

Pages 1 through 15 redacted for the following reasons:

Contrary to the Public Interest

Ashleigh Edwards

From: CTPI
Sent: Friday, 25 May 2012 5:52 PM
To: The Premier
Subject: Rail Infrastructure proposals from Galilee Basin to Abbot Point
Attachments: 120511 GETTING IT RIGHT submission.pdf

Good afternoon Premier,

No doubt you are enjoying the start of a new LNP government as Parliament resumed last week. As a passionate Queenslander running an agricultural business in the electorate of Gregory in Central Queensland, I look forward to greatly improved state leadership and governance in all aspects of Queensland Government decision making. One of the major projects that the new government will need to make a decision on in coming months is that of the rail infrastructure project from the Galilee Basin to Abbot Point.

For your information I have attached a submission recently written by the Steering Committee of the Corridor 2 Coast – The Galilee Network (C2C). The document was sent to the Department of State Development, Infrastructure and Planning on 14th May. I implore you to thoroughly read the document so that you are fully aware of the catastrophic implications of supporting a rail corridor in the wrong position. Should this occur, Queenslanders, Galilee Basin Coal companies and impacted beef cattle and farming families and business will be paying for the environmental damage, the devastation of prime agricultural land and the unreliability of the line during the wet season, for the next one hundred years and beyond!

I commend your Government's decision "to identify the best corridor for the rail line from the Galilee basin to Abbot Point and institute multiple user requirements for all proponents." From the vast knowledge and experience of landholders in the area, not one of the proposed corridors presently being investigated, is in the best place for a rail line. It is encouraging that the new LNP Government will investigate and identify the best corridor as this is the only way to minimise environmental disasters and damage to existing agricultural infrastructure.

CTPI

CTPI However, this is definitely not the case. It is absolutely unbelievable to think that in the 21st Century, with the improvements in communication, air travel and roads and with assistance from highly educated engineers, hydrologists and other professionals, all with modern technology at their fingertips, that any company planning to build a rail line could get it so wrong! Why would anyone ever plan to construct major transport infrastructure across the flood plains of the mighty Belyando and Suttor River systems? Why have such flawed projects been allowed to progress to the extent they have by the previous administration?

Much of the highly fertile Belyando River flood plain could be classified as 'strategic agricultural land' with the potential to be farmed and irrigated. This potential will be lost forever with the construction of a rail corridor across the flood plain, as will a critical link in the beef supply chain. As you well know, in many cases cattle are bred in the northern part of the state, grown and finished in this central region before being transported east or south to be processed.

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We well remember the cattle depression of the 1970s and wanted to increase our ability to diversify should the need arise. The proposed railway line dissects this area, which will result not only in the loss of production from the area actually traversed by the railway line, but the permanent changes made to the natural flood levels will forever reduce the farming efficiency of the whole area.

As you would be well aware, there are a number of companies proposing to build rail corridors from the Galilee Basin to ports at Abbot Point and elsewhere. Our concern is that because the Hancock GVK proposal appears to be the most advanced (as they were the first to lodge a rail corridor proposal with the previous government) that it may be the Hancock GVK proposal that gets the go-ahead from your government in order to show leadership on this issue. Of all the proposed rail corridors the Hancock GVK proposal, if given the green light to proceed and be constructed, would be the most disastrous for the environment, agricultural activities and the most unreliable from a coal transport point of view, due to frequent and significant flooding of the line. I make this claim not because it is the Hancock GVK proposed route that traverses our property, but because of the local, in depth knowledge we have ^{CTPI} Of all the proposals for a rail corridor that have been made there is only one proponent that has a proposal based on the entire potential of the Galilee basin coal reserves. The remainder of the proposals have considered nothing else but their individual requirements for their individual coal tenements when designing and planning their individual rail corridors. This fact alone should ring alarm bells. From a whole coal basin point of view, there are much better routes to construct a rail line. Unfortunately due to the single-mindedness of the majority of the proponents, far-superior rail corridors have not even been investigated.

We know that Hancock GVK have been informing the government that they have a number of landholders 'signed up' for compensation. Please understand that this does not mean that they are happy with the position of the rail line. Rightly or wrongly, people are signing up on the basis that they feel they can't stop the line because of the pressure that they have been put under by the proponents. Understandably, they feel that they have to move to the next stage of trying to protect themselves and their business as best they can.

It is my opinion that it is only the impartiality of government that can find the correct placement of the rail corridor. The reality is that any of the current proponents cannot be relied upon to make the decision due to the inherent commercial conflict of interest. They will all simply make a decision that is in the best interest for their company and their investors NOT a decision that is best for ALL Queenslanders for many generations to come. It is only your government that can make the right decision for the right corridor.

Before your Government makes a decision on this significant project for Queensland, we request that you and/or the Deputy Premier, Coordinator General and perhaps the Minister for the Environment or Minister for Agriculture visit the area so that you can all witness first hand and better understand the huge negative impact the construction of a transport corridor built in the wrong position would have. Your visit would also enable you to inspect more suitable options for such infrastructure. ^{CTPI}

CTPI

Premier Newman, please represent the interests of your voters in the agricultural industries in Central Queensland proactively and fairly by insisting that alternate proposals that run along the western side of the Belyando River be thoroughly investigated. Let's hope and pray that the legacy of this LNP Government is a well-planned, strategically located and reliable infrastructure corridor for the rich Galilee Basin coal reserves, prime agricultural produce and fuel supplies. The alternative is not an option.

With genuine concern for the future of our great State of Queensland,

CTPI

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RTI RELEASES

GETTING IT RIGHT!

'Corridor to Coast – The Galilee Network' (C2C) respectfully submits updated views to the Deputy Premier and the Department of State Development Infrastructure and Planning on the development of a single transport infrastructure corridor from the Galilee Basin to Abbott Point:

C2C members remain concerned and frustrated by the waste in time and resources by many over the past 3 years. The ultimate goal of one multi-user corridor in the best possible alignment will mean even greater losses and disruption for those landholders eventually impacted by the determination of the corridor. Time taken now to establish the best possible outcomes will represent savings in the future.

C2C assumes that Minister Seeney has thoroughly studied the submission prepared for the meeting with the Coordinator General, Mr Keith Davies last year. The group also makes the assumption that the Minister has been informed of the issues raised at the C2C meeting with the Coordinator General and departmental staff on 30 June 2011 in Clermont.

Most important are the serious flooding problems which relate to all proposals that attempt to cross the Belyando/ Suttor River flood plains. These flooding issues were clearly evident to all participating in the visit, and the predictions and concerns of C2C members have proved to be conservative in light of the 2012 rainfall events.

The Minister must also be aware of the presence of and involvement in these meetings of representatives of all proponents at that time. Choosing to ignore the advice of C2C members, proponents have continued to pour their resources into fundamentally flawed projects. C2C has little sympathy for their wasted expenditure, but accept that the previous government in Queensland should not have allowed IFS status to be issued for these projects. (The government also chose to ignore C2C's advice against this.)

It is not only rail corridor proponents who have wasted 'significant resources'. For the past three years the approximately 100 landholders who happen to be on one or more of the proposed corridors have also wasted considerable resources on a project that has nothing to do with their core business and they are equally disappointed in the continuing delays in resolving these disruptive and costly impacts on their families and businesses. Compensation discussions entertained by this government must allow landholders equal rights to fair treatment for lost time and expenses! C2C request and expect to be included in any ongoing discussions.

C2C highlight further developments since June last year:

- **Hydrology** - Hancock/GVK has produced hydrology work that provides little comfort for affected landholders. Much of the work lacks reliable historical floodplain records and is based on limited data from individual streams with little appreciation for the combined effects of flooding across the catchments. There have been serious anomalies in the proponent's understanding of the effect small increases in flood levels will have on the extent of degradation to both pastures and infrastructure for agriculture. Because of the extreme flatness of these flood plains and the slow movement of water, even small water level rises can drastically impact vast areas of pasture lands for longer periods of time.

Without continuous bridging, no amount of pipes through the levee banks required for rail construction will be able to solve this problem.

- **Recent flooding** - In the rainfall events of the **2012 wet season**, some properties along the Waratah proposal recorded flood heights more than **1 metre higher than any previous levels**. This again exposes the recklessness of using short term records for development design.

On 15th and 16th March 2012, C2C hosted a visit from Mr Ted Parish, Rural Advisor for the Premier's Department to again inspect the proposed rail routes and provide an updated, independent assessment for the incoming government. He was able to view some of our areas of concern and has written a comprehensive report of his tour. If this has not already occurred, C2C would request the Minister and departmental officers hold urgent discussions with Mr Parish, to gain further insight into the problems that all proposed corridors will confront.

- **Engineering design** - On inspection of engineering plans for the Hancock proposal, one landholder has found **inaccuracies of about 600 mm (2 feet) over a distance of 1.8 km**. As anyone with a basic understanding of hydrology would be aware, on the expansive flood plains of these river systems, such inaccuracies could prove to be disastrous!! There has also been no recognition of road user concerns over the use of level crossings. Surely our society must recognise the continued rail crossing fatality record and affirm that over-pass or under-pass facilities must become standard practice.
- **New Players** - Since the time of C2C's previous submission, new proponents for both mining and infrastructure corridors have emerged. There is now a high likelihood of a continuous network of mining operations from south of Alpha to north of Carmichael, with both the Vale and Macmines operations likely to progress, all on the western side of the Belyando River.

It is not feasible for all coal to be railed south to Alpha then North to Abbott Point. Recognised as environmental suicide to allow multiple crossings of the Belyando/Suttor river systems, the only logical conclusion is to rail coal North through the Galilee Basin and cross the river systems **ONCE**, where all the waters have come together.

This would indicate that of all proposals at this point in time, only the original northern route from Adani, or the new "Iron Boomerang" proposal (with it's western route most favourable), are capable of satisfying alternate land use or environmental requirements.

- **Visionary Planning** - In the recent State elections, one of the platforms espoused by the LNP to win government was **"to double agricultural production by 2040"** - a noble endeavour that becomes more difficult as more agricultural land is taken for mining. One of the visionary discussions raised previously by C2C was the enormous intensive agricultural potential of the Belyando River floodplains. In a departmental study conducted in the early 1990s, an area of approximately 500,000 hectares was deemed suitable.

Minister Seeney would also be aware that Sunwater is investigating a 1.5m diameter pipeline to take water from the Burdekin Dam and new Connors River Dam to supply the

Galilee coal mines. This is expected to supply 25,000 ML of water per year, with Hancock listed as requiring 20,000 ML and 500 ML for the town of Alpha. This leaves just 4,500 ML to satisfy the rest of this massive mining expansion - all for **an initial cost estimate of \$650M**. C2C continues to urge investigation of constructing a dam in the ranges South from Alpha, for both mining and potential irrigation of the Belyando flood plain. It seems an extremely energy inefficient process to allow this water to flow down to the Burdekin Dam only to then pump the water back to the headwaters to be used.

Federal Opposition's Water & Infrastructure Taskforce have recently been studying the Gulf regions for agricultural **potential**. It would be in the interests of the Queensland economy to also investigate this region's irrigation capacity, with potential for federal support, once a change in government occurs at the national level. This potential would clearly be jeopardised if the present corridors across the flood plains are allowed to proceed, as can clearly be demonstrated from the highly successful irrigation scheme funded and developed by the Hall family at "Willesley" and "Laurel Hills" north of Clermont.

Costly Mistakes - Advice from C2C has consistently been to place any transport corridors outside the Belyando/Suttor flood plains and this has been consistently ignored. Much investigative work remains to be completed, including accurate on-ground engineering work, complete and accurate hydrology studies, compensation discussions for presently unknown impacts on alternate land use and environmental degradation and the continuing expenditure that will be required as new mining operations come on line.

Better governance by the previous administration would have reduced the considerable expenditure by proponents and landholders to date, by directing the resources to a common worthy goal.

The fiasco of the Traveston Dam shows the cost the State may inherit from poor initial planning. Population centres like Emerald, Theodore, Roma, St George, Withcott, as well as rail and road infrastructure in areas like Rolleston and Comet here in Central Queensland, would have benefitted greatly in both minimising ongoing costs and improving reliability if more time had been spent in the initial development phase to **"get it right first time."**

C2C again offers our commitment to Government to assist in achieving this outcome. The precious commodity of our time would be available to host another visit to this region by the Premier, Deputy Premier, Coordinator General or anyone in this government, to engender a better understanding of potential environmental and agricultural infrastructure damage and to facilitate correct decisions for the long term future of this region and the State of Queensland.

We request the opportunity for C2C to remain an integral part of the decision making process.

C2C – The Galilee Network will continue efforts to ensure there is

'ONE CORRIDOR CONSTRUCTED IN THE BEST POSSIBLE PLACE'

CTPI

On behalf of the C2C Steering Committee

DIRECTOR-GENERAL'S BRIEFING NOTE

Policy

Tracking Folder No. TF/12/13211

Document No. DOC/12/106406

To: Director-General
 Date: 5 June 2012
 Subject: Meeting with the GVK on 6 June 2012

Approved / Not Approved / Noted

Addressee

Date

6/6/12

• RECOMMENDATION

- That you note the contents of this briefing note for your meeting with General Manager, External Affairs, GVK on 6 June 2012.

CTPI

• KEY ISSUES

- On 16 September 2011, it was announced that Indian based company GVK Coal Developers (Singapore) Pte Limited was acquiring from Hancock Prospecting Pty Ltd:
 - a shareholding up to 79 per cent in the Alpha and Alpha West Coal Projects, located in the Galilee Basin in Queensland. Hancock retains the remainder of the shareholding
 - a 100 per cent shareholding in the Kevin's Corner Coal Project, located immediately north of the Alpha resource
 - a 100 per cent shareholding in the rail and port project connecting the above coal projects to the port of Abbot Point and Abbot Point T3 expansion project, while retaining some tonnage capacity for the Hancock Group.
- It was reported that GVK paid \$1.3 billion for the Alpha Coal and Kevin's Corner mines and \$900 million to develop the logistics infrastructure.
- On 29 May 2012, the Coordinator-General released the environmental impact statement (EIS) Evaluation Report (the report) for the Alpha Project prepared under section 35 of the *State Development and Public Works Organisation Act 1971* (SDPWO Act) and recommended that the project should proceed subject to conditions and recommendations outlined in the report.
- Consideration of the Alpha Project by the Commonwealth Environment Minister, in accordance with the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), is due by mid-July 2012, unless further information is requested from the proponent.
- On 30 May 2012, Minister Burke made a statement in Federal Parliament that an extended Commonwealth assessment process on the Alpha Coal Project may be required.
- The Honourable Jeff Seeney MP, Deputy Premier, Minister for State Development, Infrastructure and Planning, publicly stated on 1 June 2012 that he considers that the Commonwealth Environment Minister can reach his decision on the project within the usual 30 business day period, as is the usual case under the bilateral agreement. Refer to **Attachment 1**.
- The Kevin's Corner Project is currently being progressed as a significant project under the SDPWO Act. The EIS for the project completed its public display period on 12 December 2011. The full draft of the Supplementary EIS is expected to be provided to the Coordinator-General in mid-June 2012.
- On 20 April 2012, the Deputy Premier wrote to Hancock/GVK, Waratah Coal and the other proponents proposing multiple railway lines from the Galilee Basin to the Port of Abbot Point. The letter sought that Hancock/GVK and Waratah Coal, as the most advanced proponents, have discussions to identify common ground between the respective railway proposals and identify a multi-user corridor from the Galilee Basin to the Port of Abbot Point. Refer to **Attachment 2**. Discussions between the Deputy Premier and Hancock/GVK are ongoing.

