



# Annual Kooragang Coal Terminal Compliance Report

1 January to 31 December 2020



**PORT WARATAH**  
COAL SERVICES

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<b>Name of Operation</b>	Kooragang Coal Terminal
<b>Name of Operator</b>	Port Waratah Coal Services
<b>Development Consent(s)</b>	DA 35/96 PA 06_0189 PA 06_0189 MOD 1 PA 06_0189 MOD 2 PA 06_0189 MOD 3
<b>Name of holder of Development Consent / Project Approval</b>	Port Waratah Coal Services Limited
<b>Environmental Protection Licence Number</b>	1552
<b>Groundwater bore licence</b>	20BL173934
<b>Compliance Report Start Date</b>	1 January 2020
<b>Compliance Report End Date</b>	31 December 2020
<p>I, <b>Trudie Larnach</b>, certify that this compliance report is a true and accurate record of the compliance status of the Kooragang Coal Terminal for the period 1 January 2020 to 31 December 2020 and that I am authorised to make this statement on behalf of Port Waratah Coal Services.</p> <p>Note.</p> <p>a) <i>The Annual Review is an 'environmental audit' for the purposes of section 122B (2) of the Environmental Planning and Assessment Act 1979. Section 122E provides that a person must not include false or misleading information (or provide information for inclusion in) an audit report produced to the Minister in connection with an environmental audit if the person knows that the information is false or misleading in a material respect. The maximum penalty is, in the case of a corporation, \$1 million and for an individual, \$250,000.</i></p> <p>b) <i>The Crimes Act 1900 contains other offences relating to false and misleading information: section 192G (Intention to defraud by false or misleading statement—maximum penalty 5 years imprisonment); sections 307A, 307B and 307C (False or misleading applications/information/documents—maximum penalty 2 years imprisonment or \$22,000, or both).</i></p>	
<b>Name of Authorised Reporting Officer</b>	Trudie Larnach
<b>Title of Authorised Reporting Officer</b>	Manager Sustainability and Corporate Affairs
<b>Signature of Authorised Reporting Officer</b>	
<b>Date</b>	17 / 03 / 2021

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# 1 Annual Compliance Report – Kooragang Coal Terminal

This annual operation compliance report provides a summary of the compliance status of the Kooragang Coal Terminal (KCT). The Compliance report provides an assessment of the environmental performance of the project by way of compliance with the requirements and conditions of the following regulatory approvals:

- Development Consent 06\_0189 including modifications of 26 November 2012, 5 April 2012 and 31 May 2010;
- Development Application No. 35/96 (Stage 3 Expansion);
- Environment Protection Licence (EPL) No 1552; and
- Groundwater bore licence No 20BL173934.

A total of 229 conditions were assessed for compliance with the above approvals. Six conditions were not complied with for the reporting period. A summary of KCT's compliance with key operational approvals as at the 31 December 2020 is provided in Table 1. A compliance key as per the Department of Planning Industry and Environment (DPIE) October 2015 Annual Review Guideline is provided in Table 2 with a summary of the non-compliances for the reporting period provided in Table 3. In accordance with Condition 8.2 of PA 06\_0189, a register of all incidents for the Kooragang Coal Terminal and the resulting actions undertaken by Port Waratah during 2020 are provided in Table 4.

**Table 1:** Statement of Compliance with Kooragang Terminal Approvals and Environment Protection Licences

Development Approval/Licence	Approval/Licence Number	Approval/Anniversary Date	Approval Body	Compliance
Kooragang Coal Terminal – Stage 1 (15Mtpa) & 2 Approval (35Mtpa)		21 April 1982	Minister for Public Works	Yes
Kooragang Coal Terminal – Stage 3 Expansion Approval (77Mtpa)	DA35/96	25 November 1996	DUAP	Yes
Kooragang Coal Terminal – Proposed increase to Throughput Capacity (120Mtpa) Modified Project Approval	06_0189	13 April 2007	NSW DoP	No
	06_0189 MOD 1	Modified 31 May 2010	NSW DoP	
	06_0189 MOD 2	Modified 5 April 2012	NSW DoP	
	06_0189 MOD 3	Modified 26 November 2012	NSW DPE	No
Kooragang Coal Terminal Environment Protection Licence	EPL 1552	1 June	EPA	No
Groundwater bore licence	20BL173934	18 February 2017	NSW DI	Yes

Note: The light grey text represents previous approval documents that have been superseded.

