Maules Creek Coal Traffic Management Plan

April 2025

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Contents

1 Introduction

1.1 Overview of approved operations

The Maules Creek Coal Mine (MCCM) is an open cut mining operation located approximately 20km north-east of Boggabri within the Narrabri Local Government Area, in New South Wales.

The mine is owned by a joint venture which is 75% owned by Aston Coal 2 Pty Limited (a company 100% owned by Whitehaven Coal), 15% owned by Itochu Coal Resources Australia Maules Creek Pty Ltd (ICRA MC) and 10% owned by J-Power Australia (J-Power) (hereto referred to as MCCJV). The Mine is operated by Maules Creek Coal Pty Ltd (MCC), a wholly owned subsidiary of Whitehaven Coal (WHC) on behalf of MCCJV.

MCCM operates under Approval (MP) 10_0138 (granted 23 October 2012), inclusive of multiple modifications since this date. Further details on each modification can be found in the 'Definition' section of Approval (MP) 10_0138.

A full project description, including baseline data, history of operations, current operating approach and mining methods are outlined within the MCCM Project Environmental Assessment and previous Annual Environmental Management Reports/Annual Reviews (AEMR/AR) for the site. These documents can be found on the Whitehaven Coal website, see link within section **Error! Reference source not found.** of this document.

The original Traffic Management Plan (TMP) was prepared in consultation with the former Roads and Maritime Services (RMS), now Transport for NSW (TfNSW), Narrabri Shire Council (NSC), and the Gunnedah Shire Council (GSC). Consultation with respect to transport and traffic also occurred during the Employee Transport Modification (GTA Consultants, 2016) (Maules Creek Coal Pty Ltd, 2016) with the above agencies and councils.

1.2 Baseline data

A Traffic and Transport Impact Assessment (Hyder Consulting, 2011) conducted identified potential impacts to local roads and the Werris Creek to Mungindi Railway Line. Four key road intersections were assessed for performance and showed good level of service ratings with <14 second delays and negligible queuing lengths.

A traffic audit undertaken by Boggabri Coal over a two-week period in 2019 indicated an Average Annual Daily Traffic (AADT) of 447 vehicles accessing MCCM which is consistent with the baseline data.

The EA Traffic Impact Assessment did not predict any significant impacts to the road network associated with the MCCM.

1.3 Purpose

The purpose of this TMP is to provide an overview of, and direction to the systems, processes and documentation that have been established to:

- ensure compliance with operating conditions of all active approvals;
- minimise the impacts from mine related traffic and transport, being coal rail haulage and general vehicular movements on the environment and nearby residences;
- a commitment to implement best management practice to minimise the construction, operational, low frequency, road and rail traffic noise of the project;
- evaluate and report on the effectiveness of the mine related traffic and transport system and maintain an effective response mechanism to deal with exceedances and complaints; and
- demonstrate reasonable endeavours that MCCM related traffic does not utilise public roads unless they are travelling to a specific location along the route (such as residence, monitoring

location, near neighbour etc.): Harparary Road from Leard Forest Road to the Kamilaroi Highway; Leard Forest Road between Northern Loop Road and Harparary Road; Therribri Road between the Mine Access Road and Harparary Road and the entire length of Browns Lane.

1.4 Scope

The TMP has been prepared in accordance with the requirements of PA 10_0138, as modified. The aim of the plan is to implement best management practices and management controls outlined in the respective EAs and manage project specific traffic impacts associated with the operational phase of the MCCM. This TMP is a requirement of condition 64, schedule 3 of the PA 10_0138, and applies to roads within the MCCM boundaries and public roads outside the mine operation boundaries. These include roads in nearby townships and villages, and particularly Kamilaroi Highway, Rangari Road, Therribri Road, Leard Forest Road, Goonbri Road, Blue Vale Road/ Hoads Lane, and the Whitehaven – Tarrawonga Mine Access Road and Haul Route.

Requirements for the operation of vehicles on the MCCM are covered in WHC-PLN-OC-MCC-Roads or Other Vehicle Operating Areas.

Limits and conditions on noise and air quality generated from the project (including road traffic) are addressed in MCC's Noise Management Plan and Air Quality and Greenhouse Gas Management Plan.

2 Legislative requirements

Requirements and commitments associated with mine related traffic and transportation impacts are defined within the following approvals:

- The Project Approval (number PA 10_0138); and
- Environment Protection Licence (EPL) 20221.

Standards, guidelines and additional legislation relevant to the preparation this TMP and the management of mine related traffic and transportation impacts from MCCM are available in section 10.

This TMP has been developed in accordance with PA 10_0138 and other relevant conditions, as provided Appendix 1: Project approval conditions.

