School Programme (2017-2018)	\$58,000
<b>Sirolli Institute</b>	Enterprise Facilitation	\$45,000
<b>Total College</b>	Total Steers Challenge (2015-2017)	\$25,725
<b>Hunter Valley Rural Fire Service</b>	Electronic Datasign	\$24,500
<b>Australian Christian College Singleton</b>	STEM Lego Robotics Programme	\$10,420

***Site Donations Committee***

<b>Organisation / Programme</b>	<b>Value</b>
Broke Fordwich Wine Tourism Association –Little Bit of Italy Festival	\$5,500
Rotary Club of Singleton on Hunter –2017 Singleton Art Prize	\$5,000
Northern Agriculture Association Inc. –2017 Singleton Show	\$3,125
Cancer Council NSW –Singleton Relay for Life	\$2,500
Singleton Junior Rugby League Club –Sporting equipment	\$2,500
Singleton Junior Rugby Club –2017 Season sponsorship	\$2,500
Singleton Hospital Community Trust -Holes 4 Hospital Charity Golf Day 2017	\$2,500
Singleton Council -Christmas on John St -Fireworks	\$2,277
Wildlife Aid Inc–Injured wildlife rescue	\$2,000
Glendon Brook Hall Inc. –Safety fencing for children’s play area	\$2,000
Milbrodale Public School P&C Association -Family Fun Day 2017	\$1,550
Singleton Theatrical Society –2017 production ‘Oliver Twist’	\$1,500
Singleton Historical Society & Museum Inc-Consumables	\$1,000
Singleton Historical Society & Museum -Copier and printing consumables	\$1,000
Singleton Business Chamber -International Women’s Day event	\$775
Australian Families of the Military –Mental Health Retreat	\$600
Singleton Pony Club –Club house improvements	\$500
Greta Branxton Wildcats Football Club -Jerseys for junior football teams	\$500
Singleton Golf Club Lady Members -Annual Open Day 2017	\$200
<b>2017 Year to Date Total</b>	<b>\$37,527</b>
<b>Fund to Date Total (2004)</b>	<b>Over \$730,000</b>

**10. Next Meeting : MONDAY 4 DECEMBER : 2.00 to 4.00 p.m.**

**CCC Members were taken on a tour of the RTCA Integrated Operations Centre**

**Yancoal;** Colin advised the company would plan a meet and greet with Yancoal prior to the December meeting.

**Tour to view Dragline Water Spray;** Colin advised the sprayer currently holds 7,000 litres in the tank, that only lasts 15 minutes and then takes 15 minutes to fill. The company is looking into expanding this volume out to 40,000 litres and if MTW can get that right this could be utilised on other Draglines. Colin explained the Dragline may continue to be shut down in high wind conditions but the sprayer does make a fairly substantial difference when there are lighter winds. Andrew advised that when MTW put out the December Meeting Agenda they will see if there is interest from the CCC to view the Dragline water sprayer.

**ACTION 6: MTW to present on the Cattle Trial at the next CCC**

#### ACTIONS ARISING FROM THIS MEETING

Action	Page	Description
1	3	<b>Andrew to keep the CCC updated on progress with the application of the SMS Blast Notification System for MTW.</b>
2	5	<b>Travis to liaise with Ian regarding the MTW Local Supplier Registration process.</b>
3	14	<b>Travis to co-ordinate a Meeting with relevant road authorities and community regarding safety improvements at Lyde's Lane and the Putty Road intersection and advise the CCC once contact has been made with the relevant authorities.</b>
4	15	<b>MTW to keep the CCC in the loop as to what Action Plans are being undertaken by the company to address dust concerns.</b>
5	15	<b>Michael (Department of Planning &amp; Environment) to get in touch with Natasha at the EPA to discuss Ian's request for monitoring at the Mount Thorley Industrial Estate and communicate any update to Ian out of session.</b>
6	17	<b>MTW to present on the Cattle Trial at the next CCC</b>

#### ONGOING ACTIONS

MTW to keep the CCC up to date in matters pertaining to C&A's application to Singleton Council to close Wallaby Scrub Road, either at a meeting, or out of session should there be any update outside of two weeks prior to the next CCC Meeting.

MTW to keep the option for the company to reinstate the advertising of blast times as a meeting topic, as raised by Christina.

**Coal & Allied – Mount Thorley Warkworth Operations**  
**Community Consultative Committee Meeting – Monday 14 August 2017**  
**At RTCA Integrated Operations Centre**

**Attendance**

**Chairperson**

Colin Gellatly Independent Chair MTW CCC

**Company Representatives**

Colin Mackey General Manager – MTW  
Andrew Speechly Manager Environment & Community (HVO/MTW)  
Travis Bates Specialist Community Relations

**Community Representatives**

Ian Hedley Community Representative  
Graeme O'Brien Community Representative  
Adrian Gallagher Community Representative

**NSW Gov't Planning & Environment**

Michael Frankcombe Senior Compliance Officer, Compliance Planning Services

**Observers / Presenters**

James Nixon Environmental Advisor

**Apologies**

Cr. Hollee Jenkins Singleton Council Representative  
Stewart Mitchell Community Representative  
Christina Metlikovec Community Representative

**Minutes**

Sarah Purser

1. **Welcome;** Col welcomed the group and Michael Frankcombe advised he was in attendance as the representative for the Department of Planning and Environment.
2. **Apologies;**Advised and recorded.
3. **Declaration of Pecuniary Interests / Conflict of Interest;** Ongoing; Col advised that both he and Sarah are engaged by Coal & Allied to provide the services of Independent Chairperson and meeting note taker.
4. **Correspondence:-**  
Col acknowledged that the company had circulated correspondence to members pertaining to:-
  - ✓ CCC administrative matters.
  - ✓ The Putty Road Underpass Traffic Control Plan.
  - ✓ Link to the Annual Review Guidelines.
  - ✓ Update on INSITE document availability.
  - ✓ Programmed Apprenticeship Fact Sheet and Information Day.
  - ✓ The Social Impact Management Plan Drop in Session held at Bulga 19 July 2017.
  - ✓ Relocation of Shovel 4100 to the Saddleback Ridge area with anticipated passes and time frames.
5. **Confirmation of the previous Meeting's Minutes**  
Col called for any feedback on the Minutes for the Meeting 22 May 2017 and asked that they be ratified. No comments were put forward by the CCC and the Minutes were taken as read.