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DIRECTOR-GENERAL'S BRIEFING NOTE

Policy

Tracking Folder No. TF/12/13211

Document No. DOC/12/106406

- [CTPI]
- **Attachment 4** provides details on some of the key GVK Management Team, including [CTPI]

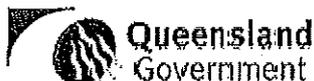
• CONSULTATION

- Department of State Development, Infrastructure and Planning, Office of the Coordinator-General.

Comments

Craig Evans
Deputy Director-General

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22 February 2001 to 12 February 2004

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26 June 1998 to 22 February 2001

Previous

Borbidge Government

20 February 1996 to 26 June 1998

Deputy Premier, Minister for State Development, Infrastructure and Planning

The Honourable Jeff Seeney

Friday, June 01, 2012

Federal Government should stop playing politics on mine approval

The Queensland Government has called on Federal Environment Minister Tony Burke to stop playing politics and adhere to the Commonwealth-State Bilateral Agreement for environmental approvals on the Alpha Coal project in Queensland's Galilee Basin.

The EPBC Act requires the Federal Minister to make a decision within 30 business days of receiving the Queensland Coordinator-General's report which was handed down on Tuesday.

"I believe that the Federal Minister's assessment of the Alpha project could and should be concluded under the bilateral agreement based on the Coordinator-General's report within 30 business days as required by the EPBC Act," Deputy Premier and Minister for State Development, Infrastructure and Planning Jeff Seeney said.

The Queensland Coordinator-General gave conditional approval to the \$6.4 billion Alpha Coal project and imposed 128 conditions on the mine proponents GVK-Hancock Coal.

"The Federal Environment Minister now needs to consider the Queensland Coordinator-General's report and make

a decision based on that document under the terms of the bilateral agreement."

Mr Seeney said Queensland's Coordinator-General had carried out an extensive and exhaustive review of the project's Environment Impact Assessment under the bilateral agreement for environmental approvals.

"Queensland now wants the Federal Government to meet its obligations under that bilateral agreement and the EPBC Act and make a decision within 30 business days," Mr Seeney said.

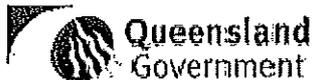
"That is the obligation that now rests upon the Federal Minister."

ENDS

Media Contact: John Wiseman – 0409 791 281

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Deputy Premier, Minister for State Development, Infrastructure and Planning

The Honourable Jeff Seeney

Friday, June 01, 2012

Alpha Coal Project

STATEMENT

"I am advised the Coordinator General is dealing with the matters raised by the Commonwealth and he has committed to work with the proponent and the Commonwealth to address those matters in a way which allows all parties to meet the requirements of the bilateral agreement. This will avoid the need for a separate Commonwealth assessment."

Media Contact: John Wiseman – 0409 791 281



Queensland
Government

Hon Jeffrey Seehey
Deputy Premier

20 April 2012

Our ref: MBN12/65

CTPI

Hancock Prospecting Pty Ltd
PO Locked Bag No 2
WEST PERTH WA 6872

CTPI

GVK Resources

CTPI

Dear CTPI

I write to you about development of the Galilee coal basin and projects being proposed by different mine and infrastructure proponents. In so doing I would firstly like to emphasise the importance of developing the basin as a major centre for coal mining, processing and export. The Government views the Galilee basin as a key economic region critical for the future economic prosperity of the State. In this regard I congratulate you for your efforts to date, which are contributing to the long held vision of the Galilee basin becoming a major new resource region.

The LNP has come into Government with a very clear policy position with respect to the development of railway infrastructure to service the needs of the Galilee coal basin. This policy is simple and is to *"identify the best corridor for the rail line from the Galilee basin to Abbot Point and institute multiple user requirements for all proponents"*.

Inherent in this statement is the proposition that we will facilitate the development of a corridor that to the greatest extent possible minimises real and potential impacts, including land acquisition issues, ongoing farm management, severance, floodplain issues and the environment generally.

The previously uncoordinated approach has led to multiple rail lines being proposed by several proponents. It has been identified by both coal companies and local landholders as a failure of planning and coordination. It must be addressed for the successful development of the Galilee basin coal reserves and minimisation of impacts. Additionally, the Government also wishes to ensure that the broader infrastructure requirements of the region, such as roads, power and water are understood and better coordinated so the best outcomes for the State can be achieved.

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I have now met with a number of proponents including Hancock Coal/GVK, Waratah Coal and QR National. It is clear to me that the projects proposed by Hancock Coal/GVK and Waratah Coal are well advanced ones, potentially capable of servicing the needs of the southern part of the basin. However, the considerable community concern that has been expressed to me regarding the impact of the multiple proposals on local communities and landholders is a significant issue that the Government has a duty to address.

The *State Development and Public Works Organisation Act 1971*, for which I am the responsible Minister, provides the Coordinator-General with a wide range of powers that may be used to support achievement of the Government's policy. As a number of proponents are at various stages of project development and are now seeking Government support with respect to acquisition of land needed for their railway projects, it is important that the Government carefully considers which powers are best used to achieve its preferred outcome of a multi-user corridor.

At this stage the Coordinator-General has given a commitment that he will continue to progress your assessment processes. However, in light of the stated Government policy position, I am seeking a genuine proposal from Hancock Coal/GVK and Waratah Coal which addresses the concerns raised by the community and mining industry and which better achieves the preferred outcomes sought by the Government.

I ask that both Hancock Coal/GVK and Waratah Coal, as the most advanced project proponents in the southern part of the Galilee basin, engage in a serious and genuine dialogue aimed at identifying common ground between the respective proposals and identifying the multi-user corridor from the southern basin area to the Port of Abbot Point. Such a corridor might also be capable of accommodating other infrastructures if appropriate.

In order to provide a meaningful input to Government considerations I am seeking commitment to this request by 4 May 2012, with more detailed proposals to follow soon thereafter and at a date agreed between both parties and the Department.

My Department will be pleased to assist in facilitating this outcome. In the first instance I suggest you contact Mr David Edwards, Director-General, Department of State Development, Infrastructure and Planning on (07) 3227 8451, who will support this process at the highest levels.

Yours sincerely



JERF SEENEY MP
DEPUTY PREMIER

Minister for State Development, Infrastructure and Planning

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Pages 29 through 89 redacted for the following reasons:

Contrary to the Public Interest
Schedule 3(6) Contempt of Parliament

Ashleigh Edwards

From: [CTPI]
Sent: Friday, 8 June 2012 9:02 AM
To: Burdekin@parliament.qld.gov.au; The Premier; Inala@parliament.qld.gov.au; mackay@parliament.qld.gov.au; Mulgrave@parliament.qld.gov.au; Bundamba@parliament.qld.gov.au; South.Brisbane@parliament.qld.gov.au; DeputyPremier@ministerial.qld.gov.au; transport@ministerial.qld.gov.au; Environment@ministerial.qld.gov.au; nrm@ministerial.qld.gov.au; ATSI@ministerial.qld.gov.au; Dalrymple@parliament.qld.gov.au; jmacklin.mp@aph.gov.au; info@dndip.qld.gov.au

To all recipients.

[CTPI]

I would like to know why the Queensland Government is allowing the approvals of multiple rail corridors through our country, of which some of these corridors do pass through a registered rock art site at the base of Mount Roundback (Deeryoungga) within the Abbot Point State Development Area. The need for rail capacity into Abbot Point is needed to service the growing demand but surely the Queensland State Government can see that all you need to service these mines is one line in and one line out. When coming to a decision to grant approvals for these rail lines do the Queensland Government even consider the impacts on Aboriginal Cultural Heritage or are we still stuck in the days of Joh Bjelke-Peterson where we are not given any thought to.

The reason that I am asking this is that for the past four weeks at least, to the best of my knowledge, Hancock Coal Infrastructure Pty Ltd have been carrying out test drilling at a distance of approximately 1km from this registered site, but where they are drilling is still on sacred ground that contains sacred ochres to our peoples. These ochre grounds are known and still used [CTPI]

[CTPI] for the use of collecting ochre. These ochres are sacred to our people as they are the best quality ochres known within approximately 100km in any direction and are used in rock art paintings from the Burdekin River through to the Whitsunday Islands and west to the ranges.

During a previous Cultural Heritage Survey carried out from the 7th to 9th April 2011 of drill and test pit sites along HCIPL's proposed rail corridor I did raise the issues of the rock art site and the ochre ground with HCIPL's [CTPI] and these were recorded by the archaeologist and the main recommendation that I made repeatedly was for HCIPL to realign their corridor to be adjacent to the Queensland Rail main line. This was to ensure that none of our sacred areas were to be disturbed and I was assured by [CTPI] that the alignment would be changed, and that HCIPL would come back to the table with the realignment before any works were to be carried out. This as yet has not happened, but yet HCIPL is now carrying this work where I recommended they don't.

The reason that this is happening is because HCIPL do have a registered CHMP with endorsed parties that was registered before our Native Title applications were registered. The problem here is that under the Queensland ACHA if there is no native title registered or cultural heritage body the notification goes to public notice. This is where the general public can become an Endorsed Aboriginal Party for the area without having to prove their connection to country or even their aboriginality and the onus is not on the company to make sure that they are dealing with the right people.

This is what has happened with HCIPL because on the CHMP there were 15 Nominees representing 15 families and I know this due to being one of the Nominees. There are only 7 families that have proved connection and are on the Native title Claims. This difference is where the ACHA in it's current form fails the real Traditional Owners to be able to protect their Cultural Heritage sites and areas. If the onus was put on the companies to work with Land Councils and fund Connection Reports, the reports can be utilised for the Registration of Native Title Claims where none exist. It would not only benefit the real Traditional Owners but it would also benefit the

companies in the fact that they are dealing with the rightful people for that particular area so that instances like this don't happen.

Under the ACHA Part 4, section 35 (7) If there is no native title party for an area, a person is an Aboriginal Party for the area if-

(a) the person is an Aboriginal person with particular knowledge about traditions, observances, customs or beliefs associated with the area; and

(b) the person-

(i) has responsibility under Aboriginal tradition for some or all of the area, or for significant Aboriginal objects located or originating in the area

(ii) is a member of a family or clan group that is recognised as having responsibility under Aboriginal tradition for some or all of the area, or

for significant Aboriginal objects located or originating in the area.

My question to you is how can a person become an Endorsed as an Aboriginal Party to a CHMP under Part 4, section 35 (7) when the only way to really prove you fit that criteria, is really, by proving your connection within a Native Title connection report where you need to prove all of it. Under the current system persons can claim they fit the criteria but don't need to prove it and the companies don't require you to provide the evidence. This opens the door to persons that are not really the Traditional Owners or don't have connection to the country. These people then can make decisions that ultimately affect the real Traditional Owners Cultural Heritage issues and this is the reason that HCIPL are doing what they are doing. This is where the Queensland Government need to step up to the plate and come more in line with the Federal Government so that we as Aboriginal people can protect our sacred sites from the type of harm that can and does happen.

Now that there is Registered Native Title Claims that do cover all of HCIPL's CHMP area, there is now a third party to the area and for some reason HCIPL are seeming to ignore that we exist.

Under the ACHA the endorsed parties lose their status as an Aboriginal Party if there is a Native Title Party for the area which should trigger a termination of the existing agreement which as yet has not happened.

The only reason that I can see why HCIPL are carrying out these works is due to cultural clearances given under the current CHMP that was most likely given by persons that do not know the importance of the area, and most likely, have not been able to prove their connection to the Native Title Claims that are registered over this area. Therefore those people do not fit the criteria of Part 4, section 35 (7) of the ACHA because if they did they would know the importance of the cultural heritage in the area.

These matters need urgent rectification to make sure that Aboriginal Cultural Heritage is protected properly.

I hope to hear your thoughts on these subjects soon.

Yours Faithfully,

CTPI



Australian Government

Department of Sustainability, Environment, Water, Population and Communities

CTPI

Managing Director – Coal
Hancock Coal Infrastructure Pty Ltd
GPO Box 963
BRISBANE QLD 4001

Date: 8th June 2012
EPBC Ref: 2008/4468
EPBC Contact: Nathan Harris
(02) 6275 9490

Dear CTPI

**Direction to publish Preliminary Documentation –
Abbot Point Coal Terminal 3, Port of Abbot Point, Queensland**

On 20 October 2008, we decided that your proposed coal terminal expansion project at the Port of Abbot Point, Queensland (EPBC 2008/4468), required assessment and approval under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). As you would be aware, the proposed action has been varied a number of times since then and a final, revised set of documentation was submitted to the department on 25 May 2012.

You are now required to publish the information you have provided on the proposed action (as outlined above) **within 20 business days of the date of this decision**. This allows for public consultation on the potential impacts of your project. The information must be available for comment for no less than **20 business days** and during this time any third parties can comment on the proposed action.

Public comments will come directly to you so that you have an opportunity to address any issues raised. You are then required to provide us with:

- a copy of all public comments received (if any);
- a summary of each of the comments (if any) and how you have addressed each of them; and
- a revised version of your documentation with any changes or additions needed to take account of the public comments (if any); or
- if no public comments are received, a written statement to that effect.

Once you have provided us with this information, you will then need to publish the summary of comments and your responses, together with the original documentation including any changes or additions made in response to the public comments (or a notice) **within 10 business days**.

Detailed directions on what information you need to publish and where to publish are attached to this letter.

The assessment process will commence as soon as we receive the public comments and your responses to them. A decision on whether the proposed action can be approved or not would generally be expected within 40 business days of that time, unless further information is required.

Details on the assessment process and the responsibilities of the proponent are set out in the enclosed fact sheet. Further information is available from the department's website at <http://www.environment.gov.au/epbc>.

I have also written to the following parties to advise them of this decision:

State authority

Mr Lindsay Delzoppo
Queensland Department of Environment &
Heritage Protection

If you have any questions about the assessment process or this decision, please contact the EPBC project manager and quote the EPBC reference number shown at the beginning of this letter.

Yours sincerely

Adrienne Lea

Adrienne Lea
Assistant Secretary
Environment Assessment Branch

RTI RELEASE

**Publication of Information for Assessment on Preliminary Documentation
under Section 95A of the
Environment Protection and Biodiversity Conservation Act 1999**

Information to be published:

- (a) Specified information included in the referral to the Minister of the proposal to take the action;
- (b) Specified information relating to the action that was given to the Minister after the referral but before the Minister made the assessment approach decision;
- (c) Specified information relating to the action that was received in response to the Minister's request under subsection (2);
- (d) An invitation for anyone to give the designated proponent, within the period specified in the direction, comments in writing relating to the information or the action.

If the material is more than 200 words, a notice may be published instead.

Where to be published:

- (a) at an appropriate location on the internet;
- (b) in a national or state daily newspaper that circulates in the state or territory in which the action occurs; and
- (c) if practical, in regional newspapers that circulate in any regions of Australia where the action is likely to have a significant impact on a matter protected by a provision of Part 3 of the Act.

