



TRAFFIC AND TRANSPORT

The proposed transport routes for the Bylong Coal Project (the Project) have been defined as part of the Project's Environmental Impact Statement (EIS) and feasibility studies in close consultation with the Mid-Western Regional Council (MWRC), with the aim of minimising impacts to the local community and general public. The level of Project-related traffic will vary depending on the Project phase, with peak movements expected during project construction. KEPCO Bylong Australia (KEPCO) will implement traffic management plans to facilitate the safe and efficient management of Project-related traffic throughout the construction and operational phases of the Project.

ROAD TRANSPORT

A Traffic and Transport Impact Assessment was completed for the Project as part of the EIS. Impacts to the surrounding road network are expected to be minimal given the low volumes of traffic expected to be generated by the Project over a daily and peak hourly period, and the spare capacity within the road network.

The key proposed transport routes for the Project include Wollar Road, Bylong Valley Way and Upper Bylong Road. Access to the Project will generally be via Upper Bylong Road from Bylong Valley Way. Road intersection upgrades are proposed for where Wollar Road and Upper Bylong Road join the Bylong Valley Way.

MWRC is upgrading road infrastructure and sealing a 17 km unsealed section of Wollar Road between the Bylong Valley Way and Wollar Village. The upgrade of Wollar Road is being funded by a \$14 Million grant which has been secured under the New South Wales Resources for Regions Grants Program.

KEPCO has reached an agreement with the MWRC should the Project be approved for the contribution to road maintenance and road safety upgrades on the regional road network within the MWRC local government area that will be used by Project-related traffic. This includes funding to upgrade sections of Wollar Road (including through the Munghorn Gap Nature Reserve) and some pertinent sections of the Bylong Valley Way, as well as an annual road maintenance contribution throughout the life of the Project.

KEPCO has proposed to widen Upper Bylong Road from Bylong Valley Way to the proposed mine infrastructure areas to accommodate the potential mine traffic. A private access road is to be constructed over the Sandy Hollow to Gulgong Railway

Line to access the underground mine infrastructure area incorporating the existing level railway crossing.

The development of the proposed open cut mining areas will require the closure and realignment of a section of Upper Bylong Road. The realignment (to be known as East Link Road) would occur along the southern side of the Sandy Hollow to Gulgong Railway Line to connect with the eastern section of Wooleys Road, providing continued access for neighbouring landholders and relevant authorities to the east of the Project.

A section of Wooleys Road will also be closed with access being provided via the proposed East Link Road.

RAIL TRANSPORT

It is proposed that a rail loop and loading facility be constructed to adjoin the existing Sandy Hollow to Gulgong Railway Line. The rail loop (and loading facility) will be located on the northern side of the main line. All coal produced for export will be transported via rail to the Port of Newcastle. The Project will require an average of two trains per day. There is adequate capacity along the Sandy Hollow to Gulgong Railway Line to accommodate this demand.



Typical railway crossing