3 Consultation and communication

This Management Plan has been prepared in consultation with the Department of Planning Housing and Infrastructure (DPHI). In addition, MCCM has extensive consultation and communication processes, including but not limited to:

- A comprehensive community engagement program which includes a Community Consultative Committee (CCC);
- Periodic engagement with MCCM Community Consultative Committee (CCC) and the BTM CCC to discuss the implementation of the BTM Complex Strategies that are in place and minimise the cumulative impacts on the surrounding area.
- Ongoing consultation with relevant government agencies including Transport for NSW (TfNSW), Australian Rail Track Corporation (ARTC), NSC and GSC.
- A community response line (1800 942 836) which enables members of the community to contact environment and community staff to discuss concerns with mine related traffic and transportation impacts; and,

- Publicly available project approvals, environmental and other related documentation (annual reports, complaints register, CCC minutes) via the Whitehaven Coal website Whitehaven Coal website.

4 Risk management

MCCM implements a comprehensive risk management system as documented in the Whitehaven Coal HSE Risk Management Standard (WHC-STD-HSE Risk Management) and the Whitehaven Coal HSE Risk Management Procedure (WHC-PRO-HSE Risk Management). Impacts from mine related traffic and transportation risks and their associated control measures are documented in the MCCM Broadbrush Risk Assessment; the control measures are summarised in section 3 of this Management Plan. Operational and project related changes that have the potential to alter the capacity, efficiency, and safety of the road and rail profile are managed through the Whitehaven Coal Management of Change Standard (WHC-STD-Management of Change).

5 Control measures

5.1 Transportation control measures Road Access

The MCC Mine Access Road is a private undivided two-lane, two-way sealed road which commences northward from Therribri Road to MCCM. The access road runs adjacent to the MCC Rail Spur. A small portion of the MCC Mine Access Road is a shared section which is used as a heavy vehicle haul road for neighbouring site, Boggabri Coal Mine. A Security point is present at the MCC Mine Access Road.

Boggabri Coal and MCC have an agreement to utilise the turn-offs directly from the Kamilaroi Highway both north and south bound to access the existing MCC Mine Access Road. In accordance with Boggabri Coal Mine's Condition 59, Schedule 3 of Project Approval 09_0182, the intersections were constructed to the requirements of TfNSW.

Mine related traffic (under 42.5 t Gross Vehicle Mass) may also access MCCM via the Rangari Road/Iron bridge intersection however the majority of traffic will access via the shared access road. Consequently, together with other vehicles that may travel between neighbouring mining operations, or local properties, Therribri Road will continue to service mine related traffic, however, on a significantly reduced basis.

5.1.1 Temporary and Emergency Access Routes

Under exceptional circumstances such as flooding or emergencies where access via the shared access road, Rangari Road or Therribri Road is not available to MCCM and after all other reasonable endeavours have been undertaken, emergency site access will be made available for non-mining equipment via the surrounding restricted road network. Notification will be provided to the Department and respective Gunnedah Shire Council (GSC) and Narrabri Shire Councils (NSC) prior to utilising the Temporary and Emergency Access Routes and the anticipated period of time.

5.1.2 Heavy Vehicle Access Routes

The Iron Bridge, located on Rangari Road West, and the Boston Street/Braymont Road Bridge have sign posted load limits of 42.5 t and 15 t, respectively.

Due to these limits, alternative heavy vehicle routes have been nominated for vehicles exceeding these limits. This will be via the following routes which consist of:

1. Kamilaroi Highway (either northbound or southbound) to Blue Vale Road; then

2a. The shared access road then onto the MCC Mine Access Road; or

2b. Blue Vale Road - Hoads Lane (north bound) to Whitehaven – Tarrawonga Haul Route; then

3. Tarrawonga Haul Route (north-west bound) to Rangari Road; then

4. Rangari Road (west bound) to Therribri Road and east onto the MCC Mine Access Road.

The Boston St Bridge should not be utilised by heavy vehicles to access the mine.

The required permits approved by the relevant council (i.e. NSC and/or GSC) and the National Heavy Vehicle Regulator (NVHR) will be sought for oversize transport prior to the traffic movement on public roads.

References to the Kamilaroi Highway as the part of the Heavy Vehicle Route do not include the section of the Kamilaroi Highway that forms the main street of Gunnedah.

The nominated heavy vehicle route through Gunnedah is via a bypass along Boundary Road, Bloomfield Street and Warrumbungle Street, this bypass is signposted locally at the either end of the route and is not available to oversize vehicles during school day hours of 8.30 am - 9.30 am and 2.30 pm - 4.00 pm.

Heavy vehicle access will also be available and occur via existing turn-offs from the Kamilaroi Highway onto the Idemitsu owned access road for which MCCM traffic have negotiated agreement to utilise. This route crosses Therribri Road to proceed to the private MCC Mine Access Road.

Temporary heavy vehicle water transport may occur from available water source locations including nearby locations such as MCC-owned and the privately-owned properties. The routes for these trucking activities would be:

- Miscellaneous sources – Kamilaroi Highway to the Mine Access Road
- Therribri Road to the MCCM Mine Access Road.
- Warners Road to the MCCM Mine Access Road.
- Rangari Road to Therribri Road then to the MCCM Mine Access Road. None of the above transport routes create conflict with sensitive road users in vicinity of MCCM.

5.1.3 Shuttle Bus System

A shuttle bus system to transport workers to and from the site will continue to be used.

