

Application for Licence Amendment

Part V Division 3 of the Environmental Protection Act 1986

Licence Number	L9263/2020/1
Licence Holder	Pilbara Iron Pty Ltd
ACN	107 216 535
File Number	APP-0026835
Premises	Gudai-Darri Railway Project
	Legal description –
	Miscellaneous Licence for Railway 7 (L7SA)
	TOM PRICE WA 6751
	As defined by the coordinates in Schedule 2 of the revised licence
Date of Report	16/05/2025
Decision	Revised licence granted

MANAGER WASTE INDUSTRIES REGULATORY SERVICES an officer delegated under section 20 of the *Environmental Protection Act 1986* (WA)

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1. Decision summary

Licence L9263/2020/1 is held by Pilbara Iron Pty Ltd (Licence Holder) for the Gudai-Darri Railway Project (the premises), located within Miscellaneous Licence for Railway 7 (L7SA), Tom Price WA 6751.

This Amendment Report documents the assessment of potential risks to the environment and public health from proposed changes to the emissions and discharges during the operation of the premises. As a result of this assessment, revised Licence L9263/2020/1 has been granted.

2. Scope of assessment

2.1 Regulatory framework

In completing the assessment documented in this Amendment Report, the department has considered and given due regard to its Regulatory Framework and relevant policy documents which are available at https://dwer.wa.gov.au/regulatory-documents.

2.2 Application summary

On 12 December 2024, the Licence Holder submitted an application to the department to amend Licence L9263/2020/1 under section 59 and 59B of the *Environmental Protection Act 1986* (EP Act). The following amendments are being sought:

- An increase to the volume of railway ballast material able to be stored under Category 61A from 425,000 tonnes per annual period (tpa) to 631,252 tpa;
- An amendment to operational requirements for stockpile volumes listed in Condition 1 (Table 1);
- Addition of two new stockpiles for crushed rock;
- An amendment to the current Annual Audit Compliance Report reporting date in Condition 7(b) from 31 March to 30 April, to align with the environmental reporting dates for other approvals held by Rio Tinto and assist in the streamlining of reporting processes; and
- An amendment to the current Environmental Report reporting date in Condition 8 from 31 March to 30 April, for the same reason listed above.

The premises is part of the Integrated Rail Network (IRN) for iron transport. The IRN requires ballast cleaning/renewal to maintain safe operations and extend the life of the network. There is currently a significant ballast cleaning programme being undertaken across the entire network, with the possibility of up to 425,000 tpa (250,000 m³/year) of ballast being replaced.

The licence holder has developed sampling, stockpiling and reuse decision process procedures for the material. The licence holder has advised that ballast/civil material is sampled and analysed before cleaning/removal works begin to determine if the material is suitable for stockpiling. Removed ballast/civil material has previously been geotechnically and chemically tested and the results assessed under a previous amendment to licence L9263/2020/1 (DWER 2024). A summary of the results is provided overleaf (Figure 1).

Degraded ballast/civil material removed from the rail network is temporarily stockpiled at the 195 km operational borrow pit and laydown area at the western edge of the premises before crushing and screening. It is then repurposed within the network for uses such as rail access road sheeting and rail maintenance access ramps, as well as at other operations for uses such as haul road sheeting and pit backfill material.

Total Concentrations

- None of the samples showed asbestos concentrations above the laboratory Limit of Reporting (LOR), and visual inspections during sampling did not reveal any signs of asbestos.
- The concentrations of total Polycyclic Aromatic Hydrocarbons (PAHs) were below the uncontaminated fill guidelines^[1] in all samples.
- Volatile TRH (>C6-C10) and BTEX-N compounds were below the uncontaminated fill guidelines^[1] in all samples.
- Five samples recorded concentrations of TRH (>C16-C34) exceeding the uncontaminated fill guideline^[1] of 300 mg/kg. The upper confidence limit (UCL95) of 141.6 mg/kg remained below the uncontaminated fill guideline. Note: the statistics were skewed by a single anomalous result, which was not representative of the dataset.
- Total concentrations of selected metals (copper, manganese and nickel) exceeded the corresponding maximum concentration (mg/kg) dry weight, outlined in the uncontaminated fill guidelines^[1].

