



ENVIRONMENTAL MANAGEMENT SYSTEM

Document Owner:	Environmental Superintendent
Document Approver	Operations Manager
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WHC_PLN_TAR-TRAFFIC MANAGEMENT PLAN

TRAFFIC MANAGEMENT PLAN

on	Rev.	Comments	Author	Authorised By	Date
1	0	Initial document	WHC	Jill Johnson	May 2015
	1	Revision following Rocglen 2016 IEA	Maddie Whitten	Nigel Wood	October 2016
	2	Revision following RCM & TCM temporary transport	TCM/RCM	Nigel Wood	March 2017
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ACRONYMS USED THROUGHOUT THIS DOCUMENT

AR	-	Annual Review (incorporating the former Annual Environmental Management Report)
AS	-	Australian Standard
CCC	-	Community Consultative Committee
DPI&E	-	Department of Planning, Industry and Environment
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) and operated by its subsidiary Tarrawonga Coal Pty Ltd (TCPL). The Rocglen Coal Mine (RCM) ceased production in 2019. It is an open cut mining operations located approximately 28km north of Gunnedah, and 10km west of the Canyon Coal Mine (formerly Whitehaven) (Figure 1).

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, with a cumulative total of 3.5 Mtpa from TCM, RCM and the Vickery Project (once operational), prior to construction of the Kamilaroi Highway overpass. A further modification to the TCM and RCM was approved on 10th February 2017 to allow a temporary increase to the cumulative road haulage, from 3.5 Mtpa to 4 Mtpa in calendar year 2017 only.

Approval was granted on the 15th of June 2020 for temporary water haulage from the Vickery Coal Mine groundwater bore to TCM (Figure 2). Licensed groundwater extraction will be via the existing pipeline and associated infrastructures. Transfer of water will occur via water haulage truck and will travel on the approved TCM haulage routes. TCM has consulted with DPIE and other relevant stakeholder including NSC, GSC, the Natural Resources Access Regulator and Tarrawonga Coal Mine Community Consultative Committee.

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, as modified, and Schedule 3, Condition 27 of MP 10_0015, as modified, this Traffic Management Plan (TMP) has been developed, and revised as required.

This TMP has been prepared with reference to relevant legislation, approvals, management plan requirements specified in each consent, and is consistent with the Whitehaven ROM Coal Haulage Modification EA (2014) – specifically sections 3 and 4 – and the Whitehaven Temporary Road Haulage Increase Modification (2016) and the Tarrawonga Coal Mine – Temporary Water Haulage Modification Report (2020)