Jimmy provided an overview of the IOC Emergency Muster Procedure

**6. Matters arising from the previous Meeting (Actions)**

- ✓ **Actions 3, 4, 5, 14 & 15 Completed: In Business Papers**

**Actions Completed: Out of Session**

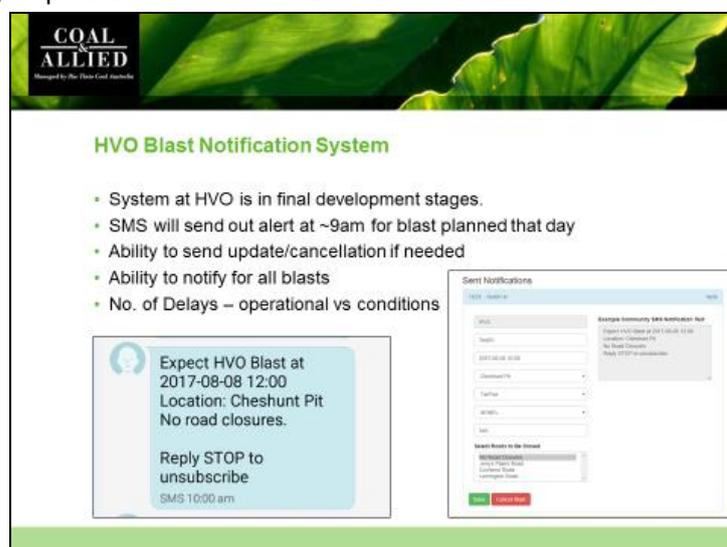
- ✓ **Action 8: Completed;** Jimmy provided the link to the DP&E Annual Review Guidelines (October 2015) to CCC Members on 22 June 2017 : [http://www.planning.nsw.gov.au/Policy-and-Legislation/Mining-and-Resources/Integrated-Mining-Policy?acc\\_section=annual\\_review\\_guideline](http://www.planning.nsw.gov.au/Policy-and-Legislation/Mining-and-Resources/Integrated-Mining-Policy?acc_section=annual_review_guideline)  
IMP Documents \* **View the Annual Review Guideline**
- ✓ **Action 9: Completed;** Jimmy had been in discussions with Stewart regarding the feasibility of adding detail to the MET data provided in the Monthly reports, indicating days where there had been temperature inversion.
- ✓ **Action 10: Completed;** Jimmy advised the CCC on 23 June 2017 that the lift Stewart had referred to as the Mount Thorley overburden dump had a height of 155RL at the tip head and that would be the maximum dump height planned for MTO.
- ✓ **Action 12: Completed;** Business Papers in hard copy to be provided to members two weeks prior to the Meeting date. Any data for the final monthly report that is not in hand at that time will be provided to Members (email and hardcopy) when available. This new timeline is now in place and has been communicated to Members.
- ✓ **Action 13: Completed;** Rob provided the CCC with the Traffic Management Plan for the Putty Road Underpass works on 21 June 2017. This Plan has been approved by the RMS and had to be designed to RMS Standards.

**At today's Meeting**

**Action 1: MTW (Andrew) to update members on progress with the HVO Blast Notification System (Text message updates)**

Andrew advised this Action was in response to Christina asking if MTW could look at a text message notification system for the timing of blasts and Andrew had confirmed that C&A were currently developing a system of this kind for HVO. When that had been developed and ready to go, Andrew had committed to providing detail around this to the CCC. Andrew asked if this type of notification system was what CCC members were seeking, and if so, the company would look to adopt this for MTW as well.

Andrew confirmed the system at HVO is in the final development stages and SMS will send out a alert at ~9.00 a.m. for a blast planned that day. Andrew noted there is the potential for them to go earlier as most blasts are scheduled around 6.00 to 7.00 a.m. There is also the capability to send an update and/or cancellation if required. This system has the ability to provide notifications for all blasts.



**Figure 1 Blast Notification System (Slide 13)**

Some of the detail in the Input Page is for the company i.e. type of set up, gear that needs to be moved, if there will be road closures and which roads. This then produces the sample text above for subscribers indicating; expected date, time, location and road closure detail. Graeme asked if the date could be changed from the American format and Andrew advised the company is currently looking at the formatting of this system.

Graeme queried about people that are unable to receive SMS at their residence and Andrew advised the intent is to set up the system so that it has the capability to also do text to voice to go to the hotline, so those with limited mobile reception could access blast timings via the Hotline as well. Colin noted the text message notifications would not be a replacement for the Hotline but rather an additional service.

Col asked when the SMS system was expected to commence for HVO and Andrew responded most likely in the next few weeks, he noted there would be some additional development work required to apply this to MTW as they are not exactly one for one.

Ian asked how MTW will advertise this service when it becomes available and Andrew advised the company most likely would utilise the Near Neighbour Letters, the Argus, Notices at Bulga and he hoped that the CCC would assist sharing this detail with the wider community.

Andrew advised he was seeking feedback from the CCC if in broad terms they felt the community would like this system and if so, the company could move ahead with building it. Ian felt this system was a positive move and members agreed they would like to see this go ahead for MTW.

**ACTION 1: Andrew to keep the CCC updated on progress with the application of the SMS Blast Notification System for MTW.**

**Action 6 : When approval has been received from the regulator, MTW (Andrew) to update members on the additional items that were required by the Department for inclusion in the Annual Review.**

***The 2016 MTW Annual Environmental Review - Addendum was provided to CCC Members***

The Department of Planning & Environment approved the Addendum to the MTW 2016 Annual Review on 11 August 2017.

- ✓ Pages 3 and 4 summarise the content requested by the Department.
- ✓ A link to the relevant guidelines was communicated to members.

This addendum has now been approved and will go up onto the website next to the original report.

Graeme asked where he could find out more information on the cattle trials, he had seen some data produced about numbers of head on certain paddocks, talk about weight gains and in other trials, not necessarily just for MTW. Graeme feels the data is not comparing like with like in terms of stocking rates, inputs and so on. Graeme would like to see more data around the comparisons, for example; indicating what number of cattle could be run and their weights on 50 hectares of rehabbed land versus 50 hectares of non-rehabbed land.

Col noted that there had been some general reports and Ian advised feedback from those was that they were not like for like. Ian felt that someone experienced with cattle would know what is needed to be produced on a given number of hectares, whether this be rehabbed or land that was fairly marginal. The concern was that the results did not show rehabbed land being successful as the stocking rates were so low and therefore would not be economical, people with knowledge of stocking rates would see through this if it was not acceptable data. Ian acknowledged that in taking off even a small amount of top soil, the soil may not look any different in colour and depth but microbiological communities are also removed e.g. worms and this does affect the soil and that can take many years to get this back.

Michael advised he had asked that question to the company when he assessed the Annual Review and had wanted to see what the inputs were for the rehabbed areas compared to undisturbed, plus what was the capability of the soil in the rehabbed area to carry that level of stock to the long term.

Michael explained his questions had not been a matter of compliance but having a background in soil science and rehab he was interested if mine rehabbed soil could carry a commercial level of stock for a period of time without a huge amount of management input. Michael advised that Bill had provided a very comprehensive response in the Addendum and he and other members felt it would be valuable if Bill or Neil Griffiths could present an update on the Cattle Grazing Trials to the CCC.

