



Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

RUSSELL VALE COLLIERY UNDERGROUND EXPANSION PROJECT TRAFFIC MANAGEMENT PLAN



Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

Control

PROPERTY	NAME	TITLE
Approved by		
Document Owner		
Effective Date		

Revision history

VERSION	DATE REVIEWED	REVIEW TEAM (CONSULTATION)	NATURE OF THE AMENDMENT
D1	16/03/2021	EMM Consulting Pty Limited	Draft TMP
D2	17/03/2021	EMM Consulting Pty Limited	Final draft TMP
D3	12/04/2021	EMM Consulting Pty Limited	Final TMP
D4	26/05/2021	EMM Consulting Pty Limited	Final TMP
D5	09/06/2021	EMM Consulting Pty Limited	Final TMP
D6	06/07/2021	EMM Consulting Pty Limited	Final TMP – update project description to be consistent with all other management plans.

TABLE OF CONTENTS

1	INTRODUCTION	1
1.1	Overview	1
1.2	Project background	1
1.3	Surface Facilities	4
1.4	Environmental management system overview	4
1.5	Purpose of this TMP	5
1.6	Consultation	7
1.7	Document structure	8
2	PROJECT DESCRIPTION	10
2.1	Project overview – Surface infrastructure	10
2.2	Project staging	10
2.3	Bellamby Gully Creek	13
2.4	Rehabilitation	13
2.5	Environmental duty of care	14
3	PLANNING	20
3.1	Overview	20
3.2	Regulatory requirements	20
3.3	Development consent	20
3.4	Statement of commitments	26
3.5	Other approvals, permits and licences	27
4	BACKGROUND CONDITIONS	29
4.1	Overview	29
4.2	Traffic conditions	29
4.3	Road traffic noise	32
4.4	Air quality	33
5	TRANSPORT MITIGATION MANAGEMENT STRATEGIES	34
5.1	Traffic management protocol	34
5.2	Requirements for trucks and drivers entering the colliery	35
5.3	Internal truck movements	35
5.4	Truck loading	35
5.5	Trucks leaving the colliery	36
5.5.1	Truck separation and restrictions	36

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

5.5.2	Truck speeds	37
5.6	Requirements of trucks travelling between the colliery and PKCT	37
5.7	Bellambi Lane maintenance contribution	38
5.8	Hours of operation	38
5.9	Traffic noise	38
5.10	Traffic air quality	39
5.11	Dangerous goods	39
5.12	Tracking of waste	39
5.13	Adaptive management	39
5.14	Trigger action response	39
5.15	Construction traffic protocol	40
6	MONITORING	41
6.1	Coal transport	41
6.2	Monitoring	41
6.3	Incident and non-compliance reporting	43
6.3.1	Incidents	43
6.3.2	Non-compliance	43
6.4	Handling complaints	43
6.5	Public sources of data	44
7	PLAN ADMINISTRATION	45
7.1	Roles and responsibilities	45
7.2	Resources required	45
7.3	Training, awareness and inductions	45
7.4	Trucking fleet contractors	47
8	AUDIT AND REVIEW	48
8.1	Annual review	48
8.2	Auditing	48
8.3	Plan revision	48
8.4	Continual improvement	49
9	RECORDS AND DOCUMENT CONTROL	50
9.1	Environmental records	50
9.2	Document control	50
10	REFERENCES	51
	GLOSSARY OF TERMS AND ABBREVIATIONS	52

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

APPENDIX A – AGENCY CONSULTATION.....	55
APPENDIX B – TARP	56
APPENDIX C – PKCT DRIVER'S CODE OF CONDUCT	57
APPENDIX D – DANGEROUS GOODS LICENCE.....	58

LIST OF TABLES

Table 1.1 – Consultation undertaken as part of the preparation of this Management Plan	7
Table 1.2 – TMP Document Structure	8
Table 3.1 - Development Consent Schedule 2 relevant conditions	20
Table 3.2 - Statement of commitments	26
Table 3.3 – Requirements of Environment Protection Licence	27
Table 4.1 - Bellambi Lane (east of Princess Hwy – 5 and 7 Day Average Traffic Volumes and Vehicle Classification.....	31
Table 4.2 - Memorial Drive (south of Bellambi Lane) - 5 and 7 Day Average Traffic Volumes and Vehicle Classification.....	31
Table 4.3 Hourly Traffic Volumes in Bellambi Lane East of Princess Hwy – Average Weekday and Average Day	32
Table 5.1 - Heavy vehicle speed limits.....	37

LIST OF FIGURES

Figure 1 - Project location	3
Figure 2 - EMS framework, including Traffic Management Plan.....	6
Figure 3 - Existing Russell Vale Colliery Pit Top	15
Figure 4 - Proposed Stage 1 without surface infrastructure	16
Figure 5 - Proposed Stage 2A surface infrastructure components without coal processing plant ...	17
Figure 6 - Proposed Stage 2B surface infrastructure components with coal processing plant.....	18
Figure 7 - Engineering concept design of Colliery Haulage Road	19
Figure 8 - Transport haulage route	30
Figure 9 - Strategic management process	42

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

1 INTRODUCTION

1.1 Overview

This Traffic Management Plan (TMP) has been prepared by Abdullah Uddin (Associate Traffic Engineer, TfNSW#0051686678) of EMM Consulting Pty Limited (EMM) as a suitability qualified and experienced person on behalf of Wollongong Coal Pty Limited (WCL) to manage transport impacts for the underground expansion of the Russell Vale Colliery (the Colliery) in accordance with relevant conditions of consent.

1.2 Project background

WCL operates the Russell Vale Colliery (formerly the NRE No.1 Colliery) in the Southern Coalfield of New South Wales (NSW). Russell Vale Colliery is an underground coal mine located at Russell Vale, approximately 8 kilometres (km) north of Wollongong and 70 km south of Sydney, within the local government areas (LGAs) of Wollongong and Wollondilly.

The Colliery which has been on 'care and maintenance' since 2015. WCL successfully sought Approval under the *Environmental Planning and Assessment Act 1979* (EP&A Act) to expand the mining operations at the Colliery; this ongoing application is referred to as the Underground Expansion Project (UEP). The UEP has recently been approved under the EP&A Act by the Independent Planning Commission (IPC).

Mining as has been undertaken at Russell Vale Colliery since the 1880s. Continuous mining has been a feature since 1887 and surface facilities have operated at the Russell Vale site since this time. With the advent of more sophisticated mining methods in the 1960s, workings progressed further west of the Illawarra Escarpment. Subsequently, four ventilation shafts (Shaft Numbers 1, 2, 3 and 5) and a shaft to provide personnel and materials access to the workings (No. 4 Shaft) were sunk to the west of the escarpment.

Mining has occurred in three seams, the Bulli Seam, Balgownie Seam and the Wongawilli Seam. The Balgownie seam is located approximately 10 metres (m) below the Bulli Seam and the Wongawilli Seam is located approximately 20 m below the Balgownie Seam. All three seams outcrop along the Illawarra Escarpment and the seams are accessed by adits¹ directly into the seams. There are two main mining areas within the Russell Vale Colliery lease area, which are referred to as Wonga East and Wonga West. In the Wonga East area, the Bulli Seam and Balgownie Seam have largely been fully extracted. The existing and proposed workings are contained within Consolidated Coal Lease 745 (CCL745) and Mining Lease 1575 (ML1575).

The Colliery Pit Top is located at the base of the Illawarra Escarpment above the suburb of Russell Vale (refer to Figure 1). The Pit Top facilities occupy an area of approximately 100 hectares (ha) at the eastern extent of the Colliery holdings. The site is accessed via a private driveway from the Princes Highway at a signalised intersection with Bellambi Lane. Coal has historically been hauled from Russell Vale Colliery to Port Kembla Coal Terminal (PKCT) by truck, via Bellambi Lane and Memorial Drive.

The original UEP application submitted by Gujarat NRE Coking Coal Ltd in 2009 involved a substantial expansion of longwall mining in the Wongawilli Seam across the Wonga East area (a



Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

total of 11 longwall panels) and Wonga West area (a total of seven longwall panels) to extract 31 million tonnes (Mt) of run-of-mine (ROM) coal over a project life of 18 years. In response to concerns from the public and government agencies, the original UEP application was substantially revised over time to reduce the potential adverse impacts of the mine.

In order to address residual uncertainty regarding the impacts of longwall mining raised by the PAC Second Review Report, a revised mine design was developed based on a non-caving first workings mining system. The revised mine plan has been designed to be long term stable with negligible risk of pillar failure to address potential subsidence-related mining impacts on groundwater, surface water and biodiversity within the Cataract Reservoir catchment.

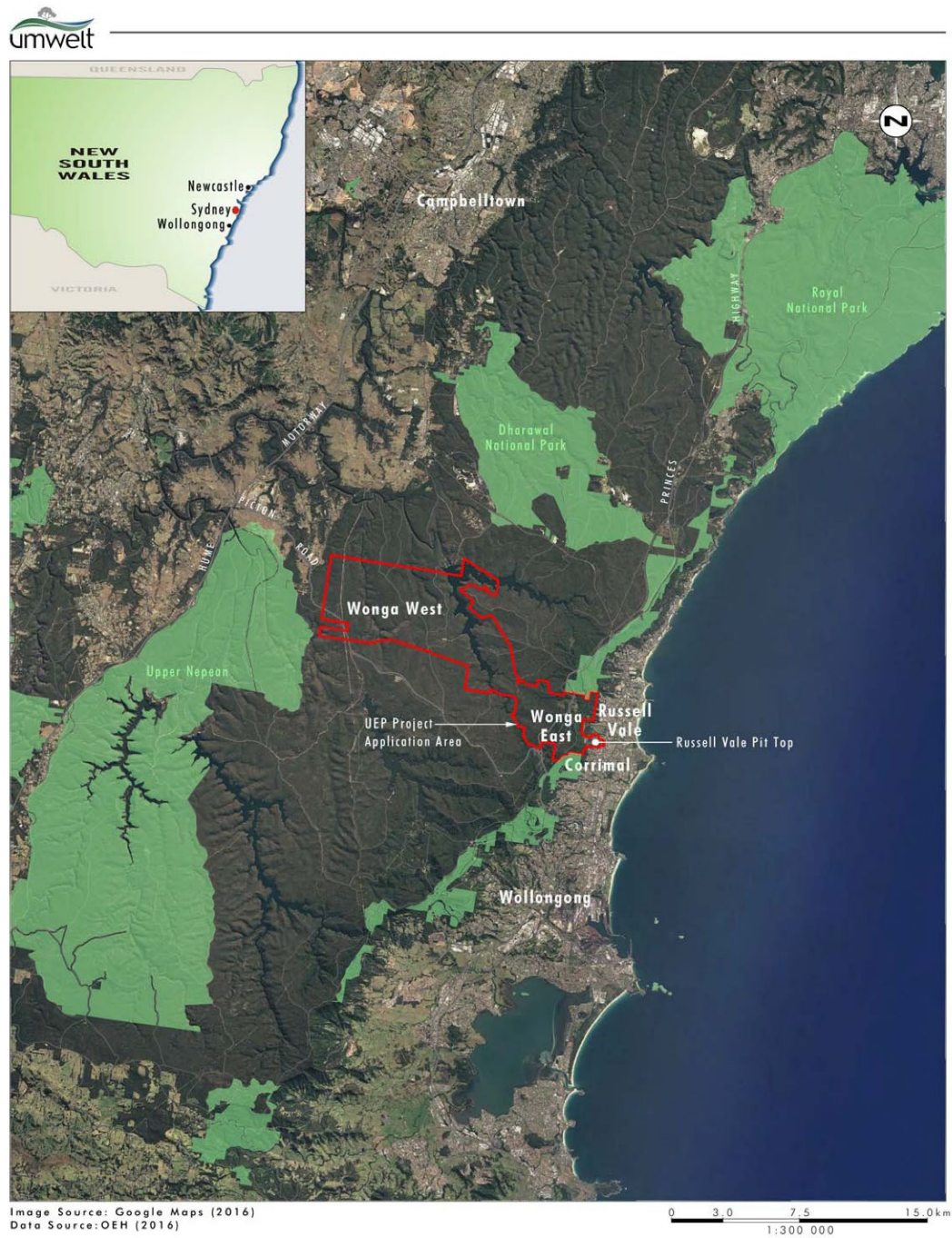
Changes to the Russell Vale Pit Top are also proposed to address concerns regarding potential amenity impacts to surrounding residential areas. This revised plan is referred to as the Revised Preferred Project.

After a formal review process by the PAC, the Independent Planning Commission (IPC) of NSW granted a Development Consent (MP09_0013) on 8 December 2020 for the Revised UEP. The Revised UEP, which is also referred to as the Revised Preferred Project in assessment reports, is referred to as 'the project' from here on.

No offsite coal will be delivered to or received at the Colliery.

The location of the project is shown in Figure 1, and its main features are summarised in Chapter 2 of this TMP.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		



Legend
 UEP Project Application Area

FIGURE 1.1
Locality Plan

File Name (A4): R13/3687_078.dgn
 20190711 11.39

Figure 1 - Project location

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

1.3 Surface Facilities

1.3.1 Colliery pit top facilities

The Pit Top is located on the lower slopes of the Illawarra Escarpment, adjacent to the suburbs of Russell Vale and Corrimal, occupies an area of approximately 100 ha's and includes coal handling, processing, storage and transport facilities, a mine water management system, mine entry adits, workshops and administration buildings.

Upgrades to the existing surface infrastructure will be undertaken in accordance with the Revised Preferred Project approval MP09_0013 under the NSW EP&A Act. These upgrades are shown on Figure 2.1 and include the following:

- Redesign of the Pit Top layout to reduce amenity impacts.
- Construction of a coal processing plant and associated infrastructure to improve coal quality. This plant will comprise a coal sizing plant that will remove reject rock material using dry separation methods.
- Additional noise mitigation works, including extension and construction of bunds and noise walls.

Works associated with the planned upgrade are all located within the existing disturbance footprint of the Colliery, and within the boundary and capacity of the approved Pit Top surface water management system.

1.3.2 Ventilation shaft sites

The Colliery has five shafts, four are exclusively ventilation shafts (Vent Shafts No. 1-3, 5) and one is a shaft for personnel, materials and ventilation (Vent Shaft No. 4). Ventilation Shafts No. 1, No. 2 No. 3 and No. 5 site and associated facilities are located on CCL 745.

1.4 Environmental management system overview

WCL has a formalised environmental management system (EMS) for the Colliery (WCL 2021a). The EMS provides a framework to ensure that activities at the Colliery are undertaken in an environmentally responsible manner, and are in general accordance with the following:

- Development consent MP09_0013.
- ISO14001 Environmental Management Standard.
- Legislative and other requirements.

The structure of the EMS is summarised in Figure 2. The EMS is implemented, managed and updated as required, most recently in accordance with the Russell Vale Underground Expansion Project major project approval MP09_0013 ('the development consent').

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

1.5 Purpose of this TMP

This TMP has been developed and will be implemented to:

- comply with development consent MP09_0013;
- formalise standards relating to coal loading and transport haulage activities;
- ensure that relevant stakeholders are involved in the formulation and implementation of this Management Plan;
- address the requirements of applicable legislation, this approval, and statements of commitments;
- effectively manage environmental issues (e.g. road traffic noise, traffic management, Drivers Code of Conduct) associated with the transport of coal to Port Kembla Coal Terminal (PKCT);
- complement established provisions designed to eliminate and / or control potential safety and environmental hazards related to vehicular movement around the Colliery and on public roads; and
- establish responsibilities, review and reporting mechanisms for transport management for the Colliery.

In accordance with Condition A2, this TMP has been prepared to address any relevant commitments or recommendations identified in:

- the conditions of the Development Consent;
- all written directions of the Planning Secretary; and
- the Revised Project Report and the project layout.

This TMP applies to operations associated with coal loading and transport activities at the Colliery and along the transport haulage route to PKCT.

This TMP is a part of a larger suite of operational environmental management documents (see Figure 2) for the project. The overarching document in the environmental management system is WCL's EMS, which provides the overall strategic context for the implementation and maintenance of environmental management of the Colliery.

The TMP applies to all WCL personnel and contractors who have a role in the loading and transport of coal at the Colliery, the transport of coal between the Colliery and PKCT, as well as the personnel responsible for monitoring these activities.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

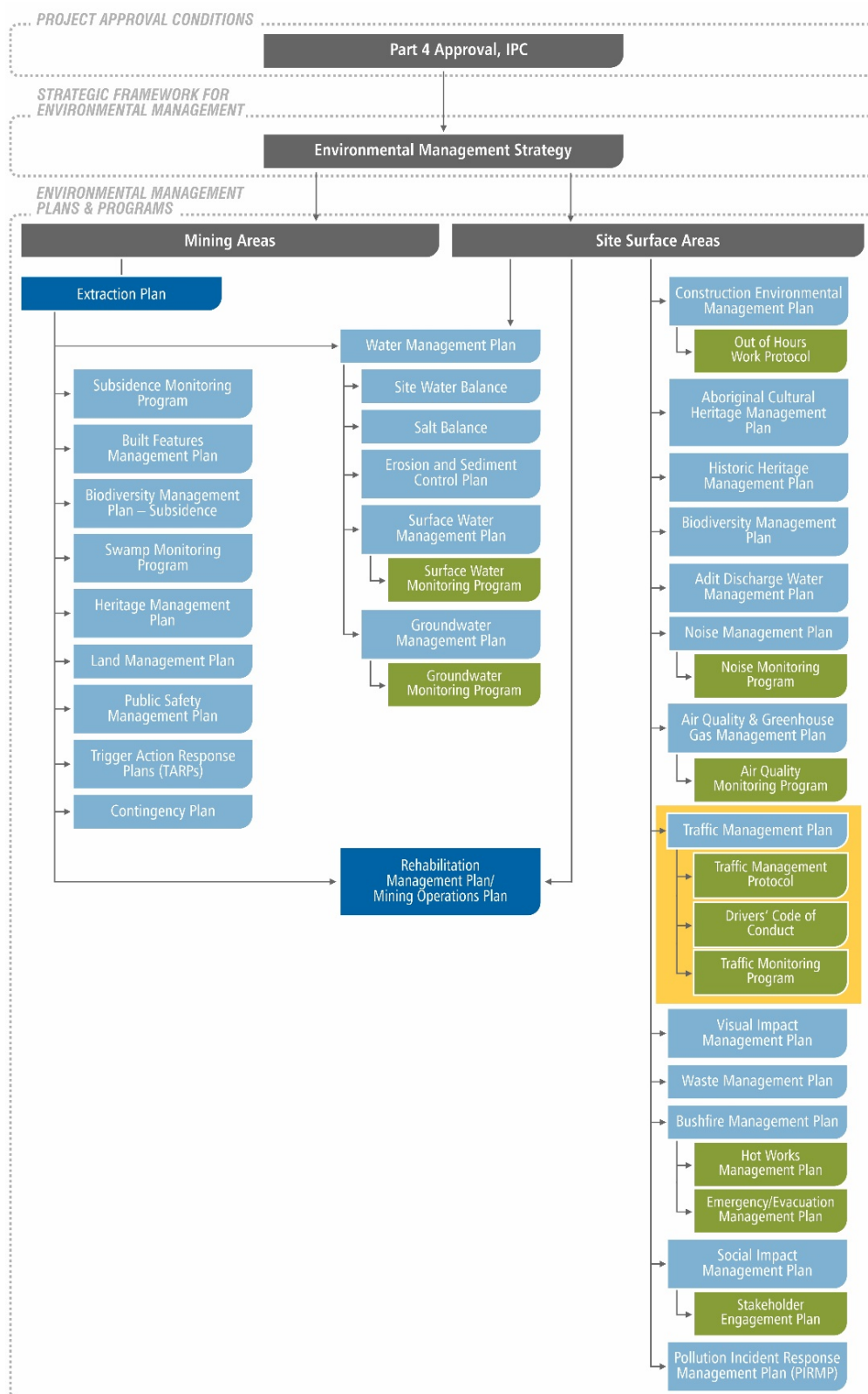


Figure 2 - EMS framework, including Traffic Management Plan

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

1.6 Consultation

1.6.1 Consultation during the environmental assessment process

Extensive community and government consultation has been carried out prior to and during the preparation of the original environmental assessment, the Revised Project Report, the Submissions Report and other project-related assessment documentation. The primary objective of consultation was to keep the community, government agencies and other stakeholders informed and involved during project development process.

