

**In the matter of the Fingerboards Mineral Sands Project**  
**Planning Panels Victoria**  
**Proponent: Kalbar Operations Pty Ltd**  
**Supplementary Expert Witness Statement of Paul Carter**  
**Expert of Kalbar Operations Pty Ltd**

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**1. Name and address**

Paul Carter – Associate Principal  
Arup  
Sky Park, 699 Collins Street  
Docklands VIC 3008

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**2. Qualifications and area of expertise**

My qualifications and experience are detailed in my Expert Witness Statement dated 2 February 2021.

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**3. Scope**

**3.1. Instructions**

Arup was commissioned by Kalbar Operations Pty Ltd (Kalbar) to prepare a traffic and transport impact assessment of the proposed Fingerboards Mineral Sands project. My expert witness statement dated 2 February 2021 contains a summary of the assessment as publicly exhibited in the Environment Effects Statement (Appendix A012 - Traffic and Transport Impact Assessment). This appendix to the EES is referred to as the Assessment throughout this supplementary statement. My role on the project and scope of the assessment undertaken as part of the EES is summarised in my expert witness statement dated 2 February 2021.

Following the preparation of my Expert Witness Statement, White and Case have requested review and opinion of additional matters contained within the submission to the Inquiry and Advisory Committee (IAC) dated 18 January 2021. These instructions are outlined in the email correspondence from White and Case dated 29 January 2021 and 2 February 2021.

**3.2. Process and Methodology**

The information provided and particularly 'Technical Note 1: Implementation of centrifuges for water recovery and tailings management' (referred to as Technical Note 1 in this statement) was reviewed in relation to roads, traffic and transport. Where relevant, the provided information was clarified with Kalbar and its specialists following the review.

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## 4. Findings

Technical Note 1 indicates the use of tailings centrifuges will predominately impact issues such as water recovery, the need to construct a tailings storage facility, land rehabilitation processes and environmental impacts (e.g. reduced dust and noise as a result of shorter internal mining vehicle movements).

Given that the predominate changes are to internal mine operations and processing, the impacts from a roads, traffic and transport perspective on the public transport network are expected to be minor. However, for completeness a review has been undertaken of the potential changes during construction and operation from a transport and traffic perspective.

During the construction phase, Technical Note 1 indicates a need to transport, construct and install the tailings centrifuges as well as construct a building that encloses the equipment that is approximately 23.5m long, 13.5m wide and 11.5m high at the crest of the roof (assumed to require two buildings for the equipment proposed). Subsequent high-level estimates from Kalbar suggests that the vehicle volumes associated with these additional construction vehicle movements would be low (less than 5 return trips per day) over a 2 to 3 month period and this would be a combination of light and heavy vehicles. The equipment transport is not expected to require the use of over-dimensional loads.

During the operations phase, Technical Note 1 indicates some additional internal hauling activities associated with processing. Subsequent high-level estimates from Kalbar indicate that this may require 3 additional operational workforce staff which will generate an additional 3 light vehicle return trips per day.

Based on the above, the number of additional vehicle movements are low during both the construction and operation phase. Vehicles are expected to use the same routes as those already reviewed in the Assessment and would not require the use of over-dimensional loads. The findings of the Assessment indicate intersections will have significant available capacity and interventions have been identified relating to safety and protection of existing road assets.

Accordingly, it is my opinion that the changes outlined in Technical Note 1 do not change the profile of traffic and transport risks identified in the Assessment and no additional mitigation measures are required.

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## Declaration

I have made all the inquiries that I believe are desirable and appropriate and no matters of significance which I regard as relevant have to my knowledge been withheld from the Panel.



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08 February 2021