Leachate Concentrations

- Leachable concentrations of selected metals (chromium, cobalt, copper, lead, manganese, selenium, thallium and zinc) exceeded the ASLP deionised water (DI) leach uncontaminated fill guideline^[1] concentrations.
- Leachable concentrations of the pesticides aldrin and dieldrin exceeded the ASLP leach guideline concentrations, with selected results also exceeding the Australian Drinking Water Guidelines (ADWG)^[2], by a factor of 10 and therefore equating to the NPUG^[3].
- The leachable concentrations of selected metals exceeded the ADWG and the Freshwater Guideline (FWG)^[4][...]

[...] The outcome of this analytical testing is [further] screened against guidelines such as:

- Guideline: Assessment and management of contaminated sites (DWER, 2021);
- ^[1] Landfill Waste Classification and Waste Definitions 1996 (As Amended 2019) (DWER, 2019);
- Guidelines for the Assessment, Remediation and Management of Asbestos Contaminated Sites in Western Australia, Depart of Health, 2021 (DoH,2021);
- ^[4] National Environmental Protection (Assessment of Site Contamination) Measure 1999 (as amended 2013) (NEPM,2013);
- CRC Care, Technical Report No.10, Health Screening Levels for Petroleum Hydrocarbons in Soil and Groundwater (CRC Care);
- ^[3] Contaminated site ground and surface water chemical screening guidelines, Department of Health, 2014 (DoH, 2014); and
- ^[2] Australian Drinking Water Guidelines 6, National Water Quality Management Strategy, 2011 (updated 2022) (ADWG,2011)." (RTIO, 2024).

Figure 1: Summary of chemical testing on previously removed ballast/civil material

The licence holder has advised the recovered ballast is treated as a product as it has multiple reuse options in other civil related projects within the Railway Division and across the wider Pilbara operations. Advice on whether degraded civil material is considered a waste or product was given by the department during the previous licence amendment (DWER 2024).

The advice is summarised as follows:

- The EP Act, *Waste Avoidance and Resource Recovery Act 2007 (WARR Act),* and the Fact Sheet Assessing whether material is waste (DWER, undated) may be used to help determine whether a material is considered 'waste'.
- Burial and/or reuse of waste may trigger prescribed premises categories as detailed in

Schedule 1 of the Environmental Protection Regulations 1987.

• Producers and end-users of certain materials should seek their own legal advice on whether a material is considered waste.

Advice to this effect has previously been given to the applicant. The assessment of this licence amendment application is limited to assessing related emissions and discharges from stockpiling activities. It does not provide endorsement on the proposed approach to assessing whether the recycled ballast material is a 'waste' or a 'product'.

The licence holder is requesting an increase to the approved volumes of material able to be stored/stockpiled under Category 61A, to facilitate increased degraded rail civil material handling and processing during crushing and screening activities.

The licence holder is proposing the creation of two new stockpiling areas to simplify crush and screening activities, comprising Crushed Rock A and Crushed Rock B. Stockpile management and design will remain as previously approved. There are some minor proposed individual stockpiling volume changes required including:

- Typical slope angle of 3:1 or approximately 18 degrees, with multiple lifts.
- 5 x separate material stockpiles comprising:
 - a) Major Shuts ~218,641 t (or ~130,923 m³);
 - b) Separation stockpile ~16, 806 t (~10,064 m³) for degraded material removed during emergency/urgent maintenance works, awaiting sampling and analytical results. Material forming the separation stockpile will be paddock dumped;
 - c) Ballast Cleaning ~181,410 t (or ~108,629 m³);
 - d) Crushed Rock A ~ 95,164 t (or 56,985 m³); and
 - e) Crushed Rock B ~ 119,230 t (or 71,395 m³).

The borrow pit crushing and screening area with current and proposed stockpiles is shown in Figure 2 below.



Figure 2: Borrow pit layout including stockpiles

The licence holder later clarified during the comment period that the total number of stockpiles may vary due to operational requirements, however the total volume of material will not change.

Earthen sumps for collecting stockpile run off and sediment are proposed to be constructed in each area or as deemed necessary based on final engineering assessment. There is an existing surface water diversion bund along the southern and eastern boundary of the borrow pit. Additional 0.4 m high earthen bunding is proposed to be constructed around the stockpile area to contain runoff and sediment following significant rainfall events, as well as a small sump for runoff collection and evaporation.

This amendment is limited only to changes to Category 61A activities from the existing Licence, and changes to reporting requirements. No changes to the aspects of the existing Licence relating to Category 12 and 13 have been requested by the Licence Holder.

Table 1 below outlines the proposed changes to the existing Licence.