**Action undertaken post Meeting:-**

Jimmy circulated the *NSW Government Department of Primary Industries; Sustainability and Profitability of Grazing on Rehabilitated Mine Land in the Hunter Valley Report - June 2016 - Neil Griffiths; Technical Specialist Pastures*.

**Action 7 : Col asked that MTW (Jimmy) keep the Annual Review on the Agenda for this meeting to allow members more time to review this document and to provide another opportunity for continued discussions.**

Members were asked if there were any questions on the Annual Review and there was no feedback from the CCC.

**RTCA Local Procurement;**

**Coal & Allied supports local businesses as shown in its spend data**

**2017 Refreshment of Local Procurement Process:**

Introduction of local supplier registration at: [CNALocalProcurement@riotinto.com](mailto:CNALocalProcurement@riotinto.com)

- + Expression of interest form will be provided for completion
- + A preview of upcoming tenders will be distributed 6-monthly
- + Invitations to tender will be sent to suppliers for category of goods or services for which they are registered
- + Interest of local suppliers will be acknowledged and monitored
- + Successful tenderers will be qualified as suppliers

**Accelerating C&A's approach to supporting Indigenous Suppliers:**

- + General Manager sponsorship
- + Reaching out to suppliers through the Indigenous Chamber of Commerce
- + Registration encouraged through email address above

***The Tender evaluation criteria is weighted to local suppliers where price is competitive and capability can be demonstrated.***

Colin noted that most importantly the criteria is weighted to local Suppliers and that all tenderers need to be competitive and on the same playing field. Should a supplier need assistance to get on track at the start, the company will work with them on where there may be a gap in the tender analysis e.g. the suppliers safety management versus the companies.

Colin noted that suppliers still have to win competitively and Col asked where is price defined as competitive. Colin responded the tender process is a robust system, that is not just based on price but there is also a long list around culture, sustainability, if local, track record etc.

Graeme queried how the comparisons were scored and Colin advised they are all scored likewise against each other and further detailed how they are additionally scored other than by dollar value i.e. via percentage base and then a percentage weighting was applied to that. A criteria is set up for each individual job and assessments made against that criteria.

Colin provided an example of one job where for instance the ratings may be 20% for safety, 20% for local and size of the organisation may only be a 5% weighting. In another example; Colin noted that turnover / financial analysis may be more important, such as on a high risk job. For each individual package of work the company goes through and decides those % weightings against criteria and then assess each tender against those.

Ian asked how does a company become eligible and register to tender and Colin advised that sometimes tenders are advertised in newspapers where anybody can apply and have an assessment criteria on that. There can also be relatively short lists i.e. request for Expression of Interest from a smaller group of people, dependent on the circumstances.

**ACTION 2: Travis to liaise with Ian regarding the MTW Local Supplier Registration process.**

**Action 16 Travis to provide the Local Procurement Policy to the CCC.**



*Managed by Rio Tinto Coal Australia*

## Local Procurement Policy

Our local procurement commitment is to maximise opportunities for local suppliers to compete and participate in our supply chain, without compromise to safety, risk or sustained commercial value.

We recognise that significant socio-economic benefits can be achieved through sourcing products and services locally. We are committed to working with local suppliers, including indigenous businesses, to ensure that they have the opportunity to supply goods and services to Coal & Allied.

To achieve this we will:

- identify supply opportunities throughout the mining life cycle;
- communicate with local industry groups regarding supplier registration, pre-qualification and tendering requirements;
- promote tendering opportunities;
- identify local industry strengths and continue to support capability development programs;
- encourage suppliers to report on diversity objectives; and
- report regularly on local procurement.

We value suppliers whose practices demonstrate commitment to sustainable development principles, supporting Coal & Allied to achieve its sustainable development objectives.

We require our suppliers to be committed to safety and environmental standards and responsible, productive community relationships.

We value suppliers whose business relationships will have a positive and enduring contribution to the communities in which we operate.

This policy complements our statement of business practice The Way We Work, and the Rio Tinto Supplier Code of Conduct, which can be viewed at [procurement.riotinto.com](http://procurement.riotinto.com)



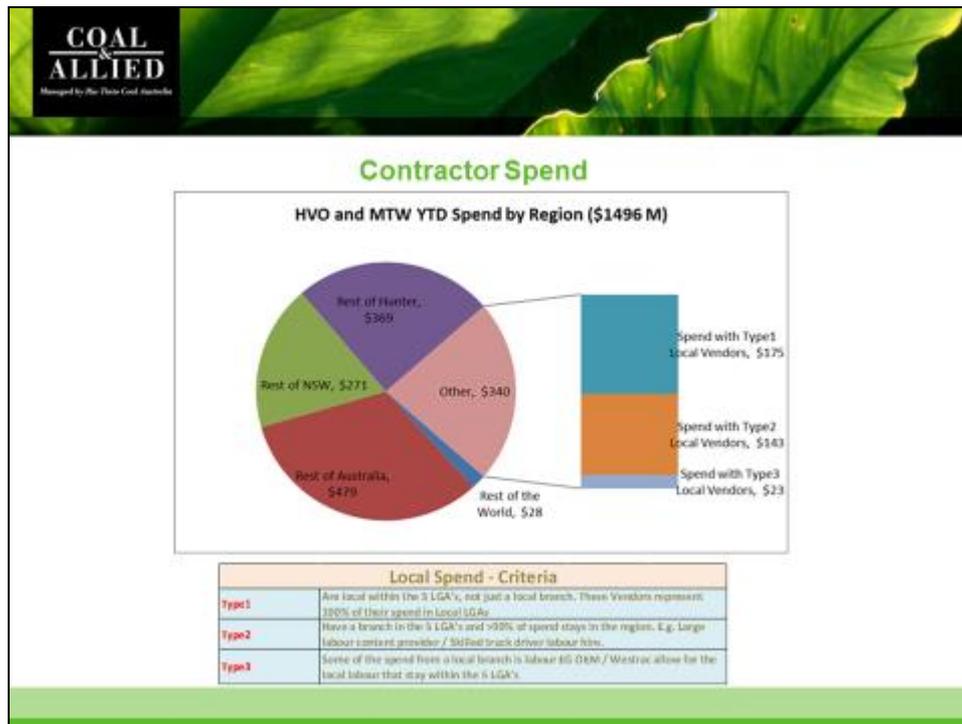


Coal & Allied Industries Limited ABN 67 008 416 760  
 Freecall 1800 727 745 | 127 John Street Singleton | 77 Bridge Street Muswellbrook |  
[www.riotinto.com](http://www.riotinto.com)

**Figure 2 Local Procurement Policy provided to CCC**

**Action 16** : In response to a request from Hollee; MTW (Travis) to provide the dollar spend by postcode level to marry up with the Pie Chart presentation of people working at C&A - below

**Contractor Spend**



**Figure 3 MTW Contractor Spend (Slide 16)**

Travis acknowledged that Hollee had asked for this data to be broken down to within the five LGA's being; Singleton, Muswellbrook, Cessnock, Maitland and Upper Hunter but had been unable to provide that detail as the Labour Hire Companies do not have this data by postcode but rather by state. Travis was therefore only able to provide the local supply and spend breakdown as a total of the five LGA's. Col asked if this data was for spend only and Travis responded that this is supply and spend.