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**Table 2: Statement of Compliance Key**

Risk Level	Colour Code	Description
High	<b>Non-compliant</b>	Non-compliance with potential for significant environmental consequences, regardless of the likelihood of occurrence
Medium	<b>Non-compliant</b>	Non-compliance with: <ul style="list-style-type: none"> <li>• Potential for serious environmental consequences, but is likely to occur; or</li> <li>• Potential for moderate environmental consequences but is likely to occur.</li> </ul>
Low	<b>Non-compliant</b>	Non-compliance with: <ul style="list-style-type: none"> <li>• Potential for moderate environmental consequences, but is likely to occur; or</li> <li>• Potential for low environmental consequences but is likely to occur.</li> </ul>
Administrative non-compliance	<b>Non-compliant</b>	Only to be applied where the non-compliance does not result in any risk of environmental harm (e.g. submitting a report to government later than required under approval conditions)



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**Table 3: Kooragang Terminal Non-compliance Details (refer to Table 4 for further incident details)**

Relevant Approval	Condition #	Condition Description	Compliance Status	Comment
PA 06_0189	2.12	<p><b>Soil and Water Quality Impacts</b></p> <p>Except as may be expressly provided under the provisions of an Environmental Protection Licence for the project, the proponent shall comply with Section 120 of the Protection of the Environment Operations Act 1997 which prohibits the pollution of waters</p>	Non-compliant	<p>Non-compliances that occurred at the Kooragang Coal Terminal during the reporting period that involved water quality impacts are as follows:</p> <ul style="list-style-type: none"> <li>On 18 March 2020, 7.10 shiploader was loading a vessel at the Kooragang Coal Terminal (KCT) K7 wharf when a hydraulic oil line on the shiploader developed a pin hole leak that resulted in oil being released from the system. The pin hole leak in the hydraulic oil line has resulted in approximately 5L of oil spraying from the hydraulic line onto the deck and bridge of the shiploader and subsequently into the harbour below.</li> <li>During a shiploader Operator changeover, the off coming Operator identified a visual plume in the harbour below 7.09 shiploader. Upon inspection, a join in the boom launder system was found to be leaking. Due to high winds and heavy rain at the time, the leak which contained runoff water containing coal fines was blown onto the rip rap and into the harbour.</li> <li>On 8 August 2020, a wash down of shiploader 7.08 was completed with the machine commencing loading operations shortly afterwards. During the next Shiploader Operator changeover, the off-coming operator observed a small leak from the top end of the boom launder that was landing in the harbour.</li> <li>On 10 October 2020 at approximately 9:30 pm an underground fire water distribution line located at the KCT K7 Wharf was found to have ruptured, resulting in approximately 108KL of process water making its way to the surface and discharging to the harbour.</li> <li>On 24 December 2020 at approximately 4:21 pm, A conveyor drive fluid coupling fusible plug located on 7.08 shiploader discharged oil due to reaching its temperature limit resulting in the release of the entire capacity of the hydraulic fluid system (22.5 litres). Approximately 7 litres of oil landed on the deck of the machine with approximately 15 litres of hydraulic oil entering the harbour below.</li> </ul>



