

23 HAZARD AND RISK

23.1 INTRODUCTION

This chapter provides further description of hazard and risk related aspects for the Supplementary Environmental Impact Statement (EIS) in response to various submissions on the EIS. The information presented builds on the EIS, Volume 1, Chapter 23 Hazard and Risk and should be read in conjunction with the EIS chapter. This chapter provides further information on selected items in the EIS chapter, including transportation safety requirements and the emergency management plan.

23.2 METHODOLOGY OF ASSESSMENT

23.2.1 LEGISLATIVE REQUIREMENTS

The EIS, Volume 1, Chapter 23 Hazard and Risk, section 23.2.1 discussed principal legislative requirements relevant to hazard identification and risk assessment. Additional relevant legislation is:

- *Transport Operations (Road Use Management) Act 1995*
- Transport Operations (Road use Management — Dangerous Goods) Regulation 2008
- Transport Infrastructure (Dangerous Goods by Rail) Regulation 2008.

The *Transport Operations (Road Use Management) Act 1995* and associated legislation regulates the management of State roads, use of vehicles on public roads and the management of road users, including driver and vehicle licensing, road rules, dangerous goods and fatigue management. The relevant requirements of this Act were addressed in the EIS, Chapter 12 Transportation, and will additionally be covered in the WJV's Traffic Management Plan.

The *Transport Operations (Road use Management — Dangerous Goods) Regulation 2008* aims to reduce the risks involved in transporting dangerous goods by road and provides guidance on obligations, standards and requirements of the Australian Dangerous Goods Code. The compliance of the Project with the Australian Dangerous Goods Code was discussed in the EIS, Chapter 23 Hazard and Risk, section 23.2.1. For the transport of dangerous goods, the WJV will not be the operator of road haulage or the transport of dangerous goods, with the responsibility of goods movement transferring to the appointed haulage contractor/s. However, WJV infrastructure associated with dangerous goods will be consistent with this legislation where required.

The *Transport Infrastructure (Dangerous Goods by Rail) Regulation 2008* aims to reduce the risks involved in transporting dangerous goods by rail and provides guidance on obligations, standards and requirements of the Australian Dangerous Goods Code. The WJV will not be the operator of the rail line or responsible for the transport of goods (including coal) by rail, with the responsibility of the coal transferring to the appointed Rail Manager upon loading of the coal trains. However, WJV infrastructure associated with coal loading and the rail spur will need to be consistent with this legislation.

23.3 EXISTING ENVIRONMENT

23.4 DESCRIPTION OF PROPOSED DEVELOPMENT

23.5 POTENTIAL IMPACTS

23.6 MITIGATION MEASURES AND STRATEGIES

23.6.1 CONSTRUCTION

For both construction and operations, the workforce will be provided with awareness training regarding venomous snakes and biting insects, areas and times they are most likely to be encountered, how to react and how to provide first aid treatment. Work teams will be provided with appropriate first aid equipment to treat bites.

23.7 RESIDUAL IMPACTS

23.8 EMERGENCY MANAGEMENT PLAN

As discussed in the EIS Volume 1, Chapter 23 Hazard and Risk, section 23.8, an Emergency Response and Action Plan (ERAP) that is consistent with the WJV's Crisis Management Plan will be developed in consultation with each of the agencies of the Department of Community Safety likely to be involved in any emergency: the Queensland Police Service, the Queensland Ambulance Service, the Queensland Fire and Rescue Service and the Rural Fire Service. The ERAP will also be developed in consultation with Department of Community Safety's Emergency Management Queensland.

As discussed in the EIS, Volume 1, Chapter 23 Hazard and Risk, section 23.8, State Planning Policy (SPP) 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide will be considered in developing the ERAP. This will include the State Planning Policy Guideline: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide (Department of Local Government and Planning and Department of Emergency Services 2003), specifically Appendixes 5A Natural Hazard Management Areas (Flood), 5B Natural Hazard Management Areas (Bushfire), and 5C Natural Hazard Management Areas (Landslide).

The ERAP will include, but not be limited to information relating to:

- likely direction of bushfire attack
- environmental values that may limit bushfire mitigation options
- location of evacuation routes and/or safety zones
- measures to maintain the safety of people, property and bulk storage of hazardous material from the risk of landside relating to constructed landforms
- site access and egress
- staging of construction and mining operations
- road closures and traffic hazards
- storage and location of hazardous goods on site.

23.9 REFERENCES