Graeme asked what Managerial oversight is in place to those people making the decisions around the percentage base and percentage weighting. Colin advised there are broadly three specific areas in these processes:-

- 1. The people doing the work itself;** Facilitated by C&A's Procurement Division which is their Commercial Group, with a cross section of the people that may be involved with or managing the work. Dependent on the job there could be any number involved in decisions on what those weightings are based on, requirements for the work, and risk associated with the job.
- 2. Who signs off on that;** This is based on Contractual size i.e. the Dollar Value e.g. at \$10K this may sit with a Superintendent, at \$1Million dollars this would sit with the General Manager, a couple of \$1Million dollars would go to Managing Director level and over that value would go to the Group Executive or Chief Executive Officer based on the size of the spend.
- 3. Audit process;** Within Rio Tinto the Audit Insurance Group audits both independently and within the group to ensure the company is compliant with them. There is an audit insurance process, a delegated financial authority piece, then a group of people assist with the work. These all cross and intertwine to make sure everything is happening.

Graeme asked how the company might accommodate baggage bias and Colin noted there had been a lot recently in the Press around integrity and compliance, and advised that Rio is particularly rigorous around that by auditing and validating over periods of time.

On a lower level, by having a cross section of people that actually benefit from that work in the room together, the outcome can be to come up with a lot of different criteria on what is more right for the business. Colin felt that if someone did have baggage it would be unlikely that this would have any influence given there are a number of people in the room.

## 6. Company Reports – Colin Mackey, General Manager

### 6.1. Overview of activities : Operational Update

#### Saddleback Ridge - Notice of Work

Colin advised that notification of mining through Saddleback Ridge had been provided to the CCC and Council and identified where dozers, excavators and shovels had been working. Colin noted that feedback from Council and others had been that this had worked well and it was good the company was being proactive in their advice. Colin advised that the company is committed to being open and upfront and will continue to provide notifications in advance of operations that are going to be more visual, along with detail such as the blast reported at the previous CCC Meeting.



Figure 4 Location of Saddleback Ridge

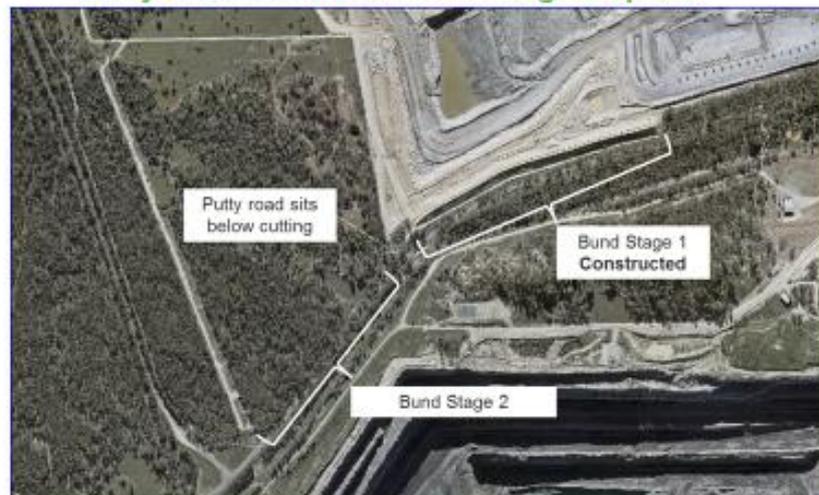
#### Bulga Visual Amenity

##### **Visual amenity improvements**

- ✓ Shade cloth repair along Putty Rd
- ✓ Requested the removal of car on Wallaby Scrub Road
- ✓ Out of sequence rubbish collection along Putty Rd (4 truck loads)
- ✓ Tyre storage along Putty Rd

#### Clean up on Wallaby Scrub & Putty Roads

MTW conducted a clean up on 13 August 2017. As a response to feedback about rubbish on Wallaby Scrub and Putty Roads, the Company went out and cleaned that up. In addition, there is a fairly regular routine on Wallaby Scrub Road. The company had tried to get a car removed and offered to Council to move this, however as it is an unidentified car it cannot just be moved as it has to be investigated first, therefore there is quite a process to get this removed.

Putty Road Bund Overview - Stage 2 UpdatePutty Road Bund Overview – Stage 2 Update

**Figure 5 Putty Road Bund update (Slide 20)**

Stage one of the Bund Extension along Putty completed - refer top of slide, this needed to be extended as the mine progresses. The company investigated sound proof fencing i.e. the type that can be seen on motorways, to see if that may be a better option and would have allowed the company to access 20 metres of extra coal from the end wall. When the Engineers did the work, it did not make a lot of sense, as a 4 metre high blank fence would not have been visually pleasing.

MTW designed a bund to drop into that area, the original bund was approximately 37 degrees which was quite steep, that bund was not top soiled but was hydro mulched. The new section of the bund wall is designed at a slightly lower angle which will allow for top soil, compost and tree planting on the top to achieve a better end result. Colin advised the company will lose a significant amount of coal and revenue and that MTW had decided to pass that up in an effort to provide the best outcome.

Graeme noted it had taken a while for grass to get established on the first bund and Adrian felt that more water application may help. Andrew advised that there was still the intent to get native vegetation on the Stage 1 Bund and that this will be easier on the new slope as it is not so steep.

Putty Road Underpass Project

The third Putty Road is progressing reasonably well.

Safety Snapshot

**AIFR YTD 2017 = 0.54 / LTIFR YTD 2017 = 0.13**

Colin provided detail of injuries year to date including reporting a near miss between a Haul Truck and Light Vehicle that occurred on 6 July 2017. Colin outlined investigations and reviews undertaken, also the safety measures implemented as a result of this incident.

**Operational Downtime - YTD Totals:**

**2017 = 2673.25 hours / 2016 = 2503.27 hours**

Colin noted that machinery had been stopped because of dust and the biggest two issues were related to Dozers and the Dragline. Year to date operational downtime had started to exceed last year's hours. It was noted that the downtime for the Dragline in particular had increased and MTW are trialling different options to get on top of that, as this has been causing MTW to need to stop it more frequently. MTW had seen that there had been a bit of additional dust first thing in the morning at Loders Pit around 7.30 to 9.00 a.m. and the company has been proactively stopping activity and working on understanding the cause for this.

Adrian asked what was the availability on water carts and Colin advised they are sitting at 90%, MTW have seven water carts that were all running at the time. Colin felt the water carts were working pretty well, work had been done on how frequently the water carts were moving around covering areas to address dust that the company felt was sitting in the pit, that the wind was then catching and picking up, before it settled again on some very windy days.