Community engagement was carried out in two phases and is summarised in Section 4.1.2 and Section 4.1.3 of the Revised Project Report.

A complete summary of previous and ongoing government agency and stakeholder consultation is provided in Table 4.5 of the Revised Project Report. Consulted parties of relevance to this TMP included:

- the Department of Planning, Industry and Environment (DPIE);
- Transport for NSW (TfNSW); and
- Wollongong City Council (WCC).

1.6.2 Consultation during the preparation of the Management Plan

In accordance with Condition B30, this TMP has been prepared in consultation with the TfNSW and WCC. The consultation undertaken as part of the preparation of the Management Plan is summarised in Table 1.1 and included in Appendix A.

Table 1.1 – Consultation undertaken as part of the preparation of this Management Plan

Agency name	Issue	Where issue is addressed in Management Plan
DPIE	Various comments on the TMP received from DPIE on 21 May 2021.	Resolved See Appendix A for details.
TfNSW	TfNSW noted: <ul style="list-style-type: none"> • Access to the development site is via traffic signals on Bellambi Lane, and access to the state road network is via signals on Memorial Drive. • According to the Conditions of Consent (Condition B30) the applicant must prepare a Traffic Management Plan (TMP) for the development to the satisfaction of the Planning Secretary, in consultation with TfNSW. • TfNSW confirmed they had reviewed the TMP and has no further comments. 	Resolved No changes
WCC	WCC acknowledged and advised their general support for the proposed road and traffic management strategies contained in the plan, including the proposed internal haulage road, public road haulage activity strategies and the proposed Drivers Code of Conduct.	Resolved No changes

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

Agency name	Issue	Where issue is addressed in Management Plan
	WCC also acknowledged and supports the Bellambi Lane Road maintenance contributions as outlined in Section 5.7 and Schedule 2 Part B – Specific Environmental Conditions of the plan, and which are consistent with the Development Consent.	

In accordance with Condition B30 and B31, WCL will ensure implementation of this Management Plan as approved by the Secretary prior to the commencement of mining operations.

1.7 Document structure

This TMP is divided into chapters to address specific requirements and objectives as detailed in Table 1.2.

Table 1.2 – TMP Document Structure

Chapter	Content
Chapter 1 Introduction	Provides the background, purpose and structure of this Management Plan, outlines the conditions of consent, document scope, as well as consultation requirements and outcomes.
Chapter 2 Project description	Provides a description of the project and operational activities.
Chapter 3 Planning	Outlines compliance with legislative framework, and approvals, permits and licences required for the operation of the project, as these relate to transport management.
Chapter 4 Background conditions	Summarises the baseline transport management conditions for the project.
Chapter 5 Transport mitigation and management strategies	Defines specific mitigation and management strategies for transport management.
Chapter 6 Monitoring	Defines specific transport monitoring and reporting, including protocols for the handling of incidents, complaints and non-compliance.
Chapter 7 Plan administration	Details how the Plan will be implemented, managed, reviewed and updated.
Chapter 8 Audit and review	Details how the Plan will be audited and reviewed.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

Chapter	Content
Chapter 9 Records and document control	Includes information on environmental records and document control for the Management Plan.
Chapter 10 References	Lists the documents cited in the Management Plan.
Appendix A	Agency consultation.
Appendix B	TARP Report.
Appendix C	PKCT – Truck Drivers Code of Conduct.
Appendix D	Dangerous Goods Licence.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

2 PROJECT DESCRIPTION

2.1 Project overview – Surface infrastructure

The project also involves changes to the Russell Vale Pit Top (the Pit Top), which includes key project components (i.e. surface infrastructure) requiring construction (see Section 2.2 for further detail) contained wholly within the existing disturbance footprint.

The current and proposed surface infrastructure are presented in Figure 3 and Figure 4 to Figure 6 respectively.

The key elements of the project are:

- mining by bord and pillar mining techniques only, with the workings designed to be long-term stable with minimal subsidence impacts;
- extraction of approximately 3.7 million tonnes of Run-of-Mine (ROM) coal at a reduced production rate of up to 1 million tonnes of product coal per year (equivalent to approximately 1.2 million tonnes of ROM coal per year);
- redesign of the Pit Top layout to relocate infrastructure to more shielded locations to reduce amenity impacts;
- operation of surface facilities and product transport, typically limited to daytime hours (7.00am to 6.00pm Mondays to Friday, 8.00am to 6.00pm Saturday, no Sundays and Public Holidays), with provision for occasional operation until 10.00pm Monday to Friday to cater for unexpected port closures or interruptions (Condition A12 and A13);
- reduced product trucking rates relative to the previous UEP mine plan with a maximum of 17 trucks permitted per hour;
- extension to the height of existing bunds, construction of new bunds and noise walls within the existing surface infrastructure area for improved noise mitigation;
- construction of a new truck loading facility and associated conveyors; and
- construction of a suitable dry coal processing plant to improve the quality of product coal removing reject rock material via use of dry separation methods will also be evaluated at this stage and if required to be installed, will be commissioned to align with the ramp up of production to 1.2 Mtpa ROM.

2.2 Project staging

The project will be implemented in stages as per below with the scope of this EMS covering all stages:

- **Stage 1**

Installation of environmental monitoring controls and mitigation measures, truck access roads, construction of new noise walls, noise bunds and new primary sizer.

Commencement of mining operations ramping up to approximately 0.5 Mtpa with crushed coal transferred to the ROM stockpile and coal loading via front-end loader to trucks to be transported to PKCT.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

Evaluation of the feasibility of a coal processing plant (CPP) to be installed as part of the new Stage 2 surface infrastructure.

Key elements included in Stage 1 works include (see Figure 3):

- development and mining by bord and pillar mining methods;
- up to 500,000 tonnes of product coal per year;
- installation of new primary sizer inline;
- front end loading ROM coal onto trucks;
- ROM stockpile up to 30,000 tonnes; and
- construction of surface infrastructure works, including construction of new noise walls, noise bunds, truck access roads, and commissioning the design and construction of the truck loading bin and associated conveyers.

A copy of the Stage 1 surface infrastructure is provided in Figure 4.

• Stage 2

Finalise the construction and commissioning of new surface infrastructure, comprising truck loading bins and associated conveyors.

The coal will be transferred from the ROM stockpile through a series of conveyors to the truck loading bin to be loaded onto the trucks for transportation to PKCT or transferred to a new stockpile area for temporary stockpiling.

Coal from temporary stockpile will be loaded onto trucks by front-end loader for transportation to PKCT (Stage 2A – see Figure 5).

If the outcome of the evaluation in Stage 1 is to construct a CPP, the coal from the ROM stockpile will transferred by a series of conveyors to the CPP (Stage 2B – see Figure 6).

The product from the CPP will transferred to the truck loading bin to be loaded onto the trucks for transportation to PKCT or transferred to a new stockpile area for temporary stockpiling.

Coal from temporary stockpile will be loaded onto trucks by front-end loader for transportation to PKCT. The rejects conveyor will transfer the rejects from the CPP to the rejects stockpile (Stage 2B).

Commencement of full mining operations ramping up to 1.2 Mtpa is to align with when the new coal handling facilities and associated infrastructure is fully operational.

Key elements included in Stage 2 works include:

- mining by bord and pillar mining;
- up to 1 million tonnes of product coal per year;

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

- up to 1.2 million tonnes ROM coal per year;
- loading product coal onto trucks via bins;
- construction of new CPP;
- construction new surge bin;
- ROM stockpile 30,000 tonnes;
- product stockpile 14,000 tonnes;
- emergency stockpile;
- rejects stockpile 1,500 tonnes;
- waste rock from CPP used in rehabilitation; and
- waste rock from CPP emplaced underground.

2.2.1 Coal Handling and Processing

The proposed coal handling facilities and surface infrastructure upgrades proposed as part of the Revised Preferred Project will be undertaken in accordance with the UEP Project Consent under the NSW EP&A Act to improve the quality of ROM coal in order to meet market demands and to minimise impacts on the environment and local community.

Works associated with the planned upgrade are all located within the existing disturbance footprint of the study area. The planned upgrades to the existing surface infrastructure within the study area (Figure 3) are shown on Figure 4 to Figure 6.

2.2.2 Reject Material Handling

Following commissioning of a suitable CPP, it is anticipated that approximately 0.2 Mtpa of reject material will be produced at full production. Reject material consisting of rock material from the CPP will be transferred via the rejects conveyor to the reject stockpile (see Figure 6).

Beneficial reuse would be dependent on further application and or approval, whilst underground emplacement would only be carried out if testing determines the material to be suitable – see RVC Waste Management Plan.

Reject material that after suitable testing meets the specifications (see Waste Management Plan RVC ENV PLN 033) are hauled back to the mine portal via the internal haul road (see Figure 6) for emplacement underground.

2.2.3 Coal Stockpiling

Three main coal stockpiles will operate within the Pit Top operational area, these being the main ROM stockpile (30,000 t capacity), product stockpile (14,000 t capacity) and proposed temporary rejects stockpile (1,500 t capacity).

2.2.4 Internal haulage route

An internal haulage road will be constructed and will run from the existing access at the western end of Bellambi Lane through the site and tie into the existing wheel wash between dirty water basin and the overflow sediment dam basin. A concept design is provided as Figure 7 for information and illustrative purposes and is subject to detailed design.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

2.3 Bellambi Gully Creek

The RPPR describes proposed Bellambi Gully Creek realignment works as being a part of a modification to the previous project consent MP10_0046, i.e., MOD 4. The Modification was subsequently withdrawn, and the project was included in the UEP major project application. Subsequent to the issue of the RPPR in July 2019, and the UEP Additional Information Response Report in June 2020, on 23 July 2020 WCL was issued with an enforcement order by DPIE in relation to the replacement of the underground section of Bellambi Gully pipe. Generally, the order requires WCL to engage a suitably qualified independent licensed engineer to develop detailed plans for the replacement of the underground pipe section of Bellambi Gully Creek with a suitably designed and engineered open channel, generally in accordance with the design parameters outlined in Cardno 2020 Phase 1 and 2 Bellambi Gully Flood Assessment Proposed Stormwater Diversion Drain.

As a result of and in compliance with this order the detailed design for Bellambi Gully Diversion and associated site water management system improvements was completed in late 2020 with works commencing onsite post approval of the Construction Management Plan (CMP) by DPIE in April 2021. The construction works associated with the construction of the new diversion channel and associated site water management system improvements are reasonably expected to be completed by November 2021 are addressed in the Bellambi Gully Creek Diversion CMP. The operation of this new channel once completed in accordance with the DPIE order will be detailed in a specific maintenance plan inclusive of an implementation plan which would be included as appropriate in the RV Surface Operations Water Management Plan. This is shown in the context of the site EMS in Figure 6.

2.4 Rehabilitation

WCL intends to continue use of the site post the 5-year term of this MP09_0013 Consent. As a result, decommissioning and closure of the Russell Vale Colliery Pit Top facilities are not proposed following the completion of the UEP project.

Rather, if required pending the completion of the 5-year term of the current approval if there are delays to expected future planning assessment process such that mining operations are required to cease the site would be maintained in care and maintenance capacity until such time as a planning consent for mining operations is obtained. If consent for continuing use of the site is at the times not anticipated to be forthcoming, WCL will prepare and implement a detailed mine closure and rehabilitation plan in consultation with the Resources Regulator and other relevant government agencies and stakeholders.

For this project term of 5 years from the date of commencement of mining operations, the existing rehabilitation and mine closure strategy outlined in the current Russell Vale Colliery Rehabilitation Management Plan or its equivalent Mine Operations Plan, and generally in accordance with the Rehabilitation Objectives detailed in Table 5 of the Development Consent.

WCL will continue to progressively rehabilitate and decommission non-critical infrastructure as they are phased out of operations or become non-critical to potential future land use options at



Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

the Colliery. This will be further detailed in the Rehabilitation Management Plan or combined with the Mining Operations Plan, in accordance with Condition B44.

2.5 Environmental duty of care

WCL will implement all reasonable and feasible measures to prevent, and if prevention is not reasonable and feasible, minimise, any material harm to the environment that may result from the construction and operation of the project, and any rehabilitation required under the consent.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		



FIGURE 1.3
Existing Russell Vale Pit Top Facilities

Figure 3 - Existing Russell Vale Colliery Pit Top

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

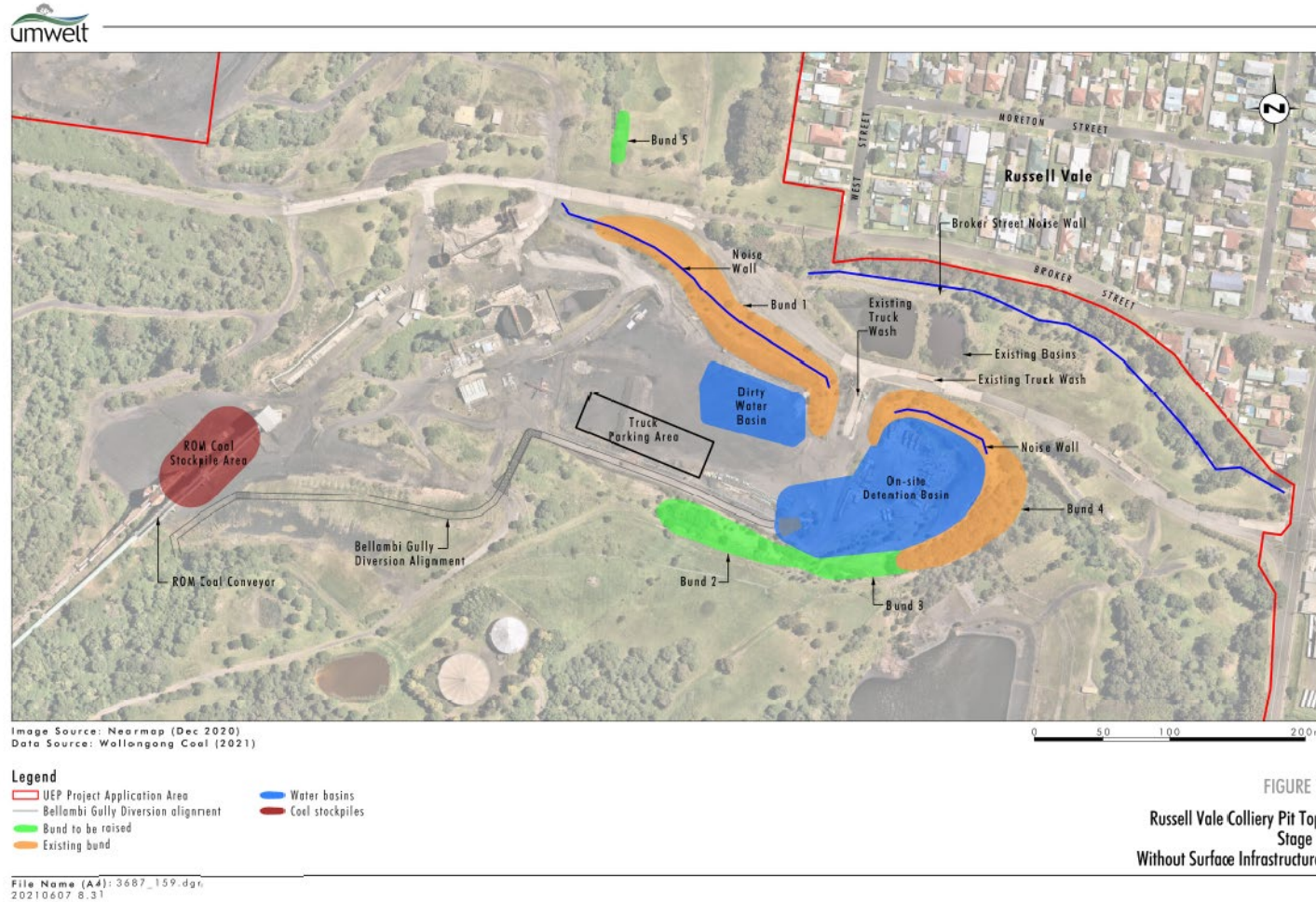


Figure 4 - Proposed Stage 1 without surface infrastructure

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

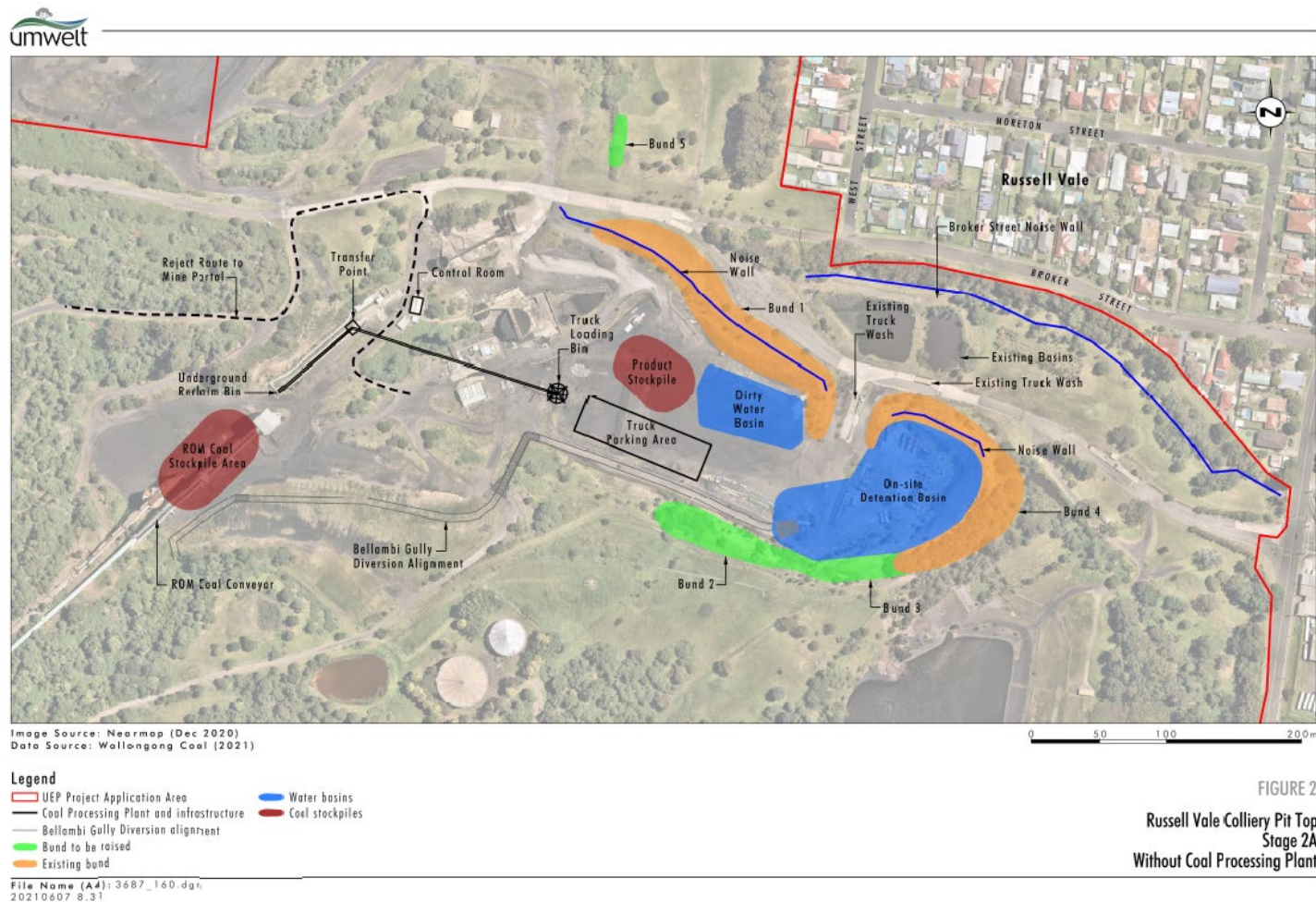


Figure 5 - Proposed Stage 2A surface infrastructure components without coal processing plant

