



**ENVIRONMENTAL
MANAGEMENT SYSTEM**

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WHC_PLN_TAR/ROC_TRAFFIC MANAGEMENT PLAN

TRAFFIC MANAGEMENT PLAN

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ACRONYMS USED THROUGHOUT THIS DOCUMENT

AR	-	Annual Review
AS	-	Australian Standard
CCC	-	Community Consultative Committee
DP&E	-	Department of Planning and Environment
DRE	-	NSW Department of Trade and Investment, Regional Infrastructure and Services - Division of Resources and Energy
EA	-	Environmental Assessment
EPA	-	Environmental Protection Authority
GSC	-	Gunnedah Shire Council
ML	-	Mining Lease
NSC	-	Narrabri Shire Council
RCM	-	Rocglen Coal Mine
RMS	-	Roads and Maritime Service
TCM	-	Tarrawonga Coal Mine
TCPL		Tarrawonga Coal Pty Ltd
WCML	-	Whitehaven Coal Mining Limited



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1 INTRODUCTION

The Tarrawonga Coal Mine (TCM) is an open cut mining operation located approximately 15 km north-east of Boggabri and 42 km north-northwest of Gunnedah in New South Wales (refer Figure 1). The mine is managed by Whitehaven Coal Mining Limited (WCML) for the Tarrawonga Joint Venture. Participants of the joint venture are WCML (70%) and Boggabri Coal Pty Limited (30%). Mining operations are undertaken by Tarrawonga Coal Pty Ltd (TCPL).

Approval was granted on the 6th November 2014 for an increase in coal road haulage (TCM to the Gunnedah CHPP) from 2 to 3 Mtpa. In order to manage potential impacts from mine related traffic, being road coal haulage and general vehicular movements, and in compliance with Schedule 3 Condition 54A of MP 11_0047 (Mod 1), this Traffic Management Plan (TMP) has been developed.

This TMP has been prepared with reference to relevant legislation, approvals, management plan requirements specified in Schedule 5, Condition 3 of MP 11_0047 (Mod 1), and is consistent with the Whitehaven ROM Coal Haulage Modification EA (2014) –specifically sections 3 and 4.

The TMP also addresses the requirements of Schedule 3 Condition 27 of MP 10_0015 (Mod 1) (Rocglen Coal Mine – refer Figure 1) that requires the preparation and implementation of a traffic management plan for the Project, to the satisfaction of the Secretary.

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2 STATUTORY REQUIREMENTS

Schedule 2 Condition 7 of MP 11_0047 (Mod 1) states:

For the period up until the commissioning of the Kamilaroi Highway overpass, the Proponent:

- (a) shall not transport more than 3 million tonnes of ROM coal from the site in any calendar year;*
- (b) may transport up to 150,000 tonnes of this ROM coal from the site in any calendar year for direct distribution to domestic markets via the approved haulage route to the Kamilaroi Highway;*
- (c) shall transport all coal from the site to the Whitehaven CHPP via the approved haulage route; and*
- (d) shall, together with the owners of the Tarrawonga and Vickery coal mines, ensure that the cumulative haulage of coal along the approved haulage route does not exceed 3.5 million tonnes*

Schedule 2 Condition 6A of MP 10_0015 (Mod 2) states:

For the period up until the commissioning of the Kamilaroi Highway overpass the Proponent:

- (a) may not transport more than 1.5 million tonnes of ROM coal from the site in any calendar year;*
- (b) shall transport all coal from the site to the Whitehaven CHPP via the approved haulage route; and*
- (c) shall, together with the owners of the Tarrawonga and Vickery coal mines, ensure that the cumulative haulage of coal along the approved haulage route does not exceed 3.5 million tonnes*

Schedule 2 Condition 9 of MP 11_0047 (Mod 1) states:

The Proponent shall only transport coal from the site or receive coal reject from the Whitehaven CHPP by truck between the hours of:

- (a) 6 am to 9:15 pm Monday to Friday;*
- (b) 7 am to 5:15 pm Saturday; and*
- (c) at no time on Sundays or public holidays.*

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Schedule 3 Condition 29 of MP 10_0015 (Mod 2) states:

The proponent shall only dispatch coal from the site by road or receive coarse and/or fine rejects on the site between the hours of:

- (a) 7:00am to 9:15pm Monday to Friday,*
- (b) 7:00am to 5:15 pm Saturday, and*
- (c) at no time on Sundays and public holidays.*

Schedule 3 Condition 8 of MP 11_0047 (Mod 1) states:

The Proponent, together with the owners of the Rocglen and Vickery coal mines, shall ensure that noise generated on public roads by the project and other mines does not exceed the criteria in Table 2 at any existing residence on privately-owned land. However, these criteria do not apply if the Proponent has a written agreement with the relevant landowner to exceed the criteria, and the Proponent has advised the Department in writing of the terms of this agreement.