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Relevant Approval	Condition #	Condition Description	Compliance Status	Comment
	2.2	<p><b>Dust Emissions</b></p> <p>The proponent shall design, construct, commission, operate and maintain the project in a manner that minimises or prevents the emission of dust from the Site including wind blown and traffic generated dust.</p>	Non-compliant	On 23 January 2020, while loading a vessel at the KCT Wharf, excessive dust was reported in the hatch of the vessel. Heavy sprays were initiated in response to the dust reports and loading recommenced. Following further loading operations, dust has collected on the deck of the vessel. Southerly winds have then blown some of the dust into the harbour where it has coagulated in the harbour and floated on the surface.
EPL 1552	EPL L1.1,	<p><b>Pollution of waters</b></p> <p>Except as may be expressly provided in any other condition of this licence, the licensee must comply with section 120 of the Protection of the Environment Operations Act 1997.</p>	Non-compliant	Refer to comment for condition 2.12 of the Development Consent 06_0189 above.
	EPL O2.1	<p><b>Maintenance of plant and equipment</b></p> <p>All plant and equipment installed at the premises or used in connection with the licensed activity:</p> <p>(a) must be maintained in a proper and efficient condition; and</p> <p>(b) must be operated in a proper and efficient manner.</p>	Non-compliant	On 1 May 2020, water was observed being blown offsite from 5.02 Transfer House (TH) Buffer Bins. An operator was conducting hosing activities inside 5.02 TH, and immediately ceased hosing upon notification of water leaving site. Also refer to comment for Condition 2.1 and Condition 2.2 of the Development Consent 06_0189 above.
	EPL O3.2	<p><b>Dust</b></p> <p>operations and activities occurring at the premises must be carried out in a manner that will minimise the emission of dust from the premises.</p>	Non-compliant	Refer to comment for condition 2.2 of the Development Consent 06_0189 above.

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Relevant Approval	Condition #	Condition Description	Compliance Status	Comment
	EPL O7.1	<p>O7.1 The licensee must ensure that activities are conducted in an environmentally satisfactory manner. So as to minimise and prevent the pollution of air and water the licensee must:</p> <p>(a) Ensure that vehicles or containers prior to leaving the premises are clean and sealed in a manner that will not cause materials or wastes used in conducting the activities at the premises to be tracked, thrown from, blown, fall, or cast from any vehicle or container onto a public road.</p>		<p>Non compliances of this specific condition that occurred at the KCT site during the reporting period were:</p> <ul style="list-style-type: none"> <li>On 30 March 2020, tracked mud and sediment from a vehicle were observed leaving the Detention Pond 1 compound, onto Curlew Street towards the KCT Main Entrance.</li> <li>On 9 June 2020, During the delivery of a site compound shed to KCT for upcoming site works a truck has tracked material along Cormorant road upon leaving the site. The delivery was via a side gate and while the truck driver was reversing out of the site, the truck has left the road-way onto the grassed verge (following recent rainfall) causing mud to be tracked down the access ramp and along Cormorant Road.</li> <li>On 12 June 2020, a Franna crane was used to relocate a waste bin. During the relocation, the Franna crane has collected mud on its tyres. Following this task, the Franna crane has left site via the main access gate. Mud was found tracked along Curlew Street and along Cormorant Road towards the roundabout of Cormorant Road and Teale Street.</li> </ul>

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**Table 4: 2020 KCT Environmental Incident Register (in accordance with Condition 8.2 of PA 06\_0189)**

