

Submission
No 162

**INQUIRY INTO CURRENT AND POTENTIAL IMPACTS OF
GOLD, SILVER, LEAD AND ZINC MINING ON HUMAN
HEALTH, LAND, AIR AND WATER QUALITY IN NEW
SOUTH WALES**

Name: Mr Anthony Miskle

Date Received: 5 September 2023

Partially
Confidential

NSW Upper House Inquiry into the *Potential Impacts of Gold, Silver, Lead and Zinc Mining on human health, land, air and water quality.*

Date and time for lodgment: 5th September 2023

Date:	31/08/2023
Your name:	Anthony & Joanne Miskle
Your address:	
Your phone number:	
Your email:	

Grounds of the Inquiry:

As the owners/Operators and Directors of a local Heavy Earthmoving & Transport operation (Miskles Transport Pty Ltd) based in Rylstone NSW.

Our business commenced in 1962 and to this day is still operating successfully in our local community. Our work is predominantly with the Mid Wesern Regional Council and we currently employ 15 local people.

We also undertake with the NSW National Parks and NSW Rural Bushfire service, We have an integral part of the community for the last 60 years.

As a transport business, we are very aware of the safety aspects affecting our local community, traffic management, issues of fatigue as monitored by the NHV Regulator and fleet movement on our local roads that are not suited to a high ratio of heavy vehicles as is identified in our report below. This is especially significant when it involves a number of local bridges forming part of our concern, as listed in our report outcomes and are not suited to mutual passing of heavy vehicles due to their narrow widths.

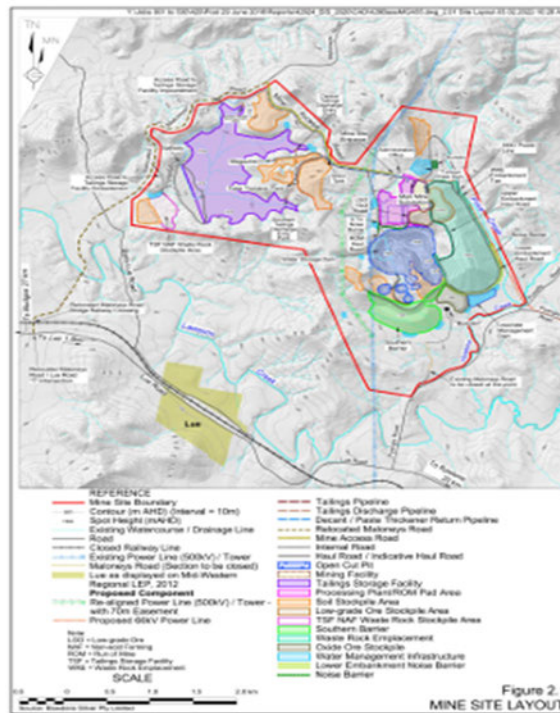
As part of our reports **TERMS OF REFERENCE 1**. That Portfolio Committee No. 2 inquire into and report on current and potential impacts of gold, silver, lead and zinc mining on human health, land, air and water quality in New South Wales, in particular:

- Item (g) the effectiveness of New South Wales Government agencies to regulate and improve outcomes including:
 - (i) the measurement, reporting and public awareness
 - (ii) the provision of various protective materials
 - (iii) the ability to ensure the health of at-risk groups
 - (iv) the suitability of work health and safety regulations, and
 - (v) the capacity to respond within existing resources (vi) the adequacy of existing work, health and safety standards for workers

While there have been specific environmental objections affecting the Air, general Water and Health & Wellbeing of those living and working near the Bowden Silver Mine lodged from locals and objectors which are accurate and relevant to the ongoing Mental & Physical health of residents and tourists to our area , We would also like to put forward concerns in relation to the general ***Transportation & Material handling process that will impact the affected area during operational periods of Monday to Saturday movements.***

The **WATER SUPPLY AMENDMENT REPORT BOWDENS SILVER PTY LIMITED Report No. 429/39 - Bowdens Silver Project**

Identifies areas surrounding the mine and further afield that are affected can be seen in the location pictures below for a Mine Life expectancy of 16.5 years and Project Life expectancy of 23 years (which includes a 7-year remediation period).