A bus service is provided from Gunnedah, Narrabri, Boggabri, Manilla and Tamworth localities. The transport routes will be in accordance with access routes described above in Section 5. The bus service will not incur any direct costs/fares to the workers.

MCC will conduct monitoring of the workforce and the travel arrangements to ensure that utilisation of the busses to site is consistent with the EA commitments (Sections 6).

Various points of collection for shuttle-bus users are allocated which may vary from time to time. The Narrabri service typically has two dedicated collection points including Baan Baa and Narrabri Civeo camp. The services to Gunnedah and Boggabri have dedicated collection points including the Kamilaroi Highway, Boggabri Civeo camp and selected locations in Gunnedah near parks and adjoining the highway.

The service from Manilla will have a dedicated collection point on the Tamworth Road. The Tamworth service will pick up at the Gipp Street Car Park, on Marius Street Tamworth, and the Attunga coach stop on the Manilla Road at Attunga. All dedicated pick-up points have been chosen at central points off the road with adequate parking to reduce parking congestion for residents. These bus stops have been identified in conjunction with the Tamworth Regional Council. This bus service initially involves the movement of 1 small bus equating to 4 movements per shift and will reduce the number of traffic movements (compared to individual private vehicles), improve potential employee management of fatigue The buses GVM will be less than 42.5 tonnes, as a result they are able to access the MCCM via the Kamilaroi Highway and Rangari Road.

5.1.4 Road upgrades

The following road improvements have been carried out as part of the MCC Voluntary Planning Agreement (VPA)[1], and where required, in cooperation with the Boggabri and Tarrawonga Coal Mines:

- upgrade to the section of Rangari Road between Tarrawonga Mine Access Road and Barbers Lagoon Road (other than the section covered in the Tarrawonga VPA) to provide a sealed roadway between these two points;
- construction of the Kamilaroi Highway Rail overpass as a joint venture involving MCC and Boggabri Coal. Prior to the construction of this overpass a Works authorisation deed was entered into with TfNSW in accordance Statement of Commitment 32. Of PA 10-0138; and
- upgrade to the section of Therribri Road between Rangari Road and MCC Mine Access Road to provide a sealed roadway between these two points.

The status of works required by conditions 59 – 62 schedule 3 of PA 10_0138 is shown Table 1.

Table 1 – Status and Works Program for Road Upgrades and Maintenance

PA 10_0138 conditions	Description	Status
Condition 59, schedule 3	The Proponent shall construct, operate and maintain the rail bridge over the Kamilaroi Highway for the shared section of the Boggabri rail spur line to the satisfaction of RMS, and shall make all necessary contributions to the costs associated with construction, maintenance and	Construction COMPLETE.

[1] Further details on MCCM's VPAs are provided in the Social Impact Management Plan (Whitehaven Coal, 2024).

PA 10_0138 conditions	Description	Status
	decommissioning of this bridge to the satisfaction of the Secretary. Note: all costs should be shared on an equitable basis with the proponent of the Boggabri Coal Project.	
Statement of commitments	Prior to the construction of the rail spur overpass within the easement of the Kamilaroi Highway, Maules Creek Coal will consult with all relevant regulatory authorities and will develop a Construction Management Plan for the works (including traffic control and management) in consultation with the RTA.	Construction COMPLETE.
Condition 60, schedule 3	The Proponent shall meet RMS's requirements for road intersection upgrades for all State roads used by the project, including upgrading the intersection of Manilla Road and the Kamilaroi Highway to provide a channelised right turn in accordance with Austroads guidelines. Note: Any upgrades should be undertaken on an equitable basis with the proponent of the Boggabri Coal Project.	Since the Project Approval was granted, Boggabri Coal Mine gained approval for a separate intersection directly off the Kamilaroi highway to access their site. Maules Creek Coal Mine has an agreement to use the intersection to the Boggabri Coal Mine. This is used as a permanent operational access and the intersection of Kamilaroi Highway and Rangari Road is no longer used as the primary access. MCC previously commissioned a review of the operation and capacity of the intersection of Kamilaroi Highway and Rangari Road. This review (Constructive Solutions, 2015), and was provided to the then Department of Planning and Environment (DPE, now DPHI) in November 2015. This review found: 1) The capacity of the right turn movement [from Kamilaroi Highway to Rangari Road] exceeded the current demand for turning vehicles (2015); 2) The usage would reduce by approximately half once Boggabri Coal utilise the existing access arrangements directly from the Kamilaroi Highway; 3) Maules Creek traffic may also transfer [to] the Kamilaroi Highway Access in the future (further reducing use of the intersection); and 4) Major future road works, e.g. replacement of the Iron Bridge and upgrade on Rangari Rd are being considered. The then RMS provided a submission to Modification 3 which outlined the above, there was no objection lodged in relation upgrade not proceeding.
Condition 61, schedule 3	The Proponent shall upgrade and seal the unsealed section of Manilla Road between its intersections with the Tarrawonga Coal mine access road and Barbers Lagoon Road, to the satisfaction of RMS.	Upgrade COMPLETE.
Condition 62, schedule 3	The Proponent shall ensure that there is no substantial access of heavy vehicles for construction activity to the site prior to the upgrade referred to in condition 61 above, to the satisfaction of the Secretary. However, the Secretary may approve heavy vehicle access to the site prior to or during this upgrade, subject to the Proponent demonstrating that dust impacts can be minimised in accordance with an approved Traffic Management Plan.	Upgrade COMPLETE.

