



## FIRST PUBLIC REPORT TEMPLATE

### Controlling Corporation

New Hope Corporation Pty Ltd

### Period to which this report relates

(See sub-section 22(2) of the Act and Regulation 7.1 of the *Energy Efficiency Opportunities Regulations (the Regulations) 2006*)

Start 1 July 2007

End 30 June 2008

### Part 1 - Summary of assessments conducted thus far

**Table 1.1 - Description of the way in which the corporation has carried out its assessments and over what period was each assessment taken. A statement saying that the intent and key requirements of the Energy Efficiency Opportunities legislation have been met must be made.**

New Acland Diesel assessment was co-ordinated by General Manager – Business Improvement and involved Head Office and site based staff from various levels within the business. The assessment included a workshop to review diesel use and identify potential opportunities to reduce diesel consumption. Selected opportunities were then subjected to cost-benefit analysis and normal business decision processes to decide on their implementation. New Hope Corporation believes that its assessment meets the intent and key requirements of the Energy Efficiency Opportunities legislation.

<b>Table 1.2 - Group member/business unit/key activity/site that have been assessed</b>	<b>Energy use per annum in the year the assessment is completed *</b>	<b>Energy data accuracy (if not within ±5%) **</b>	<b>Reasons for not achieving data accuracy to within ±5% **</b>
NAC Diesel	750,000 GJ		
<b>Total</b>	750,000 GJ		
<b>Total as a percentage of total energy use of the group covered by this report</b>	73%		

\* Energy Bandwidth may only be used if approved in the Assessment and Reporting Schedule

\*\* Data accuracy not within ± 5% can only be included if approved in the Assessment and Reporting Schedule

## Part 2 - Outcomes of and business response to opportunities that have been identified and evaluated for each group member, business unit, key activity or site assessed

(See paragraphs 3-6 of Schedule 4 and Schedule 6 of the Regulations)

Group member/business unit/key activity/site >0.5 PJ name: New Acland Diesel Use

Table 1.3 Status of Opportunities		Number of Opportunities	Estimated energy savings per annum by payback period (GJ)		Total estimated energy savings per annum (GJ)	*Accuracy range (%)
			0 – < 2 years	2 – ≤ 4 years		
Outcomes of assessment	Identified (accuracy ≤ ±30%)	5	91,000		91,000	+5%
	**Identified (accuracy > ±30%)	21	-		-	
	***Total Identified	26	91,000		91,000	+ 5%
****Business Response	Under Investigation	21	-		-	
	To be Implemented	2	21,000		21,000	+5%
	Implementation Commenced	1	10,000		10,000	
	Implemented	2	60,000		60,000	
	Not to be Implemented	0				

\*The accuracy range for projected or actual costs, benefits and energy savings

\*\*Please provide if you have the information available

\*\*\*You must ensure that this row is the sum of the two rows above it.

\*\*\*\* The data contained in each row of the business response area must total to the data contained in the 'Total Identified' row.

**Note:** An opportunity is any potential change to a system, activity or piece of equipment that:

- is identified during an EEO assessment;
- is consistent with legal requirements such as OHS, and
- may result in energy savings projects with payback periods of 4 years or less.

## Details of at least three significant opportunities found through EEO assessments

(See paragraph 7 of Schedule 4 of the Regulations)

Details must include a brief description of the opportunity and may optionally include details of the costs of implementation, energy/dollar savings and any other benefits (such as greenhouse reductions).

<b>Table 1.4</b>
<b>Opportunity 1</b>
<p><b>Increase payloads</b></p> <p>Review of payload data for individual truck journeys revealed that haul trucks were not operating at their full payload capacity. Investigation revealed that trucks were not at their maximum carrying capacity despite trays being fully loaded i.e. the nature of the material being carried meant that trays at full volume did not reach the truck's maximum weight carrying capacity.</p> <p>Review of fuel use data revealed that increasing the weight carried did not significantly increase fuel consumption.</p> <p>Installation of truck trays which would allow full payload to be carried will therefore result in greater rate of production for same rate of fuel consumption.</p>
<b>Opportunity 2 *</b>
<p><b>Dozer push</b></p> <p>In open cut coal mining operations interburden material must be removed to gain access to the coal seams. This is generally done using an excavator or front end loader and a fleet of haul trucks. The material is loaded into the trucks and transported to the dump area on the low wall side of the pit. In certain circumstances it is possible to use bulldozers to push the material directly to the dumping location resulting in less fuel used to move the same amount of material.</p> <p>The use of dozer push is limited by factors such as material characteristics, bench height and pit layout. The assessment determined that for certain circumstances in the development of the mining pit dozer push would be a viable alternative to truck and shovel operations at the New Acland mine. Savings identified in Table 1.3 are based on the use of dozer push on a regular ongoing basis. It is however anticipated that pit development will not always suit the use of dozer push. As a result of the assessment the potential for dozer push will be regularly monitored throughout the development of the pit.</p>

**Opportunity 3 \*\*****Backload rejects**

In open cut coal mining operations trucks are used to deliver raw coal to the washplant and to transport reject material from the washplant to the dump area. Production rate considerations mean that these two tasks are often conducted by separate fleets. If separate fleets are used the trucks that haul coal to the washplant do not carry any load when they return to the active area.

The effectiveness of this action is heavily influenced by the rate of production of reject material, the location of dump areas relative to the active mining area and potential increases in tyre wear. With global constraints on tyre supplies, the increased load on the tyres is of such significance that this opportunity will only be implemented when a suitable solution is identified.

\*If there are less than three significant opportunities, provide details of those identified.

\*\*If no significant opportunities have been identified in the assessment, a statement to this effect.

**Part 3 - Voluntary Contextual Information**

Reporting corporations may supply additional information that provides more context to the public report. Such information may include:

The NAC Diesel assessment workshop identified a total of 26 ideas. A detailed assessment was conducted on 5 of these with the remaining 21 still under investigation. At the time of reporting, potential energy savings from these additional ideas had not been determined.

**Part 4 - Declaration**

(See paragraph 8 of Schedule 4 of the Regulations and paragraph 22(4)(c) of the Act)

The information included in this report has been reviewed and noted by the board of directors and is to the best of my knowledge, correct and in accordance with the *Energy Efficiency Opportunities Act 2006* and *Energy Efficiency Opportunities Regulations 2006*.



Chair of the Board of Directors/CEO/Managing  
Director/equivalent officer (state position)