Number	Incident Date	Incident Details	Incident Type	Incident Response
1	23 Jan	On 23 January 2020, while loading a vessel at the KCT Wharf, excessive dust was reported in the hatch of the vessel. The heavy sprays were initiated in response to the dust reports and loading recommenced. Following further loading operations, dust has collected on the deck of the vessel. Southerly winds have then blown some of the dust into the harbour where it has coagulated in the harbour and floated on the surface.	Air Quality	The loading process was ceased and an investigation was conducted. Conveyor and Chute sprays were inspected and found to require repairs. The remaining coal loading operations were conducted at a reduced rate to control dust emissions. No further dust issues were experienced. The conveyor and chute sprays were Subsequently repaired.  The coal dust floating in the harbour dissipated shortly after the incident.  The incident breached Condition O3.2 of the KCT EPA Licence EPL1552 and Condition 2.2 of Development Consent 06_0189 and was reported to the EPA in the 2019-2020 KCT Annual Return.
2	18 Mar	On 18 March 2020, 7.10 shiploader was loading a vessel at the K7 wharf at the Kooragang Coal Terminal (KCT) when a hydraulic oil line on the shiploader developed a pin hole leak that resulted in oil being released from the system. The pin hole leak in the hydraulic oil line has resulted in oil spraying from the hydraulic line onto the deck and bridge of the shiploader and subsequently into the harbour below.	Water	A floating oil absorbent boom and absorbent mats were placed in the harbour to contain and collect some of the oil.  Upon investigation, it was determined that approximately 5L of oil has entered the harbour.  The incident was reported in accordance with Port Waratah's Pollution Incident Response Management Plan (PIRMP) with a follow up report submitted to the EPA. The incident was also reported to the EPA in the 2019-2020 KCT Annual Return.
3	30 Mar	On 30 March 2020, tracked mud and sediment from a vehicle were observed leaving the Detention Pond 1 compound, onto Curlew Street towards the KCT Main Entrance.	Material Tracking	Attempts were made to clean the mud and coal from the roadway using brooms and shovels as a sweeper truck was unavailable at the time. Due to the wet conditions, the efforts to remove the tracked material from the roadway had limited success.  Further rainfall shortly after is likely to have washed sediment into roadway drains along Curlew Street.  The incident breached Condition O7.1 of the KCT EPA Licence EPL1552 and was reported to the EPA in the 2019-2020 KCT Annual Return.
4	1 May	On 1 May 2020, water was observed being blown offsite from 5.02 Transfer House (TH) Buffer Bins. An operator was conducting hosing activities inside 5.02 TH, and immediately ceased hosing upon notification of water leaving site.	Water	Spill response equipment was deployed to prevent further water entering a nearby public roadway drain. Residual water in the roadway gutter and drain pit were removed with a vacuum tanker with no water leaving the area.  The incident breached Condition O2.1 of the KCT EPA Licence EPL1552 and was reported to the EPA in the 2019-2020 Annual Return.

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Number	Incident Date	Incident Details	Incident Type	Incident Response
5	9 Jun	On 9 June 2020, During the delivery of a site compound shed to KCT for upcoming site works a truck has tracked material along Cormorant road upon leaving the site. The delivery was via a side gate and while the truck driver was reversing out of the site, the truck has left the road-way onto the grassed verge (following recent rainfall) causing mud to be tracked down the access ramp and along Cormorant Road.	Material Tracking	Clean up commenced immediately with mud being shovelled and swept into buckets, however due to the wet road surface, this had limited success. A vacuum truck was arranged and attended site to wash the road surface and collect the residual sediment. The incident breached Condition O7.1 of the KCT EPA Licence EPL1552 and will be reported to the EPA in the 2020-2021 KCT Annual Return.
6	12 Jun	On 12 June 2020, a Franna crane was used to relocate a waste bin. During the relocation, the Franna crane has collected mud on its tyres. Following this task, the Franna crane has left site via the main access gate. Mud was found tracked along Curlew Street and along Cormorant Road towards the roundabout of Cormorant Road and Teale Street.	Material Tracking	Attempts to clean the road were made with a street sweeper with most of the mud cleaned up, however, evidence of mud was also found in the lanes of the roundabout which was not able to be cleaned up. The incident breached Condition O7.1 of the KCT EPA Licence EPL1552 and will be reported to the EPA in the 2020-2021 KCT Annual Return.
7	14 Jul	On 14 July 2020, during a shiploader operator changeover, the off coming Operator identified a small visual plume in the harbour below 7.09 shiploader. Upon inspection, a join in the boom launder system was found to be leaking. Due to high winds and heavy rain at the time, the leak was blown onto the rip rap and into the harbour.	Water	Containment and clean-up of the visual plume in the harbour was not able to be undertaken and the plume dissipated quickly due mainly to the weather conditions experienced at the time of the incident. Shiploading ceased and repairs made to the launder were completed. The incident breached Condition LI.1 of the KCT EPA Licence EPL1552 and Condition 2.12 of Development Consent 06_0189 and will be reported to the EPA in the 2020/2021 KCT Annual Return.