The designated proponent must:

- (a) give 2 copies of the material to:
 - (i) at least 1 local authority, or at least 1 local or regional library, for the area where the action is likely to have a significant impact on a matter protected by a provision of Part 3 of the Act;
 - (ii) a state government authority responsible for environmental protection, or a state library, in the state where the action is likely to have a significant impact on a matter protected by a provision of Part 3 of the Act;
 - (iii) the department.
- (b) ask the authority or library to display the material publicly.

The published material or notice must invite public comments and state:

- (a) the provision of the Act that requires the material to be published;
- (b) the identification number for the action, allocated by the Department;
- (c) a descriptive title for the action;
- (d) the location of the action;
- (e) the name of the person intending to take the action;
- (f) each matter protected by a provision of Part 3 of the Act;
- (g) where a copy of the material may be viewed or obtained:
 - (i) In electronic and hard copy form; and
 - (ii) at a reasonable cost or without charge.
- (h) that persons with special needs (ie for whom English is a second language or who has a vision impairment) may contact a designated person for assistance in accessing the material.

The notice must be approved by the Secretary before it is published.



Hancock Coal Infrastructure Pty Ltd Terminal 3 Development at the Port of Abbot Point

About the Project

Hancock Coal Infrastructure Pty Ltd (HCIPL), a wholly owned subsidiary within the GVK Group, has been nominated by North Queensland Bulk Ports (NQBP) as the preferred developer for a parcel of land referred to as "Terminal 3" (previously X110 Terminal and referred to below as "T3 Project").

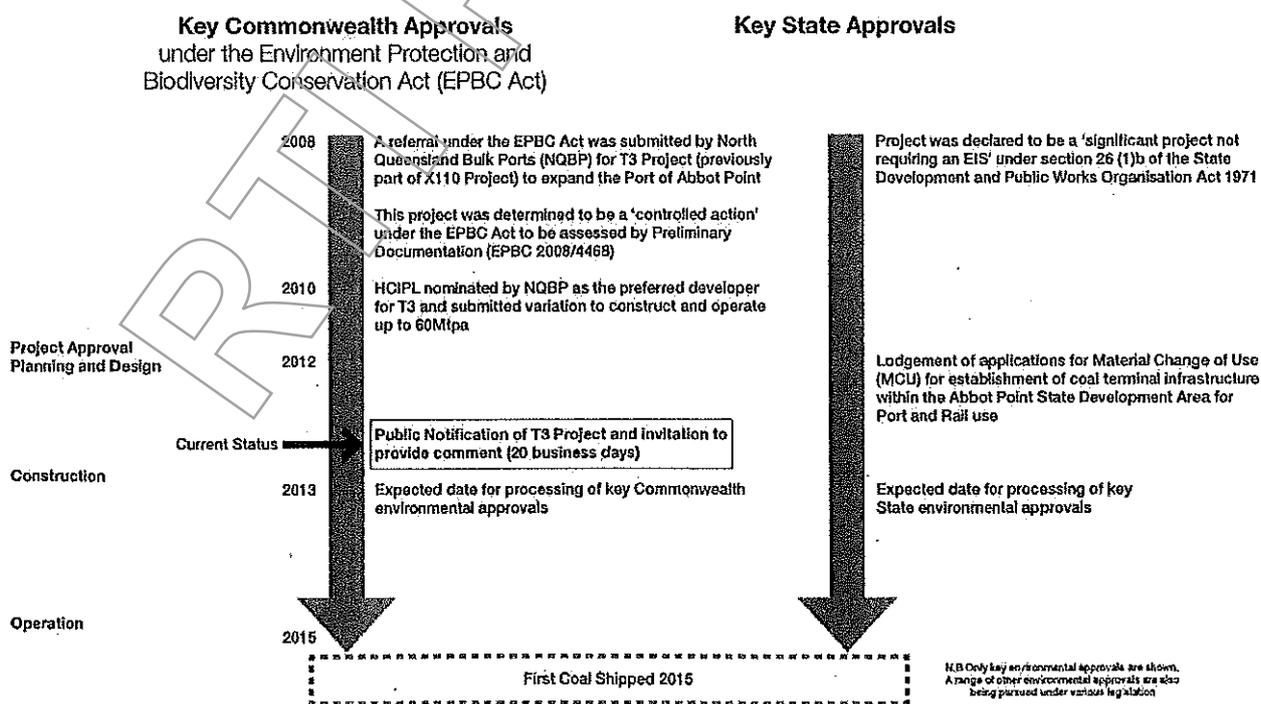
HCIPL proposes to develop the T3 Project to enable the export of up to 60 Mtpa of coal delivered by a standard gauge rail line from new mines in the Galilee Basin. The proposed development includes both onshore (coal stockpile catering for throughput of up to 60Mtpa) and offshore development (jetty and berth facilities) and associated in-loading and out-loading infrastructure. A map showing project infrastructure is provided on page 4. The Port of Abbot Point is HCIPL's preferred port because of its proximity to the Galilee Basin and Asian destinations. T3 is critical to the development of the Alpha Coal, Alpha West and Kevin's Corner Projects which are also being progressed by GVK Hancock through other companies in the GVK Group.

GVK

In October 2011, one of India's leading infrastructure developers, the GVK Group, acquired majority ownership in mine, rail and port developments from Hancock Prospecting Group. GVK Group holds power and infrastructure interests and is committed to expanding its business in Australia. GVK Group's mission statement is:

"GVK will develop a world class integrated coal business through the commitment of our people, collaboration with stakeholders and underpinned by safety, technical and cost leadership."

T3 Project Timing



Environmental Studies

The T3 development is a 'controlled action' under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

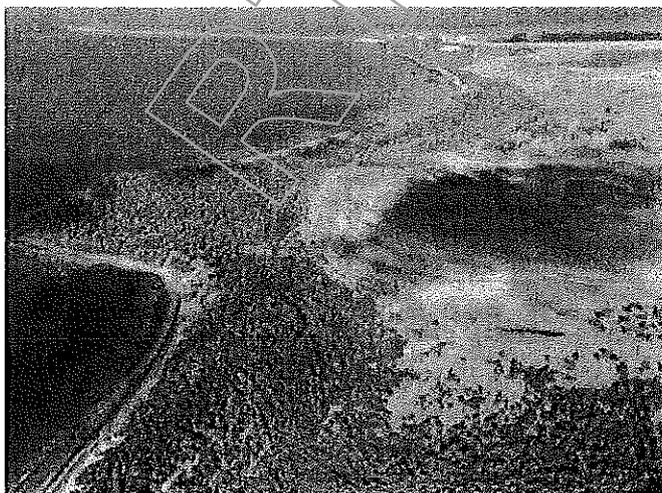
The controlling provisions under the EPBC Act for the T3 Project are:

- World Heritage Properties (sections 12 and 15A)
- National Heritage Places (sections 15B and 15C)
- Listed Threatened Species and Threatened Ecological Communities (sections 18 and 18A)
- Listed Migratory Species (sections 20 and 20A)
- Commonwealth Marine Area (sections 23 and 24A).

The assessment examines a number of potential areas of impact on Matters of National Environmental Significance (MNES) including:

- Increases in light, noise and air pollution on the Great Barrier Reef World Heritage Area which are shown not to have a significant impact on the Reef's world heritage values
- Increases in light, noise and air pollution on marine and terrestrial habitats adjacent to the T3 Project area which provide habitat for a number of threatened and migratory species under the EPBC Act
- Loss of a small area of a threatened ecological community within the project footprint which has been considered as a part of the assessment, and which, when appropriately managed, is shown not to impact the ongoing survival of the ecological community
- The direct loss of a number of marginal habitat areas for listed species which are shown not to significantly impact the survival of these species.

The report also assesses the impacts of increased shipping from the T3 Project and its impact on the Great Barrier Reef. Given the limited number of ship movements associated with the project and the current level of control and management of shipping within the World Heritage Area, this small increase in ship numbers is not expected to result in a significant impact to the World Heritage Area.



Environmental Management

To ensure the T3 Project does not unduly impact the environment, comprehensive environmental management plans have been developed for the construction and operational phases of the project. Habitat offsets are also proposed in relation to the direct loss of a small area of threatened ecological community which is required to be cleared to allow the T3 Project to proceed.

The assessment concludes that, when conducted in accordance with the design and management controls presented in the Preliminary Documentation report, the T3 project will not result in significant impacts to MNES.

Benefits

Development of T3 at the Port of Abbot Point is key to development of the Alpha Coal, Alpha West and the Kevin's Corner Project.

The T3 Project will have significant direct economic benefits to the Whitsunday/Bowen Region. It is expected to generate up to 650 jobs during construction and approximately 100 full-time jobs during operations. This project is a component of the combined GVK Hancock mine, rail and port projects. It is expected that over \$1.5bn in taxes and royalties will be returned to State and Federal governments from these projects each year.

Cumulative Impact Assessment

In addition to the management of project-specific environmental matters documented in the Preliminary Documentation, HCIPL has also committed to the completion of an additional voluntary cumulative impact assessment. An expected outcome of the CIA Project is a proposed port-wide environmental framework that will provide for the management of potential cumulative impacts at the Port of Abbot Point. This project is being undertaken together with other proponents – BHP Billiton and Adani – and the Port Operator, North Queensland Bulk Ports. For further information on the CIA Project visit www.nqbp.com.au

How to Comment

The Preliminary Documentation will be available for public comment for a four-week period from 18 June to 16 July 2012. Interested persons and organisations are invited to comment in writing on the Preliminary Documentation by 16 July 2012.

The Preliminary Documentation can be obtained from the Hancock Coal website at www.hancockcoal.com.au or through calling the dedicated enquiries hotline 1300 279 766.

(Calls to 1300 numbers are charged at the cost of a local call. Calls from mobile phones are charged at a higher rate.)

Hardcopies are also available for viewing at:

Whitsunday Regional Council

67 Herbert Street
Bowen QLD 4805

Department of Sustainability, Environment, Water, Population and Communities

John Gorton Building
King Edward Terrace
Parkes ACT 2600

Department of Environment and Heritage Protection

22-30 Wood Street
Mackay QLD 4740

Comments should be provided in writing to:

Grant Keenan
Community Engagement Manager
Hancock Coal Infrastructure Pty Ltd
GPO Box 963
Brisbane QLD 4001

Or via email at:
mail@hancockcoal.com.au

Project Information

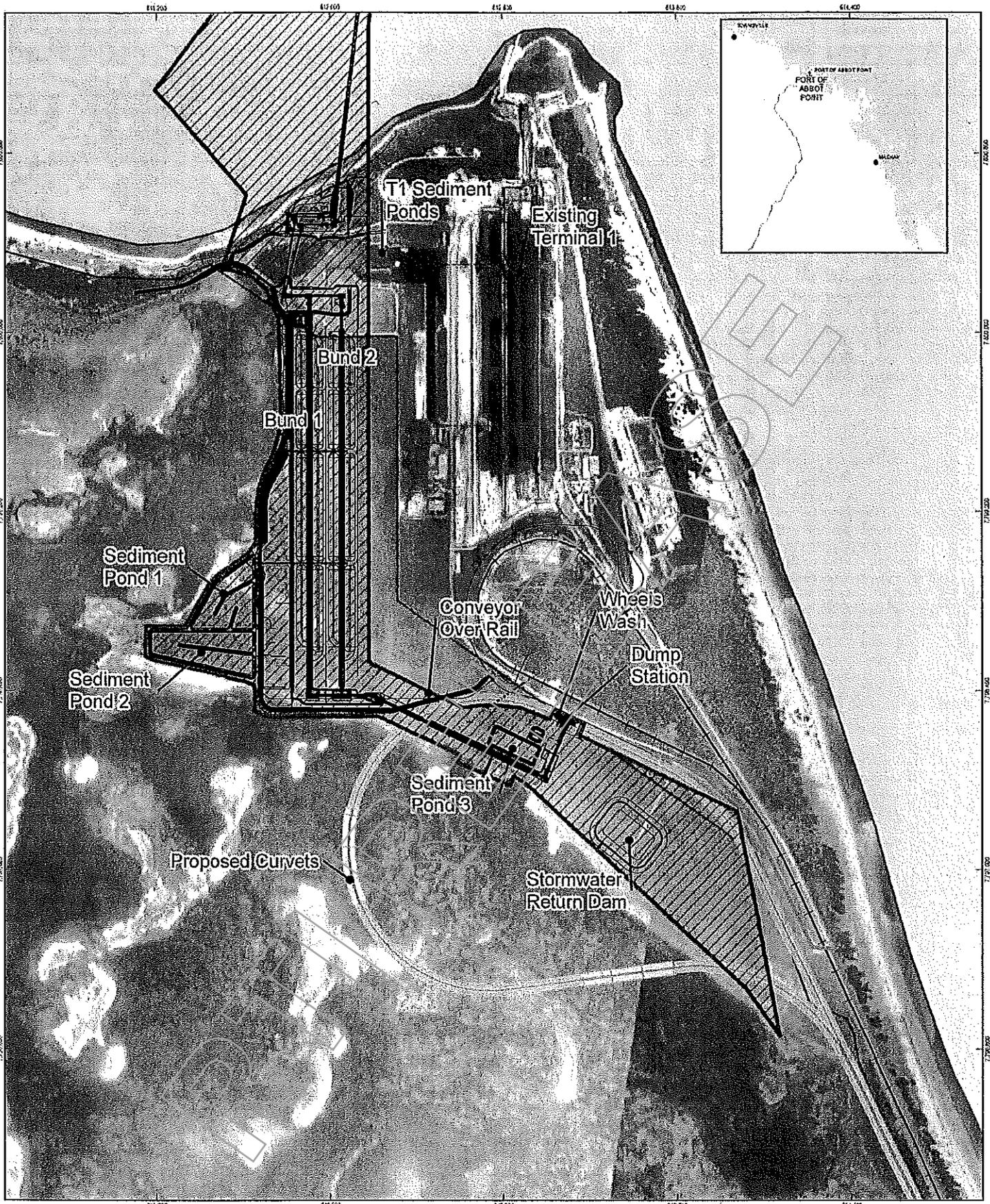
For further information on the T3 Project please contact the project team on:

Phone 1300 279 766
8am – 5pm Monday to Friday

Email: mail@hancockcoal.com.au

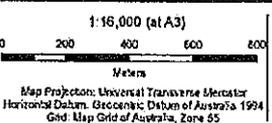
Web: www.hancockcoal.com.au





- LEGEND**
- ⊙ Town
 - Proposed Terminal 3 Infrastructure
 - Proposed Hancock Alpha Rail Alignment
 - State Road
 - Rail Line
 - User Access Routes
 - ▨ Proposed Alignment
 - ▨ Proposed Curvetts
 - ▨ T3 Project Area

While every care is taken to ensure the accuracy of this plan, the Director of Environmental and Resource Management (DERM) is not responsible for any errors or omissions and does not accept any liability for any particular purpose and disclaims all responsibility and all liability (including negligence or otherwise) in any way for any loss or damage, including a loss of or consequential damages, and their which you might incur as a result of the content being inaccurate or incomplete in any way and for any reason. © The State of Queensland (Department of Environment and Resource Management) (DERM) 2009



HANCOCK COAL INFRASTRUCTURE PTY LTD

Abbot Point Coal Terminal 3

ONSHORE PROJECT INFRASTRUCTURE

Job Number 41-23742
 Revision A
 Date 16 May 2012

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Key Questions and Answers

What is the purpose of the Terminal 3 Project (referred to as T3 Project) Preliminary Documentation?

