

AIR QUALITY

Air Quality

Air quality is described by the range of particles within the air as a Particulate Matter (PM) level.

- Particles <2.5 micron – PM2.5
- Particles <10 micron – PM10
- Particles <50 micron – Total Suspended Particulates (TSP)

Sources of dust can include:

- Vehicles
- Loading and unloading of grain during operations
- Material movements during construction
- Conveyor transfer points

Monitoring Program

A Monitoring programme will be undertaken to measure dust levels throughout the life of the project. The dust monitoring programme will focus on the sensitive receivers with the greatest potential for air quality impacts. Monitoring will also enable modification of activities in response to the following triggers:

- Predicted increased dust emission risk from weather forecast information (e.g. very high wind speeds)
- Warnings or exceedance alarms from real-time dust monitoring at selected sites around the port facility
- Observations(s) of significant dust generation during visual monitoring

Air Quality Key Facts

- Modelling of the project's predicted PM levels indicates no exceedances of any air quality criteria at any sensitive receptors through construction or operation.
- Dust management strategies:
 - The conveyor systems and transfer stations will be fully covered.
 - Wind break walls each side of the truck un-loading bay
 - Sealed silos with dust collectors on all grain handling processes and conveyors
 - Temporary haul roads to be constructed of compacted gravel or similar and kept in good condition.
 - Bunker fitted with traditional tarpaulin cover arrangement
- Silo conveyors -serviced by ventilation systems with pulsed jet fabric filters at each of the conveyor transfer points
- Regular use of water sprays or suitable chemical wetting agent on susceptible earthen material loads, active earthen stockpiles
- Vegetation to be retained on site where possible, and establishment of additional native vegetation to occur as soon as practicable.
- Use of a truck-wheel wash grid for trucks leaving the site (for those having trafficked any unsealed roads) where appropriate.

FAQ

How will wheel-generated dust from the additional vehicles be controlled on unsealed roads?

Modelling of dust emissions associated with the operation of the proposed port development demonstrates that all relevant air quality criteria, including PM2.5, will be met at the sensitive receivers in the vicinity of the proposed port development.

In the event of excessive dust from activities such as clearing and excavating, stockpiling and vehicles travelling around the site mitigation measures for ground disturbing activities will be minimised where possible, water trucks will be used on unpaved roads and a vehicle speed limit will be enforced. Site roads to be constructed of compacted gravel or similar and kept in good condition.



Horizontal bunkers will be fitted with a traditional tarpaulin cover arrangement

In addition to the EIS Amendment Report being available for review and comment in the coming weeks, Iron Road's website holds a wealth of information on the history of the CEIP and the Cape Hardy port which can be found at www.ironroadlimited.com.au.

Should you have any questions or insights for the project team regarding Stage I, please contact Iron Road on 08 8214 4400 or email at its dedicated address: community@ironroadlimited.com.au