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

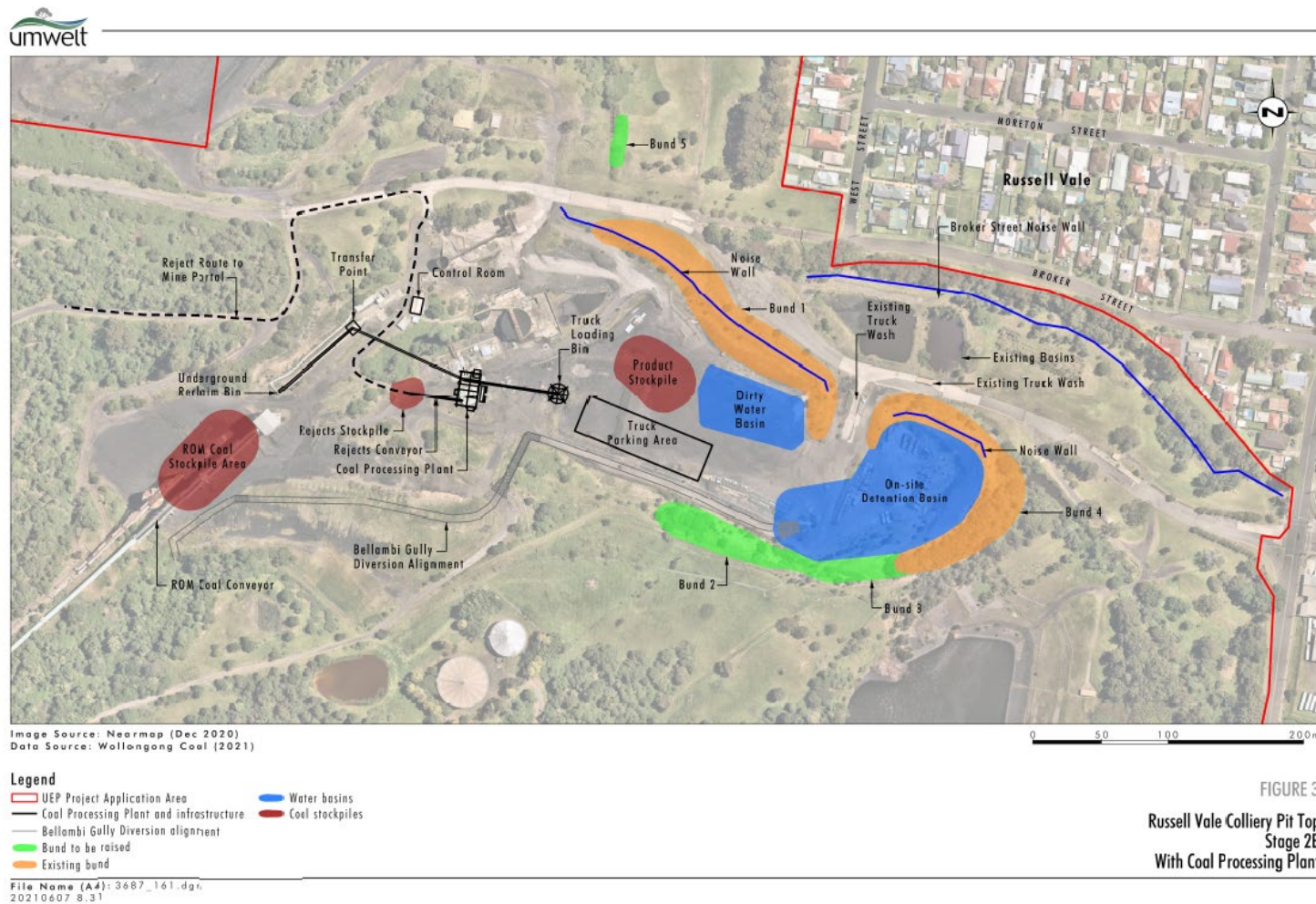


Figure 6 - Proposed Stage 2B surface infrastructure components with coal processing plant

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		



Figure 7 - Engineering concept design of Colliery Haulage Road

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

3 PLANNING

3.1 Overview

A number of approvals, licences and consents apply to the project, with associated conditions and requirements. The following sections summarise those that are most relevant in relation to this TMP.

WCL will conduct all approved activities consistent with the approval and any other legislation that is applicable.

3.2 Regulatory requirements

A summary of the legal requirements applicable to the project will be in the Compliance Register, which will be updated and will consider relevant legislation, conditions of consent and licence requirements. The Compliance Register will include both Federal and State legislation, as well as State Environmental Planning Policies (SEPPs) and any Codes of Practice to which the WCL is required to comply.

A copy of the Compliance Register is maintained on the WCL Server.

3.3 Development consent

The scope of the TMP is defined largely by the development consent. Condition B30 stipulates the requirements of this Management Plan itself. A number of other requirements of the development consent are also of relevance to the TMP.

Table 3.1 identifies the key transport conditions in the development consent and indicates where each one is addressed in this TMP.

Table 3.1 - Development Consent Schedule 2 relevant conditions

Condition number	Condition description	Where addressed
Schedule 2, Part A – Administrative Conditions		
Coal Extraction and Transportation		
A8	Mining operations may be carried out on the site for a period of 5 years from the date of commencement of mining operations, unless otherwise agreed by the Planning Secretary.	Section 1.2 (Project Background)
A10	A maximum of 1 million tonne of ROM coal from the site may be processed in any calendar year.	Section 1.2 (Project Background)
A11	No coal may be imported onto this site.	Section 1.2 (Project Background)
A12	Transportation of ROM coal, product coal and coal reject from the site must only be undertaken by trucks between 7am to 6pm Monday to Friday and 8am to 6pm Saturday, with a maximum of 17 laden trucks leaving the site per hour, except during exceptional circumstances with written approval of the Planning Secretary, where a maximum of 12 laden trucks per hour can leave the site up to 10pm.	Section 4.1 (Background conditions overview) Section 5.5 (Trucks leaving the colliery)

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

Condition number	Condition description	Where addressed
	<p>Note: The kind of circumstances which may constitute an exceptional circumstance include a major disruption or scheduling issue on the transport route (including on the road network or at PKCT).</p> <p>The Planning Secretary's approval can be provided through identifying the exceptional circumstances through an approved Traffic Management Plan required under Condition B30.</p>	
A13	No transportation of ROM coal, product coal and coal reject from the site is permitted on Sundays or Public Holidays.	Section 2.1 (Project overview) Section 5.9 (Traffic noise)
A14	Trucks arriving at the site before 7am Monday to Friday and 8am Saturday must proceed to the truck parking area on site and turn off the engine until coal loading commences.	Section 5.2 (Requirements for trucks and drivers entering the Colliery)
Schedule 2, Part A – Administrative Conditions		
Evidence of Consultation		
A20	Where conditions of this consent require consultation with an identified party, the Applicant must:	-
(a)	consult with the relevant party prior to submitting the subject document; and	Section 1.5 (Consultation)
(b)	provide details of the consultation undertaken including: <ul style="list-style-type: none"> i. the outcome of that consultation, matters resolved and unresolved; and ii. details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved. 	Appendix A
(c)	With the approval of the Planning Secretary, the applicant may: update any strategy, plan or program required by this consent (to ensure the strategies, plans and programs required under this consent are updated on a regular basis and incorporate additional measures or amendments to improve the environmental performance of the development).	-
Schedule 2, Part A – Administrative Conditions		
Compliance		
A28	<p>COMPLIANCE</p> <p>The Applicant must ensure that all of its employees, contractors (and their sub-contractors) are made aware of, and are instructed to comply with, the conditions of this consent relevant to activities they carry out in respect of the development.</p>	Section 7.3 (Training, awareness and inductions)
Schedule 2, Part B – Specific Environmental Conditions		
Transport		
B28	The Applicant must pay Bellambi Lane maintenance contributions to WCC equivalent to a total of \$338,000 (in 2019/2020 dollars value), with:	Section 5.7 (Bellambi Lane maintenance contribution)

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

Condition number	Condition description	Where addressed
(a)	\$67,600 to be paid in 5 instalments for the 5 years of operation of the mine;	
(b)	all instalments to be payable by 31 March each year; and	
(c)	payments indexed in accordance with the CPI for the December quarter of the previous year.	
Schedule 2, Part B – Specific Environmental Conditions		
Monitoring of Coal Transport		
B29	The Applicant must monitor and report on:	Section 6.1 (Coal Transport)
(a)	the amount of coal transported from the site (on a daily basis);	
(b)	the date and time of each truck movement from the site; and	
(c)	make these records publicly available on its website at the end of each quarter	
Schedule 2, Part B – Specific Environmental Conditions		
Traffic Management Plan		
B30	The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Planning Secretary. This plan must:	
(a)	be prepared by a suitably qualified and experience person/s;	Section 1.1 (Overview)
(b)	be prepared in consultation with RMS and WCC;	Section 1.6 (Consultation)
(c)	be approved by the Secretary prior to the commencement of mining operations under this consent;	Section 1.6 (Consultation)
(d)	include details of all transport routes to be used for the development;	Section 4.2 (Traffic Conditions)
(e)	include details of the measures to be implemented to minimise traffic impacts and safety issues impacts of the development on the residential areas surrounding the surface facilities site, and in particular the residences located along Bellambi Lane. These measures should include co-ordinating truck movements, avoiding school hours where practicable;	Section 5 (Transport Mitigation Management Strategies)
(f)	include a traffic management protocol for construction and operation of the development, which considers:	
	i. truck number, time and operating restrictions as required by conditions A11-A13;	Section 5 (Transport Mitigation Management Strategies)
	ii. appropriate speed limits;	Section 5 (Transport Mitigation Management Strategies)
	iii. truck separation distances;	Section 5 (Transport Mitigation

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

Condition number	Condition description	Where addressed
		Management Strategies)
	iv. minimisation of compression braking and other noisy practices, including on the approach to Port Kembla Road/Springhill Road traffic lights when entering or exiting PKCT; and	Section 5 (Transport Mitigation Management Strategies)
	v. reporting traffic faults and traffic incidents.	Section 6 (Monitoring)
(g)	include a Drivers' Code of Conduct that includes procedures to ensure that drivers:	Section 5 (Transport Mitigation Management Strategies)
	i. adhere to any revised speed limits for the development;	Appendix B (TARP)
	ii. adhere to the designated transport routes; and	Appendix C (PKCT Drivers Code of Conduct)
	iii. implement safe driving practices.	
(h)	include a program to monitor and report on the effectiveness of these measures.	Section 6 (Monitoring)
B31	The Applicant must implement the Traffic Management Plan as approved by the Planning Secretary.	Section 1.6 (Consultation)
Schedule 2, Part B – Specific Environmental Conditions		
Dangerous Goods		
B42	The Applicant must ensure that the storage, handling, and transport of:	-
(a)	dangerous goods is done in accordance with the relevant Australian Standards, particularly AS1940 and AS1596, and the Dangerous Goods Code;	Section 5.11 (Dangerous Goods)
Schedule 2, Part F – Environmental Management, Reporting and Auditing		
Management Plan Requirements		
F5	Management plans required under this consent must be prepared in accordance with relevant guidelines, and include: <i>Note: The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.</i>	-
(a)	a summary of relevant background or baseline data;	Section 4 (Background Conditions)
(b)	details of: i. the relevant statutory requirements (including any relevant consent, licence or lease conditions); ii. any relevant limits or performance measures and criteria; and iii. the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures.	Section 3 (Planning)

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

Condition number	Condition description	Where addressed
(c)	any relevant commitments or recommendations identified in the document/s listed in condition A2;	Section 3 (Planning)
(d)	a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	Section 5 (Transport Mitigation Management Strategies)
(e)	a program to monitor and report on the: <ul style="list-style-type: none"> i. impacts and environmental performance of the development; and ii. effectiveness of the management measures set out pursuant to condition F5(c). 	Section 6 (Monitoring)
(f)	a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible;	Section 6 (Monitoring) Appendix B TARP
(g)	a program to investigate and implement ways to improve the environmental performance of the development over time;	Section 6.5 (Continual improvement)
(h)	a protocol for managing and reporting any: <ul style="list-style-type: none"> i. incident, non-compliance or exceedance of any impact assessment criterion or performance criterion; ii. complaint; or iii. failure to comply with other statutory requirements. 	Section 6 (Monitoring)
(i)	public sources of information and data to assist stakeholders in understanding environmental impacts of the development; and	Section 2 Project description and Section 10 References
(j)	a protocol for periodic review of the plan.	Section 8.3 (Plan revision)
Schedule 2, Part F – Environmental Management, Reporting and Auditing		
Revision of Strategies, Plans and Programs		
F7	Within three months of: <ul style="list-style-type: none"> (a) the submission of an incident report under condition F9; (b) the submission of an Annual Review under condition F11; (c) the submission of an Independent Environmental Audit under condition F13; or (d) the approval of any modification of the conditions of this approval (unless the conditions require otherwise); the suitability of existing strategies, plans and programs required under this approval must be reviewed by the Applicant.	Section 8.3 (Plan revision)
F8	If necessary, to either improve the environmental performance of the development, cater for a modification or comply with a direction, the strategies, plans and programs required under this consent must be revised, to the satisfaction of the Planning Secretary.	Section 7 (Plan Administration) Section 2.1 (Project overview – surface infrastructure)

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

Condition number	Condition description	Where addressed
	Where revisions are required, the revised document must be submitted to the Planning Secretary for approval within 6 weeks of the review. Note: <i>This is to ensure strategies, plans and programs are updated on a regular basis and to incorporate any recommended measures to improve the environmental performance of the development.</i>	
Schedule 2, Part F – Environmental Management, Reporting and Auditing		
Reporting		
F9	The Applicant must immediately notify the Department and any other relevant agencies immediately after it becomes aware of an incident. The notification must identify the development (including the development application number and name) and set out the location and nature of the incident.	Section 6.3 (Incident and non-compliance reporting)
F10	Within seven days of becoming aware of a non-compliance, the Applicant must notify the Department of the non-compliance. The notification must be in writing to compliance@planning.nsw.gov.au and identify the project (including the project application number and name), set out the condition of this approval that the project is non-compliant with, why it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance. Note: <i>A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.</i>	Section 6.3 (Incident and non-compliance reporting)
Access to information		
F17	Before the commencement of construction until the completion of all rehabilitation required under this consent, the Applicant must:	
(a)	make the following information and documents (as they are obtained, approved or as otherwise stipulated within the conditions of this consent) publicly available on its website: <ul style="list-style-type: none"> i. The documents referred to in condition A2(c) of this consent. ii. All current statutory approvals for the development. iii. All approved strategies, plans and programs required under the conditions of this consent. iv. The proposed staging plans for the development if the construction, operation or decommissioning of the development is to be staged. v. Minutes of CCC meetings. vi. Regular reporting on the environmental performance of the development in accordance with the reporting requirements in any plans or programs approved under the conditions of this consent. vii. A comprehensive summary of the monitoring results of the development, reported in accordance with the specifications in any conditions of this consent, or any approved plans and programs. 	Section 6 (Monitoring) Section 8 (Audit and review) Wollongong Coal website

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

Condition number	Condition description	Where addressed
	<p>viii. A summary of the current phase and progress of the development.</p> <p>ix. Contact details to enquire about the development or to make a complaint.</p> <p>x. A complaints register, updated monthly.</p> <p>xi. The Annual Reviews of the development.</p> <p>xii. Audit reports prepared as part of any Independent Environmental Audit of the development and the Applicant's response to the recommendations in any audit report.</p> <p>xiii. Any other matter required by the Planning Secretary.</p>	
(b)	keep such information up to date, to the satisfaction of the Planning Secretary.	Wollongong Coal website

3.4 Statement of commitments

Table 3.2 outlines the statement of commitments for the Revised Preferred Project relevant to this TMP.

Table 3.2 - Statement of commitments

Traffic Commitment	Timeframe	Section of this management plan
WCL will review and update the existing Russell Vale Colliery Traffic Management Plan and Drivers Code of Conduct and implement the updated plan for the Revised Preferred Project.	Within 3 months of approval, and ongoing	Section 8.3 (Plan revision)
<p>Coal transport will be restricted to an average rate of 17 laden trucks per hour leaving the site between:</p> <ul style="list-style-type: none"> 7.00 am to 6.00 pm Monday to Friday; 8.00 am to 6.00 pm Saturday; and with no haulage on Sunday or Public Holiday. <p>Coal transport may occasionally be required until 10.00 pm Monday to Friday as a result of unexpected Port closures or interruptions. If this is the case, outbound laden truck movements will be further limited to an average of 12 trucks per hour between 6.00pm and 10.00pm, Monday to Friday only.</p>	Ongoing	<p>Table 2.1</p> <p>Section 5.8 (Hours of operation)</p> <p>Section 5.9 (Traffic noise)</p>
WCL will advise DPIE and Wollongong City Council via email prior to coal transportation being required between the hours of 6.00pm and 10.00pm Mondays to Fridays.	Ongoing	Section 5.5 (Trucks leaving the Colliery)
<p>WCL will notify the local community via the Russell Vale CCC of coal transportation outside regular hours, via their website and email.</p> <p>Additionally, or by a direct notification via email process subject to registration of interest, as early as practicable prior to such operations commencing.</p>	Ongoing	Section 5.5 (Trucks leaving the Colliery)

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

Traffic Commitment	Timeframe	Section of this management plan
Trucks arriving between: <ul style="list-style-type: none"> 6.00am and 7.00am (Mondays to Fridays); or 7.00am and 8.00am (Saturdays); will park in the dedicated truck parking provided on site and switch off engines.	Ongoing	Section 5.2 (Requirements for trucks and drivers entering the Colliery)
WCL will maintain, monitor and enforce the voluntary speed limit along Bellambi Lane of 50km/hr for all trucks accessing the Colliery, with the continued aim of achieving 95% compliance with the voluntary speed restriction.	Ongoing	Section 6.2 (Monitoring)
WCL will seek to reach agreement with Wollongong City Council for a road maintenance contribution for the maintenance of Bellambi Lane.	Within 12 months of project approval	Section 5.7 (Bellambi Lane maintenance contribution)

3.5 Other approvals, permits and licences

WCL seeks to comply with all relevant environmental legislation, approvals, and licenses. These are identified in Table 1.2 of the EMS (WCL 2021a). Adherence to statutory requirements has been required throughout the operation of the Colliery and will continue to be applied as required.

In relation to this TMP, two of the most relevant requirements are compliance with the Environment Protection Licence (EPL) and Dangerous Goods Licence.

3.5.1 Environment Protection Licence

Russell Vale Colliery is covered by EPL, number 12040, last updated on 6 May 2019. The requirements of the EPL that are of most relevance to this TMP are summarised in Table 3.3. There is significant overlap between the requirements of the EPL and the requirements of the Development Consent.