The aim of the T3 Project Preliminary Documentation is to identify potential beneficial and adverse, direct and indirect Impacts on Matters of National Environmental Significance (MNES) under the *Environment Biodiversity and Conservation Act 1999* (EPBC Act) associated with the T3 Project. Where possible, this document also identifies the measures to avoid adverse Impacts on MNES, and management and mitigation strategies to minimise the project's impacts.

Where adverse impacts are unavoidable, they will be addressed under an offsets strategy, so no overall loss of environmental values occurs.

Other key objectives of the Preliminary Documentation are as follows:

- ▶ To provide information on the project proposal and development process to the community and decision makers
- ▶ To identify potential impacts affecting MNES including environmental, social, cultural, transport and land uses, and recommend required design and operational measures to minimise, or compensate for adverse impacts and enhance benefits
- ▶ To provide an opportunity for the community and other relevant stakeholders to participate in the process of identifying, assessing and responding to the impacts on MNES of the proposal
- ▶ To provide an overview of licences, planning and environmental approvals relevant to MNES
- ▶ To provide input into the Commonwealth government decision-making process.

How long will the construction be and when will the Terminal 3 Project be completed?

The construction phase has an estimated duration of up to seven years split into four stages. Based on current plans/knowledge, the operational life of the Port is anticipated to be at least 99 years. For design purposes, 50 years has been used as the design life for major structural components assuming refurbishment at that time.

How have impacts on wetlands, habitat and species from the T3 Project been assessed?

Environmental assessment identified a number of EPBC Act listed species that are either known to occur or have a moderate potential to occur within the T3 Project area. The assessment of potential impacts to these species has been conducted in accordance with Department of Sustainability, Environment, Water, Population and Community (SEWPaC) recognised guidelines. This assessment concluded that no significant or unacceptable impacts would result on individuals or populations of fauna. Further details on this assessment are provided in the Preliminary Documentation that is currently available for public comment.



How are cumulative impacts being addressed at the Port of Abbot Point?

Cumulative impacts are being addressed through a joint voluntary initiative by GVK Hancock, BHP Billiton and Adani with the Port Authority – North Queensland Bulk Ports Corporation. This cumulative impact assessment (CIA) will include a comprehensive set of studies in relation to potential impacts such as shipping, fishing, noise, marine and terrestrial biodiversity and visual amenity. These studies will also be reviewed by independent experts in their individual areas before being consolidated into a final CIA report.

Public consultation on this CIA report is expected to occur in the second half of 2012. For further information on the CIA go to www.ngbp.com.au.

What is the relationship between the CIA Project and other approvals?

The CIA is not an approval process. It is a scientific investigation being undertaken voluntarily that will provide baseline environmental information on cumulative impacts at the Port of Abbot Point. This will be drawn upon by project proponents collectively and individually and utilised in future joint management obligations at the port.

How have environmental studies undertaken as part of the CIA project been considered in the T3 Preliminary Documentation?

A review of CIA environmental baseline studies was undertaken to ensure consistency of the T3 Preliminary Documentation with CIA baseline studies. This review also identified any differences in information informing the T3 Project impact assessment (which was then amended accordingly) and key recommendations of relevance to the T3 Project.

What is the difference between the Alpha Coal Mine and Rail Project and the Terminal 3 Project?

The Alpha Coal Mine and Rail Project EIS addresses impacts associated with the development of a 30Mtpa open cut coal mine (with the closest town being Alpha) and a 495km standard gauge rail to the Port of Abbot Point.

The Terminal 3 Project includes both onshore and offshore port infrastructure required to enable export of up to 60Mtpa of coal at the Port of Abbot Point.

Both of these projects are undergoing separate assessments under the EPBC Act and will address relevant Matters of National Environmental Significance (MNES).

How are the issues raised in relation to the Alpha Coal Mine and Rail Project on the Caley Valley Wetland and Great Barrier Reef being addressed?

The Alpha Coal Mine and Rail Project is the subject of a separate referral under the EPBC Act to that of the T3 Project. Both of these referrals are subject to Commonwealth assessment under the EPBC Act. The Alpha Coal Mine and Rail Project is further advanced in terms of its environmental assessment process. GVK Hancock is currently providing additional information that includes impacts on the Caley Valley Wetlands and the Great Barrier Reef.

Tracey O'Meara

From: Jason.D.Humphreys@tmr.qld.gov.au
Sent: Wednesday, 20 June 2012 3:08 PM
To: McCallum, Bruce
Cc: 'bill.brett@treasury.qld.gov.au'; 'Jason.Wishart@treasury.qld.gov.au'; Tracey O'Meara
Subject: Hancock Coal - T3

FYI

Public comment is invited on the publication of information for assessment on Preliminary Documentation under section 95A (3) of the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) for the proposed T3 Development at Abbot Point Port by Hancock's. Comments close 16 July 2012.

<http://hancockcoal.com.au/go/current-projects/terminal-3-development-at-the-port-of-abbot-point>

Regards

Jason Humphreys
Director
 Rail & Ports Policy & GOC Governance
Rail Ports & Freight | Department of Transport and Main Roads

Floor 8 | Capital Hill | 85 George Street | Brisbane Qld 4000
 GPO Box 1549 | Brisbane Qld 4001
 P: (07) 33067473 | F: (07) 33067414
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Level 8, 307 Queen Street, Brisbane Qld 4000
 GPO Box 963, Brisbane Qld 4001 Australia

t [CTPI] f [CTPI]

www.hancockcoal.com.au

ABN 69 132 394 122

Hon Campbell Newman MP
 Premier
 Queensland Government
 PO Box 15185
 City East Qld 4002

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Friday June 29, 2012

**Invitation for Public Comment
 Preliminary Documentation for Terminal 3 Development at the Port of Abbot Point**

Dear Hon Campbell Newman,

As previously advised Hancock Coal Infrastructure Pty Ltd (HCIPL), a wholly owned subsidiary within the GVK Group, is the preferred developer for the proposed Terminal 3 (T3) development at the Port of Abbot Point.

The Federal Government advised on 8 June 2012 that the preliminary documentation was deemed to be of a quality and standard that met the adequacy test.

To facilitate the submissions process HCIPL will accept submissions up to but no later than 30 July 2012. We have sought to make the process easier by also offering a Reply Paid service (details provided below).

As previously advised the Preliminary Documentation can be obtained from the project website at www.hancockcoal.com.au or by calling the dedicated enquiries hotline 1300 279 766.

Hard copies are also available for viewing at:

- Whitsunday Regional Council Library, 67 Herbert Street Bowen QLD 4805
- Whitsunday Regional Council, Cnr Stanley and Conway Streets, Collinsville QLD 4804
- Whitsunday Regional Council, 83 – 85 Main Street, Proserpine QLD 4800
- Department of Sustainability, Environment, Water, Population and Communities, John Gorton Building King Edward Terrace Parkes ACT 2600
- Department of Environment and Heritage Protection, 22-30 Wood Street Mackay QLD 4740
- State Library of Queensland Cultural Centre, Stanley Place, South Bank QLD 4101

Comments should be provided in writing to:

CTPI

Community Engagement Manager
Hancock Coal Infrastructure Pty Ltd
GPO Box 963
Brisbane 4001

Replied Paid Service
GVK Hancock Coal T3
Reply Paid 85418
Brisbane QLD 4001
Australia

For further information please visit the Project website www.hancockcoal.com.au, phone the Project hotline 1300 279 766 or email mail@hancockcoal.com.au.

Yours sincerely

CTPI

General Executive Manager – External Affairs



Level 8, 307 Queen Street, Brisbane Qld 4000

GPO Box 963, Brisbane Qld 4001, Australia

CTPI

CTPI

www.hancockcoal.com.au

Hon Campbell Newman MP
Premier
Queensland Government
PO Box 15185
City East Qld 4002

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Invitation for Public Comment

Preliminary Documentation for Terminal 3 Development at the Port of Abbot Point

Dear Hon Campbell Newman MP

Hancock Coal Infrastructure Pty Ltd (HCIPL), a wholly owned subsidiary within the GVK Group, is the preferred developer for the proposed Terminal 3 (T3) development (previously the X110 Terminal) at the Port of Abbot Point.

The Federal Government advised on 8 June 2012 letter attached in Annexure A advised that the preliminary documentation was deemed to be of a quality and standard that met the adequacy test. The preliminary documentation for the proposed T3 development will be available for public comment for a four week period from 18 June to 16 July 2012.

Project background and benefits

This project is a component of the GVK Hancock mine, rail and port projects. HCIPL proposes to develop the T3 Project to enable export of up to 60 Mtpa of coal delivered by a standard gauge rail line from new mines in the Galilee Basin. The Port of Abbot Point is HCIPL's preferred port because of its strategic location to the Galilee Basin and Asian export destinations. The proposed development includes both onshore and offshore development including jetty, wharf and coal stockyard facilities and associated in-loading and out-loading infrastructure.

The T3 Project will have significant direct economic benefits to the local Whitsunday/Bowen Region. It is expected to generate up to 650 jobs during construction and approximately 100 full-time jobs during operations. The wider benefits from the combined mine, rail and port projects will include creation of approximately 4,500 jobs through construction, and 1,800 during operations. In addition, it is expected that over \$1.5bn in taxes and royalties will be returned to State and Federal governments from the projects each year.

Environmental assessment

Thorough assessment of potential environmental impacts relevant to Matters of National Environmental Significance (MNES) under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) has been undertaken. This information is provided in the Preliminary Documentation.

The controlling provisions under the EPBC Act for the T3 Project are:

- World Heritage Properties (sections 12 and 15A)
- National Heritage Places (sections 15B and 15C)
- Listed Threatened Species and Threatened Ecological Communities (sections 18 and 18A)
- Listed Migratory Species (sections 20 and 20A)
- Commonwealth Marine Area (sections 23 and 24A).

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19 JUN 2007
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Comprehensive environmental management plans will be developed for both construction and operational phases of the project. In addition to the assessment of project-specific matters documented in the Preliminary Documentation, HCIPL has also committed to the completion of a voluntary cumulative impact assessment. This is being undertaken together with other proponents – BHP Billiton and Adani and the Port Authority, North Queensland Bulk Ports Corporation.

HCIPL is committed to maintaining strict environmental standards for the Port of Abbot Point, while also addressing legislative requirements and the expectations of the community for the management of the Great Barrier Reef.

Project Briefings

The purpose of this letter is to provide you with project information and details on how to submit comment on the T3 Preliminary Documentation. An information sheet including project map is attached for your information.

We would be delighted to provide you the opportunity for a more detailed project briefing and further information on the T3 development at the Port of Abbot Point.

In the meantime the Preliminary Documentation can be obtained from the project website at www.hancockcoal.com.au or by calling the dedicated enquiries hotline 1300 279 766.

Hard copies are also available for viewing at:

- Whitsunday Regional Council Library, 67 Herbert Street Bowen QLD 4805
- Department of Sustainability, Environment, Water, Population and Communities, John Gorton Building King Edward Terrace Parkes ACT 2600
- Department of Environment and Heritage Protection, 22-30 Wood Street Mackay QLD 4740

Comments should be provided in writing to:

CTPI

Community Engagement Manager
Hancock Coal Infrastructure Pty Ltd
GPO Box 963
Brisbane 4001

For further information please visit the Project website www.hancockcoal.com.au, phone the Project hotline 1300 279 766 or email mail@ HancockCoal.com.au

Yours sincerely

CTPI

General Executive Manager – External Affairs

Ashleigh Edwards

From: Premier [premier@ministerial.qld.gov.au]
Sent: Monday, 18 June 2012 8:24 AM
To: The Premier
Subject: FW: Invitation for Public Comment Preliminary Documentation for Terminal 3 Development at the Port of Abbot Point
Attachments: Annexure A Publication of preliminary documentation s95A.pdf; Annexure A.pdf; FINAL_A4 Fact Sheet 150612 Rev2.pdf; Key Questions and Answers 3 insert.pdf; 120615 Offer to provide project briefing stakeholder letter Hon Campbell Newman MP.pdf

Bec McCoan | Administrative Officer
Office of The Hon. Campbell Newman MP | Premier of Queensland
Bec.McCoan@ministerial.qld.gov.au
Phone: 322 44363 | Mobile [CTPI]
Level 15, Executive Building | 100 George Street | Brisbane | QLD 4000

From: [CTPI]
Sent: Friday, 15 June 2012 9:05 PM
To: Premier
Subject: Invitation for Public Comment Preliminary Documentation for Terminal 3 Development at the Port of Abbot Point

Please find both a letter and fact sheet attached advising you on the public notification of the Preliminary Documentation for the Terminal 3 Development at the Port of Abbot Point.

The Preliminary Documentation for the proposed T3 development will be available for public comment for a four week period from 18 June to 16 July 2012.

A hardcopy of the attached letter and factsheet will also be mailed to you.

Kind Regards,

[CTPI]
EGM – External Affairs



GVK Hancock Coal Pty Ltd
Level 8, 307 Queen Street, Brisbane QLD 4000
T: +61 7 3003 5500
F: +61 7 3229 4788
E: [CTPI]

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under Section 95A of the
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- (c) if practical, in regional newspapers that circulate in any regions of Australia where the action is likely to have a significant impact on a matter protected by a provision of Part 3 of the Act.

The designated proponent must:

- (a) give 2 copies of the material to:
 - (i) at least 1 local authority, or at least 1 local or regional library, for the area where the action is likely to have a significant impact on a matter protected by a provision of Part 3 of the Act;
 - (ii) a state government authority responsible for environmental protection, or a state library, in the state where the action is likely to have a significant impact on a matter protected by a provision of Part 3 of the Act;
 - (iii) the department.
- (b) ask the authority or library to display the material publicly.

The published material or notice must invite public comments and state:

- (a) the provision of the Act that requires the material to be published;
- (b) the identification number for the action, allocated by the Department;
- (c) a descriptive title for the action;
- (d) the location of the action;
- (e) the name of the person intending to take the action;
- (f) each matter protected by a provision of Part 3 of the Act;
- (g) where a copy of the material may be viewed or obtained:
 - (i) in electronic and hard copy form; and
 - (ii) at a reasonable cost or without charge.
- (h) that persons with special needs (ie for whom English is a second language or who has a vision impairment) may contact a designated person for assistance in accessing the material.

The notice must be approved by the Secretary before it is published.



Australian Government

Department of Sustainability, Environment, Water, Population and Communities

CTPI

Managing Director – Coal
Hancock Coal Infrastructure Pty Ltd
GPO Box 963
BRISBANE QLD 4001

Date: 8th June 2012
EPBC Ref: 2008/4468
EPBC Contact: Nathan Harris
(02) 6275 9490

Dear CTPI

Direction to publish Preliminary Documentation – Abbot Point Coal Terminal 3, Port of Abbot Point, Queensland

On 20 October 2008, we decided that your proposed coal terminal expansion project at the Port of Abbot Point, Queensland (EPBC 2008/4468), required assessment and approval under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). As you would be aware, the proposed action has been varied a number of times since then and a final, revised set of documentation was submitted to the department on 25 May 2012.