5.1.5 Mitigation and management measures in response to the Road Safety Audit

A road safety audit of the relevant roads surrounding the MCCM was carried out within the Traffic and Transport Impact Assessment prepared during the 2013 EA (Hyder Consulting, 2011). A number of review findings have previously been addressed including:

- Heavy vehicles exceeding 42.5 t are diverted via the MCC/Tarrawonga Haul Route;
- Upgrade of Therribri Road between Rangari Road and the MCC Mine Access Road completed via provision of funds by MCC to NSC as part of its VPA; and
- Leard Forest Road, East Link Road, Northern Link Road and Goonbri Road were used as interim access routes prior to the operational use of the MCC Mine Access Road. These roads are now restricted for MCC related traffic.

5.2 Traffic control measures

The Project Approval requires MCCM to implement reasonable and foreseeable avoidance and mitigation measures' regarding traffic and transportation impacts. Key operational control measures are included in Table 2.

Table 2 – Traffic control measures

Risk	Source	Mitigation Measures	Timing
Harm to drivers, environment, or community members by mine vehicles	Local roads	Driver code of conduct (Appendix 2: Driver Code of Conduct) made known to all drivers at contractual sign-up, inductions, safety briefings, and toolbox talks.	Ongoing
		Driver education on access route arrangements and TMP updates.	Ongoing
		MCC installed signage on the surrounding road network to enforce the access routes identified under this TMP.	Ongoing
		Vehicle loads kept within limits of gazetted road load limits in route planning.	Ongoing
		Loads secured according to NTC's Load Restraint Guide (National Traffic Commission, 2018)and TfNSW's Heavy Vehicle Driver Handbook (Transport for NSW, 2022)	Ongoing
		Vehicle dimensions kept within maximum dimensions according to NTC's Load Restraint Guide (National Traffic Commission, 2018) and TfNSW's Heavy Vehicle Driver Handbook (Transport for NSW, 2022). If over-dimension vehicles are unavoidable, application for over-dimension vehicles submitted to TfNSW in accordance with the Route Assessment Guide for Restricted Access Vehicles (Roads and Maritime Services NSW, 2012), prior to movement, and risk assessment conducted on the proposed route and a Traffic Control Plan with relevant road authorities, prior to movement.	Ongoing

Risk	Source	Mitigation Measures	Timing
		B-doubles vehicles to plan routes using TfNSW RAV maps.	As required
		Driver fatigue managed through free bus service, car-pooling, security hut check, fitness-for-work checks, and working hour management.	Ongoing
	Railway crossings	Consult with the Gunnedah Shire Council regarding mitigating controls for the impacts of coal transportation by rail on road safety and congestion in the Gunnedah LGA due to closures of rail level crossings. Reasonable and feasible proposals for mitigation are to be integrated into the Gunnedah Traffic Study to the satisfaction of the secretary.	Complete
Disturbance and harm to residential communities	Roads in towns and villages	Courtesy to minimise public disturbance with minimal use of light and compression breaking, respect local amenities and parking allocations, pay attention to other road users.	Ongoing
		Noise controls according to MCCM Noise Management Plan.	Ongoing
		Dust control through: • Sealing unrestricted roads • Limited use of unsealed roads • Dust suppression trucks used when necessary.	Ongoing
		Free shuttle bus system for MCCM workers to limit traffic movement on public roads and driver fatigue.	Ongoing
		Timing of free shuttle bus to avoid local school bus services schedules in consultation with the bus service operators. Shift change over are outside of school hours.	As required

5.3 Key operational control procedures

Key operational control procedures, particularly relating to condition 64(c) schedule 3 include;

5.3.1 WHC-FRM-Fatigue Risk Assessment Chart

A risk assessment for workers working hours identifying low, medium and high risk of fatigue caused by work arrangements, including number of workers, type of work being undertaken, shift length, hours to be worked, number of consecutive night shifts.

5.3.2 WHC-FRM-OC-MCC-Fatigue Assessment

A form for supervisors to guide observations, questioning, suggested control measures, capture reported reasons for fatigue, and an individualised fatigue management plan for the suspected worker, who may be suffering from fatigue.

5.3.3 WHC-FRM-OC-MCC-Journey Management Plan

A form and declaration by the worker to help manage fatigue caused by commuting between home and the workplace and to ensure work hours and travel time do not exceed 14 hours according to WHC-STD-Health and Hygiene.

5.3.4 WHC-FRM-OC-MCC-Shift Work Management Self-Assessment and Improvement Plan

A self-assessment form for workers to assist in managing their fatigue, including suggested control measures.