Category	Current design capacity	Proposed design/throughput capacity	Description of proposed amendment
61	425,000 tonnes per year	631,252 tonnes per year	To support a continued ballast cleaning programme across the rail network, the licence holder is proposing an increase in the volume of recovered ballast/rail civil material able to be stored before it is re-purposed/recycled.

Table 1: Proposed design/throughput capacity changes

The Delegated Officer has also resolved to increase the licence duration by 364 days to 16 December 2041. This will align the expiry date with the end of the annual fee period for the licence.

2.3 Part IV of the EP Act

The premises is currently subject to Ministerial Statement 999 (MS 999) under Part IV of the EP Act. EPA Report 1533 determined that the Koodaideri Iron Ore Mine and Infrastructure Project (now the Gudai-Darri Railway Project) could be managed to meet the EPA's objectives (EPA 2014).

2.4 **Proposed clearing**

Clearing of 2.5 hectares of native vegetation is proposed to establish the Crushed Rock A and Crushed Rock B stockpile areas. Advice on the proposed clearing was sought from the Environmental Protection Authority Services branch. It was confirmed that the proposed clearing is within the development envelope of the Western Railway Corridor and MS 999 boundary. Under MS 999, the authorised extent includes clearing of no more than 4,014 hectares within a 34,697 hectare Western Rail Corridor development envelope. Therefore, a clearing permit is not required as long as the applicant undertakes the works within the authorised extent and adheres to clearing limits.

3. Risk assessment

The department assesses the risks of emissions from prescribed premises and identifies the potential source, pathway and impact to receptors in accordance with the *Guideline: Risk* assessments (DWER 2020).

To establish a Risk Event there must be an emission, a receptor which may be exposed to that emission through an identified actual or likely pathway, and a potential adverse effect to the receptor from exposure to that emission.

3.1 Source-pathways and receptors

3.1.1 Emissions and controls

The key emissions and associated actual or likely pathway during premises operation which have been considered in this Amendment Report are detailed in Table 2 below. Table 2 also details the proposed control measures the Licence Holder has proposed to assist in controlling these emissions, where necessary.

Table 2: Licence Holder controls

Sources	Emission	Potential pathways	Proposed controls				
Construction							
Construction of earthen bund and	Dust	Air/windborne	Water carts / other approved dust suppression agents if required.				
earthen sumps for new stockpile area	Noise	pathway	None proposed.				
Operation							
Stackpiling/unloading	Dust	Air/windborne pathway	 Degraded rail civil material stockpiles will be inspected regularly to ensure no dust emission concerns or environmental impacts resulting from dust. 				
			 Dust suppression on trafficable areas including water trucks, control of vehicle movements / restricted speeds. 				
			• During unloading of rail civil material dust emissions will be managed by water trucks.				
			• Progressive rehabilitation of disturbed areas no longer needed for operational purposes.				
an additional 206,252 tpa of			The Integrated Rail Network EMP incorporates management of fibrous material through Rio Tinto procedures:				
crushed rock			1. Fibrous Minerals Management Plan (RTIO-PDE-0062061); and				
material)			2. Asbestos Work Management Practice (RTIO-HSE-0138640).				
			• Stockpiling is only being undertaken at the 195 km borrow pit and is outside of the Wittenoom Asbestos Control Area (WACA) and Wittenoom Asbestos Management Area (WAMA).				
			No stockpiling will occur within 50 m of a creek line or waterway.				
			Material is tested for asbestos prior to removal from the rail network.				
	Noise		None proposed.				