Table 3.3 – Requirements of Environment Protection Licence

Section of EPL and summary of requirement	Section of Management Plan
<p>Condition O1 – Activities must be carried out in a competent manner</p> <p>Licensed activities must be carried out in a competent manner.</p> <p>This includes:</p> <ul style="list-style-type: none"> a) the processing, handling, movement and storage of materials and substances used to carry out the activity; and b) the treatment, storage, processing, reprocessing, transport and disposal of waste generated by the activity. 	Sections 5.1, 5.11 and 5.12
<p>Condition M5 and M6 – Recording and responding to pollution complaints</p> <p>Requires WCL to keep a legible record of all complaints made in relation to pollution arising from any activity to which the EPL applies, and to respond to complaints.</p>	Section 6.4

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

Section of EPL and summary of requirement	Section of Management Plan
Condition R1 – Annual return documents Requires WCL to complete and supply to the EPA an Annual Return in the approved form.	Section 8.1
Condition R2 – Notification of environmental harm (incidents) WCL must provide written details of the notification to the EPA within 7 days of the date on which the incident occurred, and provide the details specified in the EPL.	Section 6.3

3.5.2 Dangerous Goods Licence

WCL hold Dangerous Goods Licence (DGL) NDG021269 for the storage, handling and transport of hazardous chemicals, including:

- Liquid Petroleum Gas (LPG) in cylinder store;
- LPG in above ground tank;
- Hypochlorite Solution;
- Diesel; and
- Combustible liquids.

A copy of the DGL is provided as Appendix D.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

4 BACKGROUND CONDITIONS

4.1 Overview

Impacts associated with the coal stockpiling, loading and transport aspects of the Colliery were assessed in the RPPR submitted to DPIE including:

- traffic network impacts;
- noise generation impacts associated with truck loading at the Site, unloading at PKCT and truck movement along the transport route; and
- air quality impacts relating to the deposition of coal particles in the form of dust and fumes from vehicle and plant engines.

Details of the noise impact assessment including existing noise levels, relevant noise criteria and proposed management measures can be found in WCL's Noise Management Plan (NMP).

Details of the air quality impact assessment and proposed management measures can be found in WCL's Air Quality and GHG Management Plan (AQGHGMP).

In accordance with Condition A12, transportation of ROM coal, product coal and coal reject from the site must only be undertaken by trucks between 7.00am to 6.00pm Monday to Friday and 8.00am to 6.00pm Saturday, with a maximum of 17 laden trucks leaving the site per hour, except during exceptional circumstances with written approval of the Planning Secretary, where a maximum of 12 laden trucks per hour can leave the site up to 10.00pm (refer Section 5.5).

No transportation of ROM coal, product coal and coal reject from the site is permitted on Sundays or Public Holidays, in accordance with Condition A13. A summary of the traffic related impacts is provided below.

4.2 Traffic conditions

The Colliery's principal service road networks for operation and transport of ROM coal include the Colliery Access Road, Bellambi Lane, Memorial Drive, M1 Princes Motorway, Masters Road, Springhill Road and Port Kembla Rad.

Coal is delivered from the Colliery to PKCT via Bellambi Lane, Memorial Drive, Southern Freeway, Masters Road, Springhill Road and Port Kembla Road. The designated haulage route is shown in **Figure 8**.

All roads within the transport route via Bellambi Land/Memorial Drive to PKCT uses Bellambi Lane to Memorial Drive and then state arterial roads and motorways, are approved 25/25 metre B-Double routes.

An assessment of existing traffic conditions between the Colliery and PKCT was undertaken by Transport & Urban Planning P/L (2019). Traffic counts were undertaken in Bellambi Lane and Memorial Drive to establish current traffic volumes using the road network.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

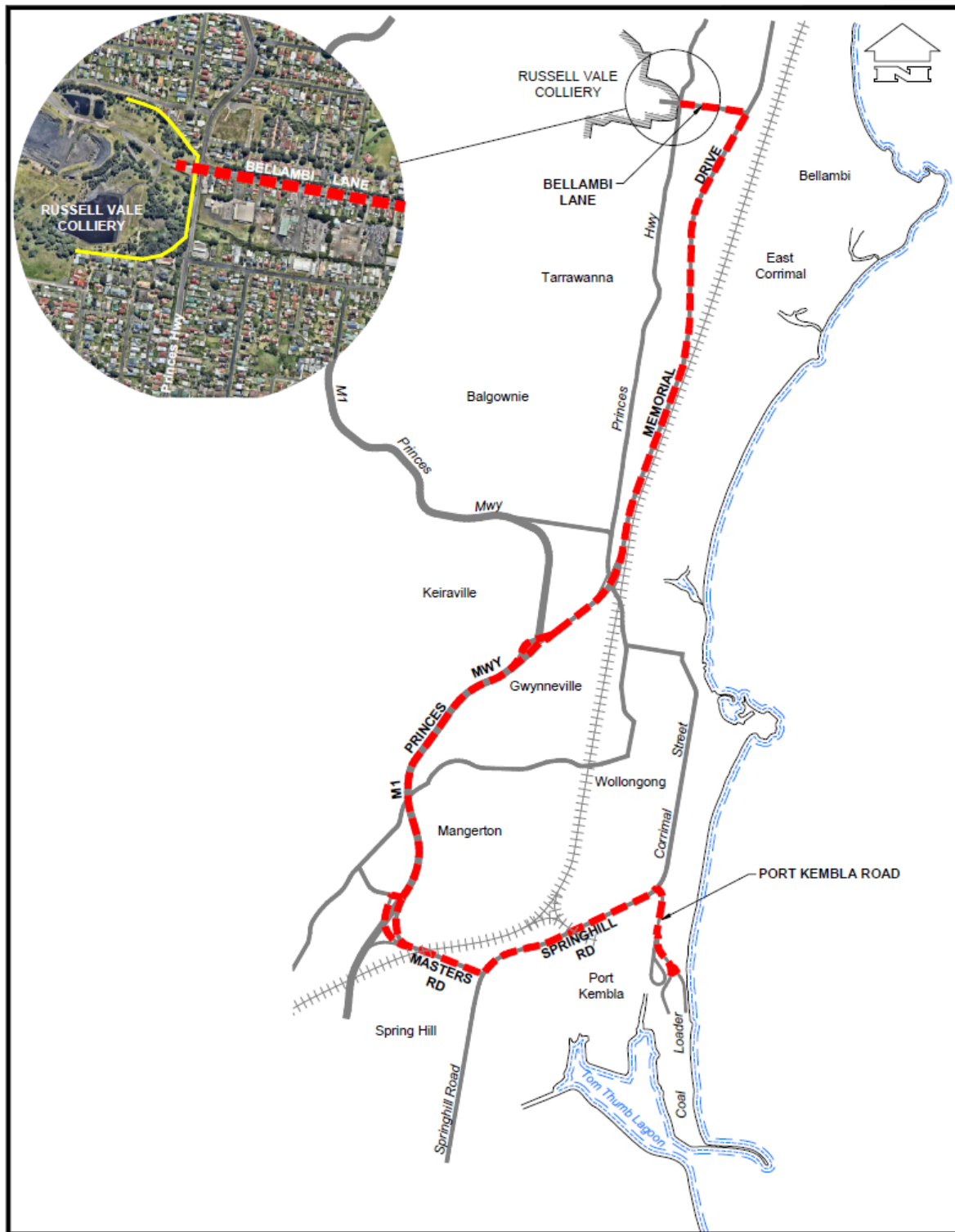


Figure 8 - Transport haulage route

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

The results of the assessment of daily vehicles including heavy vehicles were as follows:

- Bellambi Lane, east of Princes Highway (Table 4.1) and Memorial Drive, south of Bellambi Lane (Table 4.2):
 - two way traffic volumes using Bellambi Lane are 5,525 vehicles per day (vpd) on an average weekday (i.e. 5 day average) and 5,124 vpd on an average day (i.e. 7 day average); and
 - heavy vehicles (Austroads Class 3-12) represented 5.3% and 5.1% of the total volumes on weekdays and per day respectively.
- Memorial Drive:
 - two way traffic volumes in Memorial Drive were 32,128 vpd on an average weekday (5day average) and 30,562vpd on an average day (7day average); and
 - heavy vehicles (Austroad Class 3-12) represent 4.0% and 3.4% of total vehicles on weekdays and per day.

Table 4.3 shows the hourly volumes using Bellambi Lane on an average weekday and daily (7-day average). Reference to this table shows that two way hourly volumes between 7am and 10pm range between 90 – 519 vph on an average weekday day and between 86-451vph per day.

Table 4.1 - Bellambi Lane (east of Princess Hwy – 5 and 7 Day Average Traffic Volumes and Vehicle Classification

Direction of Travel	5 Day Average (Weekday)			7 Day Average (ADT)		
	Light ¹	Heavy ²	Total	Light ¹	Heavy ²	Total
East	2847	151	2998	2670	121	2791
West	2383	144	2527	2195	138	2333
Total	5230	295	5525	4865	259	5124
Proportion of Total	94.7%	5.3%	100.0%	94.9%	5.1%	100.0%

Source: Traffic Counts undertaken 2-8 May 2017

¹Light Vehicles – Austroads 1 and 2 vehicle classification and motorbikes

²Heavy Vehicles – Austroads 3-12 vehicle classifications

Table 4.2 - Memorial Drive (south of Bellambi Lane) - 5 and 7 Day Average Traffic Volumes and Vehicle Classification

Direction of Travel	5 Day Average (Weekday)			7 Day Average (ADT)		
	Light ¹	Heavy ²	Total	Light ¹	Heavy ²	Total
North	15036	642	15678	14390	519	14909
South	15813	637	16450	15144	509	15653
Total	30849	1279	32128	29534	1028	30562
Proportion of Total	96.0%	4.0%	100.0%	96.6%	3.4%	100.0%

Source: Traffic Counts undertaken 15-21 May 2017

¹Light Vehicles – Austroads 1 and 2 vehicle classification and motorbikes

²Heavy Vehicles – Austroads 3-12 vehicle classifications

Table 4.3 Hourly Traffic Volumes in Bellambi Lane East of Princess Hwy – Average Weekday and Average Day

Time	5 Day Average			7 Day Average		
	*West	*East	Total	*West	*East	Total
Midnight – 1am	6	4	10	8	9	17
1am-2am	4	3	7	6	4	11
2am-3am	2	3	5	4	4	7
3am-4am	3	6	9	3	5	8
4am-5am	7	13	19	6	11	17
5am-6am	28	59	87	24	47	71
6am-7am	88	140	228	72	114	186
7am-8am	138	207	345	113	168	281
8am-9am	183	336	519	156	278	434
9am-10am	162	231	393	151	224	374
10am-11am	145	193	339	147	209	356
11am-12 noon	139	190	328	152	208	360
12 noon-1pm	148	173	320	154	179	334
1pm-2pm	152	178	330	155	181	337
2pm-3pm	172	201	373	168	186	354
3pm-4pm	245	268	513	215	237	451
4pm-5pm	265	229	494	232	207	439
5pm-6pm	231	202	433	198	178	376
6pm-7pm	156	133	289	135	123	258
7pm-8pm	94	90	183	82	79	161
8pm-9pm	67	57	124	62	53	116
9pm-10pm	48	43	90	43	43	86
10pm-11pm	30	28	58	32	30	63
11pm-Midnight	14	13	26	16	15	31

Source: Traffic Counts undertaken 2-8 May 2017

*Direction of Travel

NB: Hourly directional volumes may not total due to rounding.

Background traffic growth from developments in this part of the Wollongong Region is expected to be in the order of 1%-2% per year over the next 5-10 years (i.e. average of 1.5% per year).

The Project does not propose any changes to the previously operating coal transport arrangements and consequent traffic volumes. As such the impacts will be as predicted in the RPPR.

The TfNSW have recently completed the upgrade of the northbound exit ramps from Memorial Drive to Princes Highway at North Wollongong. Other TfNSW proposed upgrade plans in the Illawarra Region will not have any traffic impact on the road transport associated with the Revised Project.

Traffic conditions at the principal adjacent intersections to the Colliery in Bellambi Lane, are expected to remain satisfactory over the life of the project.

All trucks generated by the colliery will aim to achieve a 100% compliance of maintaining the voluntary 50 km/h speed restriction in Bellambi Lane and 100% compliance with the signposted 60 km/h speed limit.

4.3 Road traffic noise

The Russell Vale Colliery UEP RPPR noise assessment noted Bellambi Lane as being identified as a 'principal haulage route' as per the EPA's Road Noise Policy (RNP).

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

The analysis indicated that traffic may be expected to result in relative noise increases of:

- 2.0 dB during the day (associated with light and heavy vehicles accessing the site); and
- 0.5 dB at night (associated with light vehicles accessing the site).

This indicates an acceptable relative traffic noise increase to residents along Bellambi Lane and surrounds under the RNP.

WCL has sought to limit traffic noise impacts to residents along Bellambi Lane by restricting haulage to the RNP day period only and mandating a reduced speed limit for coal trucks along Bellambi Lane when Project-related trucks are operational. Therefore, road traffic impacts associated with the Project will be minimal and comply with relevant criteria as there will be no changes to road transportation.

4.4 Air quality

The Russell Vale Colliery UEP RPPR air quality assessment was undertaken by ERM (2019).

The results of the modelling indicate that the Colliery will have no significant impact on the long term air quality parameters of dust deposition, annual average PM10 and TSP.

There is potential for dust to be generated as a result of trucks hauling coal off site along the transport haulage route to PKCT. However, the mitigation measures implemented in accordance with the assessment report and covered in the WCL Air Quality Management Plan predict no exceedance and regular monitoring will ensure compliance and corrective action will be taken in accordance with the EMS and TARP if required.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

5 TRANSPORT MITIGATION MANAGEMENT STRATEGIES

This section describes the traffic management and mitigation measures to be implemented to ensure compliance with B30 and B31 conditions of consent, legal and other requirements that apply to the project.

The measures have been sourced from:

- the Russell Vale Revised Underground Expansion Project: Revised preferred project report, response to second PAC review (the Revised Project Report) and statement of commitments prepared to support the application for development consent;
- conditions associated with development consent MP09_0013, EPL 12040 and Dangerous Goods Licence NDG021269;
- feedback received from government agencies during the consultation process; and
- industry best practice.

Specific noise and air quality management measures are detailed in those Management Plans and summarised below.

5.1 Traffic management protocol

Traffic management activities at the Colliery will be carried out in a competent manner, in accordance with EPL Condition O1. The Colliery Logistics Manager will be responsible for monitoring truck movements and driver behaviour to ensure:

- compliance with the transport haulage route;
- record coal tonnages transported to PKCT;
- driver compliance with the Drivers Code of Conduct (Section 5.1.1); and
- adherence to transport mitigation management strategies outlined in this TMP.

5.1.1 Haulage driver accreditations

Prior to commencement of haulage, drivers will provide evidence to the satisfaction of the WCL of:

- compliance with TfNSW requirements, such as Motor Fleet Insurance, Public and Product Liability Insurance and Accreditation in Mass Management Scheme module by the National Heavy Vehicle Regulator;
- an appropriate Safe Work Method Statement applicable to operations at the Colliery and on public roads inclusive of relevant measures from this plan; and
- compliance with WCL's induction and training program for drivers entering the Colliery to load coal for transport to PKCT.

5.1.2 Drivers code of conduct

Whilst in transit between the Colliery and PKCT or having entered PKCT, WCL drivers must comply with the PKCT Drivers Code of Conduct (Appendix C). WCL will provide an active role in future reviews and improvements into the PKCT Drivers Code of Conduct and have adopted this document for all site operations to ensure consistency.

The Drivers Code of Conduct defined requirements relate to:

- permissible hours for trucking and loading;
- speed limits (statutory and self-imposed) on site and on Bellambi Lane;
- separation distances, noise mitigation requirements (including compression braking);
- covering loads, truck washing and visual inspection before leaving the Colliery; and

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

- reporting vehicle faults and traffic-related unintended events that are to be reported.

All drivers must demonstrate their competency in understanding the Driver Code of Conduct requirements before commencing coal transport from the Colliery to PKCT.

5.2 Requirements for trucks and drivers entering the colliery

Trucks entering the Colliery to load and haul coal to PKCT are to be 'fit for purpose'. The vehicle shall be:

- registered according to TfNSW legislation;
- be included in a maintenance program designed to ensure that the vehicle is maintained in a safe and road worthy condition; and
- subject to a daily inspection by their drivers (e.g. pre starts) to indicate that the vehicle is safe for operation.

Drivers are to possess the relevant Class of licence to operate the heavy vehicle and the haulage contracting company will provide evidence to the satisfaction of the WCL that each driver has received training in the following:

- WCL's Traffic Management Protocol, site specific inductions for traffic and transport.
- Drivers' Code of Conduct.

As required by Condition A14, trucks arriving at the site before 7am Monday to Friday and 8am Saturday will proceed to the truck parking area on site and turn off the engine until coal loading commence at 7am.

No coal haulage trucks will be parked in Bellambi Lane and this condition has been included in the trucking contract for transportation of coal.

5.3 Internal truck movements

Trucks entering the site will use the main access road from the Bellambi Lane/Princes Highway intersection, enter the one-way loading station access road and park up (if necessary) in the truck waiting area.

The one-way route from the main mine access road to the coal loading facility and back to the main access road will be established, signposted and advised to haulage contractors (refer Figure 7).

Heavy vehicles, such as frontend loaders, dozers and the water cart, have right of way over light vehicles, such as cars and 4WD utilities, on site except on the main access road to the mine.

Control Zones are enforced off the mine access road. Pedestrians and light vehicles must seek approval from heavy vehicle drivers before proceeding within 12 m of a heavy vehicle while it is in motion.

WCL will maintain site roads so that dust is minimised and material is removed to prevent adhere to vehicles and fall off onto public roads creating a safety hazard or public nuisance.

5.4 Truck loading

On completion of the coal processing plant and surface infrastructure, the truck loading station is to be fully automated and indication will be given to drivers when it is safe for each truck (on turn of arrival) to proceed to the facility to be loaded. Trucks will not proceed prior to this indication so as to maintain safe distances between heavy vehicles.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

In the interim, until the surface system is commissioned, a sizer inline in the underground coal conveying system has been installed. Coal loading will only be carried out with a front end loader loading directly into the trucks without requiring the movement of the coal from the ROM stockpile to the product stockpile.

It shall be the responsibility of the Colliery Logistics Manager, in consultation with the Environment Manager, to ensure appropriate controls are implemented to address any environmental (e.g. noise, dust) and operational hazards identified in accordance with WCL's Air Quality and GHG Management Plan (refer Section 5.10).

5.5 Trucks leaving the colliery

In accordance with Condition A12, transportation of ROM coal, product coal and coal reject from the site must only be undertaken by trucks between 7am to 6pm Monday to Friday and 8am to 6pm Saturday, with a maximum of 17 laden trucks leaving the site per hour, except during exceptional circumstances with written approval of the Planning Secretary, where a maximum of 12 laden trucks per hour can leave the site up to 10pm.

Exceptional circumstances include a major disruption on the transport route (e.g. accident along the road network or at PKCT), major scheduling issues or unexpected port closures.

In accordance with the Statement of Commitments, prior to coal transportation being undertaken between the hours of 6pm and 10pm Mondays to Fridays, WCL will:

- publish a notification on the company website;
- notify the local community through the Russell Vale CCC;
- notify DPIE and WCC via email; and
- contact individuals by direct notification (email subject to registration of interest).

No transportation of ROM coal, product coal and coal reject from the site is permitted on Sundays or Public Holidays, in accordance with Condition A13.