5.3.5 WHC-FRM-OC-MCC-Specific Task Observation - Fatigue Management

A form for supervisors to use when a worker is observed exhibiting fatigue symptoms.

5.3.6 WHC-FRM-Personal Fatigue Assessment

A form for workers to use before or during a shift to determine if they are free from fatigue and fit to work.

5.3.7 WHC-PLN-OC-MCC-Roads and Other Vehicle Operating Areas

A principal hazard management plan describing the requirements for managing risks in relation to roads and other vehicle operating areas at MCCM.

5.3.8 WHC-PRO-Alcohol and Other Drugs

A procedure for testing workers for drugs and alcohol and compliance to Whitehaven's fit for work policy.

5.3.9 WHC-PRO-OC-MCC Fatigue Management

A procedure providing a framework for MCCM to manage and understand fatigue, and to provide a minimum standard for Managing the risks associated with fatigue in the workplace and work related travel.

5.3.10 WHC-STD-OC-MCC-Vehicles and Driving

A standard defining minimum requirements for safe operating of mobile equipment, and light, medium, and heavy vehicles in MCCM.

5.3.11 WHC-TARP-OC-MCC-Fatigue Management

A Trigger, Action, Response Plan (TARP) in managing worker fatigue at MCCM.

6 Monitoring program

MCCM will carry out several practices to monitor traffic movements associated with the project. These include:

- **Traffic volume surveys:** Traffic surveys will be carried out quarterly to monitor bus use and car-pooling against the performance criteria of the shuttle bus use (see Table 3). These surveys will allow MCCM specific traffic to be recorded and will differentiate between vehicle types (e.g. light and heavy vehicle).

  Traffic entering and exiting MCCM security point are logged. Details taken include vehicle type, number of passengers and time of entry and exit. These records are kept for

monitoring purposes. Results of these surveys are reported within the Annual Review, which will be made publicly available on the website.

Data relating to car access will be reviewed on a quarterly basis to ensure they are movements are generally in accordance with predictions within the Environmental Assessment (EA).

- **Monitoring of Coal Transport:** In accordance with PA 10_0138 schedule 3 condition 65, MCCM will implement a coal transport monitoring program. These results will be made publicly available on the website on an annual basis. The monitoring program will record the amount of coal transported from the site monthly.
- **Regular education and auditing:** As stated in section 5.2, MCC will educate and inform transport contractors and staff regarding the traffic access arrangements.
- **Auditing of Road Usage:** In accordance with the commitments in the EA, MCC will conduct bi-annual road usage audits. These audits will target road usage compliance, speed limits, load limits and give way requirements. Any vehicle operators not complying with road usage rules will be counselled by their supervisor and educated in accordance with the traffic access arrangements.

Table 3 - Performance criteria for shuttle bus use

Aspect	Performance criteria and indicator	Monitoring frequency
Shuttle bus use	70% (averaged over a seven-day week) of the operations, maintenance and CHPP wages employees[2] will utilise the bussing service. Indicators include the number of shuttle buses in operation remains generally consistent and operations, maintenance and CHPP wages personnel travelling via car is generally consistent with predictions within the Modification EA (Maules Creek Coal Pty Ltd, 2016)	Quarterly

7 Responsibilities

Table 4 – Roles and responsibilities

Role	Responsibility
General Manager – Maules Creek	• Provide resources required and support to implement these procedures
HSE Manager or delegate	• Authorise the TMP and any future amendments. • Ensure training relevant to the TMP is implemented. • Act as the MCC representative for required regulatory approval of the plans and discussion of environmental matters between statutory authorities, private industry, contractors, community groups and the wider community.
Environment Superintendent or delegate	• Assess the implementation of this TMP. • Ensure appropriate signposted advice is provided to positively and negatively reinforce the nominated access routes.

[2] Wages employees includes all personnel working at the Maules Creek Mine and who are either employed on the Maules Creek Coal Pty Ltd Greenfields Enterprise Agreement or are employees who are employed through labour hire companies and working under the direction of a MCCM Pty Ltd supervisor.

Role	Responsibility
	• Review this TMP if any significant changes to mine plans or operations occur. • Arrange quarterly monitoring to determine bus use.
Manager Mining	• Ensure inspections are undertaken in accordance with the TMP. • Ensure vehicle loads and dimensions are within the maximum dimensions and axle spacing. • Ensure the TMP is implemented in daily operations of the site particularly compliance with the Heavy and Light Vehicle Drivers Code of Conduct. • Accountable for ensuring that personnel and contractors are appropriately trained and understand their obligations and the specific requirements of this TMP.
All personnel	• Adhere to the requirements of this TMP. • Comply with the nominated access routes, prohibited routes and drivers Code of Conduct. • Use the shuttle bus services to ensure approximately 70% usage.

8 Compliance Obligations

8.1 Protocol for determining exceedances

Any incident that has caused, or threatens to cause, material harm to the environment will be reported in accordance with schedule 5, condition 8 of PA 10_0138. The identification of any unpredicted impacts or consequences will result in contingency options triggered which will include additional surveys, consultation with relevant regulatory agencies and re-education and review of management measures outlined in section 5.

