



Adani Mining Pty Ltd

NORTH GALILEE BASIN RAIL PROJECT

Additional information to the Environmental Impact Statement

Appendix G Revised commitments

April 2014

Commitments

The table below provides a summary of all commitments identified in the NGBR Project Environmental Impact Statement (EIS) and Additional information to the Environmental Impact Statement (AEIS). These have been listed in chronological order as they appear in the EIS. Commitments that are applicable to multiple EIS chapters have only been listed once, with duplication of commitments removed. For a comprehensive summary of all commitments as well as mitigation and management measures, refer to Volume 2 Appendix H Revised environmental management plan.

Commitment	Cross-reference
Volume 2 Appendix B Revised project description	
<ul style="list-style-type: none"> A decommissioning and rehabilitation management plan will be developed for areas temporarily disturbed during construction. Rehabilitation success criteria will be established in accordance with the Department of Environment and Heritage Protection Guideline 'Rehabilitation requirements for mining resource activities' – or other relevant guidelines at the time of rehabilitation. 	Volume 2 Appendix B Revised project description
<ul style="list-style-type: none"> Further decommissioning activities will occur at the end of the 90 year life of the NGBR Project. Appropriate rehabilitation strategies will be planned and refined throughout the life of the NGBR Project, and in accordance with any legislated requirements closer to the time of intended end-of-life decommissioning. 	Volume 2 Appendix B Revised project description
<ul style="list-style-type: none"> Water intended for potable use will be treated to an acceptable level as per the Australian Drinking Water Guidelines. 	Volume 2 Appendix B Revised project description
NGBR Project EIS Volume 1 Chapter 3 Land use and tenure	
<ul style="list-style-type: none"> Consultation with the Department of Natural Resources and Mines (DNRM), the Department of Agriculture, Fisheries and Forestry, local government authorities and landholders will continue regarding existing stock routes to be traversed by the NGBR Project and appropriate crossing treatments 	Section 3.4.4

Commitment	Cross-reference
<ul style="list-style-type: none"> Discussions with the relevant telecommunications, water and gas infrastructure owners and service providers will be undertaken during detailed design to establish the most effective protection, relocation or modification for each service crossing Ongoing consultation will be undertaken with the relevant electricity infrastructure owners regarding potential disruptions to their infrastructure, including appropriate and acceptable protection measures Infrastructure agreements will be developed with all relevant infrastructure owners prior to construction commencing 	
<ul style="list-style-type: none"> Consultation with the Department of Energy and Water Supply (DEWS) and DNRM (Water) will be undertaken to confirm the mitigation requirements relating to development and location of the final rail corridor within the Suttor River dam site (RA8). Should the NGBR Project need to be relocated at some time in the future as a result of construction of the RA8 Dam, Adani will contribute to the full cost of relocation. 	Section 3.4.5
<p>NGBR Project EIS Volume 1 Chapter 5 Topography, geology, soils and land contamination</p>	
<ul style="list-style-type: none"> A soil survey will be undertaken prior to construction commencing to verify soil types and develop a Soils Management Plan and an Erosion and Sediment Control Plan (ESCP) A Soils Management Plan will be developed for problematic soils identified during the detailed soil survey and include the following: <ul style="list-style-type: none"> Identification of cracking clays with potential trafficability hindrances Identification of unstable soils that would require additional provisions in the ESCP Identification of saline soils, which will typically be unsuitable for use in rehabilitation Identification of acidic or sodic soils that may require amelioration and management prior to rehabilitation. <p>The Soils Management Plan will also include measures for managing problematic soils identified during the soil survey.</p> An acid sulfate soils (ASS) investigation will be undertaken for areas of PASS between chainages 3.4 km and 9.9 km for areas < 20 mAHD in accordance the State Planning Policy and the latest version of the Queensland ASS Technical Manual Soil Management Guideline An ASS Management Plan will be prepared and specifically tailored to the construction activities based on the results of the ASS investigation in accordance the State Planning Policy and the latest version of the Queensland ASS Technical Manual Soil Management Guideline. That is for any activities below 5m AHD that will: 	Section 5.4.1