Ian and Adrian were concerned that dust had been the worst it had been for years and identified that a big problem was in the trap around the boundary on Putty Road where light vehicles go around. Ian advised that dust could be seen rising off sealed roads and noted there was also a lot of dust leaving site. Graeme described the dust coming off the Putty road as being similar to what you would get driving along a dirt road in the bush and this has been happening for some years now.

**Noise**

	# CRO Assessments	# Individual Assessment above trigger	# Nights above trigger
YTD 2017	3674	13	7
YTD 2016	3499	65	24

Figure 6 Noise monitoring (slide 22)

**2017 Rehabilitation**

**COAL & ALLIED**  
Managed by the Coal Code Authority

**Operational Update**

**MTW Rehabilitation**

Rehabilitation target for 2017 = 122 ha seeded (outlined in red)

Works completed YTD:

- 74.9 ha bulk shaped
- 50.2 ha topsoiled
- 44.3 ha composted
- 22.9 ha seeded

**MTW Rehabilitation & Offsets Tour – Date TBA.**  
**Details to be communicated to the CCC and other community members shortly.**

Key works for July - September period:  
Commence seeding of Stage 1 areas to Stage 2 (natives)

- South Pit north slope;
- South Pit south slope.

Focus areas for scheduled work

- Centre Dump 170 RL;
- South Pit south upper slope;
- North Pit north slope.

Map Legend:  
 Seeded (Statement Boundary) 11.6 ha  
 Seeded (Statement Boundary) 110 ha  
 Seeding (Statement) YTD (22.9 ha)

Figure 7 MTW Rehabilitation Update

Rehab was on track for 122 hectares, there had been an issue with compost supply that is now back on track. Ian queried what compost MTW was using as it seemed to have had a stronger odour, noting also that the westerly winds may be bringing that smell across to Mount Thorley.

Andrew confirmed this was still the same material and same sort of process being; mixed soil compost, like thin waste, that is then composted. Andrew advised the best way to manage odour is for MTW to incorporate the compost as soon as possible and Ian was happy to put up with any odour if the end result was grassing up the hills.

***Action undertaken post Meeting in Near Neighbour Letter 30 August 2017:-***

MTW advised they will be hosting a rehabilitation and offsets tour for interested community members on Thursday 14 September.

Ian noted the mapping did not show the clearing MTW had done on the other side of the Putty Road near the workshop which had been a big source of dust and asked when this area will be rehabbed. Andrew advised that this was water management related works and all rehab that can be seen combines with the haul road run off. Due to incidents where really heavy rain had gone off site, MTW is working to segregate rehab that is clean water runoff from the haul road and is building a drain to convene that flow. Building of the drain is almost complete and Andrew anticipated that it would have jute mesh, rock, be grassed up and possibly the slope would be hydro mulched. Ian felt it was unfortunate because the two big hills on either side of this area makes it a wind tunnel and attributed a lot of dust at Mount Thorley coming from blowing through that gap.

***Tailings Dam 2 Capping***

- ✓ Top end progressing well and continues to move forward.
- ✓ A sump has been put in to drain off rest of water on top.
- ✓ Coverage will have a 5 metre cap, then landform with mine waste and then rehab, still on track for completion next year 2018.

***2017 Dust Reduction Seeding***

- ✓ To reduce dust and improve visual amenity
- ✓ Total area at MTW is 146 ha
- ✓ Seed and fertiliser have been applied by fixed wing aircraft to selected waste dumps & exposed areas.
- ✓ MTW 27 July 2017
- ✓ HVO 28 July 2017

***Acquisition Update***

At the previous CCC Meeting MTW advised of eight acquisitions, seven were completed in the previous period and one carried over and completed during the May - July period.

***Wallaby Scrub Road***

Graeme asked why couldn't Wallaby Scrub Road remain open and MTW build an underpass the same as on the Putty Road, he felt the company would still get coal, though acknowledged not as much if the Road was to stay.

Colin advised there were a variety of different reasons, first of all was that this is not in the company's consent. If mining went over to the other side of Wallaby Scrub Road MTW would need to start digging back down again, resulting in the need to go deeper and deeper and so on, therefore a large amount of coal would be left behind and by the time the bottom seam was reached that would pretty much be the final highwall thus it becomes uneconomical.



**Action undertaken post Meeting via email from Andrew 29 August 2017:-**

**Wallaby Scrub Road Update**

*I'm writing to provide you with an update on Wallaby Scrub Road following the council meeting last night. The council resolved to lodge an application with the Department of Primary Industries – Lands to formally close and subsequently dispose of 5.99km of Wallaby Scrub Road from the intersection of Putty Road.*

*Specifically it was resolved that:*

- 1. An application be made under section 34 of the Roads Act, 1993 by the Council in its capacity as the roads authority to close 5.99km of Wallaby Scrub Road from the intersection of Putty Road.*
- 2. Subject to the Minister's approval, the land title created for the Closed Road Portion be offered for purchase to adjoining land owners.*
- 3. Subject to the Minister's approval, the General Manager and Mayor be authorised to sign and affix the Common Seal of Council to documents associated with the road closure application.*

*The application for closure of the road will be considered by the Minister for Lands and Forestry who has responsibility for the final decision on the road closure.*

*We'll provide you with any substantive updates as they come to hand.*

*Regards, Andrew*

**Mapping**

In response to a query from Ian, Jimmy advised that MTW's Mining Lease extends to the river but the Mining / Development Consent does not. **Action undertaken post Meeting;** Jimmy further addressed Ian's original query regarding boundaries out of session.

**Voluntary Planning Agreement**

The VPA went back to Council who had pulled out a very large clause, not just about Wallaby Scrub Road but there were a number of other clauses, as such it will take about three months to take this back to Council and MTW are working out if this will also need to go back for Public Submission because this had material changes to it.

**Yancoal Transition**

Adrian asked how the sale to Yancoal would affect the VPA and the company confirmed that the VPA comes into effect as soon as it has been approved by Council.

