

The original technical reports included in this Appendix were prepared in 2010. Since 2010 the following aspects of the project have changed.

The project will now utilise future coal stockpiling and port loading facilities to be developed by North Queensland Bulk Ports Corporation (NQBP) within planned infrastructure at the Abbot Point State Development Area (APSDA) and the Port of Abbot Point. Waratah Coal intends to utilise facilities for coal stockpiling at the proposed coal terminal (T4-7) within the APSDA. This project is currently undergoing initial design and is the subject of an Expression of Interest (EOI) (closing on 1 August 2011) from entities wishing to participate in the development of the T4-7. Waratah Coal is seeking preferred respondent status in this project which would award the right to develop a site at the T4-7 location; to develop conveyers within the Multi-user Infrastructure Corridor (MUC) between the T4-7 and the Multi Cargo Facility (MCF); and use of two berths at the MCF. The T4-T7 project is yet to undergo a formal environmental assessment process; which will be overseen by NQBP.

The proposed rail alignment has shifted since July 2010 to accommodate design elements and community concerns as follows:

1. The rail alignment between KP5-KP16 has changed as a result of planning undertaken within the APSDA to address the proposed new coal terminal location at (T4-7);
2. The rail alignment between KP16-KP410 has changed to accommodate specific design elements and community concerns although the changes are largely within the original 1.6 km corridor; and
3. The rail alignment between KP410-KP460 has changed to limit the impact on Hancock Coal Pty Ltd (EPC 1210) between KP450 to KP463.

As a consequence of the changes in the rail alignment as indicated in *1 & 2 above*, the specific amount of REs and other ecological values to be impacted will also have changed, and hence the results presented in **Appendices 11 & 12** are indicative, not definitive, at this stage. However, given the relatively minor nature of the changes in alignment, the changes are not considered likely to be significant, and it is likely that the type and magnitude of impacts will be very similar to those presented.

As a consequence of the changes in the rail alignment as indicated in *3 above*, **Appendix 5a** is the relevant technical report that assesses the rail alignment changes and subsequent impacts.

The following new Appendices have been added to this Volume to address additional work undertaken at the Mine, along the Rail alignment and at the Port:

- Appendix 5a: Rail Review of Environmental Factors;
- Appendix 8: Visual Impact Assessment;
- Appendix 10a: Black throated Finch Surveys at the Mine;
- Appendix 12a: Black throated Finch & Water Mouse Surveys at the Port; and
- Appendix 27: Biodiversity Offsets Strategy.