All trucks leaving the site must pass through the truck wash at the Colliery, and also after tipping at PKCT, and be inspected by the driver to ensure they are clean. Any excess coal that is on the body must be cleaned off on site (e.g. hosed down) to prevent residual or accumulated material from falling off the vehicle while travelling to and from PKCT.

In the unlikely event that the truck wash is not operational for a period of time, trucks will be washed down using hoses to ensure that coal particulates are removed prior to leaving the site to minimise potential for the generation of dust emissions from trucks on public roads. WCL's truck wash operator will inspect the cleanliness of coal truck leaving site.

5.6 Truck separation and restrictions

WCL will endeavour to maintain separation distances between trucks to avoid and or minimise potential trucks queuing on Bellambi Lane, as far as practicable.

The key issues of haulage trucks being affected by queuing during arrival or departure from the Colliery will be managed by the:

- time of day;
- amount of traffic on the Northern Distributor, Bellambi Lane and the Princess Highway;
- weather conditions; and
- the traffic lights at the Princess Highway end and the Northern Distributor end of the transport haulage route.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

Measures to be implemented to maintain separation distance include:

- During the loading process trucks are automatically spaced as follows:
 - Interim truck loading by front end loader from coal stockpiles will manage the loading and subsequent departure of heavy vehicles from site.
 - Upon completion, the truck loading station will be fully automated and an indication will be given to drivers when it is safe for each truck (on turn of arrival) to proceed to the facility to be loaded. Trucks will not proceed prior to this indication so as to maintain safe distances between heavy vehicles.
 - The time taken to travel through the wheel wash, over the weight bridge and ultimately waiting on the traffic lights to cross the Princess Highway on to Bellambi Lane.
- UHF communications:
 - if a driver becomes aware of another nearby truck, through two-way radio or visual contact, drivers will ensure that there is a suitable gap between vehicles.

These rules will be communicated to all drivers during the relevant training.

Truck movements do not need to be restricted during school hours along the approved haulage route, which is shown in **Figure 8**, as the route does not pass adjacent to any schools. However, efforts will be made to schedule truck arrival and departure times outside school hours (where practicable).

5.7 Truck speeds

TfNSW road rules and regulations apply to the Colliery.

In addition, the following speed limits are to be observed and monitored using GPS tracking system within haulage trucks:

Table 5.1 - Heavy vehicle speed limits

Location	Speed Limit
Public Roads (except Bellambi Lane)	as signposted
Bellambi Lane – self imposed	50 km/hr
Mine Access Rd	40 km/hr
Access to truck loading facility	20 km/hr

5.8 Requirements of trucks travelling between the colliery and PKCT

Haulage drivers are to use the designated transport haulage route between the Colliery and PKCT (in both directions as outlined in **Figure 8** and the Drivers Code of Conduct).

Drivers are to strictly adhere to the WCL approved Drivers Code of Conduct especially as it relates to speed limits, truck separation distances, limiting excessive body rattle, minimising compression breaking, avoiding excessive engine revving and faulty maintenance of exhaust systems, horn blowing, tailgate banging and operation of reversing alarms as far as practicable.

Drivers must report all vehicle faults and all unintended traffic events involving their vehicle to their Haulage Contractor Controller, who shall, at the earliest opportunity, advise the Colliery Logistics Manager. The Controller and Colliery Logistics Manager will jointly agree on the action to be taken, including the scope and nature of any investigation, relating to any such report.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

5.9 Bellambi Lane maintenance contribution

As required by Condition B28, WCL will pay Bellambi Lane maintenance contributions to WCC equivalent to a total of \$338,000 (in 2019/2020 dollars value), with:

- \$67,600 to be paid in 5 instalments for the 5 years of operation of the mine;
- all instalments to be payable by 31 March each year; and
- payments indexed in accordance with the CPI for the December quarter of the previous year.

The first instalment of payment to WCC has been made on the due date, being 31st March 2021.

5.10 Hours of operation

In accordance with Condition A12, transportation of ROM coal, product coal and coal reject from the site must only be undertaken by trucks between 7am to 6pm Monday to Friday and 8am to 6pm Saturday, with a maximum of 17 laden trucks leaving the site per hour, except during exceptional circumstances with written approval of the Planning Secretary, where a maximum of 12 laden trucks per hour can leave the site up to 10pm.

No transportation of ROM coal, product coal and coal reject from the site is permitted on Sundays or Public Holidays, in accordance with Condition A13.

These restrictions are to be strictly observed unless the Russell Vale Colliery Logistics Manager arranges alternative haulage times.

5.11 Traffic noise

WCL has sought to limit traffic noise impacts to residents along Bellambi Lane by restricting haulage to the RNP day period only and mandating a reduced 50 kph speed limit.

Colliery vehicle movements are scheduled to comply with the requirements of Condition A12, which limits coal truck movement off site to between the hours of:

- 7am and 10pm (Monday to Friday); and
- 8am to 6pm Saturday.

As required by Condition A13, transportation of ROM coal, product coal and coal reject from the site will not be undertaken on Sundays or Public Holidays.

Procedures to manage traffic noise impacts at identified sensitive areas along transport haulage routes will include:

- the collation of baseline noise data and ongoing monitoring to ascertain operational noise levels;
- the implementation of training and awareness programs to ensure adherence to the PKCT Drivers Code of Conduct;
- limiting of coal transport hours; and
- ongoing vehicle inspection and maintenance.

As previously stated, drivers are also to strictly adhere to speed limits, limiting excessive body rattle, minimising compression breaking, avoiding excessive engine revving and faulty maintenance of exhaust systems, horn blowing, tailgate banging and operation of reversing alarms as far as practicable.

The methodology to be used to monitor noise is defined in WCL's Noise Management Plan.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

5.12 Traffic air quality

Prior to any truck leaving the Colliery to haul coal to PKCT, it is to be clean and covered to prevent fugitive dust emissions.

Internal roads will be sealed wherever practicable and the haulage route clearly marked and identified. Unsealed haul routes on the site will be wetted down as required to minimise particulate matter emissions. To ensure dust emissions along coal haul routes are effectively managed, truck washing arrangements and driver access to a hose to remove any residual material following inspection during operational hours.

The methodology to be used to monitor onsite air quality is defined in WCL's Air Quality and GHG Management Plan.

5.13 Dangerous goods

The storage, handling and transport of dangerous goods at the Colliery will be undertaken in accordance with is done in accordance with WCL's DGL, relevant Australian Standards and the Dangerous Goods Code.

5.14 Tracking of waste

Certain wastes require specific transportation and disposal management practices under the POEO Act and the Protection of the Environment (Waste) Regulation 2014.

Schedule 1 of the Regulations prescribes wastes to which tracking requirements (e.g. asbestos, lead based paint, PCBs) apply. WCL will engage a licenced waste management contractor to transport waste, monitor and report compliance with waste regulations.

5.15 Adaptive management

In accordance with Condition F4, where exceedances of criteria or performance measures has occurred, WCL will at the earliest opportunity:

- take all reasonable and feasible steps to ensure that the exceedance ceases and does not re-occur (i.e. TARPs, contingency planning);
- consider all reasonable and feasible options for remediation (where relevant) and submit a report to the Department describing those options and any preferred remediation measures or other course of action;
- within 14 days of the exceedance occurring, submit a report to the Secretary describing the remediation options and any preferred remediation measures or other course of action; and
- implement remediation measures as directed by the Planning Secretary.

5.16 Trigger action response

Condition F5(f) requires WCL to establish a contingency plan to manage any unpredicted impacts and their consequences, and to ensure that ongoing impacts reduce to levels below relevant performance measures or criteria as quickly as possible.

This takes the form of a Trigger Action Response Plan (TARP), as presented in Appendix B. The TARP provides a simple, transparent and useable reference for the short-term management of aspects or issues at Russell Vale Colliery, and the implementation of appropriate management measures.

TARPs are designed to summarise for each aspect or issue:

- monitoring requirements (may include different locations);

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

- trigger levels (performance measures or criteria) that flag implementation of contingency measures;
- management and contingency actions or reporting requirements;
- responsibilities; and
- timing.

5.17 Construction traffic protocol

WCL has developed a Construction Environmental Management Plan (CEMP) which addresses construction traffic to satisfy the Condition B30(f) associated with the underground expansion.

The traffic impacts of the construction phase on the adjacent road network will be relatively minor and less than that assessed for the operational phase.

In order to assess the construction phase traffic, the workforce and associated traffic required during the proposed construction activities as follows:

- 22 workers (i.e. light vehicle trips) arrive between 6.00am – 7.00am and departing between 6.00pm – 7.00 pm.
- Up to 8 heavy vehicles per day (i.e. 8 in/ 8 out) including 2 oversize vehicles per week.

The project is not expected to have any adverse impacts on road safety on the road network, or on other road users. All roads within the transport route via Bellambi Land/Memorial Drive to PKCT uses Bellambi Lane to Memorial Drive and then state arterial roads and motorways, are approved 25/25 metre B-Double routes.

Traffic conditions at the principal adjacent intersections to the Colliery in Bellambi Lane, are expected to remain satisfactory over the life of the project, including during the construction phase.

Construction traffic will adhere to the rules stated in this TMP, including:

- hours of operation detailed in Section 5.10;
- truck speeds and separation distances detailed in Section 5.5;
- procedures for minimising traffic noise as detailed in Section 5.11; and
- procedures for reporting of incidents, non-compliances and complaints handling as detailed in Section 6.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

6 MONITORING

6.1 Coal transport

WCL will monitor and report on:

- the amount of coal transported from the site (on a daily basis);
- the date and time of each truck movement from the site; and
- make these records publicly available on the company website at the end of each quarter.

Monitoring results will be made available via a summary report uploaded to the WCL website within 2 weeks of the end of each quarter.

6.2 Monitoring

Weekly inspections and quarterly monitoring and/or internal audits will be undertaken as required by suitably qualified personnel under the direction of the EM, to identify and report on the effectiveness of traffic and transport management measures. Monitoring will include:

- checking compliance with the transport haulage route;
- checking records of coal tonnages transported to PKCT;
- ensuring driver compliance with the Drivers Code of Conduct (Section 5.1 and Appendix C);
- checking truck wash and associated controls;
- inspecting truck cleanliness and fitting of covers to prevent coal dust generation along the transport haulage route to PKCT;
- reviewing truck maintenance standards (e.g. checking a selection of daily inspection sheets for compliance and adequacy);
- checking noise monitoring results (attended) at the Colliery loading point, during transit on and off site, such as Bellambi Lane;
- checking compliance monitoring of self-imposed speed limit of 50 km/hr on Bellambi Lane;
- record any potential delays in loading or discharge that may have adversely affected truck separation distances or potentially lead to shortcuts to make up time; and
- record and investigate any vehicle faults, unintended traffic events, complaints or other issues to prevent recurrence.

Figure 9 shows the strategic management process in which environmental monitoring is to be undertaken and compliance ensured.

On receipt of monitoring results, these will be reviewed to confirm compliance with transport management. This will ensure corrective action is taken where results might indicate a non-compliance or risk of future non-compliance.

Results of monitoring will be reported in WCL's Annual Review, in accordance with Condition F11.

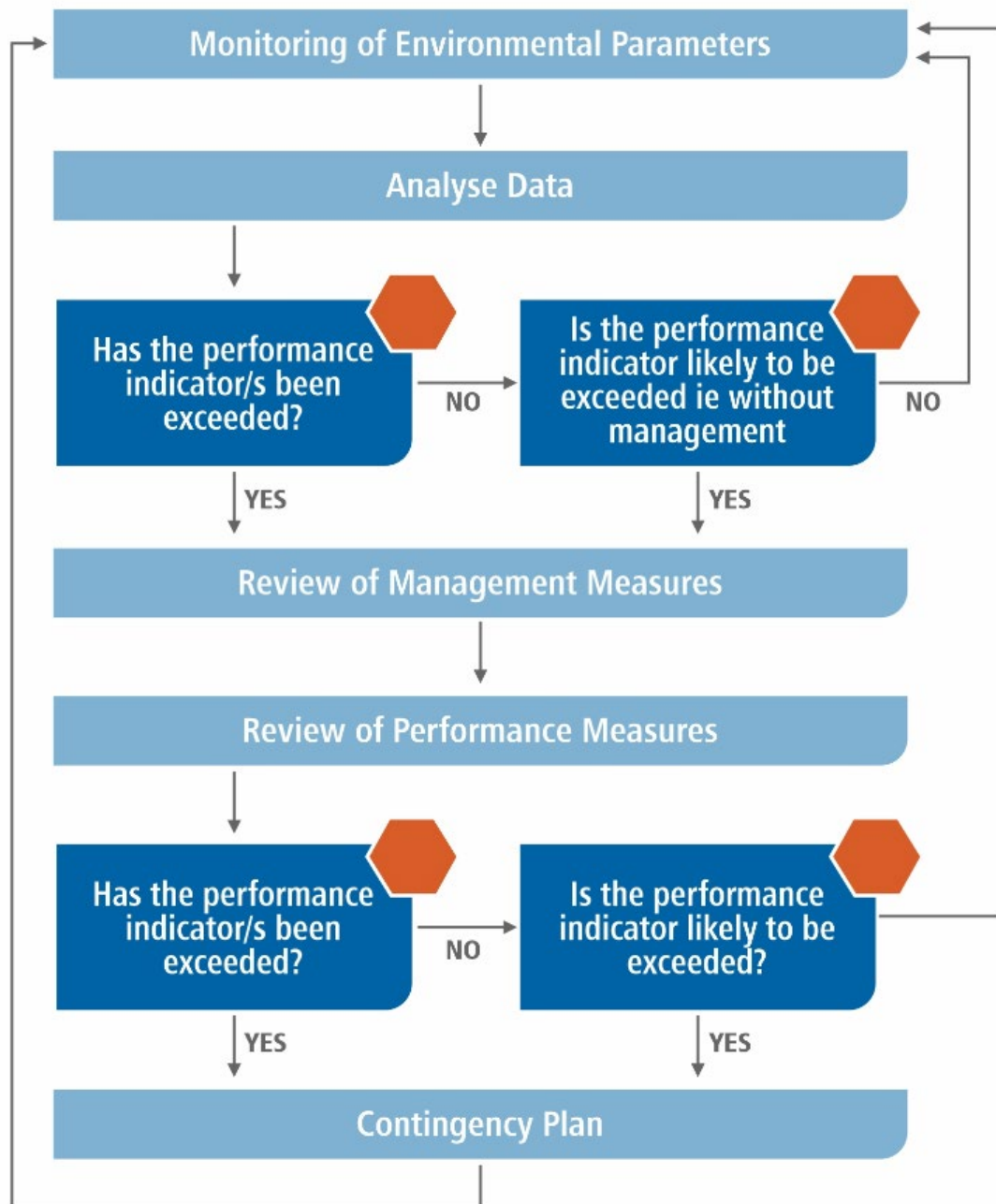


Figure 9 - Strategic management process

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

6.3 Incident and non-compliance reporting

The Development Consent defines:

- an 'incident' to be "an occurrence or a set of circumstances that causes or threatens to cause material harm and which may or nor cause a non-compliance".
- 'Non-compliance as "an occurrence, set of circumstances or development that is a breach of this consent".

Incidents and non-compliance will be managed through established WCL procedures as detailed in the EMS (WCL 2021a).

6.4 Incidents

Once notified of an incident, the Control Room Operator (CRO) is to mobilise internal and external expertise and resources. Where an incident represents an immediate threat to human health or property, the first point of contact should be the Emergency response hotline on 000.

If the incident does not require an initial combat agency, or once 000 has been called, in accordance with the EPA notification protocol, the relevant individual responsible for activating the Pollution Incident Response Management Plan (PIRMP) needs to be notified.

In accordance with Conditions F9 of the Consent, WCL will immediately notify DPIE and the EPA (e.g. EPA Environment Line Service on 131 555, in accordance with EPL Condition R2.1) of any incident that has caused or has the potential to cause significant risk of material harm to the environment. The notification will identify the development (including the development application number and name) and set out the location and nature of the incident.

A detailed report of the incident shall be provided to the Secretary of DPIE and the EPA within 7 days of the incident occurring consistent with Condition F10 of the Consent and EPL Condition R2.2.

6.5 Non-compliance

As required by Condition F10 and EPL Condition R2.2, WCL will notify DPIE and the EPA of any exceedance or non-compliance within 7 days of becoming aware of it. The notification will set out the condition of the consent that the project has exceeded or is non-compliant with, why it does not comply, the reasons for the exceedance or non-compliance (if known), and what actions have been, or will be, undertaken to address the exceedance or non-compliance and whether affected landowner(s) have been notified.

The notification will set out the condition of the consent that the project is non-compliant with, why it does not comply, the reasons for the non-compliance (if known), and what actions have been, or will be, undertaken to address the non-compliance.

6.6 Handling complaints

The EM is responsible for maintaining a system for recording and responding to complaints.

The Colliery will ensure the telephone number and email address in which environmental, transport and pollution complaints can be made is easily accessible to the community, via both signage at the operation and advertised by the WCL website, in accordance with Condition F17 and EPL Conditions M6.1 and M6.2.

Notifications of complaints received are to be provided as quickly as practicable to EM, or delegate.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

Complaints and enquiries do not have to be received via the telephone line or email and may be received in any form. Any complaint or enquiry relating to environmental management or performance is to be relayed to the EM or delegate as soon as practical. All Colliery employees are responsible for ensuring the prompt relaying of complaints. All complaints will be recorded in the Colliery Complaints Register, in accordance with Condition F17 and EPL Condition M5.1.

For each complaint, the following information will be recorded in the complaints register in accordance with EPL Condition M5.2:

- Date and time of complaint.
- Method by which the complaint was made.
- Personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect.
- Nature of complaint.
- The action(s) taken by the Colliery in relation to the complaint, including any follow-up contact with the complainant.
- If no action was taken by the Colliery and the reason why no action was taken.

The EM is responsible for ensuring that all complaints are appropriately investigated, actioned and that information is fed back to the complainant, unless requested to the contrary.

The record of a complaint will be updated monthly on WCL's website in accordance with Condition F17. A copy of the complaint will be kept for at least 4 years after the complaint is made and will be provided to the EPA upon request, in accordance with EPL Conditions M5.3 and 5.4.

In accordance with Condition 10, an environmental incident complaint that has caused or has the potential to cause significant risk of material harm to the environment will be notified to DPIE and other relevant agencies within seven days.

In accordance with Condition F17(a)(x) of the Consent, a Complaints Register will be made publicly available on the website and updated on a monthly basis. A summary of complaints received, and actions taken will be presented to the CCC as part of the operational performance review. A summary of complaints received, and actions taken will also be included in the Annual Review and the Annual Return.

6.7 Public sources of data

To assist the public and other stakeholders understand the impacts from the development, including monitoring results, newsletters and updates, and in accordance with Condition F5(i), WCL will:

- publish information on the company website;
- notify the local community through the Russell Vale CCC; and
- contact individuals by direct notification (email subject to registration of interest) where relevant.

This information will be updated as required.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

7 PLAN ADMINISTRATION

7.1 Roles and responsibilities

Environment and community management is regarded as part of the responsibilities of all Colliery personnel. Roles and responsibilities are described in WCL's Management Operating System.