8.2 Non-compliance notification

A written report on a non-compliance with required contents will be provided to the DPHI via the major projects website within 7 days of becoming aware of the non-compliance (or as otherwise directed by the DPHI) as per the requirements of Schedule 5 Condition 8A and 8B, PA 10_0138.

8.3 Incident notification and reporting

In accordance with Schedule 5 Condition 8 PA 10_0138 and under Section 148 of the Protection of the Environment Operations Act 1997 (POEO Act) the Secretary of DPHI and representatives of all relevant regulatory agencies will be informed of any incident that;

- has caused, or threatens to cause, material harm to the environment; and
- breaches or exceeds the limits or performance measures/criteria in this approval.

A notification will be provided to the DPHI immediately after becoming aware of an incident via the major project's website. A written report on the incident will be provided to the DPHI via the major project's website within 7 days and a detailed report with 30 days of becoming aware of the incident (or as otherwise directed by the DPHI) as per the requirements of Appendix 9, PA 10_0138. Reporting to additional regulatory authorities will be executed to meet legal obligations.

8.4 Complaint handling

To ensure an appropriate and consistent level of reporting, response and follow-up to any complaints the following management protocol will be carried out:

- a publicly advertised 24-hour complaints hotline (1800 WHAVEN) in place to receive complaints;
- initial response is provided where practical within 24 hours of receipt of a complaint;
- an investigation will be initiated as per for an exceedance (section **Error! Reference source not found.**); and
- all details regarding the complaint, including investigation outcomes and follow up actions, will be provided.

A copy of the Complaints Register will be made available to the CCC and the complainant (on request) and updated monthly on the MCCM website. A summary of complaints received every 12 months will be included in the AR.

9 Reporting and review

9.1 Reporting

In accordance with Schedule 5 Condition 9 MCC will provide regular reporting on the environmental performance of the project on its website, in accordance with the reporting arrangements in any plans or programs approved under the conditions of PA10-0138.

9.1.1 Regular reports on webpage

In accordance with condition 65 of schedule 3 of PA 10_0138, the monthly coal transport reports are provided on the WHC website on an annual basis. Refer to section 6 for further detail on the monitoring of coal transport.

9.1.2 Compliance reporting

An overview of any non-compliances or incidents received during the reporting year are included in MCCM's Annual Review. Refer to section 9.1.3 for further detail on the Annual review.

9.1.3 Annual Review

By the end of March each year, MCCM will review the traffic performance for the previous calendar year. The traffic component of the AR includes the required detail as per the DPE AR Guideline (2015). The AR will be sent to the relevant regulatory agencies for review and made publicly available on the WHC website.

9.2 Review

This Management Plan will be reviewed and evaluated to assess its adequacy and effectiveness, to the satisfaction of the Planning Secretary (in consultation with relevant government agencies) in accordance with condition 5 of schedule 5 of the PA 10_0138. This requires that this is undertaken within 3 months of:

a) The submission of the annual review

b) The submission of an incident report

c) The submission of an audit

d) Any modifications to the conditions of the Approval.

If necessary, the Management Plan will be revised to incorporate any recommended measures to improve the environmental performance of MCCM resulting from audits, community complaints (section 0) and incident investigation findings (section 8.2). In addition, the review process will include ongoing evaluation of operational modifications, alternative methodologies and new technologies that become available for their potential to lessen mine related traffic and transportation impacts.

9.3 Independent audit

In accordance with condition 10 and 11 of schedule 5 of PA 10_0138, an Independent Environmental Audit (IEA) of MCCM was initially undertaken in June 2015 and additional IEAs have been undertaken every 3 years since. The IEA includes a review of the traffic and transportation performance of MCCM, assess compliance with the requirements in this plan, and implementation of traffic management measures.

10 References

Constructive Solutions. (2015). *Intersection Capacity Review Kamilaroi Highway & Rangari Road Intersection.* Tamworth.

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National Transport Commission. (2007). *Guidelines for Managing Heavy Vehicle Driver Fatigue.*

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Version Control

Revision	Description	Author	Authorised by	Date
2.0	Draft for consultation	Maules Creek Mine Pty. Ltd.	Brian Cole	May 2014
2.1	Address stakeholder comments	Maules Creek Mine Pty. Ltd.	Brian Cole	Jul 2014
2.2	Address DPE comments	Maules Creek Mine Pty. Ltd.	Brian Cole	September 2014
2.3	IEA outcomes & Modification PA10_0138 Approval	Maules Creek Mine Pty. Ltd.	MCCM	September 2016
3.2	EA outcomes Modification 3 Approval	Maules Creek Mine Pty. Ltd.	MCCM	June 2017 Approved DP&E 7/6/17
	Internal review Modifications 5 & 6	Maules Creek Mine Pty. Ltd.	MCCM	Mar 2020
4.1	Periodic review	Maules Creek Mine Pty. Ltd.	MCCM	May 2021
4.2	Periodic review Modification 7	Maules Creek Mine Pty. Ltd.	MCCM	Oct 2021
4.3	Inclusion of stakeholder comments & Modification 8	Maules Creek Mine Pty. Ltd.	MCCM	Dec 2022
4.3	Address DPE comments	Maules Creek Mine Pty. Ltd.	MCCM	Mar 2023 Approved DPE 12/4/23
4.4	Modification 9 & AR 2023	Maules Creek Mine Pty. Ltd.	MCCM	May 2024 Approved by DPHI 16/8/2024
5.0	Adapt into new template & 2024 AR	Symmetry HSE	MCCM	April 2025