Commitment	Cross-reference
<ul style="list-style-type: none"> ○ Disturb >100m³ (bulked volume) of ASS material ○ Place hard fill material of >500 m³, with an average thickness > 0.5 m³ and/or ○ Disturb existing groundwater or surface water regimes ● The ASS Management Plan will developed in accordance with the State Planning Policy and the latest version of the Queensland ASS Technical Manual Soil Management Guideline. Applicable management techniques include: <ul style="list-style-type: none"> – Chemical neutralisation (use of pure fine agricultural lime, Aglime) through mechanical mixing by plough or excavator, to provide adequate homogeneity of the sediment-lime mix – The less preferred, higher risk method of anoxic storage or placement below the water table and beneath clean non-ASS fill – Disposal of neutralised material upon acceptance of relevant permits ● A detailed geotechnical investigation will be undertaken and will determine the risk of heaves and mud waves, and where applicable, management measures will be included in an ASS Management Plan ● Additional investigations on all land within the final rail corridor will be undertaken in order to assess the potential contamination status and develop appropriate procedures to manage identified potential or actual contamination. Additional assessments will include a site inspection by a 'suitably qualified person' as a minimum. Where required, a Sampling and Analysis Plan will be developed and tailored to each property / potentially contaminated area. ● For the properties containing SCL that failed the preliminary History of Cropping (HOC) assessment, applications will be submitted to DNRM for HOC validation. Consultation with DNRM will occur prior to the submission of these forms to ensure the application process is streamlined. 	
<ul style="list-style-type: none"> ● Decommissioning and Rehabilitation Management Plan will be developed for the NGBR Project with the overall aim of minimising the amount of land disturbed at any one time during the life of the final rail corridor and ensuring progressive rehabilitation of disturbed areas is implemented. It will be developed in accordance with the legislative requirements current at the time of developing the plan. 	Section 5.4.3
NGBR Project EIS Volume 1 Chapter 6 Nature conservation	
<ul style="list-style-type: none"> ● Baseline field surveys of identified hotspots within and near construction areas will be undertaken prior to commencement of 	Section 6.4.3

Commitment	Cross-reference
<p>construction</p> <ul style="list-style-type: none"> • A comprehensive survey of the ecological values of the final rail corridor will be undertaken to: <ul style="list-style-type: none"> – Confirm state significant biodiversity values under the relevant offset policies – Confirm the extent of matters of national environmental significance, including threatened ecological communities and potential habitat for species listed under the Environment Protection and Biodiversity Conservation Act 1999 – Confirm the extent and condition of regional biodiversity corridors within the final rail corridor – Confirm the extent of watercourse vegetation – Complete biocondition assessment of confirmed state significant biodiversity values or matters of national environmental significance – Determine likely extent of potential groundwater dependent ecosystems. • The findings of the comprehensive survey of ecological values will be provided to the Department of Environment and Heritage Protection and the Department of the Environment • The comprehensive survey of ecological values will inform the development of the environmental management plan, the final offset package, fauna crossing strategy, subsequent vegetation clearing applications and associated property maps of assessable vegetation • A Construction Flora and Fauna Management Plan will be developed prior to construction commencing and incorporating the results of baseline field surveys. This plan will include development of Species Management Plans for identified threatened species, and will be implemented during construction to manage and mitigate the potential adverse impacts on flora and fauna. • A Fauna Crossing Strategy will be developed in consultation with, and for the approval of, the Department of Environment and Heritage Protection to mitigate potential impacts on fauna communities utilising habitat traversed by the NGBR Project. The Fauna Crossing Strategy will include fauna-friendly design principles for the design of culverts, bridges and other watercourse structures, particularly in important habitat areas of mapped remnant vegetation and habitat potentially suitable for threatened species. The Fauna Crossing Strategy will set design criteria for fauna-friendly features, including: <ul style="list-style-type: none"> – Culverts with ledges that facilitate fauna movement – Using grids that allow natural lighting 	

