



OUT14/13882
File No: 13/84

Ian Sheppard
Manager – Environment and Community
Tahmoor Colliery
PO Box 100
TAHMOOR NSW 2573

Dear Ian,

**Approval of Infrastructure Management Plan
Conditions 14.1 of Tahmoor Colliery Longwall 27 to 30 SMP
interim approval to 250 metres of extraction**

I refer to the following management plans submitted by the leaseholder:

- a) *Tahmoor Colliery – Longwall 28 Management Plan for Longwall Mining beneath the Main Southern Railway Revision B, signed by the representatives of ARTC (undated) and the Leaseholder on 8 April 2014, and*
- b) *Tahmoor Underground Glencore Governance Arrangements Longwall Mining beneath the Main Southern Railway Revision D (Longwall 28), signed by the Leaseholder on 2 April 2014.*

Pursuant to condition 14.1 of Director General's approval of SMP (Subsidence Management Plan) for Longwalls 27 to 30 (File No. 11/3219, dated 31 October 2012), I hereby approve the aforementioned management plans subject to the following conditions:

1. Definitions
 - 1.1 ARTC - Australian Rail Track Corporation Ltd.
 - 1.2 ONRSR – NSW Branch of the Office of National Rail Safety Regulator.
 - 1.3 Main Southern Railway - The railway leased and managed by ARTC that runs from Macarthur in the south of Sydney to Albury near the NSW/Victorian border, including all rail infrastructure assets associated with the railway and situated within the railway corridor. In this Approval, the Term "Main Southern Railway" refers to any sections of the railway as defined above, which may be affected by subsidence as a result of extraction of Longwall 28.
 - 1.4 Railway operations – This term means any of the following:
 - a) The construction of a railway, railway tracks and associated track structures or rolling stock;
 - b) The management, commissioning, maintenance, repair, modification, installation, operation or decommissioning of rail infrastructure;

- c) The commissioning, maintenance, repair, modification or decommissioning of rolling stock;
- d) The operation or movement, or causing the operation or movement by any means, of rolling stock on a railway (including for the purposes of construction or restoration of rail infrastructure), and
- e) The movement, or causing the movement, of rolling stock for the purposes of operating a railway service.

1.5 Railway Management Plan – The risk management plans as listed under Condition 2.1 and Condition 2.2.

1.6 SMP Approval - Executive Director Mineral Resources' Approval of SMP (Subsidence Management Plan) for Longwalls 27 to 30 (File No: 11/3219, dated 31 October 2012).

Note: for the other terms used in this Approval, refer to Schedule 2 (Definitions) of the SMP Approval.

2. All risk management measures and procedures as detailed in the management plans listed below must be implemented and fully complied with by the Leaseholder

2.1 Tahmoor Colliery – Longwall 28 Management Plan for Longwall Mining beneath the Main Southern Railway Revision B, signed by the representatives of ARTC (undated) and the Leaseholder on 8 April 2014, and

2.2 Tahmoor Underground Glencore Governance Arrangements Longwall Mining beneath the Main Southern Railway Revision D (Longwall 28), signed by the Leaseholder on 2 April 2014.

3. Limits on Approval

3.1 This approval will cease to have force and effect when the length of Longwall 28 extraction reaches 250m, or

3.2 Subsidence arising during the extraction of Longwall 28 must not cause track closure for any period that is unacceptable to ARTC, or

3.3 Subsidence arising during the extraction of Longwall 28 must not impact on the safety of railway operations on the Main Southern Railway.

4. The Leaseholder must immediately notify:

- i. ONRSR;
- ii. ARTC, and
- iii. Principal Subsidence Engineer,

of the following:

- a) Any deviations from the predicted magnitude of subsidence parameters and the consequential effects of such deviations on the Main Southern Railway;
- b) If continued longwall mining is forecast to exceed the limits specified in Conditions 3.2 and 3.3;
- c) If there is a malfunction or failure of the mitigation measures and/or monitoring systems that have been implemented in accordance with the Railway Management Plan;
- d) Any cessation of longwall operation, and

- e) If the ARTC or ONRSR advises that cessation of longwall mining is necessary.

Note: The longwall cessation required under Condition 4d) does not refer to longwall stops for routine maintenance purposes or other stops of similarly short duration.

5. The Leaseholder must submit a Subsidence Management Status Report specifically prepared for the Main Southern Railway, which:
- 5.1 Addresses the requirements in Condition 17(a) to 17(g) (of the SMP Approval) specifically in relation to the Main Southern Railway, and
- 5.2 Forecasts whether or not continued longwall mining is likely to exceed the limits specified in Conditions 3.2 and 3.3.

The Subsidence Management Status Report must be prepared by suitably qualified and experienced engineers and/or other specialists. The said Status Report must be certified by the Leaseholder. It must be submitted to the ONRSR, ARTC and Principal Subsidence Engineer at a weekly frequency from the date when the Leaseholder receives this Approval. Any subsequent variations to the submission frequency must be approved by the Principal Subsidence Engineer.

6. The ONRSR and ARTC must be notified by the Leaseholder of this approval within 24 hours of receiving this approval.
7. In the event of any inconsistency between the conditions of this Approval and the Railway Management Plan as listed under Condition 2.1 and Condition 2.2 above, the conditions of this Approval prevail to the extent of any inconsistency.

If you have any further enquires do not hesitate to contact Mr Paul Langley, Subsidence Executive Officer on 02 4931 6448.

Yours sincerely

 15.5.14
Rob Regan
Director of Mine Safety Operations