Additionally, roles specific to this TMP are as follows:

- **Colliery Logistics Manager**
 - Ensure compliance with the transport haulage route.
 - Record coal tonnages transported to PKCT.
 - Ensure driver compliance with the Drivers Code of Conduct (Section 5.1).
 - Maintenance of truck wash and associated controls.
 - Inspect truck cleanliness and fitting of covers to prevent coal dust generation along the transport haulage route to PKCT.
 - Review truck maintenance standards (e.g. checking a selection of daily inspection sheets for compliance and adequacy).
 - Arrange for noise monitoring (attended) at the Colliery loading point, during transit on and off site, such as Bellambi Lane.
 - Arrange for compliance monitoring of self-imposed speed limit of 50 km/hr on Bellambi Lane.
 - Identify and rectify any communication issues between drivers; between drivers and their controller; or between WCL and haulage contractor representatives.
 - Identify and manage any potential delays in loading or discharge that may adversely affect truck separation distances or potentially lead to shortcuts to make up time.
 - Record and investigate any vehicle faults, unintended traffic events, complaints or other issues to prevent recurrence.
- **Operators and Drivers (WCL Employees or Contractors)**
 - Carry out activities in compliance with the provisions of this TMP.
 - Comply with the requirements of the Drivers Code of Conduct).
 - Conduct and formalise a daily inspection of any item of equipment under their control;
 - Undertake training as required by their role.
 - Report to the Colliery Logistics Manager (or in the case of Contractors, their Controller) any "unintended event" that occurs.

7.2 Resources required

In accordance with the WCL SYS POL 003 Environmental Policy, Management shall ensure that the appropriate resources are made available to achieve the implementation of this Plan.

It is the role of the Group Environment Manager to ensure that these requirements are communicated to WCL Management.

7.3 Training, awareness and inductions

In accordance with Condition A28 of DC MP09_0013, all WCL employees, contractors (and their sub-contractors) are to be made aware of, and are instructed to comply with, the conditions of this consent relevant to activities they carry out in respect of the development.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

All training and inductions conducted are to be undertaken as per the WCL Training procedures.

7.3.1 Staff training

Staff training will be undertaken as detailed in the Project Environmental Management Strategy (PEMS). This consists of three levels of training applicable to different types of staff:

- Level 1 – High level training regarding environmental requirements – Management.
- Level 2 – Operational level training – Project Managers, Supervisors, Surface Personnel.
- Level 3 – Basic environmental awareness – Underground staff.

7.3.2 Inductions

All contractors and associated subcontractors will be required to participate in site induction prior to the commencement of work. As a minimum, the induction is to include:

- an overview of the Cardinal Rules, Environment Policy and PEMS requirements;
- environmental incident and community compliant reporting requirements; and
- environmental emergency contact details.

In the event that there are specific environmental management requirements relating to a contractor's work activities, details of these requirements are to be issued to the contractor in writing as a part of the induction.

Records, which detail the attendees, content of the induction/training as well as any additional information provided, will be maintained.

In addition to the induction program, training will be provided as deemed necessary to contractors to provide them with the knowledge, skills and awareness to minimize environmental impact. At a minimum this will include:

- contractors whose activities are not directly supervised by Colliery personnel; and
- contractors whose activities are ongoing and have the potential to result in an environmental incident.

The EM/SER will review and endorse the induction program and monitor its implementation.

Additional training is also undertaken with specific people involved in transport management via the following forums:

- Delivery of Toolbox Talks highlighting transport mitigation and management issues.
- Incorporation of transport management update into crew training days.
- Refresher training where required.

Notices may also be posted on the notice boards in crib rooms and elsewhere around the site to advise of transport mitigation management measures.



Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

7.4 Trucking fleet contractors

Truck drivers are to possess the relevant Class of licence to operate their heavy vehicle.

The contracting company will provide evidence to the satisfaction of the Colliery Logistics Manager that each driver has received training in:

- this TMP and site specific traffic control plans; and
- the Drivers' Code of Conduct.

WCL will approve the content of each haulage company's training and assessment documentation.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

8 AUDIT AND REVIEW

8.1 Annual review

In accordance with Condition F11, WCL will prepare an annual review of the environmental performance of the project. The timeframe and scope of the annual review are defined in Section 6.3 of the EMS.

The items that are directly relevant to this Management Plan include:

- a review of effectiveness of transport management measures;
- any complaints, non-compliance or incident which occurred in the previous calendar year, and what actions were (or are being) taken to rectify the non-compliance and avoid recurrence; and
- what measures will be implemented over the next calendar year to improve the environmental performance of the project.

In accordance with Condition F12, the annual review will be submitted to WCC, Wollondilly Shire Council (WSC) and made available to the CCC and any interested person upon request. In accordance with Condition F17, the Annual Review will be made publicly available on the company website.

In accordance with Condition R1 of the EPL, an Annual Return will be prepared to meet relevant reporting requirements.

8.2 Auditing

In accordance with Condition F13, an Independent Environmental Audit will be undertaken by a suitably qualified auditor and include experts in any field specified by the Secretary. The timeframe and scope of the audit are defined in Section 6.4 of the EMS.

In accordance with Condition F14, within three months of commencing an Independent Environmental Audit, or other timeframe agreed by the Planning Secretary, WCL will submit a copy of the audit report to the Planning Secretary, and any other NSW agency that requests it, together with its response to any recommendations contained in the audit report, and a timetable for the implementation of the recommendations. All recommendations will be implemented to the satisfaction of the Planning Secretary.

All conditions of consent that require the carrying out of monitoring or an environmental audit, whether directly or by way of a plan, strategy or program, is taken to be a condition requiring monitoring or an environmental audit under Division 9.4 of Part 9 of the *Environmental Planning and Assessment Act 1979*.

8.3 Plan revision

In accordance with Condition F7, this TMP will be reviewed within three months of:

- the submission of an incident report under Condition F9;
- the submission of an annual review under Condition F11;
- the submission of an independent environmental audit under Condition F13; or
- the approval of any modification of the conditions of the development consent (unless the conditions require otherwise).



Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

The suitability of existing strategies, plans and programs required under the development consent will be reviewed by WCL. This plan will be reviewed and updated if required on completion of the new coal processing plant and associated infrastructure.

In accordance with Condition F8, if necessary, to either improve the environmental performance of the project, cater for a modification or comply with a direction, the strategies, plans and programs required under the Development Consent will be revised, to the satisfaction of the Planning Secretary. where revisions are required, the revised document will be submitted to the Planning Secretary for approval within 6 weeks of the review.

In accordance with Condition F17, this management plan and all future revisions will be made publicly available on the company website.

8.4 Continual improvement

WCL will continue to investigate and implement ways to improve the environmental performance of the development over time.

Current initiatives include consultation with the coal transport contractor to evaluate environmentally friendly vehicles to reduce diesel emissions. The technology is still in development stage and when it becomes commercially viable and available, WCL will evaluate options of introducing electric trucks in a phased manner if feasible.

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

9 RECORDS AND DOCUMENT CONTROL

9.1 Environmental records

The EM/SER is responsible for maintaining all environmental management documents so that they are always current at the point of use.

Types of records include:

- monitoring, inspection and compliance reports/records;
- correspondence with public authorities;
- induction and training records;
- reports on environmental incidents, other environmental non-conformances, complaints and follow-up action;
- community engagement information; and
- minutes of environmental management system review meetings and evidence of any action taken.

All transport management documents are subject to ongoing review and continual improvement. This includes times of change to scheduled activities or to legislative or licensing requirements.

Only the EM/SER, or delegate, has the authority to change any of the transport management documentation.

9.2 Document control

The EM/SER will coordinate the preparation, review and distribution, as appropriate, of the environmental documents. During construction and operation, the environmental documents will be stored at the main site compound.

The TMP will be developed, approved, implemented and maintained in accordance with the Document Control Procedure (WCL SYS PRO 001).

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

10 REFERENCES

- Environmental Protection Authority (DECCW), 2011, *NSW Road Noise Policy*
- Austroads *Guide to Road Design*
- Austroads *Guide to Road Safety*
- Austroads *Guide to Traffic Management*
- RMS *Austroads Guide Supplements – Austroads Guide to Traffic Management*
- RMS *Supplement to Austroads Guide to Road Design Parts 1-5, 6 and 8*
- RMS *Supplements to Austroads Guide to Road Safety*
- Cardno Gujarat NRE No. 1 Mine Traffic Study July 2010
- Cardno Gujarat NRE No. 1 Mine Traffic Study – Addendum Report September 2010
- Transport and Urban Planning, 2019, *Traffic and Transport Impact Assessment for Russell Vale Colliery Underground Expansion Project at Russell Vale - Response to PAC Second Review Report*. Reference: 17066r
- Wilkinson Murray, 2019, *Russell Vale Colliery - Underground Expansion Project: Revised Project Noise Assessment*. Report No. 14141-C
- ERM, 2019, *Russell Vale Colliery Underground Extension Air Quality Assessment*. Reference 0481296
- PKCT *Implementation Program for Drivers Code of Conduct*

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

GLOSSARY OF TERMS AND ABBREVIATIONS

Abbreviations	Definition
AADT	Annual Average Daily Traffic
AEMRs	Annual Environmental Management Reports
CCL	Consolidated Coal Lease
DPIE	Department of Planning Industry and Environment
E&C	Environment and Community
INP	DECCW Industrial Noise Policy
ML	Mining Lease (Title granted under the Mining Act 1992 that provides rights to mine a coal resource).
MPL	Mining Purposes Lease
Mtpa	Million tonnes per annum
NOW	NSW Office of Water
EPA	NSW Environment Protection Agency
PAA	Project Application Area
PEMS	Project Environmental Management Strategy
PKCT	Port Kembla Coal Terminal
ROM	Run-of-Mine (Raw coal as mined that has not undergone any or washing)
RMS	Roads and Maritime Services now Transport for NSW (TfNSW)
SHECQ	WCL's Safety, Health, Environment, Community and Quality Management System document.
TMP	Traffic Management Plan
TFNSW	Transport for NSW including RMS
WCC	Wollongong City Council
WCL	WCL Limited

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

Terms	Definitions
Annual Review	The review as required by condition F11 of the approval.
Control Zone	<p>The zone under the direct control of the plant and/or equipment operator where no person may enter unless the plant operator has given approval after considering the safety of persons and local operations.</p> <p>The 2 meter plus 10 metre rule applies when the item of plant and/or machinery is energised or de-energised in an unsafe position.</p>
Construction	<p>The construction works for the project as described in the RPPR.</p> <p>Construction work does not include surveys, acquisitions, fencing, investigative drilling or excavation, minor clearing, minor access roads, minor adjustments to services/utilities, works which allow isolation of the site so that access for construction can be provided (including service relocations) and establishing temporary facilities for construction (including for example an office and amenities compounds, temporary water and communications, construction compounds, materials storage compounds, maintenance workshops, testing laboratory or material stockpile areas).</p>
CCC	The Russell Vale Community consultative committee
Conditions of this consent	Conditions contained in Schedule 2
CPI	Consumer Price Index as published by the Australian Bureau of Statistics
Day	The period from 7am to 6pm on Monday to Saturday, and 8 am to 6 pm on Sunday and Public Holidays
Evening	The period from 6pm to 10pm
Feasible	Means what is feasible and practical in the circumstances
Night	The period from 10pm to 5am on Monday to Saturday, and 10 pm to 8 am on Sundays and Public Holidays
Secretary	The Secretary of the Department of Planning and Environment
Incident	<p>A set of circumstances that causes or threatens to cause material harm to the environment, and/or breaches or exceeds the limits or performance measures/criteria in the Project Approval and which may or may not be a non conformance.</p> <p>See "Unintended Event" – the Russell Vale Colliery Logistics Manager and the Group Environmental Manager are responsible for determining if a report of an "unintended event" represents an "incident" as defined.</p>

Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

Terms	Definitions
Material Harm	<p>Material harm is harm to the environment that:</p> <ul style="list-style-type: none"> involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial, or results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000 (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment). <p>This definition excludes "harm" that is authorised under either this approval or any other statutory approval'.</p>
Negligible	Small or unimportant, not worth considering
Reasonable	Means applying judgement in arriving at a decision, taking into account mitigation benefits, cost of mitigation versus benefits provided, community views, and the nature and extent of potential improvements.
Non Compliance	An occurrence, or set of circumstances or development that is a breach of the project consent.
Second Workings	The extraction of coal from board and pillar workings
Surface Facilities Site	Russell Vale Pit Top site, coal conveyor, truck load out facilities, ventilation shaft sites, and any other site subject to proposed surface disturbance (excluding subsidence impacts) associated with the development.
Construction	The construction works for the development as described in the RPPR. Construction work does not include surveys, acquisitions, fencing, investigative drilling or excavation, minor clearing, minor access roads, minor adjustments to services/utilities, works which allow isolation of the site so that access for construction can be provided (including service relocations) and establishing temporary facilities for construction (including for example an office and amenities compounds, temporary water and communications, construction compounds, materials storage compounds maintenance workshops, test laboratory or material stockpile area.
Stockpile, Truck Loading and Reject Emplacement Area	That area of CCL 745 located to the east of and on the lower level of the Illawarra Escarpment where ROM coal is stockpiled, handled, prepared, loaded and transported either to PKCT or the refuse emplacement area. It does not include conveyors (Surface or Underground) or any personnel, equipment or infrastructure that are necessary to deliver the ROM coal to this location.
Unintended Event	Any circumstance related to coal loading or transport activities that is unplanned and that has or may have the potential to lead to an unsafe, environmentally unacceptable or unwanted situation e.g. vehicle accident (of any magnitude), breakdown, delay, spillage, appearance of potholes etc.



Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

APPENDIX A – AGENCY CONSULTATION

Richard Sheehan
Environment Manager
Wollongong Coal Limited
Princes Highway
Corrimal, NSW, 2158

21/05/2021

Dear Richard,

**Russell Vale Underground Expansion Project (MP 09_0013)
Traffic Management Plan - Request for Additional Information**

I refer to the Traffic Management Plan (TMP) submitted to the Department as required under Condition B30, Schedule 2 of MP 09_0013 for Russell Vale Underground Expansion Project. After careful consideration, the Department is requesting that you provide additional information.

You are requested to submit a revised document that addresses the following:

- Carrying out development generally in accordance with the RPPR
 - o Section 2 states that the new coal processing plant and associated infrastructure is on hold at the time of writing. However, Section 5.4 describes a fully automated truck loading station and a load point that prevents spillage. The RPPR states: "The construction of the new coal handling facilities will be completed and phased in over a 12 - 24 month period." The description of coal handling and processing in Section 2.1.3 of the RPPR states that whilst new coal handling facilities are being completed ROM coal will be loaded on to trucks via front-end loader. Provide a clear description of the scope of activities to which this plan applies and controls to be implemented for the proposed activities. Confirm the development is being carried out generally in accordance with the RPPR and the Development Layout, particularly with regard to construction of the new coal handling facilities.
- Potential staging of plan
 - o Provide a clear description of the scope of activities to which this plan applies. Confirm if this plan covers the entire mining stage of the development or, if an updated plan will need to be provided to cover operation of the new coal handling facilities if and when they are completed. If an updated plan will need to be provided to cover operation of the new coal processing plant and associated infrastructure, then approval for submitting the TMP on a staged basis will be required.
- Mitigation measures:
 - o Update Section 4.1 to include a clear commitment to comply with Condition A12 and A13, Schedule 2 or reference accurately where it is addressed in the TMP. A clear commitment includes language such as "will" and "shall".
 - o Include within the TMP circumstances which may constitute an exceptional circumstances in accordance with this clause and reference accurately in Table 3.1 where it is addressed in the TMP.
 - o Update Section 5.5.1 to describe the measures to be implemented to maintain separation distances.

- o Update Section 5.5.1 to describe measures for avoiding school hours where practicable to minimise traffic impacts and safety impacts of the development on the residential areas surrounding the surface facilities site.
- o Update Section 5 to include a traffic management protocol that describes how the traffic control measures will be implemented, monitored and/or enforced.
- o Include the traffic management protocol for construction in this TMP.
- o Include a copy of the WCL Drivers Code of Conduct in the TMP.
- Training and awareness
 - o Update Section 6 to address Condition A28, Schedule 2 or reference accurately where it is addressed in the TMP.
 - o Describe how WCL will ensure all of its employees, contractors (and their sub-contractors) adhere to the WCL Drivers Code of Conduct.
 - o Consider referring to training, awareness and inductions to describe how competency is achieved to meet requirements of EPL Condition O1.
- Road maintenance contributions
 - o Update Section 5.7 to clarify when payment of contributions will commence.
- Monitoring, reporting and auditing
 - o Update Section 6.1 to clarify how long after the end of the quarter the coal transport monitoring results will be reported.
 - o Update Section 6 to include a program to monitor and report on the effectiveness of traffic management measures. Consider formalising the monitoring and inspection described in 7.1 with details of frequency and timing of inspections, and monitoring and management of corrective actions. Consider expanding actions in the TARP to include all proposed mitigation measures. Reference the TARP in relevant sections of Table 3.1.
 - o Update Section 8.1 to include a commitment that copies of the Annual Review must be submitted to WCC, WSC and made available to the CCC and any interested person upon request.
 - o Update Section 8.2 to address Condition F15, Schedule 2.
 - o Include a reference to Condition F17, Schedule 2 in Table 3.1. Include within the TMP a section describing information relevant to the TMP that will be publicly available on the WCL website, including the TMP, to assist stakeholders in understanding environmental impacts of the development
 - o Update Table 2.2 to describe where in the TMP each commitment has been addressed.
 - o Update Section 8.1 describe reporting to meet EPL Annual Return requirements.
 - o Section 8.3 incorrectly refers to F7. i.e. "In accordance with Condition F7, if necessary, to either improve the environmental performance...". Change to F8.
- Adaptive management:
 - o Include adaptive management in this TMP
- Continual improvement:
 - o Update Section 7 to include a program to investigate and implement ways to improve the environmental performance of the development over time.
- Complaint and incident management:
 - o Update section 6.4 to include a protocol for managing and reporting any complaints.
 - o Update section 6.4 to include a protocol for managing and reporting any complaints in accordance with EPL requirements
 - o Update Section 6.3.1 such that incident notification is consistent with consent condition and identify the "other relevant agencies" to be notified.

- o Update Section 6.3 to describe incident and non-compliance reporting to meet EPL requirements.

General comments:

- Update Section 1.5 to include commitment for TMP to be approved by the Secretary prior to the commencement of mining operations under this consent.
- Ensure language clarifies commitment to controls. Review the use of “would” and use clear language such as “will”.
- Figure 2.2 is not very clear. The labels are difficult to read. The engineering detail makes the figure difficult to read and interpret. Either reproduce at a better resolution, or enlarge, or replace with a simplified diagram without engineering detail.
- Paragraph above Table 2.2 incorrectly refers to Table 3.2.
- Section 4.2 states that “All trucks generated by the colliery will aim to achieve a 95% compliance of maintaining the voluntary 50 km/h speed restriction in Bellambi Lane”. Please review this aim of 95% compliance.
- The third page of Appendix 1 is a page with “Attachment 1. See attached Attachment 1”. Please add Attachment 1 to the TMP.
- Amend Table 3.1 to reference Section 4.2 (not 4.1) for Condition B30(c), Schedule 2.
- Update Table 3.1 to reference dangerous goods described in Section 5.11 (not 5.10).
- Update Table 3.1 to clarify that plan review is addressed in Section 8.3 not 7.
- Update Table 2.2 to describe where in the TMP each commitment has been addressed.

The feedback table prepared during the review has been attached for your information.

You are requested to provide the information, or notification that the information will not be provided, to the Department by Wednesday 31 March 2021. If you are unable to provide the requested information within this timeframe, you are required to provide, and commit to, a timeframe detailing the provision of this information.

If you have any questions, please contact Daniel Martin, who can be contacted on / at daniel.martin@dpie.nsw.gov.au.

Yours sincerely



Stephen O'Donoghue
Director
Resource Assessments



Our ref: STH09/02236/20
Contact: Rachel Carocci 4221 2548Y
Your ref: MP09_0013-PA-2

8 April 2021

Richard Sheehan
Wollongong Coal Limited
BY EMAIL: richard.sheehan@wcl.net.au

DEVELOPMENT APPLICATION MP09_0013-PA-2 – RUSSELL VALE COLLIERY UNDERGROUND EXPANSION (TRAFFIC MANAGEMENT PLAN)

Dear Richard

Transport for NSW refers to your correspondence dated 17 March 2021 regarding the subject development application.