Commitment	Cross-reference
<ul style="list-style-type: none"> – Protecting and enhancing entries and exits – Standard, four strand barbed wire fencing, with a plain top wire in sensitive areas. • Weed mapping will be undertaken prior to commencement of construction. Mapping will cover the final rail corridor and ancillary infrastructure areas but will be particularly focused at high risk locations. • A Construction Weed and Pest Management Plan will be developed prior to construction commencing. The Weed and Pest Management Plan will align with the priorities of Isaac Regional Council and Whitsunday Regional Council with regards to weed and pest species, and Adani’s responsibilities under the Plant Protection Act 1989, the Chemical Usage (Agricultural and Veterinary) Control Act 1988 and the Agricultural Chemicals Distribution Controls Act 1966. The plan will include measures for monitoring, management and where necessary, eradication of weeds, disposal of green waste and vehicle/plant weed wash down procedures. • A Mosquito Management Plan will be developed for the construction phase of the NGBR Project • An Operation Weed and Pest Management Plan will be developed to manage pest and weed species during operation. The Weed and Pest Management Plan will align with the priorities of Isaac Regional Council and Whitsunday Regional Council with regards to weed and pest species, and Adani’s responsibilities under the Plant Protection Act 1989, the Chemical Usage (Agricultural and Veterinary) Control Act 1988 and the Agricultural Chemicals Distribution Controls Act 1966. • Prior to construction commencing, consultation with the Department of National Parks, Recreation, Sport and Racing will be undertaken to obtain historical data on previously conducted turtle nesting surveys in the region. • Pre-clearance surveys will be undertaken in areas identified as potential habitat for threatened species, prior to commencement of clearing. During pre-clearance surveys, habitat features that may be used by fauna for nesting or shelter will be marked (e.g. hollow-bearing trees, log piles) and thoroughly checked by a fauna spotter-catcher prior to vegetation clearing commencing. • A monitoring program will be developed and implemented to assess the success of the pre-construction and construction mitigation and management measures for flora and fauna. The monitoring program will include: <ul style="list-style-type: none"> – Monitoring of habitat features (i.e. hollows, logs) that have been relocated into adjacent habitat or artificial habitat (i.e. nest boxes, artificial water sources) that have been installed into adjacent habitat to compensate loss of habitat. – Monitoring of fauna-friendly design features incorporated into culverts, bridges and other watercourse structures. – Monitoring of rehabilitated areas to assess success against rehabilitation criteria using the BioCondition assessment methodology. 	

Commitment	Cross-reference
NGBR Project EIS Volume 1 Chapter 7 Matters of National Environmental Significance	
<ul style="list-style-type: none"> • A comprehensive survey of the ecological values of the final rail corridor will be undertaken to: <ul style="list-style-type: none"> – Confirm state significant biodiversity values under the relevant offset policies – Confirm the extent of matters of national environmental significance, including threatened ecological communities and potential habitat for species listed under the Environment Protection and Biodiversity Conservation Act 1999 – Confirm the extent and condition of regional biodiversity corridors within the final rail corridor – Confirm the extent of watercourse vegetation – Complete biocondition assessment of confirmed state significant biodiversity values or matters of national environmental significance – Determine likely extent of potential groundwater dependent ecosystems. • The findings of the comprehensive survey of ecological values will be provided to the Department of Environment and Heritage Protection and the Department of the Environment • The comprehensive survey of ecological values will inform the development of the environmental management plan, the final offset package, fauna crossing strategy, subsequent vegetation clearing applications and associated property maps of assessable vegetation • An NGBR Project Fire Management Plan will be developed during the detailed design phase and will be implemented for all phases of the NGBR Project • Offsetting will be undertaken to address any residual loss of TEC area where adjustments to footprints are not possible • Targeted additional field studies are to be undertaken to determine the presence of individuals, populations/colonies and/or important habitat areas for threatened species not detected during field surveys for the EIS, where considered likely to occur. The findings of such studies will be incorporated in the development of Species Management Plans. • As a precaution, appropriate monitoring, avoidance, mitigation and management measures for species that ‘may occur’ will be incorporated into Species Management Plans. Should further surveys provide no evidence to indicate the presence of these species, these measures will be removed from the Species Management Plans. 	<p>Section 7.4.1</p>
<ul style="list-style-type: none"> • A Weed and Pest Management Plan will be developed, with the aim of preventing pest species incursion and damage to the quality 	<p>Section 7.4.2</p>