You are now required to publish the information you have provided on the proposed action (as outlined above) **within 20 business days of the date of this decision**. This allows for public consultation on the potential impacts of your project. The information must be available for comment for no less than **20 business days** and during this time any third parties can comment on the proposed action.

Public comments will come directly to you so that you have an opportunity to address any issues raised. You are then required to provide us with:

- a copy of all public comments received (if any);
- a summary of each of the comments (if any) and how you have addressed each of them; and
- a revised version of your documentation with any changes or additions needed to take account of the public comments (if any); or
- if no public comments are received, a written statement to that effect.

Once you have provided us with this information, you will then need to publish the summary of comments and your responses, together with the original documentation including any changes or additions made in response to the public comments (or a notice) **within 10 business days**.

Detailed directions on what information you need to publish and where to publish are attached to this letter.

The assessment process will commence as soon as we receive the public comments and your responses to them. A decision on whether the proposed action can be approved or not would generally be expected within 40 business days of that time, unless further information is required.

Details on the assessment process and the responsibilities of the proponent are set out in the enclosed fact sheet. Further information is available from the department's website at <http://www.environment.gov.au/epbc>.

I have also written to the following parties to advise them of this decision:

State authority

Mr Lindsay Delzoppo
Queensland Department of Environment &
Heritage Protection

If you have any questions about the assessment process or this decision, please contact the EPBC project manager and quote the EPBC reference number shown at the beginning of this letter.

Yours sincerely

Adrienne Lea

Adrienne Lea
Assistant Secretary
Environment Assessment Branch

RTI RELEASE



Hancock Coal Infrastructure Pty Ltd Terminal 3 Development at the Port of Abbot Point

About the Project

Hancock Coal Infrastructure Pty Ltd (HCIPL), a wholly owned subsidiary within the GVK Group, has been nominated by North Queensland Bulk Ports (NQBP) as the preferred developer for a parcel of land referred to as "Terminal 3" (previously X110 Terminal and referred to below as "T3 Project").

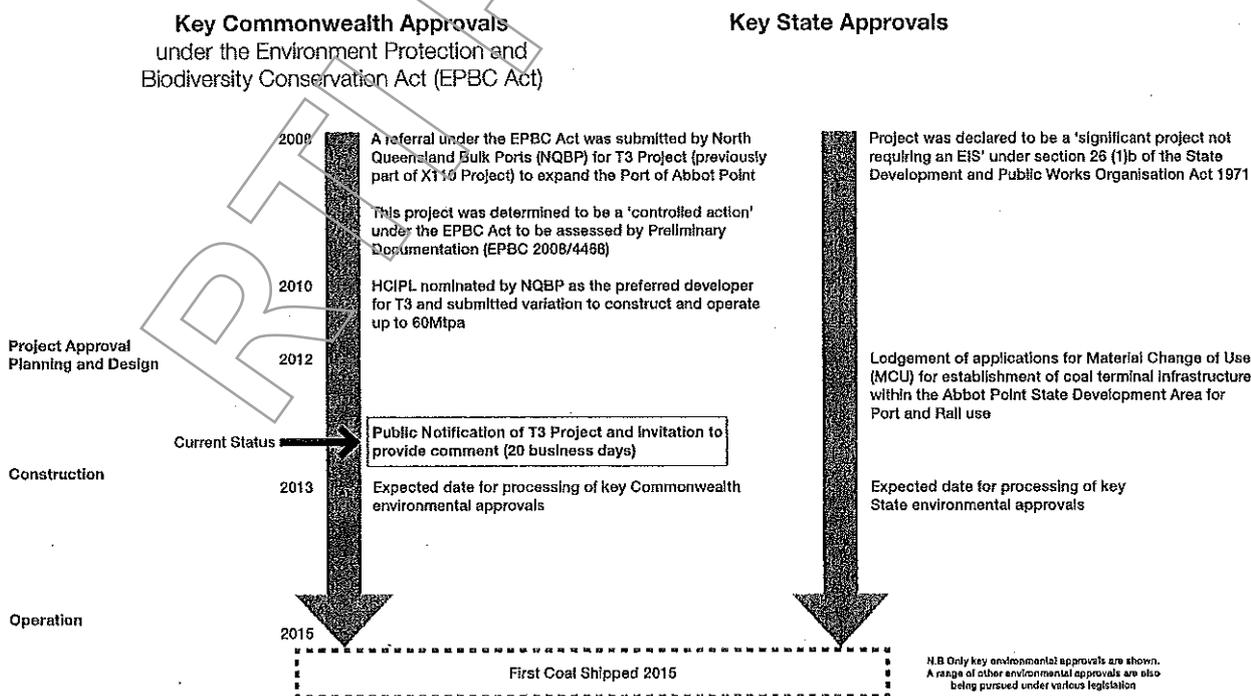
HCIPL proposes to develop the T3 Project to enable the export of up to 60 Mtpa of coal delivered by a standard gauge rail line from new mines in the Galilee Basin. The proposed development includes both onshore (coal stockpile catering for throughput of up to 60Mtpa) and offshore development (jetty and berth facilities) and associated in-loading and out-loading infrastructure. A map showing project infrastructure is provided on page 4. The Port of Abbot Point is HCIPL's preferred port because of its proximity to the Galilee Basin and Asian destinations. T3 is critical to the development of the Alpha Coal, Alpha West and Kevin's Corner Projects which are also being progressed by GVK Hancock through other companies in the GVK Group.

GVK

In October 2011, one of India's leading infrastructure developers, the GVK Group, acquired majority ownership in mine, rail and port developments from Hancock Prospecting Group. GVK Group holds power and infrastructure interests and is committed to expanding its business in Australia. GVK's mission statement is:

"GVK will develop a world class integrated coal business through the commitment of our people, collaboration with stakeholders and underpinned by safety, technical and cost leadership."

T3 Project Timing



Environmental Studies

The T3 development is a 'controlled action' under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

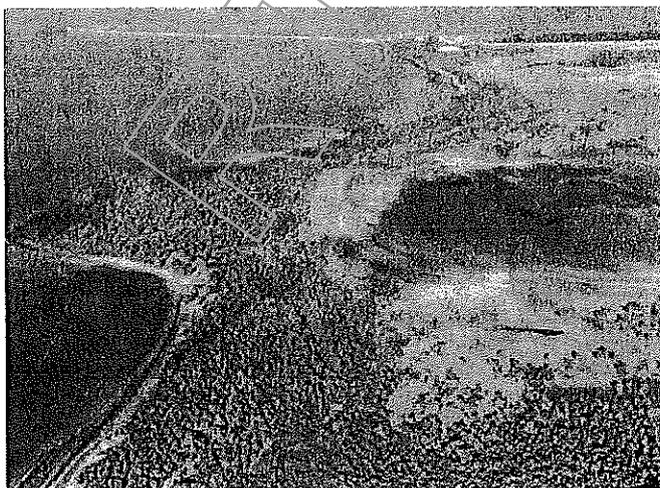
The controlling provisions under the EPBC Act for the T3 Project are:

- World Heritage Properties (sections 12 and 15A)
- National Heritage Places (sections 15B and 15C)
- Listed Threatened Species and Threatened Ecological Communities (sections 18 and 18A)
- Listed Migratory Species (sections 20 and 20A)
- Commonwealth Marine Area (sections 23 and 24A).

The assessment examines a number of potential areas of impact on Matters of National Environmental Significance (MNES) including:

- Increases in light, noise and air pollution on the Great Barrier Reef World Heritage Area which are shown not to have a significant impact on the Reef's world heritage values
- Increases in light, noise and air pollution on marine and terrestrial habitats adjacent to the T3 Project area which provide habitat for a number of threatened and migratory species under the EPBC Act
- Loss of a small area of a threatened ecological community within the project footprint which has been considered as a part of the assessment, and which, when appropriately managed, is shown not to impact the ongoing survival of the ecological community
- The direct loss of a number of marginal habitat areas for listed species which are shown not to significantly impact the survival of these species.

The report also assesses the impacts of increased shipping from the T3 Project and its impact on the Great Barrier Reef. Given the limited number of ship movements associated with the project and the current level of control and management of shipping within the World Heritage Area, this small increase in ship numbers is not expected to result in a significant impact to the World Heritage Area.



Environmental Management

To ensure the T3 Project does not unduly impact the environment, comprehensive environmental management plans have been developed for the construction and operational phases of the project. Habitat offsets are also proposed in relation to the direct loss of a small area of threatened ecological community which is required to be cleared to allow the T3 Project to proceed.

The assessment concludes that, when conducted in accordance with the design and management controls presented in the Preliminary Documentation report, the T3 project will not result in significant impacts to MNES.

Benefits

Development of T3 at the Port of Abbot Point is key to development of the Alpha Coal, Alpha West and the Kevin's Corner Project.

The T3 Project will have significant direct economic benefits to the Whitsunday/Bowen Region. It is expected to generate up to 650 jobs during construction and approximately 100 full-time jobs during operations. This project is a component of the combined GVK Hancock mine, rail and port projects. It is expected that over \$1.5bn in taxes and royalties will be returned to State and Federal governments from these projects each year.

Cumulative Impact Assessment

In addition to the management of project-specific environmental matters documented in the Preliminary Documentation, HCIPL has also committed to the completion of an additional voluntary cumulative impact assessment. An expected outcome of the CIA Project is a proposed port-wide environmental framework that will provide for the management of potential cumulative impacts at the Port of Abbot Point. This project is being undertaken together with other proponents – BHP Billiton and Adani – and the Port Operator, North Queensland Bulk Ports. For further information on the CIA Project visit www.nqbp.com.au



Key Questions and Answers

What is the purpose of the Terminal 3 Project (referred to as T3 Project) Preliminary Documentation?

The aim of the T3 Project Preliminary Documentation is to identify potential beneficial and adverse, direct and indirect impacts on Matters of National Environmental Significance (MNES) under the *Environment Biodiversity and Conservation Act 1999* (EPBC Act) associated with the T3 Project. Where possible, this document also identifies the measures to avoid adverse impacts on MNES, and management and mitigation strategies to minimise the project's impacts.

Where adverse impacts are unavoidable, they will be addressed under an offsets strategy, so no overall loss of environmental values occurs.

Other key objectives of the Preliminary Documentation are as follows:

- ▶ To provide information on the project proposal and development process to the community and decision makers
- ▶ To identify potential impacts affecting MNES including environmental, social, cultural, transport and land uses, and recommend required design and operational measures to minimise, or compensate for adverse impacts and enhance benefits
- ▶ To provide an opportunity for the community and other relevant stakeholders to participate in the process of identifying, assessing and responding to the impacts on MNES of the proposal
- ▶ To provide an overview of licences, planning and environmental approvals relevant to MNES
- ▶ To provide input into the Commonwealth government decision-making process.

How long will the construction be and when will the Terminal 3 Project be completed?

The construction phase has an estimated duration of up to seven years split into four stages. Based on current plans/knowledge, the operational life of the Port is anticipated to be at least 99 years. For design purposes, 50 years has been used as the design life for major structural components assuming refurbishment at that time.

How have impacts on wetlands, habitat and species from the T3 Project been assessed?

Environmental assessment identified a number of EPBC Act listed species that are either known to occur or have a moderate potential to occur within the T3 Project area. The assessment of potential impacts to these species has been conducted in accordance with Department of Sustainability, Environment, Water, Population and Community (SEWPaC) recognised guidelines. This assessment concluded that no significant or unacceptable impacts would result on individuals or populations of fauna. Further details on this assessment are provided in the Preliminary Documentation that is currently available for public comment.



How are cumulative impacts being addressed at the Port of Abbot Point?

Cumulative impacts are being addressed through a joint voluntary initiative by GVK Hancock, BHP Billiton and Adani with the Port Authority – North Queensland Bulk Ports Corporation. This cumulative impact assessment (CIA) will include a comprehensive set of studies in relation to potential impacts such as shipping, fishing, noise, marine and terrestrial biodiversity and visual amenity. These studies will also be reviewed by independent experts in their individual areas before being consolidated into a final CIA report.

Public consultation on this CIA report is expected to occur in the second half of 2012. For further information on the CIA go to www.nqbp.com.au.

What is the relationship between the CIA Project and other approvals?

The CIA is not an approval process. It is a scientific investigation being undertaken voluntarily that will provide baseline environmental information on cumulative impacts at the Port of Abbot Point. This will be drawn upon by project proponents collectively and individually and utilised in future joint management obligations at the port.

How have environmental studies undertaken as part of the CIA project been considered in the T3 Preliminary Documentation?

A review of CIA environmental baseline studies was undertaken to ensure consistency of the T3 Preliminary Documentation with CIA baseline studies. This review also identified any differences in information informing the T3 Project impact assessment (which was then amended accordingly) and key recommendations of relevance to the T3 Project.

What is the difference between the Alpha Coal Mine and Rail Project and the Terminal 3 Project?

The Alpha Coal Mine and Rail Project EIS addresses impacts associated with the development of a 30Mtpa open cut coal mine (with the closest town being Alpha) and a 495km standard gauge rail to the Port of Abbot Point.

The Terminal 3 Project includes both onshore and offshore port infrastructure required to enable export of up to 60Mtpa of coal at the Port of Abbot Point.

Both of these projects are undergoing separate assessments under the EPBC Act and will address relevant Matters of National Environmental Significance (MNES).

How are the issues raised in relation to the Alpha Coal Mine and Rail Project on the Caley Valley Wetland and Great Barrier Reef being addressed?

The Alpha Coal Mine and Rail Project is the subject of a separate referral under the EPBC Act to that of the T3 Project. Both of these referrals are subject to Commonwealth assessment under the EPBC Act. The Alpha Coal Mine and Rail Project is further advanced in terms of its environmental assessment process. GVK Hancock is currently providing additional information that includes impacts on the Caley Valley Wetlands and the Great Barrier Reef.



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ABN 36 130 249 973

Hon Campbell Newman MP
Premier
Queensland Government
PO Box 15185
City East Qld 4002

**Invitation for Public Comment
Preliminary Documentation for Terminal 3 Development at the Port of Abbot Point**

Dear Hon Campbell Newman MP

Hancock Coal Infrastructure Pty Ltd (HCIPL), a wholly owned subsidiary within the GVK Group, is the preferred developer for the proposed Terminal 3 (T3) development (previously the X110 Terminal) at the Port of Abbot Point.

The Federal Government advised on 8 June 2012 letter attached in Annexure A advised that the preliminary documentation was deemed to be of a quality and standard that met the adequacy test. The preliminary documentation for the proposed T3 development will be available for public comment for a four week period from 18 June to 16 July 2012.

Project background and benefits

This project is a component of the GVK Hancock mine, rail and port projects. HCIPL proposes to develop the T3 Project to enable export of up to 60 Mtpa of coal delivered by a standard gauge rail line from new mines in the Galilee Basin. The Port of Abbot Point is HCIPL's preferred port because of its strategic location to the Galilee Basin and Asian export destinations. The proposed development includes both onshore and offshore development including jetty, wharf and coal stockyard facilities and associated in-loading and out-loading infrastructure.