TfNSW has completed an assessment of the development, based on the information provided and focussing on the impact to the state road network. For this development, the state roads are Memorial Drive, Princes Motorway, Masters Road, and Springhill Road.

TfNSW notes for this proposal:

- Access to the development site is via traffic signals on Bellambi Lane, and access to the state road network is via signals on Memorial Drive.
- According to the Conditions of Consent (Condition B30) the applicant must prepare a Traffic Management Plan (TMP) for the development to the satisfaction of the Planning Secretary, in consultation with TfNSW.

TfNSW has reviewed the TMP (Attachment 1) and has no further comments.

If you have any questions please contact Rachel Carocci on 4221 2548.

Please ensure that any further email correspondence is sent to development.southern@transport.nsw.gov.au.

Yours faithfully

Chris Millet
Manager, Development Services
South Region

See attached Attachment 1

013



Mr R Sheehan
Group Environmental & Approvals Manager
Wollongong Coal Ltd
PO Box 281
FAIRY MEADOW NSW 2518

Our Ref:
File:
Date:

Z21/64177
DAC-910.01.006
29 March 2021

Dear Mr Sheehan

DRAFT RUSSELL VALE COLLIERY UNDERGROUND EXPANSION PROJECT TRAFFIC MANAGEMENT PLAN

Thank you for the opportunity to make comment on the Draft Russell Vale Colliery Underground Expansion Project Traffic Management Plan.

Council notes that the Traffic Management Plan has been developed to:

- i) comply with the Development Consent No. MP09-0013.
- ii) formalise standards relating to coal loading and transport haulage activities.
- iii) effectively manage environmental issues (eg. road traffic noise, traffic management, Drivers Code of Conduct etc) associated with the transport of coal to Port Kembla Coal Terminal (PKCT).
- iv) establish provisions to eliminate or control potential safety and environmental hazards related to vehicular movement around the Colliery and on public roads, AND
- v) establish review and reporting mechanisms for transport management for the colliery.

Council acknowledges and generally supports the proposed road and traffic management strategies contained in the plan, including the proposed internal haulage road, public road haulage activity strategies and the proposed Drivers Code of Conduct. Council also acknowledges and supports the Bellambi Lane Road maintenance contributions as outlined in Section 5.7 and Schedule 2 Part B – Specific Environmental Conditions of the plan, and which are consistent with the Development Consent.

Should you have any enquiries or wish to discuss this matter further, please contact Mr Ron Zwicker, Special Projects and Planning Support Manager on telephone (02) 4227 7111 or via email rzwicker@wollongong.nsw.gov.au

This letter is authorised by

Mark Riordan
Manager Development Assessment + Certification
Wollongong City Council
Telephone (02) 4227 7111

cc. Mr W Lidbury
Chief Executive Officer
Wollongong Coal Ltd
PO Box 281
FAIRY MEADOW NSW 2519



Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

APPENDIX B – TARP

Traffic

ASPECT	MONITORING				TRIGGER				
	SITES	PARAMETERS	FREQUENCY	PURPOSE	LEVEL	ACTION / REPORTING	RESPONSIBILITY	TIMING	PURPOSE
Transport	Russell Vale Colliery - Site wide and particularly along loading and transit areas. Bellambi Lane adjacent to Colliery as identified in Noise and Air Quality Management Plans.	<u>Logistics Manager Inspection:</u> Driver compliance with PKCT Driver's Code of Conduct. Truck cleanliness, use of covers and vehicle faults. Noise levels at the load point.		To identify triggers for implementation of management response measures; To assess the effectiveness of air quality control measures; To assess effectiveness of noise control measures; To ensure the mine contributions for dust concentrations and deposition levels remain below relevant air quality criteria at the nearest residences; To obtain information to provide a basis for assessing the ongoing impact of the Russell Vale Colliery		<u>Traffic Inspection</u> Performance Indicators: Driver required to undertake code of conduct training with periodic review Criteria: If a driver acts contrary to the code twice Performance Indicators: Driver required to undertake training with periodic review Criteria: Logistics Manager to speak to driver to determine reason for exceedance, with training to follow Performance Indicator Trucks only to be loaded from overhead bins while truck wash not operating Criteria No deposition of coal particulates along haulage route to PKCT	Russell Vale Colliery (Logistics Manager)	Report exceedances of criteria immediately once results are received Investigation initiated within 1 week Results of investigation reported to EPA and DP&E within 1 week of completion Commence preparation of mitigation/action plan within 1 week if required Monthly updates of investigation progress, if required by EPA and DP&E Monitoring results included in annual review	Inform stakeholders of monitoring Identify, investigate and report on impacts to traffic, noise and air quality
		<u>Truck inspection and driver behavior audit:</u> • Weekly audit • Spot inspections <u>Field air quality:</u> Refer to Air Quality Management Plan TARPs <u>Noise - monitoring:</u> Refer to Noise Management Plan TARPs	<u>Traffic Inspection</u> Performance Indicator 1. <u>Drivers to act in accordance with code of conduct</u> Criteria Driver acts contrary to code of conduct in the opinion of the Logistics Manager. Performance Indicator 2. <u>Truck wash not operational</u> Criteria No loading from stockpile while truck wash not operating.						

ASPECT	MONITORING				TRIGGER				
	SITES	PARAMETERS	FREQUENCY	PURPOSE	LEVEL	ACTION / REPORTING	RESPONSIBILITY	TIMING	PURPOSE
				<p>operations on air quality; and</p> <p>To provide data suitable to demonstrate compliance with the CoA.</p>	<p>Performance Indicator</p> <p>3. <u>Trucks operate in an efficient manner</u></p> <p>Criteria</p> <p>Trucks inspected to ensure in good working order, well maintained and covers fit for purpose</p> <p>Performance Indicator</p> <p>4. <u>A traffic related unintended event</u></p> <p>Criteria</p> <p>The occurrence of a traffic-related unintended event</p>	<p>Performance Indicator</p> <p>Review of truck condition undertaken by Logistics Manager on a weekly basis and identify potential causes of exceedances relating to noise or air quality and identify mitigation required</p> <p>Criteria</p> <p>If inspection reveals that trucks are in poor order the haulage contractor would be contacted immediately to rectify the problem and maintenance regime would be investigated by Logistics Manager</p> <p>Performance Indicator</p> <p>The traffic related unintended event must be reported to the Logistics Manager immediately and a report logged with DP&E where required.</p> <p>Criteria</p> <p>The occurrence of a traffic-related unintended event</p>			

ASPECT	MONITORING				TRIGGER				
	SITES	PARAMETERS	FREQUENCY	PURPOSE	LEVEL	ACTION / REPORTING	RESPONSIBILITY	TIMING	PURPOSE
					<p>Performance Indicator</p> <p>5. <u>Heavy vehicles (off the main mine access road) or plant/equipment operating</u></p> <p>Criteria</p> <p>A control zone of 2m plus 10m must be enforced, with no person entering unless provided with permission by the vehicle, plant/equipment operator after considering the persons safety and local operations.</p> <p><u>Air Quality</u></p> <p>Performance Indicator</p> <p>1. <u>Air Quality – refer to Air Quality Management Plan</u></p> <p>Criteria</p> <p>Air Quality – refer to Air Quality Management Plan</p> <p><u>Noise</u></p> <p>Performance Indicator</p> <p>1. <u>Noise – refer to Noise Management Plan</u></p> <p>Criteria</p> <p>Noise – refer to Noise Management Plan</p>	<p>Performance Indicator</p> <p>Person enters control zone while heavy vehicle, plant/machinery in energised or de-energised in an unsafe position</p> <p>Criteria</p> <p>Operator to advise person to immediately leave area.</p> <p><u>Air Quality</u></p> <p>Performance Indicator</p> <p>Air Quality – refer to Air Quality Management Plan</p> <p>Criteria</p> <p>Air Quality – refer to Air Quality Management Plan</p> <p><u>Noise</u></p> <p>Performance Indicator</p> <p>Noise – refer to Noise Management Plan</p> <p>Criteria</p> <p>Noise – refer to Noise Management Plan</p>	Group Environmental Manager		



Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

APPENDIX C – PKCT DRIVER'S CODE OF CONDUCT

Driver's Code of Conduct

Port Kembla Coal Terminal



Issue/ Review Date	Comment	Version
20 th February 2009	Submitted to DPE	Version 3
31 st July 2013	Review/ minor changes	Version 4
19 th September 2013	Reviewed/ minor changes after DPE feedback	Version 5
8 th August 2014	Reviewed/ minor changes (n.b.2014 Independent audit findings)	Version 6
30 th November 2015	Reviewed/no changes made.	Version 6
4 th April 2017	Reviewed/minor change made to speed limit on Appin Road	Version 6
31 st August 2017	Review and update following recommendations from 2017 Triennial Independent Audit.	Version 7
12 th August 2019	Major review, including the incorporation of the PKCT Truck Driver Rules	Version 8
17 th September 2020	Review following 2020 independent audit. No recommendations from audit. No changes made.	Version 9

This is a Controlled Document in SharePoint Controlled Documents Library

UNCONTROLLED IF VIEWED OUTSIDE OF SHAREPOINT; valid for 48 Hours from time printed

AUTHORISED BY: Michael Curley, HSE & Risk Superintendent- **Date Authorised:** 14/11/2019

PORT KEMBLA COAL TERMINAL
HSEC
 PKCT Drivers Code of Conduct



Procedure
 PR.HS.1006
 Status: Pending
 Version: 1.1
 Doc ID: 1006
 Page 2 of 25

Contents

1) Introduction.....	4
2) References.....	4
3) Definitions	5
4) Purpose.....	5
5) Scope	5
6) Objectives.....	5
7) Legal Requirements.....	6
Environment Protection Authority.....	6
Department of Planning and Infrastructure.....	7
8) Haulage Routes.....	7
Appin Road	8
Mt Ousley Rd	8
Bellambi Lane	9
Northern Distributor	9
Southern Freeway	9
Masters Road Northbound On Road Ramp.....	9
Masters Road.....	10
Springhill Rd.....	10
Port Kembla Road.....	11
9) Noise Minimisation Controls	11
Compression braking noise	11
Tailgate Noise	11
Speed hump noise	11
Heavy Haulage Drivers will observe the following while en route to pkct	11
Queuing	12
Braking.....	12
10) Safe Driving at Port Kembla Coal Terminal	12
11) PKCT PPE Requirements	13
12) General PKCT Health and Safety Requirements.....	13
13) Speed Limits	14
14) Road Delivery Standards	14
Tipping.....	14

This is a Controlled Document in SharePoint Controlled Documents Library

UNCONTROLLED IF VIEWED OUTSIDE OF SHAREPOINT; valid for 48 Hours from time printed

AUTHORISED BY: Michael Curley, HSE & Risk Superintendent- **Date Authorised:** 14/11/2019

PORT KEMBLA COAL TERMINAL
HSEC
 PKCT Drivers Code of Conduct



Procedure
 PR.HS.1006
 Status: Pending
 Version: 1.1
 Doc ID: 1006
 Page 3 of 25

Load Covering.....	14
Truck Wash.....	14
Equipment Performance	15
15) Coal Berth Road Receival.....	15
Truck Unloading	15
16) Traffic lights and Bin Sensors	15
17) Light Vehicle interactions	15
18) Clearways	15
19) Designated Parking.....	16
20) Boom Gate.....	16
21) Mobile Plant	16
22) Truck wash.....	16
23) Manual Truck Wash Station (Temporary)	16
24) Area Housekeeping and Maintenance	17
25) Operational Plans	17
26) Incident Management and Reporting – non-PKCT Roads.....	17
27) Contact Numbers.....	18
28) Management of Non Compliances.....	18
29) Truck Breakdown Response	20
30) Spills.....	21
31) Hazard Reporting.....	21
32) Implementation, Compliance Monitoring and Review	21

1) INTRODUCTION

The DCC requires that specific measures are developed and implemented by PKCT, Shippers and their Road Transport Providers to focus on opportunities to minimise, mitigate and manage traffic volume, traffic safety and acoustic impact. The DCC applies to heavy haul traffic movements to and from the PKCT, and on the PKCT site itself.

As part of the Environmental Assessment for “Existing Operations and Increased Road Receival Hours at Port Kembla Coal Terminal (PKCT)”, a commitment was made that PKCT shall prepare and implement a Driver’s Code of Conduct (DCC) for haulage trucks delivering to the PKCT road receival areas.

The DCC has been developed in consultation with PKCT, Shippers and their associated Road Transport Providers, Roads and Maritime Services (RMS) (formerly the Roads and Traffic Authority), the Environment Protection Authority (EPA) (formerly the Department of Environment & Climate Change) and the PKCT Community Consultative Committee (CCC).

By letter of the 20th February 2009, the DCC was submitted by PKCT to the Director General of the New South Wales Department of Planning (now the Department of Planning and Environment (DP&E)). The DCC formed part of the subsequent DP&E Project Approval 08_0009.

2) REFERENCES

The following documents were reviewed in the formulation of this DCC.

- ◆ PKCT Truck Driver’s Rules Procedure
- ◆ PKCT Traffic Management Plan
- ◆ Bulktrans Driver’s Handbook
- ◆ Bohud Transport employment and Safety handbook for Drivers
- ◆ Illawarra Coal haulage hazards awareness workbook
- ◆ Port Kembla Port Corporation Transport Code of Conduct
- ◆ Heavy Vehicle Driver’s Handbook
- ◆ Transport Accident Commission Safe Driving Policy
- ◆ New South Wales road rules.
- ◆ Workplace Health and Safety Act 2011
- ◆ Heavy Vehicle National Law NSW 2018
- ◆ MP.MA.297 Traffic Management Plan

- ◆ MP.HS.453 Driver's Code of Conduct
- ◆ JI.OP.993 Road Receival Coal Tipping Protocol
- ◆ Illawarra Coal Heavy Haulage Induction

3) DEFINITIONS

PKCT refers to Port Kembla Coal Terminal's leased premises

Project Approval 08_0009 was granted on the 12th June 2009 and included a condition for PKCT to develop a Drivers Code of Conduct Implementation Program (DCCIP). A DCCIP (Version 1) was submitted to the DPE on the 10th December 2009. The DCCIP was approved by the DPE on the 25th March 2010 (Version 2).

4) PURPOSE

This document provides a concise outline of PKCT's requirements relating to trucking operations to/from and when on our site. It is provided in support of and shall be read in conjunction with the PKCT Site Induction.

Additionally, this procedure outlines the rules which apply to the truck transport of bulk materials within Port Kembla Coal Terminal's site in support of the Port Kembla Coal Terminal Traffic Management plan.

5) SCOPE

This procedure applies to truck transport companies engaged by PKCT's customers, contractors, PKCT and other operators undertaking transport operations on PKCT's site.

It is noted that truck drivers also have obligations under the Drivers Code of Conduct which is reflected in the Illawarra Coal Heavy Haulage Inductions.

6) OBJECTIVES

The objectives of the DCC are to:

- ◆ Ensure compliance with the conditions associated with the DP&E Project Approval 08_0009 with consideration of matters raised during the consultation process.
- ◆ Ensure compliance with the DCC and therefore the PKCT conditions of consent by all heavy haul road users with PKCT's DP&E Project Approval 08_0009.
- ◆ Minimise impacts on the community as much as possible.

- ◆ Encourage an environment for safe operations associated with PKCT road delivery operations.
- ◆ Maximise public safety by adhering to the Australian road rules and ensure all potential road safety issues are reported to the RMS Transport Management centre 131700.

7) LEGAL REQUIREMENTS

Drivers shall comply with the Work Health and Safety Act NSW 2011 and the associated Regulation, the Heavy Vehicle National Law (NSW) No 42a together with all other relevant statutory regulations including but not limited to the following:-

- ◆ Drivers shall be appropriately and currently licensed;
- ◆ Compliance with the PKCT Traffic management plan and the stipulated PKCT road rules, signs and signals;
- ◆ Where fitted, seat belts must be worn at all times whilst operating equipment;
- ◆ Parking shall be in designated areas in accordance with posted signage and road line marking where provided;
- ◆ At all times drivers shall maintain a safe speed whilst taking into account nominated speed limits, weather conditions and site signage;
- ◆ Drivers shall comply with signposted load limits;
- ◆ Drivers shall be aware of pedestrian crossings and give way to pedestrians.

Environment Protection Authority

- ◆ Drivers shall deliver product only at authorised delivery times.
- ◆ Drivers shall ensure truck passes through an operating truck wash, after delivery to Coal Berth Road Receival, or prior to leaving Bulk Products Berth stockyard. Trucks are not permitted to leave site without passing through a functioning truck wash. Any truck wash observed to be not functioning is to be reported to the PKCT Shift Supervisor (0418238817) immediately and alternate truck washing arrangements made.
- ◆ Drivers shall ensure loads are covered when delivering product or leaving site with a full load.

PORT KEMBLA COAL TERMINAL
HSEC
 PKCT Drivers Code of Conduct



Procedure
 PR.HS.1006
 Status: Pending
 Version: 1.1
 Doc ID: 1006
 Page 7 of 25

- ◆ Manual trailer covers are not permitted for use on the PKCT site. There should be no need for a truck driver to exit the truck cabin to remove or re-instate a trailer cover.
- ◆ Drivers shall arrange for the clean-up of any spillage emanating from the truck eg. due to overloading, sprung tail gates.
- ◆ Drivers shall ensure there are no unauthorised discharges into adjacent drains or waterways.

Department of Planning and Infrastructure

- ◆ Drivers shall comply with the Drivers Code of Conduct
- ◆ Compression brakes must not be used on the approach to Port Kembla Rd/ Springhill Rd lights when entering or exiting PKCT.
- ◆ Drivers shall ensure that following tipping, the tailgate is engaged.
- ◆ No trucks are permitted to queue on Springhill Road.

8) HAULAGE ROUTES

All haulage trucks travelling to and from PKCT will do so by using major arterial roads as outlined in the sections below. Primarily, the major arterial roads associated with deliveries to PKCT are as follows;

- ◆ Mt Ousley Road;
- ◆ Bellambi Lane;
- ◆ Northern Distributor;
- ◆ F6 Freeway;
- ◆ Masters Road;
- ◆ Springhill Road;
- ◆ Port Kembla Road;

Additionally, it provides a concise outline of PKCT's requirements relating to trucking operations when on the PKCT site. It is provided in support of and shall be read in conjunction with the PKCT Site Induction.

PORT KEMBLA COAL TERMINAL
HSEC
 PKCT Drivers Code of Conduct



Procedure
 PR.HS.1006
 Status: Pending
 Version: 1.1
 Doc ID: 1006
 Page 8 of 25

Appin Road

Appin Road is a combination of divided and undivided road with a speed limit of 90km/hr. Frequent overtaking lanes are found along this route.



Mt Ousley Rd

Mt Ousley Road traverses through hilly country with steep grades and tight curves. The speed limit is 80Km/hr however the truck speed limit down Mt Ousley is 40km/hr, with trucks being restricted to the outer 2 lanes. Emergency stopping bays are provided in both directions. As Mt Ousley is close to residential receivers, drivers are requested to limit noise wherever possible.

RMS advise - Peak hour traffic 0600-0800 Mon –Fri northbound 1500-1900 Mon-Fri southbound.

All breakdowns must be reported to the RMS Transport Management Centre (TMC) 131700 and the vehicle protected in accordance with the Heavy Vehicle Drivers handbook.