Commitment	Cross-reference
<p>and condition of key remnant vegetation communities, including threatened ecological communities</p> <ul style="list-style-type: none"> • A Dust Management Plan will be implemented to address the operation of all trains and maintenance activities • A Fire Management Plan will be developed during the detailed design phase and will be implemented for all phases of the NGBR Project 	
<ul style="list-style-type: none"> • A Water Quality Management Plan will be established to monitor changes in the water quality of the Caley Valley Wetland and other major watercourses 	Section 7.4.4
NGBR Project EIS Volume 1 Chapter 9 Water resources	
<ul style="list-style-type: none"> • A Water Quality Management Plan will be developed and implemented prior to construction commencing • Further investigations for the detailed design of watercourse structures will be undertaken and include detailed identification and consideration of all afflux affected property and assets. This will determine afflux levels and appropriate drainage structure dimension requirements. • Additional hydrology and hydraulic modelling will be undertaken during detailed design to refine bridge design, culvert design and afflux values, and ensure the minimisation of hydraulic impacts • At quarry locations, further investigation into potential groundwater impacts will be undertaken to better characterise the groundwater conditions and impacts at these locations 	Section 9.4.3
NGBR Project EIS Volume 1 Chapter 10 Air quality	
<ul style="list-style-type: none"> • A Dust Management Plan will be developed and implemented for the construction phase of the NGBR Project • A Coal Dust Management Plan will be developed by Adani to be generally consistent with the Aurizon Coal Dust Management Plan • Adani will consult with the Department of Environment and Heritage Protection during preparation of the Dust Management Plan and Coal Dust Management Plan • All complaints relating to air quality (including dust emissions) will be recorded and managed in accordance with the complaints management procedure. Corrective action will be undertaken in accordance with the environmental management plan if the complaint is validated. • Potential impacts to occupants of construction camps will be fully mitigated to avoid any potential health risks. 	Section 10.4.3
NGBR Project EIS Volume 1 Chapter 11 Greenhouse gas	

Commitment	Cross-reference
<ul style="list-style-type: none"> An energy efficiency review will be undertaken at the commencement of operations and every five years following, to identify initiatives and technology that may be integrated into the NGBR Project 	Section 11.4.1
NGBR Project EIS Volume 1 Chapter 12 Noise and vibration	
<ul style="list-style-type: none"> Operational noise monitoring will be undertaken to validate noise predictions. Where operational noise monitoring identifies noise impact occurring at a sensitive receptor, additional mitigation measure will be employed Adani will consult with the Department of Environment and Heritage Protection during the planning stage of operational noise monitoring regarding applied noise standards. Respond to complaints relating to construction in accordance with complaints management procedures. Corrective action will be undertaken in accordance with the environmental management plan if the complaint is validated. Undertake operational noise monitoring to validate model predictions and employ additional mitigation such as screening, barriers, bunds or building works as necessary. Potential impacts to occupants of construction camps will be fully mitigated to avoid any potential health risks. 	Section 12.4.3
NGBR Project EIS Volume 1 Chapter 13 Waste	
<ul style="list-style-type: none"> A waste management strategy has been developed for the NGBR Project. It will continue to be developed and refined during the detailed design and will include: <ul style="list-style-type: none"> The development of a procurement plan Formalisation of a waste management standard Development of site based management plans for wastewater discharge Waste auditing and monitoring 	Section 13.6
NGBR Project EIS Volume 1 Chapter 14 Transport	
<ul style="list-style-type: none"> A construction Traffic Management Plan (TMP) will be developed and implemented prior to construction commencing on site. Development of the TMP will include consultation with Department of Transport and Main Roads (DTMR), Whitsunday Regional 	Section 14.6