**Action undertaken post Meeting via email from Andrew 1 September 2017:-**

**Sale completion to Yancoal**

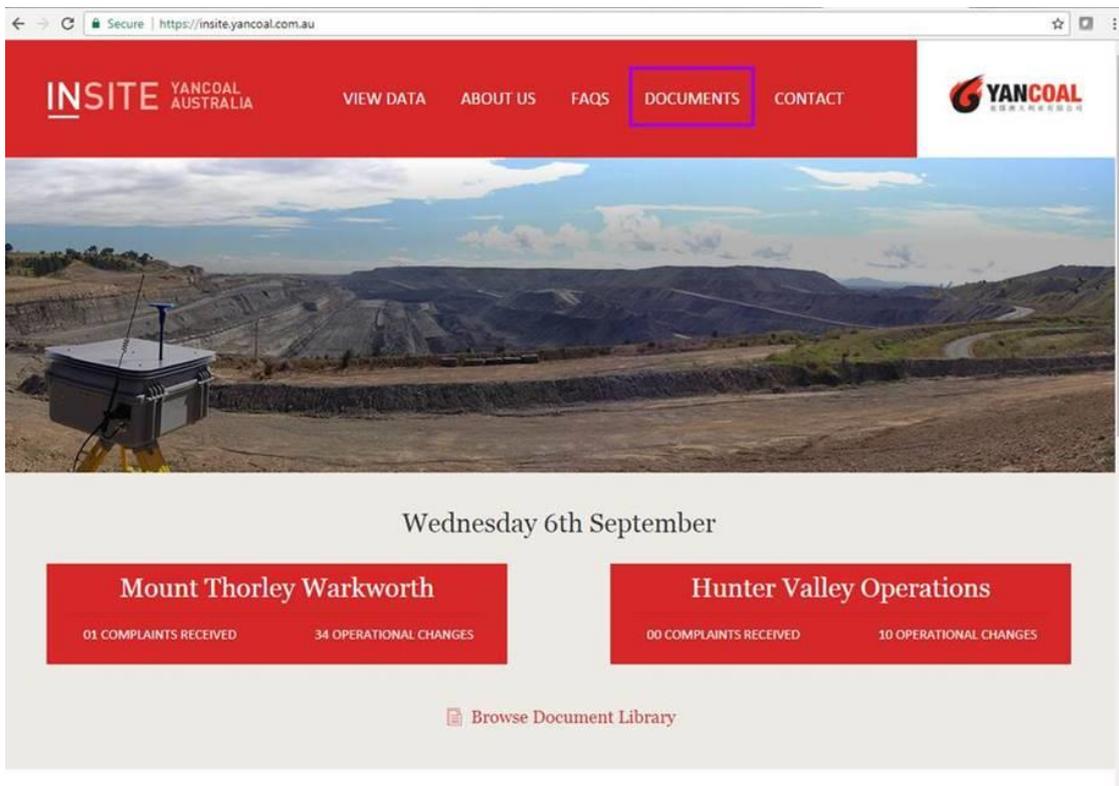
*The sale of Coal and Allied to Yancoal is now complete. HVO and MTW are now under Yancoal management. Jason McCallum is the new General Manager across both HVO and MTW. As noted in previous communications your key points of contact remain the same but if you have any questions please feel free to get in contact with us.*

*Andrew Speechly*

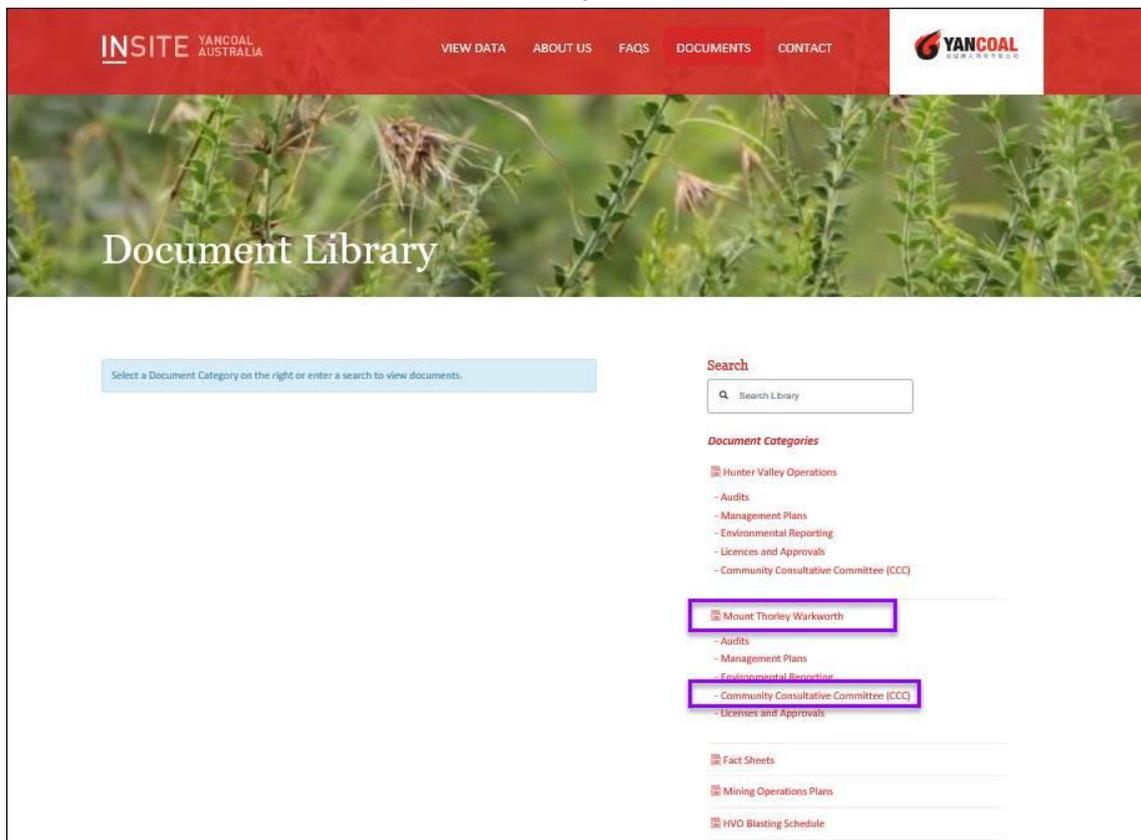
***INSITE document availability after Yancoal transition***

**Updated Website Address :** <https://insite.yancoal.com.au/>

From the landing page below, select 'Documents' or 'Browse Document Library' to access site specific documentation. Under 'Document Categories' on the right hand side, there is a section dedicated to MTW which includes CCC documentation. There is a search function available.



**INSITE Document Library (transition to Yancoal)**



Vertebrae Pest Management Update

MTW 2017 YTD Results; Feral Pig x 2, Fox x 2, Hare x 25, Feral Cat x 0, Rabbit x , Wild dog x 1, Total 35

**8. Community Feedback*****Ian Hedley*****Pub**

Ian had been asked by members of the Bulga community what was the likely outcome for the Pub should it be acquired by the company. Colin advised that the company has not purchased the Pub but if that were to happen he envisaged it probably would need to close for a short period of time for it to become compliant from a safety perspective and thought the company would possibly invest a reasonable amount of money over a short period of time to bring it to being something attractive.

**Apprenticeships**

Ian noted there had been a lot of talk about apprenticeships and that the system had changed a lot, he felt his business experience may be similar to C&A'S. Ian's company does not send people to TAFE anymore but now uses an outside Registered Training Office (RTO) to look after his people. Ian was a bit dissatisfied that Rio, Mount Thorley Warkworth, with 1300 employees had only put on 6 apprentices and his company having less than 100 people had put on 7.