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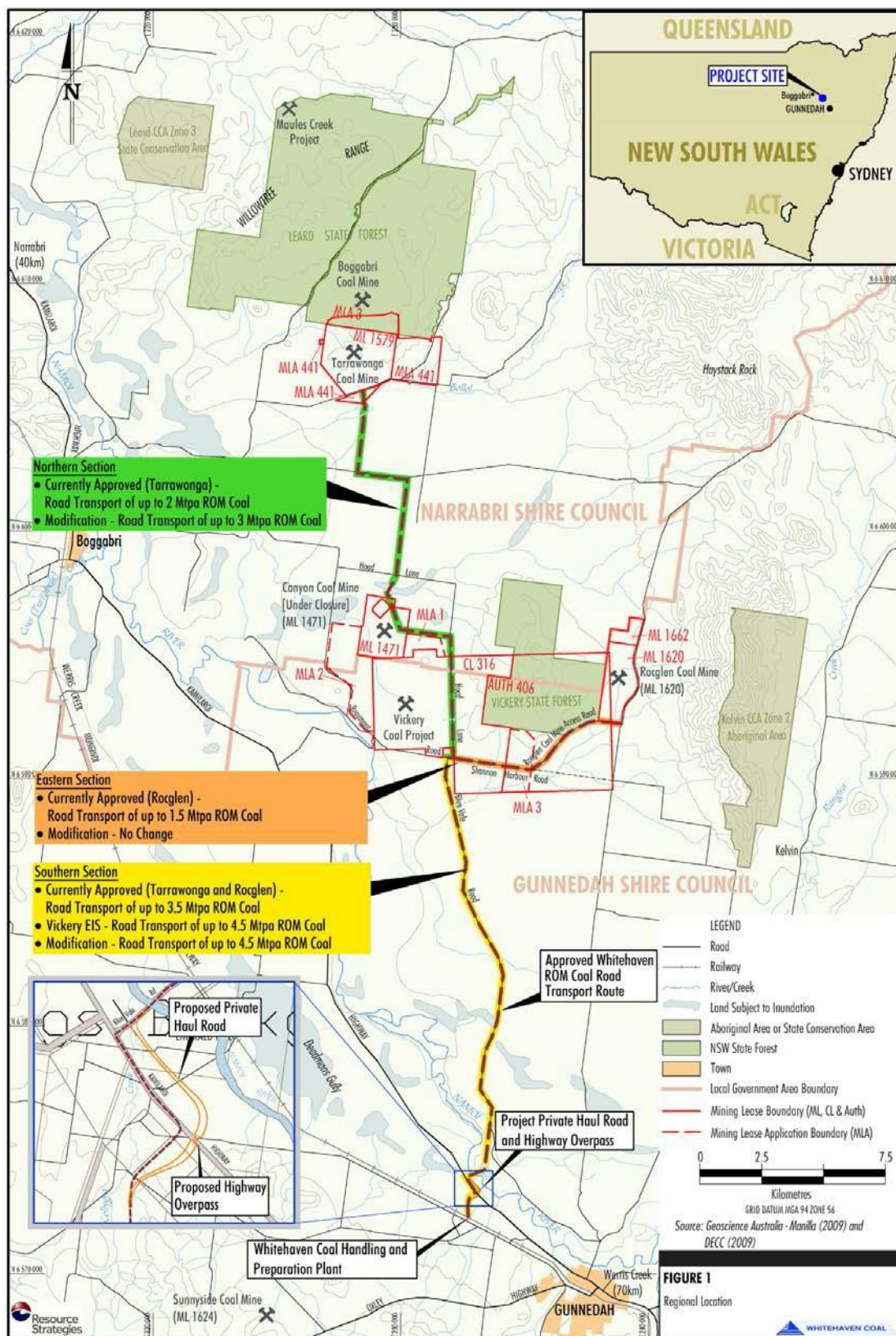


Figure 1 Tarrawonga and Rocglen Coal Mine Locations and approved Haulage route

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WHITEHAVEN COAL
WATER HAULAGE MODIFICATION
Vickers Coal Mine
Groundwater Extraction and
Water Storage Infrastructure

Figure 2: Vickers Coal mine Groundwater Extraction and Water Storage Infrastructures

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2 **STATUTORY REQUIREMENTS**

In relation to the Traffic Management Plan, Condition 54(A) of MP 11_0047 states:

The Proponent shall prepare and implement a revised 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 31 March 2017;*
- (c) include a program for implementing Whitehaven's commitments in the EA;*
- (d) include transport protocols that describe control measures for coal haulage:*
 - during school bus hours;*
 - on the Kamilaroi Highway; and*
 - during seasonal and event based peak traffic periods.*
- (e) include a driver's Code of Conduct to include but not limited to:*
 - behavioural safety practises and initiatives used by drivers to implement the transport protocols;*
 - induction process for vehicle operators and regular toolbox meetings; and*
 - complaint resolution and disciplinary procedures;*
- (f) describe measures to minimise dust from roads that may be used for access to the mine site;*
- (g) arrangements to comply with cumulative coal haulage limits from the project and the Rocglen and Vickery coal mines; and*
- (h) 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 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, and the owners of the Tarrawonga and Vickery coal mines;*
- (b) be submitted to the Secretary for approval by 31 March 2017;*
- (c) include a program for implementing Whitehaven's commitments in the EA;*

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- *include transport during school bus hours;*
- *on the Kamilaroi Highway; and*
- *during seasonal and event based peak traffic periods.*

(d) include a driver's Code of Conduct to include by not limited to:

- *behavioural safety practises and initiatives used by drivers to implement the transport protocols;*
- *induction process for vehicle operators and regular toolbox meetings; and*
- *complaint resolution and disciplinary procedures;*

(e) describe measures to minimise dust from roads that may be used for access to the mine site;

(f) arrangements to comply with cumulative coal haulage limits from the project and the Tarrawonga and Vickery coal mines; and

(g) a monitoring program to audit vehicle movements, including the origin and destination of employees, against predictions in the EA.