Commitment	Cross-reference
<p>Council, Isaac Regional Council and the Queensland Police Service.</p> <ul style="list-style-type: none"> The TMP will include measures to manage driver fatigue in accordance with DTMR strategies and any obligations under the <i>Heavy Vehicle National Law Act 2012</i>. A Road Use Management Plan (RUMP) will be developed in conjunction with relevant infrastructure owners and in consultation with Queensland Police Service, where relevant. A Road Impact Assessment (RIA) will be prepared prior to construction commencing for all key roads and approaches to key intersections in the study area. The RIA will identify locations on the road network where a detailed pavement impact assessment (PIA) is required. A PIA will be prepared and submitted to DTMR/Council prior to construction commencing. The PIA will assess the impact of construction traffic on the life of the affected road pavements and recommend remedial measures. The extent of the remedial measures and compensation will be determined through an infrastructure agreement process, involving Adani, DTMR and local councils. Prior to commencement of construction, further investigation and consultation will be undertaken with affected infrastructure owners and associated regulatory agencies regarding final crossing treatment arrangements, impact management practices to be employed and the development and execution of Infrastructure Agreement with respective parties. Infrastructure agreements will be developed with all relevant infrastructure owners prior to construction commencing 	
<p>NGBR Project EIS Volume 1 Chapter 15 Cultural heritage</p>	
<ul style="list-style-type: none"> A Cultural Heritage Management Plan will be developed in accordance with the <i>Aboriginal Cultural Heritage Act 2003</i> and the Department of Aboriginal and Torres Strait Islander and Multicultural Affairs (DATSIMA) guidelines Ongoing consultation will be conducted with Native Title and Traditional Owner stakeholders including development of Indigenous Land Use Agreements Comprehensive cultural heritage surveys will be undertaken in accordance with Adani's duty of care under the <i>Aboriginal Cultural Heritage Act 2003</i> and the <i>Queensland Cultural Heritage Act 1992</i>. 	<p>Section 15.5</p>
<p>NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts</p>	

Commitment	Cross-reference
<ul style="list-style-type: none"> • Adani will monitor and review impacts and management strategies on an annual basis during the construction phase and the first two years of operation. Subsequent impacts and the respective management strategies will be reviewed annually and reported through Adani’s annual reporting process. • Adani will extend its existing community development plan to the NGBR Project • Adani will include community investment into its overall business and planning process, for integrating and delivering effective business outcomes and will seek to do this in a transparent and genuine manner 	Section 16.6
<ul style="list-style-type: none"> • Adani will develop a Local Content Strategy in accordance with Queensland Resource Council’s Queensland Resources and Energy Sector Code of Practice for Local Content 2013 and associated implementation guidelines. In developing the Local Content Strategy, Adani will work with the Whitsunday Regional Council, Isaac Regional Council, the economic development groups in the region and local businesses in conjunction with the Queensland Government and the Industry Capability Network. • Preference for workforce sourcing will be given in the hierarchy of local, regional, state and national recruitment for direct, as well as contractor employment opportunities • Adani will continue to engage with the Jangga, Birri and Juru Peoples through the CHMP and native title processes and will continue to work with traditional owners to further develop and agree upon Indigenous business and employment opportunities • Adani has commenced engagement with DATSIMA to develop an appropriate Indigenous Participation Plan • Adani commits to the development, training and employment of apprentices/trainees on the NGBR Project, where appropriate. Adani will support skills and up-skilling development of its workforce and is strongly encouraging its contractors to actively support apprentice/trainee development, training and employment through the placement of appropriate number of apprentices and trainees on the work site, subject to associated regulatory and associated restrictions. • Adani will engage with regional training providers to offer appropriate training and apprenticeship programs • For sustainability of the region’s community and economy Adani will also explore supporting skills development in other industrial sectors relevant to the regional study area 	Section 16.6.1
<ul style="list-style-type: none"> • Adani will develop a Workforce Management Plan for the NGBR Project in consultation with the Department of Education, Training and Employment. The plan will be applicable to Adani, as well as the contractors engaged for the NGBR Project. 	Section 16.6.2