Schedule 3 Condition 2 of MP 10_0015 (Mod 2) states:

The Proponent, together with the owners of the Tarrawonga and Vickery coal mines, shall ensure that noise generated on public roads by the project and other mines does not exceed the criteria in Table 2 at any existing residence on privately-owned land. However, these criteria do not apply if the Proponent has a written agreement with the relevant landowner to exceed the criteria, and the Proponent has advised the Department in writing of the terms of this agreement.

Schedule 3 Condition 54(A) of MP 11_0047 (Mod 1) states:

The Proponent shall prepare and implement a traffic management plan for the Project, to the satisfaction of the Secretary. This plan must:

- (a) be prepared in consultation with RMS, Gunnedah Shire Council, Narrabri Shire Council and the owners of the Rocglen and Vickery coal mines;*
- (b) be submitted to the Secretary for approval by 30 June 2015;*
- (c) include:*
 - a protocol for operating haul trucks during school bus hours;*
 - consideration of measures to minimise dust from unsealed roads that may be used for access to the mine site;*



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- *arrangements to comply with cumulative coal haulage limits from the Project and the Rocglen and Vickery coal mines; and*
- *a monitoring program to audit vehicle movements, including the origin and destination of employees, against predictions in the EA.*

Similarly, Schedule 3 Condition 27 of MP 10_0015 (Mod 2) states:

The Proponent shall prepare and implement a traffic management plan for the Project, to the satisfaction of the Secretary. This plan must:

(d) be prepared in consultation with RMS, Gunnedah Shire Council, Narrabri Shire Council and the owners of the Tarrawonga and Vickery coal mines;

(e) be submitted to the Secretary for approval by 30 June 2015;

(f) include:

- *a protocol for operating haul trucks during school bus hours;*
- *a protocol for maximising the backfilling of haul trucks with coarse/fine rejects from the Whitehaven CHPP;*
- *consideration of measures to minimise dust from unsealed roads that may be used for access to the mine site;*
- *arrangements to comply with cumulative coal haulage limits from the Project and the Tarrawonga and Vickery coal mines; and*
- *a monitoring program to audit vehicle movements, including the origin and destination of employees, against predictions in the EA.*

Schedule 3 Condition 28 of MP 10_0015 (Mod 2) states:

The Proponent shall ensure that all coarse and fine rejects are transported from the Whitehaven CHPP to the site by road, using only the designated transport route shown in Figure 3 of Appendix 2.

Schedule 3 Condition 28A of MP 10_0015 (Mod 2) states:

The Proponent shall maximise the backfilling of haul trucks with coarse and/or fine rejects from the Whitehaven CHPP to minimise the number of heavy vehicles on the designated transport route.

Schedule 3 Condition 54 of MP 11_0047 (Mod 1) states:



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The Proponent shall ensure that:

- (a) trucks travelling to and from the site do not exceed 40 kilometres per hour in the vicinity of the school bus when it is operating near school bus stops along the approved haulage route, unless an alternative protocol is agreed with the Secretary; and*
- (b) spillage from haulage vehicles is minimised and promptly managed.*

Schedule 3 Condition 29A of MP 10_0015 (Mod 2) states:

The Proponent shall ensure that:

- (a) trucks travelling to and from the site do not exceed 40 kilometres per hour in the vicinity of the school bus when it is operating near school bus stops along the approved haulage route, unless an alternative protocol is agreed with the Secretary; and*
- (b) spillage from haulage vehicles is minimised and promptly managed.*

Consultative feedback received and sections where feedback has been addressed in the TMP is summarised in Table 1.

Table 1 Summary of consultation in relation to the TMP Development

Agency	Date	Relevant Items Discussed	Section Addressed
Roads and Maritime Services	15 June 2015 via Letter	Development of a Drivers Code of Conduct to address, but not limited to, the following: <ul style="list-style-type: none"> Map of the primary haulage route highlighting critical locations, Procedures and/or safety initiatives for trucks travelling through residential areas and school zones, An induction process for new operators, Regular toolbox meetings, A complaints resolution and disciplinary procedure, and Any community consultation measures to address busy haulage periods. 	1 and 3.1 3.1 3.5 3.5 4.1 and 4.2 4.1
Gunnedah Shire Council	15 June 2015 via Phone Call	Method for determining the origin of employees	3.4
Department of Planning and Environment	12 August 2015 via letter	Document the status of consultation with Narrabri Shire Council in Table 1 Section 2.	2
		Document relevant proportion of Condition 9 relating to hours of transport coal from the site or receive coal reject in the TMP.	2
		Document management procedures for noise management in accordance with Conditions 12-19 in the TMP.	3.6