(h) protocols that describe control measures for coal haulage:

3 MANAGEMENT PROCEDURES

3.1 Coal and Water Transport Protocols/Code of Conduct

The following protocols apply for all traffic periods (ie. standard traffic or seasonal or event based peak traffic period). Any further measures implemented by RMS, NSC or GSC for non-standard traffic conditions will be complied with.

Coal and water haulage occurs within hours specified in the sites' respective Project Approvals and includes no haulage on Public Holidays.

3.1.1 Induction and Training

All 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 revision, will be provided to coal haulage contractors.

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

3.1.2 General Transport Protocols

Haul truck drivers operate under procedures that include the following requirements:

- Give way to traffic as required;

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- Merge into traffic in a professional manner;
- Travel at a maximum speed of 30km/h whenever the turning indicator is engaged;
- Observe all speed limits and safety signage and adhere to NSW Road Rules 2014 and Whitehaven mine site rules; and
- Maintaining a separation distance of at least 250m at all times when following another vehicle (except when overtaking those vehicles/machines which the rules allow).

3.1.3 Kamilaroi Highway

In order to ensure the trucks do not impede the flow of through traffic on Kamilaroi Highway, the haulage truck drivers regulate their speed within the acceleration/merge lane to take into consideration any other vehicles on Kamilaroi Highway before entering the through lane, and then enter the deceleration lane at the first opportunity.

3.1.4 School Bus Hours

The following protocols will be implemented for operating haul trucks during school bus hours:

- Trucks travelling to and from the site will comply with NSW road rules relevant to interaction with school buses (to address the requirements of Condition 54(a) of MP 11_0047 and Condition 29A(a) of MP 10_0015); 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 Road Maintenance

Whitehaven has road maintenance agreements in place with NSC and GSC. For GSC, this includes a protocol (prepared in consultation with GSC) to clean and maintain the designated haulage route, including visibility of signage, guideposts, lane delineation and pavement.

GSC and RMS have been provided with a copy of the Kamilaroi Highway Review, Reference #N106011, GTA Consultants (2016). Whitehaven considers that upgrading of signage and linemarking on Kamilaroi Highway to appropriate standards would be addressed by the road maintenance agreement with GSC.

3.3 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.

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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.

3.4 Compliance With Cumulative Coal Haulage Limits

As TCM, RCM and the Vickery Project are all managed by Whitehaven, internal protocols exist to monitor and manage cumulative road haulage. Haulage totals are reported externally in the sites' Annual Reviews.

Coal haulage providers are required to operate in accordance with the WHC coal haulage contract that requires maximising the backfilling (ie. back loading) of haul trucks with rejects from the Gunnedah CHPP to minimise the number of heavy vehicles on the designated transport route.

3.5 Monitoring Program to Audit Vehicle Movements

Detailed baseline and predicted data on TCM related vehicle movements is presented in the sites' EAs.

As discussed in Section 3.3, as TCM, RCM and the Vickery Project are all managed by Whitehaven, internal protocols exist to monitor and manage cumulative road haulage. Haulage totals are reported externally in the 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 relevant Annual Review for each site. 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 conditions 54A(h) of MP 11_0047 and 27(h) of MP 10_0015.

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:

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- 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 receiving the complaint 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). A summary of complaints received every 12 months will be provided in the Annual Review.

Based on the nature of individual complaints, specific contingency measures may be implemented to the (reasonable) satisfaction of the complainant.

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 or Schedule 5 Condition 6 of MP 10_0015, 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 1 Unpredicted Impact Protocol

Step	Procedure
1	Review the unpredicted impact including consideration of: <ul style="list-style-type: none">Any relevant monitoring data; andActivities 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

Respective sites' annual coal and water haulage will be presented in the Annual Review which is published on the Company website once approved. Annual Reviews will also include an assessment of the annual cumulative haulage against the limits from the three sites.

6 DOCUMENT REVIEW AND CONTINUOUS IMPROVEMENT

This document will be reviewed in accordance with the requirements of each consent.

Whitehaven 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, in Annual Reviews.