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Sources	Emission	Potential pathways	Proposed controls															
			 Implementation of Ballast Sampling and Disposal Management Decision Process flowchart and Post Renewal Material Management Plan. 															
		 In situ rail civil material sampling and analytical analysis prior to works commencing to determine if rail civil material is suitable for disposed of at an approved disposal location. The decision procession 		 In situ rail civil material sampling and analytical analysis prior to ballast cleaning/removal works commencing to determine if rail civil material is suitable for stockpiling or is to be disposed of at an approved disposal location. The decision process includes: 														
			 Undertake testing of degraded ballast in accordance with the Ballast Sampling and Disposal Management Decision Process and Post Renewal Material Management Plan. 															
			- Comparison against Uncontaminated Fill Guidelines and statistical evaluation.															
	- Comparison against Tier 1 Screening Criteria to evaluate against assessment guidelines.	Overland runoff	 Comparison against Tier 1 Screening Criteria to evaluate against established assessment guidelines. 															
Stockniling/unloading	Potentially contaminated		 Risk characterisation of stockpile and disposal locations through development of a Site Conceptual Model. 															
an additional	from the		- Final determination for reuse, stockpiling or landfill disposal.															
206,252 tpa of crushed rock (degraded rail civil	stockpiling area (including hydrocarbons, asbestos and sediment)			 Maintain a register of stockpiled degraded ballast, tracking source, quantity, test work, disposal and/or reuse locations. 														
(degraded rall civil material)			 Routine inspection of the stockpiles will occur biannually and post significant rainfall events, assessing stockpile stability and any potential environmental impacts associated with runoff, dust impacts and/or erosion. 															
			Existing diversion bund will prevent ingress of clean surface borrow pit from outside and any egress out.							 Existing diversion bund will prevent ingress of clean surface water from into the 195km borrow pit from outside and any egress out. 								
											Earthen bunds required for the stockpile area.							
																Earthen sump to collect stockpile runoff following large rain events.		
											 RTIO Environmental Design Criteria - Permanent and Temporary facilities (RTIO-AM- 0032910) which includes discharge, crush and screening plants (mobile) and hydrocarbons. 							
			 Annual groundwater samples will continue to be collected and analysed for a suite of determinants from nearby monitoring well WB16KRP0003. 															

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Sources	Emission	Potential pathways	Proposed controls
		Overland runoff	• Any mobile equipment working at the premises is refueled via a mobile service truck so there is no requirement to store chemicals or hydrocarbons at the 195 km operational borrow pit.
	Hvdrocarbon		All fuel transfer points are secondarily contained with drip trays to prevent spills.
Stockpiling/unloading an additional 206,252 tpa of crushed rock (degraded rail civil material)	spill from refuelling and wash down activities		 Any hydraulic spills from burst hydraulic hoses or minor hydrocarbon spills will be cleaned up and contaminated soil bagged for removal from site to an appropriately licensed facility.
			• The stockpiles will be located within an existing borrow pit area so that any sediment laden or potentially hydrocarbon contaminated water is retained within the confines of the borrow pit.
			 Bunding, earthen sumps and an existing diversion bund will divert any clean surface water around the general work area.
	Asbestos	Air/windborne pathway	 Sampling of rail civil material is completed prior to removal from the track, to determine if material is suitable for repurposing and stockpiling. Testing includes the presence of asbestos.
			 Asbestos soil sampling of in-situ material at the 195 km borrow pit has previously been undertaken, with no asbestos reported.

3.1.2 Receptors

In accordance with the *Guideline: Risk assessments* (DWER 2020), the Delegated Officer has excluded employees, visitors and contractors of the Licence Holder's from its assessment. Protection of these parties often involves different exposure risks and prevention strategies, and is provided for under other state legislation.

Table 3 below provides a summary of potential human and environmental receptors that may be impacted as a result of activities upon or emission and discharges from the prescribed premises (*Guideline: Environmental siting* (DWER 2020)).

Table 3: Sensitive	human and environmental	l receptors and	distance from	prescribed
activity				

Human receptors	Distance from prescribed activity					
Youngaleena Aboriginal Community	~95 km southeast of the borrow pit/crushing and screening area. Receptor separation distance is sufficient.					
Environmental receptors	Distance from prescribed activity					
Millstream Water Reserve – Priority 2 Public Drinking Water Source Area	~1 km west of the borrow pit/crushing and screening area					
Unnamed minor non- perennial water courses	Several adjacent to the prescribed premises boundary					
Weelumurra Creek	~2 km west and east of the borrow pit/crushing and screening area					
Groundwater	Premises is within the Pilbara Groundwater Area.					
	Groundwater monitoring data indicates the depth to groundwater near the borrow pit is ~40 mbgl (Rio Tinto 2024). Due to the groundwater separation distance seepage risk will not be assessed further.					
Surface water	Premises is within the Proclaimed Pilbara Surface Water Area					
Threatened migratory species	 Actitis hypoleucos (Common Sandpiper – Species or species habitat may occur within the area 					
	 Calidris melanotos (Pectoral Sandpiper) - Species or species habitat may occur within the area 					
	 Calidris acuminata (Sharp-tailed Sandpiper) - Species or species habitat may occur within the area 					
	 Apus pacificus (Fork-tailed Swift) - Species or species habitat likely to occur within area 					
	 Pezoporus occidentalis (Night parrot) - Species or species habitat may occur within area 					
	 Dasyurus hallucatus (Northern Quoll) - Species or species habitat likely to occur within area 					
Fortescue River	~11.7 km north of borrow pit/crushing and screening area					
Karijini National Park	~42 km southeast of the borrow pit/crushing and screening area.					
	Receptor separation distance is sufficient.					