The report identifies that recoverable primary and low-grade ore within the proposed open cut pits is estimated to be approximately 29.9 million tonnes at an average grade of 69g/t silver, 0.44% zinc and 0.32% lead. This corresponds to total in situ quantities of approximately 66.3 million ounces of silver, 130 000 tonnes of zinc and 95 000 tonnes of lead.

The recoverable primary and low-grade ore would be mined in conjunction with approximately 1.8 million tonnes of oxide ore and 46.3 million tonnes of waste rock. The stripping ratio of waste rock to ore would be approximately 1.6:1.

It is these quantities of concentrate materials that will need to be transported from the mine to their final use/export location in addition to this there are the daily vehicle movements that need to be considered for not only the operator's safety but that of the normal road users within the area.

As identified in the previously highlighted Water Supply report, Planned traffic movements involving **approx. 200 onsite personnel** identified within the report are:

- Morning peak (between 5:30am and 8:00am Monday to Friday) - approximately 95 light vehicle movements (i.e. 80 inbound and 15 outbound) and 4 bus movements (i.e. 2 inbound and 2 outbound).
- Afternoon shift change (between 1:30pm and 3:00pm) - approximately 8 light vehicle movements (i.e. 4 inbound and 4 outbound).
- Day shift end (between 4:00pm and 4:30pm Monday to Friday only) - approximately 40 light vehicle movements (outbound only) and 2 bus movements (i.e. 1 inbound and 1 outbound).
- Evening peak (between 5:30pm and 7:30pm) - approximately 50 light vehicle movements (i.e. 15 inbound and 35 outbound) and 2 bus movements (i.e. 1 inbound and 1 outbound).
- Evening shift end (between 10:00pm and 10:30pm) – approximately 4 light vehicle movements (outbound only).

Additional light vehicle movements would also occur throughout the day as a result of visits by equipment / supply representatives, consultants and government agency representatives.

It is expected that, on average, this would result in a further five light vehicle trips (10 movements) per day. In addition to trucks transporting concentrates, it is anticipated that, on average, one to two heavy loads vehicle trips (two to four movements) would occur daily for delivery of **fuel, explosives and other consumables (incl Dangerous Chemicals)**.

Facts and circumstances relied on in support of the grounds of the objection:

Dangerous chemicals being delivered to the site for operational purposes are:

- bulk diesel stored adjacent to the workshop in self-bunded above-ground tanks with a total capacity of approximately 220 000L with Plant having a daily usage rate of approx. 21,370L based on an annual consumption rate of 7.8ML
- ANFO-based bulk explosives or customised emulsions would be used within the open cut pits. The ammonium nitrate prill, emulsion, diesel and other blasting products would be transported to the Mine Site as required by a licensed contractor **on the day of each blast** where the blasting products would be mixed as required, loaded into the pre-drilled holes and initiated.
- Other Mine reagents are per the register below and equate to a total of **215 tonnes** being held on site at any one time with approx. **2,915 tons per annum** being delivered and used on the mine site.