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Agency	Date	Relevant Items Discussed	Section Addressed
Narrabri Shire Council	4 September 2015 via letter	Address the expected increase in pavement deterioration and increased maintenance requirements on the sections of public road under Council's control.	N/A ¹
		Consideration of reviews of current geometric alignment (intersections, vehicle storage lengths, signage and road furniture adequacy etc) or existing pavement serviceability for the increased traffic volumes.	N/A ¹
		Requirement for formal consultation with the school bus operator(s) eg for oversize heavy vehicle use of roads if unavoidable during school bus operating hours.	3.1
		Mitigation measures to reduce the number of mine related vehicles using the roads eg shuttle buses	N/A ¹
		Adequately address safety issues around the operations of the haulage trucks and other mine related traffic specific to the operation of the school bus during morning and afternoon drop off/pick up times.	3.1
		Inclusion of Code of Conduct within TMP. Address induction and training of operators with regard to the Code of Conduct and Traffic Management Plan.	3.5
		Detail any mitigation measures for dust control, stakeholder notification and so on if roads are utilised in "extraordinary circumstances".	3.2
		The use of Goonbri Road (SR26) between Leard Forest Road (SR12) and the Tarrawonga Coal Mine entrance should also be restricted from use by mine related traffic as it is also unsealed.	3.2
		The monitoring inspection and audit results should be routinely provided to Council	3.4
		Suggestion that an independent Road Safety Audit of the existing haul routes be carried out on a bi-annual basis with particular attention paid to the intersections with public roads.	N/A ¹
		The findings of suggested independent Road Safety Audit above be provided to Council.	N/A ¹
		Evidence of the document review and continuous improvement process should be provided to Council every two years.	6

¹ Appendix A - Road Transport Assessment Review of the TCM ROM Coal Haulage Modification concludes that, in consideration of the commitment to manage the cumulative ROM coal haulage from Whitehaven coal mines to the Whitehaven CHPP, the Modification would result in no significant impacts on the performance, efficiency and safety of the road network. Therefore, no additional specific traffic monitoring or mitigation measures are considered to be warranted.

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3 MANAGEMENT PROCEDURES

3.1 Operation Of Haul Trucks During School Bus Hours

The following protocols will be implemented for operating haul trucks during school bus hours (weekdays 7:50am-8:40am and 3:20pm-4:00pm).

- Trucks travelling to and from the site will not exceed 40 kilometres per hour in the vicinity of the school bus operating on Hoad Lane; and
- ROM coal haulage truck drivers will maintain positive communication between themselves and the bus drivers via UHF radio, as required.

The designated haulage route shown in Figure 1 does not traverse either residential areas or permanent school zones.

3.2 Minimisation Of Dust From Unsealed Roads

The use of unsealed roads will be restricted where a reasonable direct sealed alternative route exists. The following roads will not be used to access Whitehaven Coal (WHC) sites except under extraordinary circumstances:-

1. Hoad Lane – Alternative sealed access via the WHC approved haulage route.
2. Braymont Road – Alternative route from Gunnedah via the WHC approved haulage route. Alternative route from Boggabri via Rangari Road.
3. Barbers Lagoon Road – Alternative route from Gunnedah via the WHC approved haulage route
4. Blair Athol Lane – Alternative route when travelling to Gunnedah or Tamworth/Barraba via the WHC approved haulage route and Rangari Road.

Prior notification to relevant landholders along these roads will be provided should they need to be used under extraordinary circumstances, and dust mitigation measures eg speed limitation near residences, implemented as required.

Mine related use of Goonbri Road between Leard Forest Road and Tarrawonga Coal Mine entrance is limited to infrequent movements between Tarrawonga Coal Mine and Boggabri Coal Mine.

3.3 Compliance With Cumulative Coal Haulage Limits

Section 3.3 of the Whitehaven ROM Coal Haulage Modification EA (2014), foreshadowed conditioning of the Tarrawonga, Rocglen and Vickery coal projects to manage the cumulative road haulage of ROM coal to the Whitehaven CHPP. All three projects have since been conditioned as such.

As noted in Section 5, internal reporting of cumulative road haulage will be undertaken on a monthly basis, and reported externally on an annual basis in the sites' Annual Reviews.

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3.4 **Monitoring Program to Audit Vehicle Movements**

Detailed baseline and predicted data on TCM and RCM related vehicle movements is presented in the Whitehaven ROM Coal Haulage Modification EA (2014) – Appendix B – Road Transport Assessment Review, and the Tarrawonga Coal Project EA (2012) – Appendix H – Transport Assessment.

An annual review of road coal haulage movement records against predictions in the EA for operating mines ie currently Tarrawonga and Rocglen, will be undertaken and reported in the respective sites Annual Reviews.