Figure 3: Distance to sensitive receptors

3.2 Risk ratings

Risk ratings have been assessed in accordance with the *Guideline: Risk Assessments* (DWER 2020) for those emission sources which are proposed to change and takes into account potential source-pathway and receptor linkages as identified in Section 3.1. Where linkages are in-complete they have not been considered further in the risk assessment.

Where the Licence Holder has proposed mitigation measures/controls (as detailed in Section 3.1), these have been considered when determining the final risk rating. Where the Delegated Officer considers the Licence Holder's proposed controls to be critical to maintaining an acceptable level of risk, these will be incorporated into the licence as regulatory controls.

Additional regulatory controls may be imposed where the Licence Holder's controls are not deemed sufficient. Where this is the case the need for additional controls will be documented and justified in Table 4.

The Revised Licence L9263/2020/1 that accompanies this Amendment Report authorises emissions associated with the operation of the Premises i.e. stockpiling and crushing and screening activities.

The conditions in the Revised Licence have been determined in accordance with *Guidance Statement: Setting Conditions* (DER 2015).

Table 4. Risk assessment of potential emissions and discharges from the Premises during construction and operation

Risk Event					Risk rating ¹	Licence		lustification for	
Source/Activities	Potential emission	Potential pathways and impact	Receptors	Licence Holder's controls	C = consequence L = likelihood	Holder's controls sufficient?	Conditions ² of licence	additional regulatory controls	
Construction									
Construction of earthen bund and earthen sumps for new stockpile areas	Dust	Air/windborne pathway causing impacts to wildlife, land, and surface water	Millstream Water Reserve Surface water courses and creeks Threatened migratory species Land/soils	Refer to Section 3.1	C = Slight L = Unlikely Low Risk	Yes	N/A	N/A	
	Noise	Air/windborne pathway causing impacts to wildlife	Threatened migratory species	Refer to Section 3.1	C = Minor L = Rare Low Risk	N/A	N/A	The Delegated Officer considers no additional controls are necessary as the risk rating is low.	
Operation									
Stockpiling/unloading an additional 206,252 tpa of crushed rock (degraded rail civil material)	Dust	Air/windborne pathway causing impacts to wildlife, land, and surface water	Millstream Water Reserve Surface water courses and creeks Threatened migratory species Land/soils	Refer to Section 3.1	C = Minor L = Possible Medium Risk	Yes	Condition 1	N/A	
	Noise	Air/windborne pathway causing impacts to wildlife	Threatened migratory species	Refer to Section 3.1	C = Minor L = Rare Low Risk	N/A	N/A	The Delegated Officer considers no additional controls are necessary as the risk rating is low.	

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Risk Event					Risk rating ¹	Licence		luctification for
Source/Activities	Potential emission	Potential pathways and impact	Receptors	Licence Holder's controls	C = consequence L = likelihood	Holder's controls sufficient?	Conditions ² of licence	additional regulatory controls
Stockpiling/unloading an additional 206,252 tpa of crushed rock (degraded rail civil material)	Potentially contaminated stormwater from the stockpiling area (including hydrocarbons, asbestos and sediment)	Overland runoff potentially impacting land and surface water quality, and wildlife	Millstream Water Reserve Surface water courses and creeks Threatened migratory species Land/soils (contamination)	Refer to Section 3.1	C = Moderate L = Unlikely Medium Risk	Yes	Condition 1 and 8	N/A
	Hydrocarbon spill from refuelling and wash down activities			Refer to Section 3.1	C = Moderate L = Unlikely Medium Risk	Yes	Condition 1 and 8	N/A
	Asbestos	Air/windborne pathway causing impacts to health, wildlife, land, and surface water	Millstream Water Reserve Surface water courses and creeks Threatened migratory species Land/soils (contamination)	Refer to Section 3.1	C = Severe L = Rare High Risk	Yes	Condition 1, 2, 3 and 5	N/A

Note 1: Consequence ratings, likelihood ratings and risk descriptions are detailed in the Guideline: Risk assessments (DWER 2020).

Note 2: Proposed Licence Holder's controls are depicted by standard text. Bold and underline text depicts additional regulatory controls imposed by department.

4. Consultation

Table 5 provides a summary of the consultation undertaken by the department.