The T3 Project will have significant direct economic benefits to the local Whitsunday/Bowen Region. It is expected to generate up to 650 jobs during construction and approximately 100 full-time jobs during operations. The wider benefits from the combined mine, rail and port projects will include creation of approximately 4,500 jobs through construction, and 1,800 during operations. In addition, it is expected that over \$1.5bn in taxes and royalties will be returned to State and Federal governments from the projects each year.

Environmental assessment

Thorough assessment of potential environmental impacts relevant to Matters of National Environmental Significance (MNES) under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) has been undertaken. This information is provided in the Preliminary Documentation.

The controlling provisions under the EPBC Act for the T3 Project are:

- World Heritage Properties (sections 12 and 15A)
- National Heritage Places (sections 15B and 15C)
- Listed Threatened Species and Threatened Ecological Communities (sections 18 and 18A)
- Listed Migratory Species (sections 20 and 20A)
- Commonwealth Marine Area (sections 23 and 24A).

Comprehensive environmental management plans will be developed for both construction and operational phases of the project. In addition to the assessment of project-specific matters documented in the Preliminary Documentation, HCIPL has also committed to the completion of a voluntary cumulative impact assessment. This is being undertaken together with other proponents – BHP Billiton and Adani and the Port Authority, North Queensland Bulk Ports Corporation.

HCIPL is committed to maintaining strict environmental standards for the Port of Abbot Point, while also addressing legislative requirements and the expectations of the community for the management of the Great Barrier Reef.

Project Briefings

The purpose of this letter is to provide you with project information and details on how to submit comment on the T3 Preliminary Documentation. An information sheet including project map is attached for your information.

We would be delighted to provide you the opportunity for a more detailed project briefing and further information on the T3 development at the Port of Abbot Point.

In the meantime the Preliminary Documentation can be obtained from the project website at www.hancockcoal.com.au or by calling the dedicated enquiries hotline 1300 279 766.

Hard copies are also available for viewing at:

- Whitsunday Regional Council Library, 67 Herbert Street Bowen QLD 4805
- Department of Sustainability, Environment, Water, Population and Communities, John Gorton Building King Edward Terrace Parkes ACT 2600
- Department of Environment and Heritage Protection, 22-30 Wood Street Mackay QLD 4740

Comments should be provided in writing to:

CTPI

Community Engagement Manager
Hancock Coal Infrastructure Pty Ltd
GPO Box 963
Brisbane 4001

For further information please visit the Project website www.hancockcoal.com.au, phone the Project hotline 1300 279 766 or email mail@hancockcoal.com.au

Yours sincerely

CTPI

General Executive Manager – External Affairs

Ashleigh Edwards

From: Premier [premier@ministerial.qld.gov.au]
Sent: Monday, 2 July 2012 7:59 AM
To: The Premier
Subject: FW: T3 Public Notification
Attachments: 120629 New stakeholder letter Hon Campbell Newman MP.pdf

Bec McCoan | Administrative Officer
Office of The Hon. Campbell Newman MP | Premier of Queensland
Bec.McCoan@ministerial.qld.gov.au
Phone: 322 44363 | Mobile: [CTPI]
Level 15, Executive Building | 100 George Street | Brisbane | QLD 4000

From: [CTPI]
Sent: Friday, 29 June 2012 7:15 PM
To: Premier
Subject: T3 Public Notification

Please see attached update letter on T3 Public Notification.

Kind regards

[CTPI]

Executive General Manager External Affairs & Strategy



Level 8, 307 Queen Street, Brisbane Qld 4000
(GPO Box 963, Brisbane Qld 4001)
Phone: (+61) 7 3003 5607 / 0418 873 570
Fax: (+61) 7 3229 4788
Email: [CTPI]
Website: www.hancockcoal.com.au

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Hon Campbell Newman MP
Premier
Queensland Government
PO Box 15185 City East Qld 4002

**Invitation for Public Comment
Preliminary Documentation for Terminal 3 Development at the Port of Abbot Point**

Dear Hon Campbell Newman MP

As previously advised Hancock Coal Infrastructure Pty Ltd (HC IPL), a wholly owned subsidiary within the GVK Group, is the preferred developer for the proposed Terminal 3 (T3) development at the Port of Abbot Point.

The Federal Government advised on 8 June 2012 that the preliminary documentation was deemed to be of a quality and standard that met the adequacy test.

To facilitate the submissions process HC IPL will accept submissions up to but no later than 30 July 2012. We have sought to make the process easier by also offering a Reply Paid service (details provided below).

As previously advised the Preliminary Documentation can be obtained from the project website at www.hancockcoal.com.au or by calling the dedicated enquiries hotline 1300 279 766.

Hard copies are also available for viewing at:

- Whitsunday Regional Council Library, 67 Herbert Street Bowen QLD 4805
- Whitsunday Regional Council, Cnr Stanley and Conway Streets, Collinsville QLD 4804
- Whitsunday Regional Council, 83 – 85 Main Street, Proserpine QLD 4800
- Department of Sustainability, Environment, Water, Population and Communities, John Gorton Building King Edward Terrace Parkes ACT 2600
- Department of Environment and Heritage Protection, 22-30 Wood Street Mackay QLD 4740
- State Library of Queensland Cultural Centre, Stanley Place, South Bank QLD 4101

Comments should be provided in writing to:

CTPI

Community Engagement Manager
Hancock Coal Infrastructure Pty Ltd
GPO Box 963
Brisbane 4001

Replied Paid Service
GVK Hancock Coal T3
Reply Paid 85418
Brisbane QLD 4001
Australia

For further information please visit the Project website www.hancockcoal.com.au, phone the Project hotline 1300 279 766 or email mail@hancockcoal.com.au.

Yours sincerely

CTPI

General Executive Manager – External Affairs

RTI RELEASE



Premier of Queensland

For reply please quote: *EP/GM02 – TF/12/12698 – DOC/12/131320*

20 JUL 2012

CTPI

Dear

CTPI

Executive Building
100 George Street Brisbane
PO Box 15185 City East
Queensland 4002 Australia
Telephone +61 7 3224 4500
Facsimile +61 7 3221 3631
Email ThePremier@premiers.qld.gov.au
Website www.thepremier.qld.gov.au

Thank you for your email of 25 May 2012 about the alignment of the Galilee Basin rail corridor and attaching a copy of the Corridor to Coast — The Galilee Network (C2C) report on a single transport corridor from the Galilee Basin to Abbot Point. I apologise for the delay in responding.

CTPI

You will be aware of my Government's decision of two common rail corridors to service new and existing coal mines in both the Galilee and Bowen Basins. One corridor will be defined along the proposed Hancock GVK alignment.

My Cabinet colleague, the Honourable Jeff Seeney MP, Deputy Premier, Minister for State Development, Infrastructure and Planning, met with members of C2C on 16 June 2012 to listen to members' concerns about rail infrastructure development to service the Galilee Basin.

My Government understands the apprehension that you, C2C and landowners have about multiple rail crossings servicing the Galilee Basin. Had my Government not decided to consolidate the number of common rail corridors, decisions made by the former government would have had even greater negative impacts on landholders.

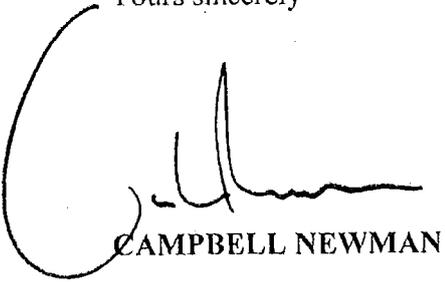
I see you have also sent a copy of your email to the Deputy Premier and the Honourable Tim Nicholls MP, Treasurer and Minister for Trade. I have been advised that the Deputy Premier and Treasurer will also be responding to your email. You may also wish to contact Mr Matt Adams, Senior Policy Advisor, Office of the Deputy Premier, on telephone (07) 3224 4600, who will be pleased to assist.



Queensland
Government

Thank you for bringing your concerns to my attention.

Yours sincerely



CAMPBELL NEWMAN

RTI RELEASE

Ashleigh Edwards

From: [redacted] CTPI [redacted]
Sent: Saturday, 11 August 2012 7:50 AM
To: The Premier
Cc: [redacted] CTPI
Subject: Queensland Coal Investments (QCI)
Attachments: Letter to Premier Campbell Newman.pdf; Let's Get Back to Our Roots.pdf; Australian Resources and Investment July 12.pdf

Please see attached letter from Mrs Rinehart.

Please also note that the article attached "Let's Get Back to Our Roots" is not for publication or distribution until the end of August.

Kind regards

[redacted] CTPI

Executive Assistant to Chairman
Hancock Prospecting Pty Ltd
28-42 Ventnor Avenue | PO Locked Bag No. 2 | West Perth WA 6872
Ph: (61 8) 9429 8248 | Fax: (61 8) 94298268 | E [redacted] CTPI

RTI RELEASED

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Friday, 10 August 2012

By Email: thepremier@premiers.qld.gov.au

The Hon. Campbell Newman
Premier of Queensland
Level 15, Executive Building
PO Box 15185
City East QLD 4002

Dear Premier,

There has been much talk recently about the uncertainty of commitments to the publicised investment pipeline, critical for projects in Australia.

Without duplicating in this letter, my recent articles are attached, and briefly I believe Australia needs to do more to welcome such investment, to help us get out of debt and to enable opportunities, revenue and jobs in future.

CTPI

I believe the world needs energy, and that the developing world will need increasingly more energy, with preferably much opportunity for Australia and Queensland especially, provided we can keep our costs internationally competitive and supply reliable. I also believe that currently wind and power derived energy are both too expensive and unreliable, and not all can enjoy hydro-electricity or nuclear or geothermal/wave/tidal alternatives, and to use oil is a waste of that precious resource.

I am presently in Alaska, which also relies on its resources industries, and due to the revenue from the oil and mining industries, Alaskan's are able to enjoy no State taxes, no property taxes and no sales (a little similar to our GST) taxes.

I would very much like the opportunity for you and I to finally meet and to discuss how to further build the dialogue and relationship between your "Can Do" Government and those wanting to commit to Queensland for the long term.

The Hon. Campbell Newman
Friday, 10th August 2012

2

Once again, thank you for seeing my fellow director [CTPI] and for the growing relationship with our excellent partners who are wanting to strive with us to open the Galilee Basin, despite the increasingly difficult investment climate. My team and I hope, in addition to that important project, to be able to contribute positively to Queensland.

I look forward to meeting with you and in the interim my very best wishes for your endeavours to make Queensland an even better state.

Yours sincerely,

[CTPI]

Chairman, Hancock Group of Companies
AUS

Copy to:

[CTPI]
Executive Director

RTI RELEASE

Let's get back to our roots

There was a time – only a few months ago – when we miners were still going to dig the rest of the country out of a hole.

We miners were going to manage the first boom in history that would last forever, and were going to pour billions and billions each year into Canberra's coffers. The reality of Australia's rising costs, and the idea that vast resources from lower-cost countries would enter our markets in competition with our own – it was as if this didn't matter.

And because this boom would not end it did not seem to matter how many more taxes were imposed on mining investors. The miners would pay anyway.

I write this just after two news items have crossed my desk that should shock us out of our dreams of complacency.

The first item is the Deloitte Access Economics report, which warns: 'The strong bit of Australia's two-speed economy won't stay strong for more than another two years or so.'

The 'strong bit' is the mining boom. I hope I can now repeat, without sounding like I'm pleading from self-interest, that the mining pipeline has indeed been squeezed too hard. Australia has become too expensive, taxes are too high and regulations and approval processes are too costly and uncertain.

The second news item is one that very few Australians would have noticed. Let me quote it:

'CommSec analysts say Tasmania should get more "mining boom" money from the Commonwealth, since it is the worst-performing state.

'The latest CommSec State of the State report puts Tasmania at the bottom of the pile when it comes to retail spending, unemployment, construction work, population growth and housing finance.

'"Tasmania is under-performing other state and territory economies and arguably is the number one candidate of any regional income redistribution as the federal government seeks to share the benefits of the mining boom across the broader Australian economy," the CommSec March quarter report concludes.'

This alone tells us how dependent some states have become on mining in other states, especially ones with fewer green bans. What happens to them when the mining income doesn't flow as freely as once dreamt?

But notice also the sense of entitlement: Tasmania is doing badly, so other states must provide.

We have lost our roots: our pride in building and providing for ourselves.

Tasmania now has the highest unemployment rate of any state, which is more than twice that of West Australia. But its problem isn't that it gets less mining money from other states than it now wants.

Consider, for instance, the price of its labor. In the United States, there are many people willing to work for US\$9 per hour, and this low-cost production is threatening Tasmania's famous apple industry because Australia is importing more and more of its fruit and other produce from lower-cost countries.

In fact, all over Australia there are warning signs that we are killing or restricting our own industries.

Take our fishing industry, for example: it produces not only barramundi, salmon, crayfish and prawns, but also jobs – income.

Yet even though we are surrounded by the ocean, we import nearly 80 per cent of our fish. This should worry a conservationist as much as a professional fisherman, since we import from over-fished countries like China and Vietnam, which extract 5000 kilograms of fish per square kilometre, compared to just 37.1 kilograms here.

We have hurt an industry without gaining a better environmental result. And our government is now looking at restricting the industry even further by creating massive new marine parks: throwing more fishing boats and fisherman out of work.

This is just one example, but hundreds of similar ones add up to a very big problem.

As I travel our wonderful country, I talk to more and more people who are worried that outside industries and investments in West Australia and Queensland, things are looking increasingly grim.

The thing about socialist-style policies – and which the media tends to overlook – is that policies that discourage investment and business don't much hurt the very rich, but they do hurt the poor and the young.

The terrible millionaires and billionaires can often invest in other countries. And if they do suffer, what does that really mean? Maybe that their teenagers don't get the cars they wanted, or a better beach house, or maybe the holiday to Europe is cut short; but otherwise, life goes on for those millionaires and billionaires. The bills still get paid and the fridge is still full.

No, those who hurt the most when investments are killed off by taxes, green tape and socialist policies that are not friendly to business or conducive to investment are those who usually vote for the anti-business socialist parties. And for them, the price is very high. It's a job lost, when they have few savings, a mortgage to

meet and children to clothe and feed.

If you want to help the poor and our next generation, make investment, reinvestment and businesses welcome. For proof, look at the alternative: it's called Greece. The millionaires and billionaires who choose to invest in Australia are actually those who most help the poor and our young. This secret needs to be spread widely.

So let's drop the class warfare and recognise that high-tax socialist policies don't create jobs – business and investment do, and we need a lot more businesses, investment and reinvestment to continue to do that creating.

There are, of course, things the government can do to make this easier. Why not ask small and medium businesses what it would take to get them to invest more, train and hire more – and this time really listen? They've already told the government this year that cutting red tape – and green – is critical. Action, please!

Furthermore, why not ask whether lowering the minimum wages and lowering taxes would make employers hire more people?

To many of *Australian Resources and Investment's* readers, this would just be 'common sense 101' – even if it's less common than it should be – but unless we keep spreading common sense 101 to more people, we will continue to see Australia replicate the problems facing Greece, Spain and other European countries that followed the socialist path of high taxes and excessive regulation and whose streets are now occupied by angry, worried protestors.