A one-off audit of traffic movements along the northern and southern sections of the approved road transport route will be undertaken with results compared against predictions in the EA and reported in the Tarrawonga Annual Review. A review of employee residential addresses will be undertaken at the time of the audit to assist in determining their place of origin in accordance with Condition 54(A) of MP 11_0047 (Mod 1).

The controls and management procedures will be reviewed in response to the results of monitoring, complaints or comments identified through the Company’s consultation effort. Any changes made will be noted as part of the respective site’s annual environmental reporting in the Annual Reviews.

3.5 **Induction and Training**

All coal haulage truck operators are required to undertake the Whitehaven Coal generic induction and site specific induction(s) for the activity they are undertaking. A copy of this TMP, and any future update, will be provided to the coal haulage contractor.

Regular toolbox talks are held with coal haulage truck drivers in which relevant issues to activity can be raised and discussed.

3.6 **Noise**

The TCM Road Noise Management Plan and RCM Road Noise Management Plan describe road noise monitoring and management measures.



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4 MANAGEMENT OF COMPLAINTS AND NON-COMPLIANCE

4.1 Complaints

The following complaints management protocol will be followed:

- A publicly advertised telephone complaints line will be in place to receive complaints during operating hours and record complaints at other times.
- Each complaint received will be recorded on a Complaints Register, which will include the following details:
 - The date and time of complaint.
 - Any personal details the complainant wishes to provide or if no such details are provided a note to that effect.
 - The nature of the incident that led to the complaint.
 - The action taken by TCM/RCM in relation to the complaint, including any follow-up contact with the complainant.
 - If no action was taken by TCM/RCM, the reason why no action was taken.
- The Environmental Officer will be responsible for ensuring that an initial response is provided within 24 hours of receipt of a complaint (except in the event of complaints recorded when coal haulage is not being undertaken).
- Additional measures will be undertaken as required to address the complaint. This may include visiting the complainant, or inviting the complainant to the mine site.
- Once the identified measures are undertaken, the Environmental Officer will sign off on the relevant complaint within the Complaints Registers.
- If necessary, follow-up monitoring will take place to confirm the source of the complaint is adequately mitigated.
- A copy of the Complaints Registers will be kept by TCM/RCM and made available to the respective sites CCC's and the complainant (on request). An annual summary of complaints received will be provided to DP&E, GSC, NSC, EPA, DRE and the CCC through the Annual Reviews.

Based on the nature of individual complaints, specific contingency measures may be implemented to the (reasonable) satisfaction of the complainant. The Group Environmental Manager retains ultimate responsibility to ensure that complaints received are properly recorded and addressed appropriately.

Although volume of coal hauled varies, it is not envisaged that material movements would vary upwards during busy haulage periods to the point of requiring specific community consultation measures. The exception being commencement of haulage from the Vickery Project for which advance review of this TMP would be undertaken, and notification provided to the Community.



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4.2 Non- Compliance and Incidents

Any non-compliance and incidents relating to Condition 54A or Condition 27 will be notified in accordance with Schedule 5 Condition 8 of MP 11_0047 (Mod 1) or Schedule 5 Condition 6 of MP 10_0015 (Mod 2), respectively.

An investigation will be undertaken into the cause of the non-compliance and/or incident and any necessary disciplinary action of individual(s) undertaken in accordance with Company policy.

4.3 Unpredicted Impact Protocol

In the event that unpredicted or unforeseen impacts are identified, the following protocol will be adopted.

Table 2 Unpredicted Impact Protocol

Step	Procedure
1	Review the unpredicted impact including consideration of: <ul style="list-style-type: none"> Any relevant monitoring data; and Activities in the vicinity of the issue.
2	Commission an investigation by an appropriate specialist into the unpredicted impact, if considered appropriate.
3	Develop appropriate ameliorative measures based on the results of the above investigations, in consultation with relevant government departments.
4	Implement additional monitoring, where relevant, to measure the effectiveness of the improvement measures.

5 REPORTING

Cumulative coal haulage will be reported internally via monthly reports.

Respective sites annual coal haulage will be presented in the Annual Review and on the Company website at the end of each calendar year. Reporting in Annual Reviews will also include an assessment of the annual cumulative haulage against the limits from the Project and the Rocglen and Vickery Coal mines.

6 DOCUMENT REVIEW AND CONTINUOUS IMPROVEMENT

This document will be reviewed and if necessary revised in accordance with Condition 5 Schedule 5 of MP 11_0047 (Mod 1) and Condition 4 Schedule 5 of MP 10_0015 (Mod 2).



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TCPL and WHC will investigate and implement ways to improve the environmental performance of the project over time. This will be achieved by keeping abreast of best practice in the industry for road transport and reporting on outcomes of any vehicle audits undertaken, and/or complaints received in relation to road transport, annually in Annual Reviews.