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Number	Incident Date	Incident Details	Incident Type	Incident Response
8	8 Aug	<p>On 8 August 2020, a wash down of shiploader 7.08 was completed with the machine commencing loading operations shortly afterwards.</p> <p>During the Shiploader Operator changeover, the off-coming operator observed a small leak from the top end of the boom launder and reported to Supervisor. The loading ceased, enabling an inspection to occur.</p> <p>It was identified that when the boom luff angle was &gt;0 degrees, water containing fines flowed from the boom tray into the launder below, and due to a blockage/restriction in the launder, some of the water overtopped the launder sides into the harbour below.</p> <p>When the boom luff angle returned to 0 degrees, the overflow ceased.</p>	Water	<p>7.08SL was manoeuvred to enable long-travel to the K4 Maintenance Bay in a manner that ensured no further discharge to the Harbour.</p> <p>The blocked launder was cleared, and inspected again, which determined the launder to be intact. Investigation revealed that the launder was blocked during the shiploader washdown process.</p> <p>The shiploader washdown procedure requires all launders to be inspected for blockages following a washdown. The investigation found this was not completed by personnel involved.</p> <p>All personnel have since been competency trained in the procedure.</p> <p>The incident breached Condition LI.1 of the KCT EPA Licence EPLI552 and Condition 2.12 of Development Consent 06_0189 and will be reported to the EPA in the 2020/2021 KCT Annual Return.</p>
9	10 Oct	<p>On 10 October 2020 at approximately 9:30 pm an underground fire water distribution line located at K7 Wharf at the Kooragang Coal Terminal (KCT) was found to have ruptured, resulting in process water making its way to the surface and discharging to the harbour.</p>	Water	<p>The line was completely isolated at 9:57 pm. A hand dug trench and bund was installed as an interim mitigation control to divert the discharging water back into the sites water management system prior to the isolation being completed.</p> <p>It is not known when the fire water line ruptured, however, from water meter trends and observations from personnel in the area, it is believed to have occurred between 5:00 pm and 9:30 pm on 10 October 2020.</p> <p>The volume has been conservatively calculated from flow meter trend data for the full 5-hour period as 108 kL.</p> <p>The incident was reported in accordance with Port Waratah's Pollution Incident Response Management Plan (PIRMP) with a follow up report submitted to the EPA. This incident will also be reported to the EPA in the 2020/2021 KCT Annual Return.</p>

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Number	Incident Date	Incident Details	Incident Type	Incident Response
10	24 Dec	On 24 December 2020 at approximately 4:21 pm, A conveyor drive fluid coupling fusible plug located on 7.08 shiploader discharged oil due to reaching its temperature limit resulting in the release of the entire capacity of the hydraulic fluid system (22.5 litres). Approximately 7 litres of oil landed on the deck of the machine with approximately 15 litres of hydraulic oil entering the harbour below.	Water	Immediately following the discharge, the shiploader was placed out of service and the incident was reported to the Operations Supervisor. A decision was made to enact the Pollution Incident Response Management Plan (PIRMP).  It was not possible to contain the oil that had discharged to the harbour due to the location and dispersal of the oil following the incident. The incident was reported in accordance with Port Waratah's Pollution Incident Response Management Plan (PIRMP) with a follow up report submitted to the EPA. This incident will also be reported to the EPA in the 2020/2021 KCT Annual Return.

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