Ian had been finding his company has become a training organisation for the mining companies and had lost two employees this year going to mines. Ian has many former employees working at MTW and would like the company to train more people, he felt there should have been a greater intake than 6 to help get the numbers of skilled labour up there. The mining industry turnaround has resulted in Ian losing staff, as his business has to be globally competitive he is unable to offer the pay level that mines do.

Colin advised there is the 1300 employees, plus additional on site i.e. a mix of contractors and permanent employees. MTW had very little turnover of permanent employees, either coming in or leaving, however they do experience the best of part of a 50% turnover in their contractors, with approximately 250 on site that is a big turnover and he understood where Ian was coming from. Colin advised there were only 6 applications for apprenticeships that came from the local area and it becomes hard to attract larger numbers.

Out of 100 employees, Ian has 60 over a number of trades and Adrian queried how many C&A may have. Colin advised that the company have a large number of contractors, so MTW is training up a lot of people but not necessarily apprentices and Adrian felt that pay rates for apprentices were not very appealing. Ian advised it was his goal to train people and keep them on to build his company's skills set.

**Road Works / Speed Zones**

Ian advised the 80 Klm signage continues to be a source of annoyance to the local people and not pictured in a true to scale indication, nor at an equal distance on either side of the road works. Ian had been told that the start of the 80 Klm zone at the Bulga end of the Putty Road was in position to allow for works at the gateway on the left hand side and for where roads are located. Ian felt that there had not been any activity at that gateway and these roads were not shown on mapping. The concern is that the 80 Klm zone starts about 1 Klm from where the construction currently is on the right hand side and that is a long distance to have people slowing down, Ian has been asked by a lot of people to see if the company would reconsider that. Adrian added the current signs on the western side are a fair way from the construction site and the site is then obscured by a bend in the road.

**Action undertaken post Meeting:**

Jimmy provided the CCC with an updated version of the Traffic Control Plan (TCP) currently in place for the Putty Road Underpass project.

Colin advised that some diagrams were just a snapshot and there is a whole document on the road management. The RTA directs what it is, what the order is, how the company gets this into place and that is what traffic management is. Ian begged to differ as he had made contact with the RTA and was told it was because the company had made the request.

Ian felt this was the same case when there was road work and the merging lane outside of Lyde's lane was taken away at MTW's request. Ian endeavours to travel prior to 7.00 a.m. to avoid traffic coming out of MTW and advised that many vehicles just pull straight out of Lyde's lane. Previously there had been a lane to turn into there, so Ian believed there needs to be a stop sign in place to avoid a serious accident on that corner. Ian also felt it would be worth MTW management overseeing how mine staff leave the site of a morning.

Colin confirmed that the company had investigated if they could put in a stop sign at the intersection of Lyde's Lane and Putty Road and were advised all they could do was to clear some trees out of the way, he advised also that this is not the company's road. Colin committed that MTW look into what the company can do about Ian's concern.

There was a general discussion around additional concerns about a number of speed zones in surrounding areas that members felt were unsatisfactory and Col felt the best course of action would be to get all the parties concerned to meet together. Col asked if the Company, Council, Community and RMS could sit in the same room to work together to sort this out, as these types of concerns had been raised on numerous occasions and there were clearly some worrying issues if drivers were not stopping and the lack of a merging lane.

**ACTION 3: Travis to co-ordinate a Meeting with relevant road authorities and community regarding safety improvements at Lyde's Lane and the Putty Road intersection and advise the CCC once contact has been made with the relevant authorities.**

**Post Meeting information share:-**

Michael Frankcombe provided Members with this link advising signage for road works is covered by the Manual for Uniform Traffic Control Devices ([http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical-manuals/aust-standards-supplements/australianstandardsupplement\\_as1742\\_version21.pdf](http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical-manuals/aust-standards-supplements/australianstandardsupplement_as1742_version21.pdf)).

**Dust**

Ian was concerned about Management change and if commitments will remain when Yancoal transitions, Colin advised that decisions made by the General Manger prior to Yancoal owning the business, as long as they are not material, will go ahead. Ian advised that when Mark Rodgers had taken over, both he and the CEO of Rio Coal; Ivan Vella visited Ian's workshop to look at issues and Ivan had acknowledged Ian's anxieties. Ian felt Mark and Travis had done a great job on reducing dust, there had been massive improvements and all had co-existed well for the last couple of years.

Ian presented the CCC with numerous photos relating to dust concerns indicating the impact this was having on equipment and vehicles at his workshop and therefore on his business, and additional photos taken at his residence. As a result of dust issues Ian was having to clean equipment and machinery time and time again, and find solutions to cover up items that needed to be left outside his workshop. In addition, pictures were presented depicting dust coming out of the Mine Pit and being experienced at Bulga. Ian noted that on one occasion after a shower, it had literally rained dust and he had not seen dust like that for a long time. Ian appreciates there are currently a lot of westerly winds but advised that today the dust was unacceptable as there was not a breath in the air.

Colin appreciated Ian sharing this as it is helpful to the company, he confirmed MTW are working hard to get on top of dust with an Action Plan at the moment and committed to go and conduct further work relating to dust concerns.

**ACTION 4 : MTW to keep the CCC in the loop as to what Action Plans are being undertaken by the company to address dust concerns.**

Ian would like to see the Department put monitoring in the Mount Thorley Industrial Area as he feels his workers are subject to unacceptable levels of dust. Ian noted winds are currently typically westerly and are an issue when they turn around. There had been bad dust events only at night time as well and when Ian came out of his house in the morning he had to clean the dust off the windscreen of his car which is kept in a carport. Ian appreciates that MTW has a business to run, but so does he and having to wash equipment before it is assembled with a good chance it will need to be washed again, is having a big impact.

Adrian advised that his residence has a direct line of sight and he can tell what mine is causing the trouble as he can see where the dust is coming from, he too had dust issues at his residence. Ian invited Colin to have a look at his operation, as Mark and Ivan had, to see and understand the difficulties he had been facing, particularly at night time. Ian is concerned at night time there is a lot less dust work done and when looking at the reports, when there is Mount Thorley monitoring, the Government monitor had been going off regularly over the last month and between this and Camberwell, these are the only two data sets that are seen anymore.

Ian feels there is a health risk at the Mt Thorley Industrial Estate and there is a genuine need to look at monitoring, Adrian agreed that the Industrial Estate needs its own monitoring.

Andrew advised the company had placed monitors in front of Mt Thorley Industrial Estate, as part of their up-wind and down-wind monitoring suite. Ian noted monitoring down Broke Road but that is 2 to 3 Klm away from the Mt Thorley Industrial Estate and Adrian felt the Industrial Estate was on a higher plain than Broke Road. Andrew advised the intent of that monitoring network was for ambient air quality across the Valley, as opposed to site specific compliance monitoring.