Another recent news item told of former Greens leader Bob Brown climbing 60 metres up a tree in Tasmania to visit a protester who was celebrated in the media for achieving a record. The record that caused this excitement wasn't the number of jobs the protester had created, or the number of pensioners whose health care she'd effectively contributed to.

No, she'd simply set an Australian record for a tree-sit: 209 days on a platform to stop loggers from harvesting a renewable resource.

That protester's achievements were lauded in the media, but Australia needs a new vision, or a return of the old – one that will progress Australia, put people in jobs and pay for their schools, hospitals and retirements, and pay off our country's record debt.

There is something less definable that we must do: rediscover our roots.

I've always loved stories about the people who built something for Australia – probably because my grandfathers were two such people. Let me share stories about them, as they are examples of our roots.

One, James Nicholas, started off cleaning stables for Cobb and Co. on tiny wages.

He never finished his schooling, because he had to go to work at a young age. He walked miles to work each day and knew what it was to work. In fact, he worked so hard that he eventually owned Cobb and Co. in West Australia, and then gave hundreds of men work, building roads for the coaches, country inns for the passengers and stables for the horses. The service he helped to build meant people in country areas could get mail, medicines and the materials needed to further build the state.

My other grandfather, George Hancock, lived in harsh country 1000 miles from civilisation in Perth, before aeroplanes shrank the distances. He built up a sheep station to support 25,000 sheep in this harsh environment, also providing work for the many people who did the mustering, shearing and tending of the windmills scattered over the vast miles. Those jobs helped the workers get through the Depression.

It took many such people to make this country: these are Australia's roots.

My great friend Michael Kailis was from a poor immigrant Greek family, but became Australia's king of crayfish and prawns. He told me some of his first workers were from a local gaol, because he couldn't get anyone else to come and cut fish and crustaceans. He talked the local prison officer into letting him take the prisoners off his hands during the day, and return them at night, too tired for trouble. This would most likely be against regulations today.

People may disapprove of this story, but from that start came a business that branched into fishing boats and facilities, and, later, pearling operations that have provided work for people from Perth to the far north of Australia.

Jack Cowin came to Australia from Canada, and, with loans he'd gathered together from his friends, invested in a fast food franchise. Now he's the 'Jack' of Hungry Jack's, and king of fries, having given many youngsters their first jobs and training.

Another of my friends, Lindsay Fox, started with one barely-roadworthy old truck, yet his company Linfox now employs 13,000 people, many of whom got their first jobs through the company.

Many friends have, through their own hard work and success, provided work and enabled opportunity for others, Carla Zampatti, David Flanagan and others. Their stories differ, and so do their industries, but the lessons are the same: you can't get rich without working hard, taking risks, investing and reinvesting your profits. Yes, you need that dirty word 'profits' to be able to invest and reinvest, and you can't get the profits to enable investment if costs and taxes are too high. Nor can you get rich without sharing this with others, because you can't get rich without giving other people work and opportunities.

We need to celebrate these hard working people and remember our roots. I'm the kind of person who'd rather see a politician applauded not for having tea 60 metres up a gum tree with a protester engaged in stopping employment and

revenue while our country is in record debt, but for having made it easier for a major project to get through red and green tape. That business will then be able to hire thousands of people and earn revenue: the start of another great business for our country.

Our mines still produce great wealth, but it no longer will be enough to subsidise class warfare, complacency, overspending and an increasingly expensive bureaucracy whose power lies in saying 'no'.

Let's get through the class warfare smokescreen. We need to regain our roots and encourage people to invest and build. There is no monopoly on becoming a millionaire. If you're jealous of those with more money, don't just sit there and complain; do something to make more money yourselves – spend less time drinking, or smoking and socialising and more time working. Become one of those people who work hard, invest and build, and at the same time create employment and opportunities for others. Australia needs such people.

The vast north of our country has few people, and many opportunities. If you can't find opportunities amongst the inner city lifestyles, try looking at ANDEV's website www.andev-project.org and note the northern ambassadors, "Voices of the North".

Remember our roots, and create your own success.

RTI RELEASED

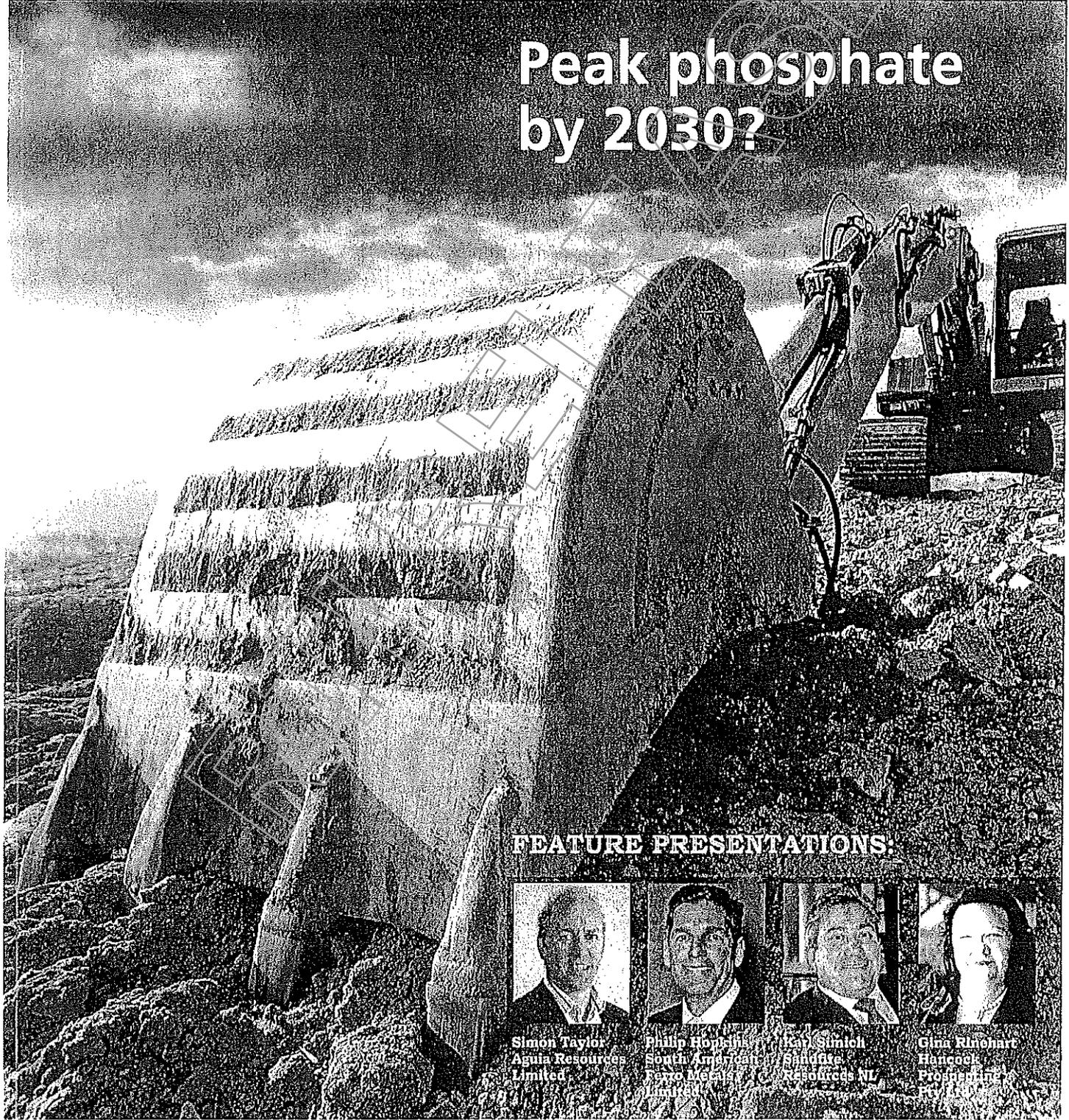


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In this edition:

- Floats market sinking for resource companies, by Tony Featherstone
- A call for action on serious challenges, by Gina Rinehart
- Myths and mistruths: migration in the resources industry, by Minna Knight
- Life after mining: transforming mine sites into new opportunities, by Caroline Digby

Peak phosphate by 2030?



FEATURE PRESENTATIONS:



Simon Taylor
Agua Resources Limited



Philip Hopkins
South American Rare Metals Limited



Paul Smith
Sandfire Resources NL



Gina Rinehart
Hancock Prospecting Pty Ltd

FEATURE ARTICLE

A call for action on serious challenges

BY GINA RINEHART



It seems too easily forgotten that people who know what it is to hire people – thousands of Australians – also understand better than most what could prevent them from doing so.

While I have many investment options in a globalised economy, the place where I most want to create sustainable jobs is Australia.

Yet others are increasingly feeling forced to make a different choice.

West Perth, where my offices are, for instance, is filled with companies investing in low-cost, highly resourced Africa.

Now the evidence is unarguable that Australia is indeed becoming too expensive and too uncompetitive to do export-oriented business (businesses

that must sell their product in the world economy at world market, not Australian, prices). What was too readily argued as the self-interested complaints of a greedy few is now becoming the accepted truth, and, more ominously, is showing up in incontrovertible data.

ANDEV members and I have been voicing our concerns and warning about this over the last two years. What hurts business can devastate our already grossly in-debt nation.

Take, for instance, the latest global competitiveness report from the World Economic Forum (WEF), in which Australia's ranking among the world's top performing economies dropped from 16th to 20th in just one year – the single biggest slide of all nations. Qatar, Belgium and Austria all overtook us.

Australia's relative fall is due to our own failures. This country simply can't afford a carbon tax or Minerals Resource Rent Tax (MRRT).

The first soil-turning ceremony for the ROC (remote operating centre) and new Roy Hill headquarters, which took place in Perth in June.

As the WEF report noted, Australia has not made any real progress in the past 12 months in precisely the areas that advanced economies should have.

We ranked 75th for government regulation, and business knows the difficulties of this. Red tape – and green – was the overwhelming concern at the COAG Business Advisory Forum in April, and we can only wish it had effectively been on the national agenda much sooner. Small businesses – the backbone of Australia – are the ones most hurt by the cost and delays of this: those mums and dads who employ one or more other people, mortgaging their homes, foregoing holidays and working long hours to stay in business and cope.

The WEF report also noted another troubling weakness – that so much of our infrastructure, especially

in transport and ports, 'has been increasingly constrained in recent years' and 'lags behind the world's best'.

The WEF findings are echoed in the World Bank's 'Ease of Doing Business' index, which similarly had Australia falling - from 11th place last year, to 15th this year.

Other business leaders have recently warned of the rising cost of business here.

BHP Billiton Chairman Jac Nasser recently singled out new and increased taxes, and a 'much more difficult industrial relations environment'.

Add to that our productivity loss. As Reserve Bank Governor Glenn Stevens put it in mid-June, 'productivity is the imperative to survive', especially as a high-wage country competing against low-wage ones.

These challenges are now beyond serious dispute. To point them out is, I hope, no longer a sign of self-interest, but a duty, and a call for action.

Our federal and state governments must know that now, more than ever, we must lift our international competitiveness just to stay as well off as we are, and with state and federal debts, we must get realistic, not just promote class warfare.

Indeed, if we competed at the Olympic Games as sluggishly as we compete economically, there would be an outcry. But what I'm talking about is more important.

Yes, we are told there's no need to be gloomy - not yet, at least. After all, the mining states keep the nation's growth rate relatively high, and we have a huge investment pipeline.

But we cannot ignore how dependent we now are on that pipeline. This pipeline is primarily, not only, supported by multinationals, and we should never forget that these multinationals are multinationals.

with other investment opportunities offshore.

Simply, we must compete successfully for these investments to go ahead.

The Business Council of Australia's (BCA) recent report *Pipeline or Pipe Dream?* reminds us of the danger of counting un-hatched chickens.

The BCA, like so many now, notes that our competitiveness is falling, especially in delivering major resource projects. Labour costs are typically 35 per cent higher here than on the United States Gulf Coast, where they can also lower labor costs further if they utilise 'illegal' labour from Mexico and the south.

The same high cost problem is true when building schools, hospitals and shopping centres. We are becoming a high-cost and high-risk nation for investment. That pipeline is being squeezed and is becoming risky.

Productivity problems, labour shortages and approval costs and delays are to blame, so it is heartening that we're finally moving from arguing about such things to realising we need to fix them.

I'm pleased that the federal government has announced the first enterprise migration agreement for our major Roy Hill project in the Pilbara. Its details, however, are still to be finalised as I write.

Here is a potential agreement that will not only help business, but will help the nation.

The 1715 temporary skilled overseas workers for the remote, hot Pilbara are actually just a small fraction of the 100,000 such workers entering Australia each year.

Moreover, they give us the guaranteed labour we need for a project that will give jobs to 6700 Australians during construction, and to more than

1000 afterwards. These are sustainable jobs that won't exist unless we can get sufficient labour for construction and bank loans for debt finance; however, banks need to be assured before providing money that we can get sufficient labour.

Nor are these jobs the country's only gain: more than \$1.3 billion has already been spent on the project, of which more than 83 per cent has gone to West Australian or Australian companies. This is over the average of 72 per cent for most other big resource projects.

On top of that, royalties and other taxes - in effect substantial profit share - flow to state and federal governments, although the royalties and various other taxes apply whether profitable or not.

This is an example of the 'investment pipeline' that must keep flowing, particularly in a state and country immersed in government debts.

Business-as-usual will not do - not when West African competitors can offer our biggest customers an average capital cost for a tonne of iron ore that's \$100 under the price offered by an emerging producer in the Pilbara.

Furthermore, Africans want to work and its workers are willing to work for less than \$2 per day. Such statistics make me worry for this country's future.

Indeed, few now could have missed the reports of companies running a ruler again over investments that were in 'the pipeline' - spooked by cost overruns and poor productivity.

We must listen to the reports from China that Australia has become too expensive to invest in.

Now that we are belatedly seeing the challenge before us, let us not be slow to agree on how to meet it.

We need bold and imaginative plans. We need to revitalise our mineral-rich, defence-poor, people-poor north. We need to create a large special economic zone in our north, stretching across Northern Queensland, Northern West Australia and the Northern Territory, with fewer regulations and taxes: a region that truly welcomes investment and people.

For more information, please visit the ANDEV website:
www.andev-project.org/

“

I'm pleased that the federal government has announced the first enterprise migration agreement for our major Roy Hill project in the Pilbara... Here is a potential agreement that will not only help business, but will help the nation.

”

BRUCE YOUNG MP

MEMBER FOR KEPPEL

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Yeppoon
Qld 4703

14/08/12

Hon Campbell Newmann MP
Member for Ashgrove
Premier of Queensland
premier@ministerial.qld.gov.au

Dear Premier,

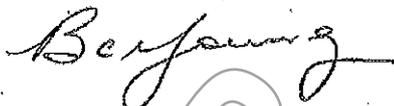
I wish to thank you for your availability to attend the meeting with Agforce. Of note is that Ian Burnett is now the General President of Agforce.

I am also aware that landholders within the rail corridor, Corridor to Coast – Galille Network (C2C) met with Deputy Premier Jeff Seeney at Moranbah last week to voice their concerns.