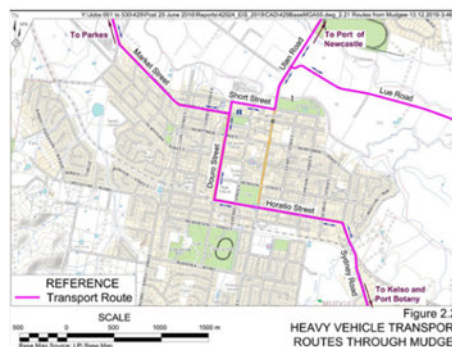
**Table 2.4
Processing Plant Reagents**

Reagent	Chemistry	Function	Form / Container	Annual Usage (tpa)	Maximum Quantity on Site	Fate of Reagents
Hydrated lime/ soda ash	CaOH/Na ₂ CO ₃	pH Adjustment	Powder / 60t silo	1 236	60t	Tailings
Zinc sulphate	ZnSO ₄ .7H ₂ O	Zinc Depressant	Powder / 1t bulk bag	610	50t	Tailings
Copper sulphate	CuSO ₄ .5H ₂ O	Activator	Powder / 1t bulk bag	450	40t	Tailings
MIBC	Methyl Isobutyl Carbinol	Frother	Liquid / 800kg IBC	222	20t	Tailings / Decomposed
Sodium cyanide*	NaCN	Zinc Depressant	Pellets / Isotainer	190	20t	Tailings / Decomposed
Flocculant	Anionic polyacrylamide	Flocculation	Powder / 0.8t bulk bag	139	12t	Tailings
Lead collector	Na - disobutyl dithiophosphate	Lead Collector	Liquid / 1000L IBC	24	4t	Most to Concentrate / Balance to Tailings
Zinc collector	Na isobutyl dithiophosphate	Zinc Collector	Liquid / 1000L IBC	22	4t	Most to Concentrate / Balance to Tailings
Caustic Soda	NaOH	pH Adjustment	Flake / 25kg bag	2.5	1t	Tailings
Antiscalant	Polycarboxylic acid or similar	Antiscalant	1000L IBC	20	4t	Tailings

* IBC = Intermediate Bulk Container # NaCN would be added with a concentration of 66mg/L

Mined Concentrates dispatched from the site utilising Heavy Vehicle B Double trucks being: (That should fall under monitoring under NHVR)

- silver/lead concentrate would be transported in 2t capacity sealed bulk bags placed into 6m Containers – weight 22t with two containers per truck – total weight 44t (one to two loads per day or 200-290 loads per year)
- zinc concentrate would be transported by road in sealed containers (weight unknown) with one or two loads per day or 280-410 loads per year.



Objection Outcome:

The existing road infrastructure that leads to and from the Bowden’s Silver mine, whether you travel east or west from the Lue site are not well constructed or maintained rural roads within the MWRC region as is known by all locals and any tourists using these roads, especially after recent heavy rain/flooding .

In addition there are a number of existing bridges that would need to be traversed by the large plant & equipment carrying low loaders or B Double trucks that are either carrying dangerous goods to the mine (as per Reagent register Table #) or Mining Concentrate material out from the mine to its final destinations either in Parkes, Sydney or Newcastle.

While the existing speed limit on these roads is set at 100km/hr (outside residential area speed zones) the use of these roads by large Heavy Vehicle transport carrying heavy loads is not a suitable solution, especially when as a driver you come across narrow bridges such as # 1, # 2 & # 3 (imbedded below) which have narrow bridge decks of between only 6.4m to 6.8m which would require only a single pass if there are two trucks or a truck at speed and a standard vehicle wishing to pass each other.

Especially as previously noted and in Table #2.4 above, there are dangerous or explosive goods being transported to the mine site from either of the previously mentioned sites.

Road Bridges crossing Lawson Creek of concern due to narrow decks are:

1 Gawthorne Bridge



2 (unnamed)



3 Mt Knowles



We look forward to receiving a response, we are also calling on all political parties, and NSW Premier Chris Minns to take a clear position on where they stand on this mine setup, and on where they stand on protecting our local's safety and lives and those of the NSW travelling public.

Regards,

Anthony and Joanne Miskle

Each entity to this objection must be stated below:

1	NAME	SIGNATURE	DATE
POSTAL ADDRESS		TELEPHONE:	E-MAIL:
2	NAME	SIGNATURE	DATE
POSTAL ADDRESS		TELEPHONE:	E-MAIL:
3	NAME:	SIGNATURE	DATE 03/09/2023
POSTAL ADDRESS		TELEPHONE:	E-MAIL:
4	NAME	SIGNATURE	DATE
POSTAL ADDRESS		TELEPHONE:	E-MAIL:
5	NAME	SIGNATURE	DATE
POSTAL ADDRESS		TELEPHONE:	E-MAIL:
6	NAME	SIGNATURE	DATE
POSTAL ADDRESS		TELEPHONE:	E-MAIL:

Further information for objectors

Properly made objection.

A properly made objection to an application for the grant of a mining lease is one that:

- is lodged with the department on or before 4:30pm AEST on the last objection day for the application;
- is in the approved form (this form);
- states the grounds of the objection and the facts and circumstances relied on by the objector in support of those grounds; and
- is an objection lodged under NSW Mining Act 1992 No 29 Part 6 Division 3 Item 91 that has not been withdrawn.