Figure 1: Local road network

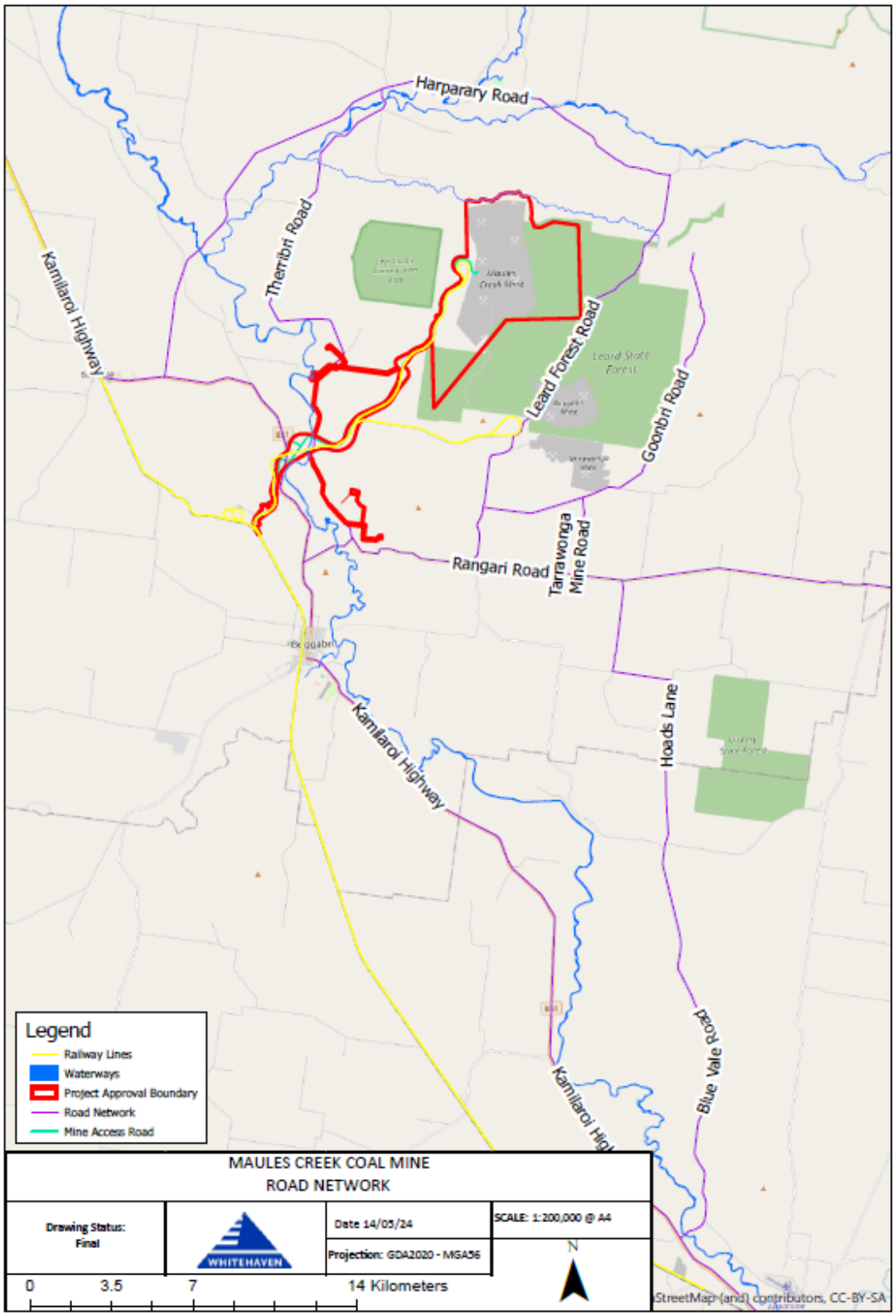

Figure 1 – Local road network around MCCM

Appendix 1: Project approval conditions

Table 5 – Specific management plan requirements

Approval conditions	Relevant section of this
Schedule 3	
Operating Condtions	
(15) The Applicant must: (a) implement best management practice to minimise the construction, operational, low frequency, road and rail traffic noise of the project;	**Section 1.3**
Transport *Note: Under the Roads Act 1993, the Proponent may require separate approvals from RMS, NSW Forests and/or Council as the appropriate roads authorities prior to construction of, closure of or conducting mining operations within public roads.*	
(59) The Applicant must construct, operate and maintain the rail bridge over the Kamilaroi Highway for the shared section of the Boggabri rail spur line to the satisfaction of RMS, and must make all necessary contributions to the costs associated with construction, maintenance and decommissioning of this bridge to the satisfaction of the Planning Secretary. *Note: all costs should be shared on an equitable basis with the applicant of the Boggabri Coal Project.*	**Section 5.1**
(60) The Applicant must meet RMS's requirements for road intersection upgrades for all State roads used by the project, including upgrading the intersection of Manilla Road and the Kamilaroi Highway to provide a channelised right turn in accordance with Austroads guidelines.	**Section 5.1**
(61) The Applicant must upgrade and seal the unsealed section of Manilla Road between its intersections with the Tarrawonga Coal mine access road and Barbers Lagoon Road, to the satisfaction of RMS.	**Section 5.1**
(62) The Applicant must ensure that there is no substantial access of heavy vehicles for construction activity to the site prior to the upgrade referred to in condition 61 above, to the satisfaction of the Planning Secretary. However, the Planning Secretary may approve heavy vehicle access to the site prior to or during this upgrade, subject to the Applicant demonstrating that dust impacts can be minimised in accordance with an approved Traffic Management Plan.	**Section 5.1**
(63) Deleted	**-**
Traffic Management Plan	
(64) The Applicant must prepare and implement a Traffic Management Plan for the project to the satisfaction of the Secretary. This plan must:	**This management plan**
(a) Be prepared in consultation with RMS, Narrabri Council and Gunnedah Council.	**Section 1.1**
(b) Propose an appropriate program and schedule of works required under conditions 59 – 61 above, and:	**Section 5.1**
(c) include:	
• A description of measures for managing workforce fatigue, road safety and school bus interaction.	**Section 5.2**
• A description of measures to minimise dust from unsealed roads that may be used for access to the mine site.	**Section 5.1**
• A code of conduct for drivers of heavy and light vehicles.	**Sections 5.2, 7, and Appendix 2**: Driver Code of Conduct

Approval conditions	Relevant section of this
• Nominated heavy vehicle access routes for construction and operational stages including details on volumes and nature of heavy, over size and/or over mass vehicles.	**Section 5.2**
• **A proposed program for implementing the findings of the road safety audit identified in the EA.**	**Section 5.1.5**