Commitment	Cross-reference
<ul style="list-style-type: none"> The Workforce Management Plan will incorporate a Code of Conduct, developed in consultation with the Queensland Police Service. 	
<ul style="list-style-type: none"> Adani commits to monitoring regional housing conditions through consultations with key housing stakeholders in Bowen and implement an approach to accommodation management that is transparent and flexible to changing housing conditions 	Section 16.6.4
<ul style="list-style-type: none"> Adani commits to developing a workforce integration and cohesion program Adani commits to engaging with regional health providers and emergency service providers, including Queensland Fire and Emergency Services and Queensland Police Service, for input into the Emergency Management Plan 	Section 16.6.5
<ul style="list-style-type: none"> A stakeholder engagement plan for the NGBR Project will be developed within Adani's overall stakeholder engagement strategy 	Section 16.6.7
NGBR Project EIS Volume 1 Chapter 17 Climate and natural hazards	
<ul style="list-style-type: none"> A Risk Management Plan will be developed and include preventative and responsive mitigation measures to reduce the overall risk of potential hazards identified as high risk 	Section 17.5
NGBR Project EIS Volume 1 Chapter 18 Hazard, risk, health and safety	
<ul style="list-style-type: none"> A Risk Management Plan will developed and implemented for the NGBR Project and include preventative and responsive mitigation measures to reduce the overall risk of potential hazards identified as high risk. 	Section 18.7
<ul style="list-style-type: none"> An Emergency Management Plan will be developed, including specific emergency response plans for potential hazards and risk identified through the Risk Management Plan. Adani commits to engage with emergency service providers, including Queensland Fire and Emergency Services and Queensland Police Service, for input into the Emergency Management Plan. 	Section 18.5.1
Volume 2 Appendix E Revised offsets	
<ul style="list-style-type: none"> A comprehensive survey of the ecological values of the final rail corridor will be undertaken to: <ul style="list-style-type: none"> Confirm state significant biodiversity values under the relevant offset policies Confirm the extent of matters of national environmental significance, including threatened ecological communities and potential habitat for species listed under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> 	-

Commitment	Cross-reference
<ul style="list-style-type: none"> – Confirm the extent and condition of regional biodiversity corridors within the final rail corridor – Confirm the extent of watercourse vegetation – Complete biocondition assessment of confirmed state significant biodiversity values or matters of national environmental significance – Determine likely extent of potential groundwater dependent ecosystems. • The findings of the comprehensive survey of ecological values will be provided to the Department of Environment and Heritage Protection and the Department of the Environment. • The comprehensive survey of ecological values will inform the development of the environmental management plan, the final offset package, fauna crossing strategy, subsequent vegetation clearing applications and associated property maps of assessable vegetation. 	
<ul style="list-style-type: none"> • A property map of assessable vegetation will be prepared and certified by the Department of Natural Resources and Mines, to confirm potential impact areas 	<p>Volume 2 Appendix E Revised offsets</p>
<ul style="list-style-type: none"> • Biocondition assessment of potential impact areas and potential offset sites will be undertaken to determine their ecological equivalence 	<p>Volume 2 Appendix E Revised offsets</p>
<p>Volume 2 Appendix I Revised consultation</p>	
<p>Adani will undertake consultation with affected landholders regarding property impacts, valuation and compensation arrangements, including consideration of ongoing flood modelling and property-scale mapping.</p>	<p>Volume 2 Appendix I Revised consultation</p>
<p>Adani will continue to consult with affected resource tenement holders and the Department of Natural Resources and Mines in regard to how and when consent is required (if any) to be obtained.</p>	<p>Volume 2 Appendix I Revised consultation</p>

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