Also I am led to believe stakeholders voiced their concerns at the recent community cabinet regarding the corridor.

CTPI

Yours sincerely,



Bruce Young MP
Member for Keppel

Please find attached link to article in todays The Morning Bulletin regarding the issue.
<http://www.themorningbulletin.com.au/story/2012/08/14/landholders-voice-planning-concerns-galilee-basin/>

CC: Hon Jeff Seeney MP; Deputy Premier; deputypremier@ministerial.qld.gov.au
Ted Malone MP; Member for Mirani; mirani@parliament.qld.gov.au



Premier of Queensland

For reply please quote: EP/GS - TF/12/22030 - DOC/12/169667

5 SEP 2012

Mr Bruce Young MP
Member for Keppel
PO Box 1661
YEPPOON QLD 4703

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PO Box 15185 City East
Queensland 4002 Australia
Telephone +61 7 3224 4500
Facsimile +61 7 3221 3631
Email ThePremier@premiers.qld.gov.au
Website www.thepremier.qld.gov.au

Dear Mr Young

Bruce,

Thank you for your letter of 14 August 2012 about rail infrastructure plans for the Galilee Basin, particularly your request for the Queensland Government to reconsider approvals that have been given.

The concerns of Corridor to Coast (C2C) and AgForce are well understood by the Queensland Government, particularly with respect to concerns about flood impacts on existing land holdings.

Please be assured that, particularly with respect to the GVK-Hancock Alpha project, the Coordinator-General considered landholder concerns about the potential flood impacts of the proposed rail line. In fact, landholder feedback brought historical flood data not previously included in GVK-Hancock's predictive modelling to the Coordinator-General's attention.

In response, the Coordinator-General put specific conditions on GVK-Hancock to re-run the flood model during the detailed design phase for the line, to take account of known historical data, with the results required to be presented to all affected landholders.

Additionally, the Coordinator-General has imposed a condition on GVK-Hancock to provide for approval a detailed design report for flood passage and associated drainage for the railway three months prior to any construction works. The Coordinator-General has put in place conditions relating to flood height (afflux), maximum culvert velocity and retention time which GVK-Hancock must demonstrate, through its detailed design report, that these can be achieved.

The decision of the Queensland Government to consolidate the number of rail corridors in the Galilee Basin corrects the inappropriate decisions of the former government, which would have had even greater negative impacts on landholders. The decision to support two common rail corridors represents a commonsense, coordinated approach that serves the best interests of everyone involved.



Queensland
Government

I have asked the Honourable Jeff Seeney MP, Deputy Premier and Minister for State Development, Infrastructure and Planning to organise for the Coordinator-General, Mr Barry Broe to provide you with a full briefing on the Galilee Basin rail corridor decisions that have recently been taken.

Thank you for taking the time to write to me and for bringing the concerns of your constituents to my attention.

Yours sincerely



CAMPBELL NEWMAN

We will of course give strong consideration to the views of affected landowners.

RTI RELEASE

Susan Lucas

From: Graham Marshall
Sent: Friday, 24 August 2012 11:43 AM
To: Grant Stidiford
Subject: FW: WR12/830 - TRIM: Galilee Basin Rail Corridor
Attachments: 14.08.12.pdf; Dot points for Letter to the member for Keppel(2).doc

Importance: High

Hi Grant

Please refer to the advice from DSDIP attached.

Graham

From: CG Correspondence [<mailto:CGCorrespo@deedi.qld.gov.au>]
Sent: Friday, 24 August 2012 11:33 AM
To: Graham Marshall
Subject: FW: WR12/830 - TRIM: Galilee Basin Rail Corridor
Importance: High

Happy Friday Graham

Please find attached dot points for Galilee Basin Rail Corridor.

kind regards

Elaine McGill
Acting Manager Correspondence
Executive Services Unit
#27595

From: Graham Marshall [<mailto:Graham.Marshall@premiers.qld.gov.au>]
Sent: Thursday, 23 August 2012 10:44 AM
To: McGill, Elaine
Subject: WR12/830 - TRIM: Galilee Basin Rail Corridor
Importance: High

Hi Elaine

Can we please get some relevant dot points to assist in responding to this letter on behalf of the Premier?

The turnaround time is very tight on this one as it has been marked "Urgent" by the Premier's Office.

Unfortunately I did not receive the request until today so it would be great if the information could be provided by 12pm Monday 27 August 2012.

Many thanks

Graham

GRAHAM MARSHALL
Economic Policy
Department of the Premier and Cabinet
Level 14, Executive Building,

100 George Street, Brisbane
Ph. 3224 2433 Fax. 3404 3661

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Points for Graham Marshall

GVK-Hancock

- In preparing Coordinator-General's Report on the Environmental Impact Statement (EIS) (Coordinator-General's Report) for the GVK-Hancock Alpha project, the Coordinator-General was well aware of landholder concerns with the potential flood impacts of the proposed rail line.
- These concerns were raised initially with the previous Coordinator-General during his visit to the Galilee Basin in June 2011. Subsequently, GVK-Hancock was directed to undertake detailed modelling of the flood impacts for various rainfall scenarios and to consult on the findings with affected landholders. As a result of the modelling, GVK-Hancock made changes to the engineering concept design of the rail to incorporate more culverts and drainage pipes. Revised modelling showed that a rail line could be constructed on the proposed alignment that would not significantly increase flood levels or retention time.
- The results of the flood modelling were reviewed by a consultancy company engaged by the Coordinator-General and by another company engaged by a consortium of landholders. GVK-Hancock provided information packs to all landholders and provided the opportunity for landholders to discuss the findings in detail. In December 2011, the former Coordinator-General wrote to all landholders seeking confirmation that flood information had been provided and that consultation had taken place.
- A number of landholders noted that the predictive modelling used by GVK-Hancock did not replicate historical data. The Coordinator-General therefore included a condition in the Coordinator-General's Report that required GVK-Hancock to re-run the flood model during the detailed design phase for the line, to take account of known historical data. The revised results must be presented to all affected landholders. In addition, GVK-Hancock must provide for the Coordinator-General's approval, a detailed design report for flood passage and associated drainage for the railway three months prior to any construction works. The report must show how the project's design will meet the criteria. The Coordinator-General has conditioned for flood height (afflux), maximum culvert velocity and retention time. The full set of conditions relating to the railway can be found in the Coordinator-General's Report released on 29 May 2012. A copy of the Coordinator-General's Report can be found at:

<http://www.deedi.qld.gov.au/cg/resources/project/alpha-coal-project/alpha-coal-CG-%20Report-final-sig-.pdf>

Carmichael Mine – Adani/QRN rail corridor

- The environmental impact assessment processes for the Carmichael Mine and Rail project (Adani) and the Central Queensland Integrated Rail project (QR National) are still ongoing. Terms of Reference for the Carmichael project were finalised on 24 May 2011. Terms of Reference for the Integrated Rail project are yet to be finalised, but will not differ significantly from the draft released for public comment from 5 May to 4 June 2012.
- The Coordinator-General expects both projects to address feasible alternatives to the proposed projects including conceptual, technological and locality alternatives in their respective environmental impact statements. The discussion of rail alignment alternatives must take account of the government's preferred Galilee rail policy announced on 6 June 2012.
- The Coordinator-General will not be finalising the assessment processes for these two projects until detailed modelling of flood impacts has been completed and potential impacts on properties defined and mitigated.

- The Coordinator-General will require proponents to consult all affected landholders and discuss how landholders' views have been taken into account.
- The Terms of Reference (ToR) will also require the EIS to address cumulative environmental impacts, and how landholders' existing land use could be affected by the proposed development, along with proposed measures to minimise and manage any impacts.
- The final ToR may also require the proponent to show how the rail could benefit local agriculture and industry users through transportation of resources other than that produced by mines.

RTI RELEASE

BRUCE YOUNG MP

MEMBER FOR KEPPEL

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Qld 4703

14/08/12

Hon Campbell Newmann MP
Member for Ashgrove
Premier of Queensland
premier@ministerial.qld.gov.au

Dear Premier,

I wish to thank you for your availability to attend the meeting with Agforce. Of note is that Ian Burnett is now the General President of Agforce.

I am also aware that landholders within the rail corridor, Corridor to Coast – Galille Network (C2C) met with Deputy Premier Jeff Seeney at Moranbah last week to voice their concerns.

Also I am led to believe stakeholders voiced their concerns at the recent community cabinet regarding the corridor.

CTPI

Yours sincerely,



Bruce Young MP
Member for Keppel

Please find attached link to article in todays The Morning Bulletin regarding the issue.
<http://www.themorningbulletin.com.au/story/2012/08/14/landholders-voice-planning-concerns-galilee-basin/>

CC: Hon Jeff Seeney MP; Deputy Premier; deputypremier@ministerial.qld.gov.au
Ted Malone MP; Member for Mirani; mirani@parliament.qld.gov.au

Pages 141 through 226 redacted for the following reasons:

Contrary to the Public Interest

Davinia Pearkes

From: McCallum, Bruce [Bruce.W.McCallum@deedi.qld.gov.au]
Sent: Wednesday, 10 October 2012 12:23 PM
To: 'Jason.Wishart@projectsqueensland.qld.gov.au'; Paul Crack; Baker, Krystal; Davinia Pearkes
Subject: FW: Burke approves new Abbot Point coal terminal

FYI.
R
B

From: Jervis, Alison
Sent: Wednesday, 10 October 2012 11:47 AM
To: McCallum, Bruce; Stolz, David
Subject: FW: Burke approves new Abbot Point coal terminal

From: Media [mailto:Media@dlgp.qld.gov.au]
Sent: Wednesday, 10 October 2012 11:42 AM
To: Alison Jervis (DEEDI)
Subject: FW: Burke approves new Abbot Point coal terminal

Hello again Alison.

Here's that release I mentioned earlier.

Cheers,
Elspeth
3225 8683

From: Alison Brown
Sent: Wednesday, 10 October 2012 10:49 AM
To: John Wiseman (DEEDICON); 'Kate Haddan'; Stephen Mill (DEEDI); Michael O'Meara; Media; Meagan O'Keefe (DEEDI)
Subject: FW: Burke approves new Abbot Point coal terminal

FYI all

From: Jen Knight [mailto:jen.knight@sentiamedia.com]
Sent: Wednesday, 10 October 2012 10:48 AM
To: 'Brown, Alison'
Subject: Burke approves new Abbot Point coal terminal

Hi Alison

FYI on the below. Let us if we can be of any assistance with your coverage of this announcement.

Kind regards
Jen

<http://www.abc.net.au/news/2012-10-10/burke-approves-new-abbot-point-coal-terminal/4305114?section=qld>

Burke approves new Abbot Point coal terminal

Posted 2 minutes ago

Federal Environment Minister Tony Burke has approved a proposed new coal terminal at the Abbot Point port in north Queensland.

Mr Burke says the joint GVK-Hancock Coal project will be subject to 60 strict conditions.

He says the second stage of the Alpha Coal project has been approved after a rigorous assessment process that will protect the Great Barrier Reef World Heritage Area and the marine area.

Mr Burke says the developers will need to set up a seagrass offset scheme to protect and conserve seagrass, vital to the survival of dolphins, turtles and dugongs.

In May this year, the State Government scaled back the size of the project.



SENTIA MEDIA

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RTI RELEASE



Premier of Queensland

11 OCT 2012

Sri. N.Kiran Kumar Reddy
Honourable Chief Minister
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Andhra Pradesh Secretariat
Hyderabad 500 022
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Queensland 4002 Australia
Telephone +61 7 3224 4500
Facsimile +61 7 3221 3631
Email ThePremier@premier.qld.gov.au
Website www.thepremier.qld.gov.au

Dear Chief Minister

I am pleased to advise that I will lead an official Queensland Government trade mission to India from 29 November to 4 December 2012, including Hyderabad on Monday 3 December 2012. As the newly elected Premier of Queensland, I am committed to strengthening our relationships with India and have chosen to visit India for my first official overseas trade mission.

India is a very important market for Queensland as it is our 5th largest trading partner. The Australian State of Queensland has a strong connection with Hyderabad through the three-way Sister City Agreement between Hyderabad, Brisbane and Ipswich. I had the pleasure of visiting Hyderabad in October 2010 as the then Lord Mayor of Brisbane to sign this Sister City Agreement.

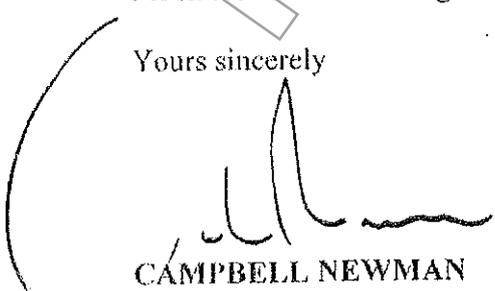
I would greatly appreciate an opportunity to meet you in Hyderabad on Monday 3 December 2012 at 6.15pm, and also hope that following the meeting you would join me at a reception to be hosted by GVK for my first official visit as the Premier of Queensland.

I would like to discuss with you the achievements to date under the Sister City Agreement and further cooperation opportunities in trade and investment between Queensland and Andhra Pradesh. The activities between our two regions are growing including GVK's investment into Queensland's coal industry.

I have requested the Queensland Government Trade Commissioner for South Asia, Mr Rod Solomons to liaise with your office on this matter. Mr Solomons can be contacted on +91 80 4153 1401 or by email rod.solomons@trade.qld.gov.au.

I look forward to meeting with you during my visit to India and Hyderabad.

Yours sincerely



CAMPBELL NEWMAN

Pages 231 through 312 redacted for the following reasons:

Contrary to the Public Interest
Schedule 3-2 (Cabinet)



Premier of Queensland

For reply please quote: ERP/CA - TF/12/28205 - DOC/12/210419

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CTPI

Dear

Thank you for your email of 16 October 2012 about the Abbot Point coal terminal.

Steaming and coking coal has been exported through the Port of Abbot Point since it commenced operations on 25 February 1984. The development of new coal mines in the Galilee Basin has generated demand for additional export capacity on the Queensland coast. To maximize efficient use of existing facilities and reduce the environmental footprint, it makes sense for Abbot Point — as the closest deepwater port to the basin — to be expanded rather than to create new port facilities in an undeveloped area.

North Queensland Bulk Ports Corporation, as the port authority, and BHP Billiton, GVK Hancock Coal and Adani, as the developers of future terminal projects at the port, have come together to produce a consolidated environmental assessment report that provides comprehensive information to inform decisions about the port. It will ensure that the Port of Abbot Point will only be developed in a manner consistent with environmental best practice and considerate of the outstanding universal value of the Great Barrier Reef World Heritage Area.

I have made a commitment — which is on the public record — to protect the Great Barrier Reef World Heritage Area ensuring that it is passed on to future generations.

Yours sincerely

CAMPBELL NEWMAN



Queensland
Government

For reply please quote: *ERP/CA – TF/12/28205 – DOC/12/210419*

CTPI

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Thank you for your email of 16 October 2012 about the Abbot Point coal terminal.

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Yours sincerely

CAMPBELL NEWMAN

Pages 315-717 redacted for the following reason:

Contrary to Public Interest

RTI RELEASE