Col asked who is responsible for dust monitoring that may assist Ian to organise monitoring for Mt Thorley Industrial Estate. Andrew advised that falls with both the Environmental Protection Authority and the Department of Planning and Environment. Michael advised Ian that he would take this on board and have further discussions out of session with both Ian and Natasha from the EPA.

**ACTION 5 : Michael to get in touch with Natasha at the EPA to discuss Ian's request for monitoring at the Mount Thorley Industrial Estate and communicate any update to Ian out of session.**

#### **Community Update:**

##### **Social Impact Management Plan (SIMP) Drop-in Session**

- ✚ Held at Bulga Hall on Wednesday 18 July 2017
- ✚ Currently consolidating feedback/actions and updating SIMP
- ✚ Areas of priority based on consolidated feedback

##### **Community Sustainability:**

- ✚ Deteriorated property values in the Bulga area (including ability to access finance)
- ✚ Bulga Tavern and Service Station –considered ‘hubs’ of the community and essential that they remain open
- ✚ Mobile phone and internet reception

**Amenity:**

- ✚ Coal and Allied owned property management –current and future purchases
- ✚ Overall visual amenity of town include the entrance
- ✚ Amenity impacts of operational dust and noise

**Social:**

- ✚ Community cohesion/social fabric –including changing demographic due to renters
- ✚ Maintenance of community identity and areas of heritage value
- ✚ Health impacts –including mental health

**MTW –Operational:**

- ✚ Frustration with complaints system
- ✚ Frustrations around blasting notifications and road closures
- ✚ Site donations opportunities –low awareness
- ✚ Communication and Engagement –needs to be more inclusive, cover more areas of interest and tailored according to groups/individuals to ensure coverage

**Community Development Fund**

Partner	Programme	Value
<b>Outward Bound Australia</b>	Youth Leadership Programme (2015-2017)	\$245,332
<b>University of Newcastle</b>	Science and Engineering Challenge, and SMART Programme (2015-2019)	\$138,493
<b>Ungoroo Aboriginal Corporation</b>	Health Services Programme (2017-2018)	\$110,000
<b>Singleton Council</b>	Singleton Economic Development and Funding Coordinator (2015-2017)	\$100,000
<b>Upper Hunter Education Fund</b>	HSC Study Camps and Upper Hunter Education Fund Scholarships (2015-2017)	\$84,000
<b>Upper Hunter Where There's A Will Foundation</b>	Positive Education Programme	\$80,000
<b>University of Newcastle</b>	University of Newcastle Scholarships	\$80,000
<b>Singleton Business Chamber</b>	Business Development Officer	\$72,000
<b>Milbrodale Public School</b>	Early Learning Programme (2017-2018)	\$64,000
<b>Jerrys Plains Public School</b>	Ready 4 School Programme (2017-2018)	\$58,000
<b>Sirolli Institute</b>	Enterprise Facilitation	\$45,000
<b>Total College</b>	Total Steers Challenge (2015-2017)	\$25,725
<b>Hunter Valley Rural Fire Service</b>	Electronic Datasign	\$24,500
<b>Australian Christian College Singleton</b>	STEM Lego Robotics Programme	\$10,420

**Site Donations Committee**

Organisation / Programme	Value
Broke Fordwich Wine Tourism Association –Little Bit of Italy Festival	\$5,500
Rotary Club of Singleton on Hunter –2017 Singleton Art Prize	\$5,000
Northern Agriculture Association Inc. –2017 Singleton Show	\$3,125
Cancer Council NSW –Singleton Relay for Life	\$2,500
Singleton Junior Rugby League Club –Sporting equipment	\$2,500
Singleton Junior Rugby Club –2017 Season sponsorship	\$2,500
Singleton Hospital Community Trust -Holes 4 Hospital Charity Golf Day 2017	\$2,500
Singleton Council -Christmas on John St -Fireworks	\$2,277
Wildlife Aid Inc–Injured wildlife rescue	\$2,000
Glendon Brook Hall Inc. –Safety fencing for children’s play area	\$2,000
Milbrodale Public School P&C Association -Family Fun Day 2017	\$1,550
Singleton Theatrical Society –2017 production ‘Oliver Twist’	\$1,500
Singleton Historical Society & Museum Inc-Consumables	\$1,000
Singleton Historical Society & Museum -Copier and printing consumables	\$1,000
Singleton Business Chamber -International Women’s Day event	\$775
Australian Families of the Military –Mental Health Retreat	\$600
Singleton Pony Club –Club house improvements	\$500
Greta Branxton Wildcats Football Club -Jerseys for junior football teams	\$500
Singleton Golf Club Lady Members -Annual Open Day 2017	\$200
<b>2017 Year to Date Total</b>	<b>\$37,527</b>
<b>Fund to Date Total (2004)</b>	<b>Over \$730,000</b>

**10. Next Meeting : MONDAY 4 DECEMBER : 2.00 to 4.00 p.m.**

**CCC Members were taken on a tour of the RTCA Integrated Operations Centre**

**Yancoal;** Colin advised the company would plan a meet and greet with Yancoal prior to the December meeting.

**Tour to view Dragline Water Spray;** Colin advised the sprayer currently holds 7,000 litres in the tank, that only lasts 15 minutes and then takes 15 minutes to fill. The company is looking into expanding this volume out to 40,000 litres and if MTW can get that right this could be utilised on other Draglines. Colin explained the Dragline may continue to be shut down in high wind conditions but the sprayer does make a fairly substantial difference when there are lighter winds. Andrew advised that when MTW put out the December Meeting Agenda they will see if there is interest from the CCC to view the Dragline water sprayer.

**ACTION 6: MTW to present on the Cattle Trial at the next CCC**

#### ACTIONS ARISING FROM THIS MEETING

Action	Page	Description
1	3	<b>Andrew to keep the CCC updated on progress with the application of the SMS Blast Notification System for MTW.</b>
2	5	<b>Travis to liaise with Ian regarding the MTW Local Supplier Registration process.</b>
3	14	<b>Travis to co-ordinate a Meeting with relevant road authorities and community regarding safety improvements at Lyde's Lane and the Putty Road intersection and advise the CCC once contact has been made with the relevant authorities.</b>
4	15	<b>MTW to keep the CCC in the loop as to what Action Plans are being undertaken by the company to address dust concerns.</b>
5	15	<b>Michael (Department of Planning &amp; Environment) to get in touch with Natasha at the EPA to discuss Ian's request for monitoring at the Mount Thorley Industrial Estate and communicate any update to Ian out of session.</b>
6	17	<b>MTW to present on the Cattle Trial at the next CCC</b>

#### ONGOING ACTIONS

MTW to keep the CCC up to date in matters pertaining to C&A's application to Singleton Council to close Wallaby Scrub Road, either at a meeting, or out of session should there be any update outside of two weeks prior to the next CCC Meeting.

MTW to keep the option for the company to reinstate the advertising of blast times as a meeting topic, as raised by Christina.