• Performance criteria, measures and indicators for shuttle bus utilisation and carpooling in accordance with the commitments in the EA.	**Sections 5.2, 6, and 7**
• A monitoring program to audit vehicle movements against predictions in the EA.	**Sections 6, 7**
Monitoring of Coal Transport	
(65) The Applicant must: (a) keep records of the: • amount of coal transported from the site (on a monthly basis); and • date and time of each train movement generated by the project; and	**Sections 6**
(b) make these records available on its website at the end of each calendar year.	**Section 6 and 9.1.1**
Rail Transport	
(66) Within 12 months of the completion of the Gunnedah Traffic Study, the Applicant must: (a) liaise with Gunnedah Shire Council regarding the study recommendations, including mitigating impacts of coal transportation by rail on road safety and congestion in the Gunnedah LGA due to closures of rail level crossings; and	**Section 5.2**
(b) provide a report of the outcomes of this liaison and identify reasonable and feasible proposals recommended by the Proponent and/or the Gunnedah Shire Council towards implementing the Study's recommendations, to the satisfaction of the Planning Secretary.	**Section 5.2**

Table 6 – Relevant conditions from appendix 5 of Approval

Statement of Commitments	
(29) Reasonable endeavours will be made to ensure that Project related traffic does not utilise the following public roads unless they are travelling to a specific destination along that route (such as residence, monitoring location, near neighbour etc.): Harparary Road from Leard Forest Road to the Kamilaroi Highway; Leard Forest Road between Northern Loop Road and Harparary Road; Therribri Road between the Mine Access Road and Harparary Road and the entire length of Browns Lane.	**Sections 1.3, 5.2**
(32) Prior to the construction of the rail spur overpass within the easement of the Kamilaroi Highway, Maules Creek Coal will consult with all relevant regulatory authorities and will develop a Construction Management Plan for the works (including traffic control and management) in consultation with the RTA.	**Section 5.1**

Appendix 2: Driver Code of Conduct

All drivers of light and/or heavy vehicles that have been engaged by MCC must adhere to the following Code of Conduct for Drivers:

- obey all the laws and regulations that apply to vehicles on public and private roads;
- operate in full compliance with this TMP;
- respect the rights of others, including drivers and pedestrians, to use and share the road space;
- maintain a safe following distance between vehicles;
- ensure that the vehicle is clean and in good mechanical condition to reduce environmental impacts;
- avoid travelling in convoys where possible unless under approved escorts;
- follow the designated access routes for the MCCM;
- abide by all NSW and interstate road rules and vehicle regulations;
- ensure high level of courtesy; and
- turn off flashing/rotating beacons when on public roads.

MCC will carry out necessary measures to inform transport contractors including contractual arrangements for transportation of goods to the MCCM and via various information forums that may include driver inductions, training and toolbox talks.