Table 5: Consultation

Consultation method	Comments received	Department response
Local Government Authority (Shire of Ashburton) advised of proposal on 14 February 2025.	None received.	N/A.
Licence Holder was provided with draft amendment on 22 April 2025.	The Licence Holder responded on 2 May 2025. Refer to Appendix 1.	Refer to Appendix 1.

5. Conclusion

Based on the assessment in this Amendment Report, the Delegated Officer has determined that a revised licence will be granted, subject to conditions commensurate with the determined controls and necessary for administration and reporting requirements.

5.1 Summary of amendments

Table 6 provides a summary of the proposed amendments and will act as record of implemented changes. All proposed changes have been incorporated into the revised licence as part of the amendment process.

Condition no.	Proposed amendments	
Cover page	Addition of DWER file number.	
	 Assessed design capacity for Category 61A increased from 425,000 tonnes per annual period to 631,252 tonnes per annual period. 	
Licence duration	Licence duration extended by 364 days to align the expiry date with the anniversary date, so that expiry date aligns with the end of the annual fee period.	
Licence history	Details of current amendment added.	
1, Table 1	 Stockpiles (Category 61A): Slope angle of stockpiles added - <i>Typical slope angle of 3:1 or approximately 18 degrees, with multiple lifts.</i> Reference to the number of stockpiles removed. Ballast and/or crushed rock A (56,985m³) and Ballast and/or crushed rock B (71,395m³) added to proposed stockpiles. 	
	 Volumes of stockpiles amended: 	
	- Ballast cleaning amended from 121,000m ³ to 108,629m ³	
	 Major shuts amended from 59,400m³ to 130,923m³ 	
	- Separation stockpile amended from 74,000m ³ to 10,064m ³	
	Addition of requirement for material forming the separation stockpile to be paddock	

Table 6: Summary of licence amendments

Condition no.	Proposed amendments
	dumped.
2	Acceptance rate of railway ballast increased from 425,000 tpa to 631,252 tpa.
7	Reporting date for Annual Audit Compliance Report amended from 31 March to 30 April.
8	Reporting date for Environmental Report amended from 31 March to 30 April.
Schedule 1	Figure 3 – map of crushing and screening area with proposed stockpiles updated.
Table captions and references	Correction of table numbers and references.

References

- 1. Department of Environment Regulation (DER) 2015, *Guidance Statement: Setting Conditions*, Perth, Western Australia.
- 2. Department of Water and Environmental Regulation (DWER) 2020, *Guideline: Environmental Siting*, Perth, Western Australia.
- Department of Water and Environmental Regulation (DWER) 2024, Amendment Report L9263/2020/1. Issued 29 April 2024. Accessed at <u>https://www.der.wa.gov.au/component/k2/itemlist/filter?fitem_all=L9263&moduleId=94</u> <u>&Itemid=175</u>
- 4. DWER 2020, Guideline: Risk Assessments, Perth, Western Australia.
- 5. DWER undated, *Fact sheet Assessing whether material is waste*. Accessed at: https://www.wa.gov.au/government/publications/assessing-whether-material-waste
- 6. Environmental Protection Authority (EPA) 2014, Report and recommendations of the Environmental Protection Authority: Koodaideri Iron Ore and Infrastructure Project, Mount Bruce Mining Pty Limited, Perth, Western Australia.
- 7. Rio Tinto 2024, Annual Aquifer Review 2023: Gudai-Darri Rail GWL202549(1) & GWL202550(3), Perth, Western Australia (DWER reference: DWERDT920619)

Appendix 1: Summary of Licence Holder's comments on risk assessment and draft conditions

Condition	Summary of Licence Holder's comment	Department's response
1, Table 1, Stockpiles (Category 61A)	The licence holder requested flexibility regarding the number of stockpiles, by specifying that the number of stockpiles is a proposed number. This is to allow for onsite flexibility if needed. The licence holder specified operational requirements of the licence would still be met and all stockpiled material will remain within the stockpile boundary	The specification of the number of stockpiles has been removed and replaced with 'proposed', while retaining operational requirements for stockpile management such as height, location, bunding and sumps.
1, Table 1, Stockpiles (Category 61A)	The licence holder requested the newly added Crushed rock A and Crushed rock B stockpiles be renamed to 'Ballast and/or Crushed rock A' and 'Ballast and/or Crushed rock B'. This is to allow for contractor flexibility during crush and screen activities and to reflect any necessary onsite material movements.	The names of the crushed rock stockpiles have been updated as requested.
Schedule 1	The licence holder provided an updated map of the crushing and screening area with stockpiles.	Figure 3 in the licence has been updated with this map.