This is a Controlled Document in SharePoint Controlled Documents Library

UNCONTROLLED IF VIEWED OUTSIDE OF SHAREPOINT; valid for 48 Hours from time printed

AUTHORISED BY: Michael Curley, HSE & Risk Superintendent- **Date Authorised:** 14/11/2019

**PORT KEMBLA COAL TERMINAL
HSEC
PKCT Drivers Code of Conduct**



Procedure
PR.HS.1006
Status: Pending
Version: 1.1
Doc ID: 1006
Page 9 of 25

Bellambi Lane

Receival of coal from Wollongong Coal (formerly Gujarat NRE No 1 mine) at PKCT is only permitted from 7.30am onwards and until 10.30pm Monday to Friday and from 8.30am to 6.30pm on weekends and public holidays.

The speed limit on Bellambi Lane is 60km/hr... As Bellambi Lane has a high number of commuter vehicles, drivers are required to be vigilant regarding separation distances. As Bellambi Lane is close to residential receivers, drivers are requested to limit noise wherever possible.

Northern Distributor

The Northern Distributor links Bellambi Lane with the Southern Freeway. The speed limit along the Northern Distributor varies between 80km/hr & 90Km/hr. Several traffic lighted intersections are found along this route.

RMS advise - Peak hour traffic 0600-0900 Mon –Fri southbound 1500-1800 Mon-Fri northbound.

Southern Freeway

The Southern Freeway forms part of the arterial link between Sydney and Wollongong. The speed limit varies from 80km/hr to 100km/hr on this route. Caution should be observed around merging lanes.

RMS advise - This section of freeway between North Wollongong and Masters Road is heavily congested between 0600 and 1000 and 1500- 1800 in both directions.

RMS advise - Wollongong University session 1 commences in March and potential traffic queues in lane 2 northbound and lane 1 southbound can be expected between 0815 and 0845 weekdays approaching the Gwynneville Interchange.

Masters Road Northbound On Road Ramp

The northbound exit to Figtree and Wollongong is located within 200 metres south of the 'The Avenue, Figtree' overpass of the location shown in the image below. The on-road ramp can experience morning peaks.

PORT KEMBLA COAL TERMINAL
HSEC
 PKCT Drivers Code of Conduct



Procedure
 PR.HS.1006
 Status: Pending
 Version: 1.1
 Doc ID: 1006
 Page 10 of 25



Masters Road

Masters Road is a 1.3 km road with three lanes in either direction separated by a centre median island. The speed limit on Masters Road is 80Km/hr. Traffic lights are located in the left hand turning lane which allows vehicles to turn onto Springhill Road. Compression braking on this route should be avoided due to community disturbance. Interactions with other heavy vehicle users will be frequent in this area.



Springhill Rd

The section of Springhill Road between Masters Road and Port Kembla Road is 2.3Km in length, is 3 lanes wide and divided by a median strip. The speed limit is 80km/hr. Several traffic lights and intersections are found along this section of road and drivers are required to pay particular attention to other vehicles crossing the traffic flow. Due to the close proximity to residents, compression brakes are not to be used on the approach to the lights

This is a Controlled Document in SharePoint Controlled Documents Library

UNCONTROLLED IF VIEWED OUTSIDE OF SHAREPOINT; valid for 48 Hours from time printed

AUTHORISED BY: Michael Curley, HSE & Risk Superintendent- **Date Authorised:** 14/11/2019

PORT KEMBLA COAL TERMINAL
HSEC
 PKCT Drivers Code of Conduct



Procedure
 PR.HS.1006
 Status: Pending
 Version: 1.1
 Doc ID: 1006
 Page 11 of 25

at Springhill and Port Kembla Road wherever possible. Interactions with other heavy vehicle users will be frequent in this area.



Port Kembla Road

Port Kembla Road is a two lane undivided road. The speed limit on Port Kembla Road is 50km/hr. Port Kembla Road is a public road and drivers should ensure that they remove any residual coal on their vehicles prior to entering the road from PKCT.

9) NOISE MINIMISATION CONTROLS

This section designates the specific noise mitigation measures which must be adhered to. This will include rules on compression braking, tipping practices and speed limits for the approach to PKCT, when travelling on the site, tipping and leaving the site.

Due to the relatively close proximity to residential areas, drivers are requested to limit the noise created in this area as much as possible.

Compression braking noise

Compression brakes can be extremely noisy and adversely impact on public amenity. Wherever possible, use of engine brakes near residences and in built up areas should be avoided. Compression brakes must not be used on the approach to Port Kembla Rd/ Springhill Rd lights when entering or exiting PKCT wherever possible.

Tailgate Noise

Drivers must ensure that, following tipping, the tailgate is locked before leaving PKCT.

Speed hump noise

When traversing the speed hump at the gate of PKCT, drivers are to approach slowly to ensure that excessive noise is not created.

PORT KEMBLA COAL TERMINAL
HSEC
 PKCT Drivers Code of Conduct



Procedure
 PR.HS.1006
 Status: Pending
 Version: 1.1
 Doc ID: 1006
 Page 12 of 25

Queuing

Queuing at the truck receival area is permitted on Tom Thumb Road and Port Kembla Road. No trucks are permitted to queue on Springhill Road.

Braking

Brakes must be applied so as not to create excessive noise that could disturb local residents. Compression braking on Springhill and Masters Road should be avoided, and are not to be used at the intersection of Port Kembla Road and Springhill Road wherever possible.



10) SAFE DRIVING AT PORT KEMBLA COAL TERMINAL

The gates at the end of Port Kembla road denote the start of the PKCT Road Receival Area. The speed limit is 40KM/hr in this area. A boom gate is installed at the crest of the hill to prevent unauthorised public vehicles entering the area. Drivers should slow down as they approach the gate to allow it to automatically open.



11) PKCT PPE REQUIREMENTS

The minimum PPE requirements for truck drivers when outside of their trucks is as stipulated in the PKCT Induction;

- ◆ Safety hard hat
- ◆ Safety glasses
- ◆ Long sleeve day-night hi-vis shirt (with sleeves rolled down) or a long sleeved shirt with a day-night hi-vis safety vest worn in accordance with manufacturers specifications
- ◆ Long pants/trousers
- ◆ Safety footwear

12) GENERAL PKCT HEALTH AND SAFETY REQUIREMENTS

The following rules apply when working at PKCT

- ◆ Drivers shall not to exit the truck cab at any time while the Road Receiving circuit is active;
- ◆ No queuing within area from amenities to bin top boom gate;
- ◆ The dumping of rubbish of any form is prohibited;
- ◆ Drivers are authorised to enter the site to carry out their allocated tasks. Access to other areas of the plant is prohibited;
- ◆ Drivers shall take care to ensure product being delivered isn't contaminated with rubbish or other foreign objects eg. timber, tarps. Contamination may be observed at the mine site during loading or during delivery and discharge at PKCT's premises. If sighted in coal, the truck driver shall notify his/her supervisor, relevant mine personnel or PKCT Shift Supervisor, as appropriate, and arrange for such objects' safe removal and offsite disposal;
- ◆ Where necessary, liaise with PKCT personnel on site. Report any safety, environmental or other incidents;
- ◆ Walk, don't run; beware of slip, trip and fall hazards, especially when exiting a vehicle;
- ◆ Standing between the trailer body and the tail gate with the hoist raised is not permitted;

- ◆ Lowering Trays: take care to ensure trays are lowered after unloading;
- ◆ If trucks/trailers are required to be inspected on the PKCT site, the truck shall be parked in a designated parking area. The vehicle shall be fundamentally stabled prior to inspection. Maxi brakes in addition to chocks shall be used to secure any vehicle that is to be stabled.
- ◆ Standing or working under raised trailers is not permitted. Trailer bodies requiring inspection shall be appropriately propped before accessing the equipment;
- ◆ Climbing or standing on trailers is not permitted.
- ◆ Standing behind Tailgate Grain Doors is not permitted when the trailer contains material.

13) SPEED LIMITS

All drivers shall observe and comply with the speed limits posted at PKCT. Where conditions dictate, reduced speed limits shall be used.

14) ROAD DELIVERY STANDARDS

Road delivery standards, as specified by PKCT and legislation, which require attention when delivering to the PKCT road receipt, are highlighted in this section.

Tipping

Trucks shall be positioned over the tipping grates (Zones) before commencing tipping. Any spillage that occurs during tipping is to be reported to PKCT to enable efficient clean up. Tipping in other areas shall be done as directed by PKCT requirements and supervisors. The area used for tipping shall be risk assessed to determine whether tipping can proceed safely, with particular attention being paid to the cross slope and evenness of the area.

Load Covering

All loaded trucks entering or leaving the premises must have their loads covered. The load cover may be removed upon arrival at the PKCT road receipt area. Manual trailer covers are not permitted for use on the PKCT site, eliminating the need for a truck driver to exit the truck cabin to remove or re-instate a trailer cover.

Truck Wash

All trucks are to pass through a truck wash when leaving the client mine and also after tipping at PKCT, before leaving the site. To ensure effective washing, trucks must obey the

truckwash's traffic signals and signage at entry and proceed through the truckwash at an appropriate speed, no faster than 5km/h.

Equipment Performance

It is the driver's responsibility to report all vehicle faults and it is the owner's responsibility to ensure that the vehicle is maintained to ensure safe vehicle operations.

15) COAL BERTH ROAD RECEIVAL

Truck Unloading

- ◆ Remain in the truck at all times
- ◆ Ensure you are unloading in the correct zone.
- ◆ Ensure your truck is aligned centrally on the road receival bin.
- ◆ Find a location along the grid where there is sufficient room in the bin to accommodate the load.
- ◆ Raise tray in a controlled fashion at a speed that ensures that coal isn't deposited on the adjacent roadway or pedestrian access way.
- ◆ Do not unload at a location where the bin is full.
- ◆ Do not tip load directly onto the main cross beam in bins.
- ◆ Do not reverse over reversing over unloaded material on the hopper grids with their trailers raised.

NB Water sprays are installed on the western side of the roadway adjacent to the road receival bins. These sprays may be activated from time to time to control dust.

16) TRAFFIC LIGHTS AND BIN SENSORS

Road receival bins have a traffic light/ bin sensor system for guiding truck drivers on where best to tip. A red light provides an indication that the bin is full. Drivers should do a visual check to confirm. Inadvertent unloading when the bin is full will cause difficulties for trucks following and also result in increased coal deposits on adjacent roadways.

17) LIGHT VEHICLE INTERACTIONS

If for any reason a light vehicle needs to access the bin top, communication with trucks in the area must be made via UHF Channel 10 silent is required.

18) CLEARWAYS

At various locations along the entry road and road receival road, the road is marked by hatched lines. Do not park or stop across these areas as this will impede access to adjacent driveways and access ways.

19) DESIGNATED PARKING

There is a designated parking area for access to amenities is located adjacent to the amenities block. This area allows for no more than three (3) trucks to park at any one time. At the designated parking area, truck drivers must secure their vehicle (including the application of the park brake) prior to egressing the cab. All drivers are to egress the cab on the kerb side of the roadway.

20) BOOM GATE

A boom gate is installed to control traffic and may be lowered by the Main Control to prevent access to the grids. This may be needed for clean-up or maintenance purposes. Wherever possible, consideration shall be given to truck arrivals to minimise impact on traffic flows.

21) MOBILE PLANT

At times when PKCT is using the water cart or front end loader around the road receival grids, trucks must wait for PKCT direction to dump.

NB The road receival area is often to unmanned by PKCT personnel. In case of an operational requirement, contact PKCT personnel in the vicinity or notify PKCT's Main Control Tower on 4221 1807.

22) TRUCK WASH

Drivers must ensure that trucks pass through an operating truck wash after unloading and exiting site. If the truck wash is not operating, report immediately.

To ensure, effective truck washing, drivers are to assist be proceeding through the truck wash slowly and stopping if necessary if build up on tail gates and draw bars is particularly heavy or if the coal is sticky.

The truck wash uses recycled water which is recirculated with recycled water top up. Recycled water is high quality. Visually, it is clear and doesn't have any notable odour. Through recirculation, the water will have some suspended solids content. If water is dark, report to the Main Control Room immediately.

23) MANUAL TRUCK WASH STATION (TEMPORARY)

A manual truck wash station is available for cleaning of coal build-up from the truck's dolly, drawbar and tailgate. The manual truck wash station is located downstream of the truck wash.

AT NO STAGE shall a truck driver exit the truck cabin while on the active road receipt circuit. The truck driver shall contact the Truck Wash Operator on UHF Channel 10 (silent) to commence visual inspection and manual wash.

Once the Truck Wash Operator confirms that all coal build-up has been removed the truck, the truck driver may proceed to the eastern truck wash lane. If all coal build-up cannot be removed readily and requires extensive washing, the Truck Wash Operator will instruct the truck driver to proceed to an alternative wash down point.

24) AREA HOUSEKEEPING AND MAINTENANCE

Where truck drivers identify a need for housekeeping (cleaning of coal build-up on the grids) or maintenance (blocked sprays on truck wash, etc) they are to notify PKCT personnel.

25) OPERATIONAL PLANS

PKCT has various operational plans in place covering trucking operations on site. Plans are developed through risk assessment and by undertaking Job Safety and Environment Analysis (JSEA). Tool box meeting are used for communications.

Compliance with the plans is required. These are being reviewed to determine whether any improvements are required. Implementation of new plans or changes shall be done in consultation with trucking companies. The plans cover the following operations:

- ◆ Backloading to Coal Berth Road Receipt: Bulk Products Berth.

26) INCIDENT MANAGEMENT AND REPORTING – NON-PKCT ROADS

To ensure that traffic impacts are minimised in the event of an incident, rapid response from the Road Transport Provider is required.

The following flowchart shows the steps that must be followed to ensure that any incident is cleared as quickly as possible

**PORT KEMBLA COAL TERMINAL
HSEC
PKCT Drivers Code of Conduct**



Procedure
PR.HS.1006
Status: Pending
Version: 1.1
Doc ID: 1006
Page 18 of 25



To ensure quick response, all incidents must be reported immediately to your shift supervisor. For incidents on the public road network contact emergency services and RMS as required and others if support is needed. For incidents at the mine site and PKCT, the site controller shall be contacted (i.e. mine site or PKCT as appropriate).

27) CONTACT NUMBERS

	Emergency Contact Numbers
Emergency Services	000
RMS Transport Management Centre	131700
Port Kembla Coal Terminal Emergency Number	0242-211812
Shipper	The mine site's emergency number as advised

28) MANAGEMENT OF NON COMPLIANCES

Trucking Companies shall ensure their drivers (including sub-contractors) are instructed on PKCT's requirements and provide the necessary supervision and corrective actions to ensure compliance. Where non compliances with these procedures are observed PKCT representatives will:-

This is a Controlled Document in SharePoint Controlled Documents Library

UNCONTROLLED IF VIEWED OUTSIDE OF SHAREPOINT; valid for 48 Hours from time printed

AUTHORISED BY: Michael Curley, HSE & Risk Superintendent- **Date Authorised:** 14/11/2019

PORT KEMBLA COAL TERMINAL
HSEC
 PKCT Drivers Code of Conduct



Procedure
 PR.HS.1006
 Status: Pending
 Version: 1.1
 Doc ID: 1006
 Page 19 of 25

- (1) **1st Occasion:** Where possible approach the driver involved, draw attention to the non-compliance and advise of the behaviour required. Take the registration number of the truck and the fleet number (large number displayed on rear of trailer) of the truck and advise that the incident will be recorded as a warning under this procedure in the PKCT Event Management System and that three warnings will result in the driver being precluded from entering PKCT. If unable to approach the driver, communication should be made with both the trucking company's supervisor on site and/or PKCT management to progress this issue in a timely manner. A PKCT event will be created by a PKCT Representative to record and track this issue.

The relevant Shipper will be notified of the incident in writing and requested to do the following:-

- a) Formally advise the person of the warning.
- b) Counsel the person involved and advise of the consequences of further non compliances.
- c) Reinstruct the person of PKCT's requirements.
- d) Notify PKCT of the driver's name for PKCT's records.

- (2) **2nd Occasion:** Where possible approach the driver involved, draw attention to the non-compliance and advise of the behaviour required. Take the registration number of the truck and the fleet number (large number displayed on rear of trailer) of the truck and advise that the incident will be recorded as a warning under this procedure in the PKCT Event Management System and that three warnings will result in the driver being precluded from entering PKCT. If unable to approach the driver, communication should be made with both the trucking company's supervisor on site and/or PKCT management to progress this issue in a timely manner. A PKCT event will be created by a PKCT Representative to record and track this issue.

The relevant Shipper will be notified of the incident in writing and requested to do the following: repeat the steps (a) to (d) advise the driver that this is the their second warning and that a third will result in the driver being precluded from entering PKCT of the second warning.

- (3) **3rd Occasion:** If a PKCT employee observes a non – compliance and it is found that a driver has received two previous warnings, the trucking company shall do (a) and (d) and advise the driver he is banned from the site.

29) TRUCK BREAKDOWN RESPONSE

In the event that a truck driver needs to exit the cab at PKCT site for any reason (outside the designated parking area) the following process steps apply:

1. The truck driver is to make their truck safe, secure as per the parking procedure and stay in the cab.
2. Truck driver to notify other drivers in the area.
3. Truck driver to notify the Road Supervisor and communicate the current situation.
4. The Road Supervisor is to notify immediately PKCT's Main Control Tower on 4221 1807 to dispatch the PKCT representative and isolate the circuit if required.
5. A PKCT representative will attend the site to ensure the area is made safe and make any necessary PKCT operational decisions.
6. Truck driver only to exit the cab at the direction of the Road Supervisor / PKCT representative and upon confirmation that the truck is secure. Chock vehicle as required.
7. For any services that the trucking companies organise to attend site in response to the break down, the following protocols should be complied with:
 - a. The person attending site will need to be inducted to PKCT site (or be escorted on site by a PKCT representative).
 - b. Prior to any work on our site an Authority to Work form will need to be generated and authorised by a PKCT representative, inclusive of a JSEA for that specific work on PKCT site.

- c. While on our site ensure all road signs and PKCT Truck driver rules are followed as per this procedure.

In the event that a truck breaks down outside of PKCT site boundary, but within the inner harbour terminal boundary, the same level of safety and environmental standard is recommended as that stated above. When not on PKCT site, i.e. Port Kembla Rd or seawall Rd, trucking company employees will need to work with PKCT to mitigate any safety, environmental and operational implications in these areas.

30) SPILLS

If there is a product spill while loading/unloading or en-route the driver must;

- ◆ Put out warning triangles where it is safe to do so
- ◆ Immediately warn persons in the area who may be at risk. If there is flammable material, all people should be warned.
- ◆ Inform the Shift Supervisor immediately so that emergency services can be contacted, where applicable, and clean up can be initiated. All spills must be adequately cleaned up and waste disposed of in an acceptable environmental manner. The Road Transport Provider shall include PKCT and/or Shipper in notifications as part of the emergency response where support is needed or subsequently as part of incident reporting (refer DCCIP).

31) HAZARD REPORTING

Road conditions and traffic hazards can impact on road safety and increase noise impacting on residential area. Items such as potholes and poor sequencing of traffic lights shall be reported by drivers to shift supervisors. Road Transport Providers shall notify Shippers who shall investigate and action as appropriate.

32) IMPLEMENTATION, COMPLIANCE MONITORING AND REVIEW

Under this DCC it is proposed that regular audits of the DCC will be carried out to monitor performance, particularly in relation to noise minimisation around PKCT.

Audits will be completed regularly by PKCT, Shippers and Road Transport Providers checking compliance against the DCC including the following activities:

- ◆ Speed of trucks

**PORT KEMBLA COAL TERMINAL
HSEC
PKCT Drivers Code of Conduct**



Procedure
PR.HS.1006
Status: Pending
Version: 1.1
Doc ID: 1006
Page 22 of 25

- ◆ Compression braking
- ◆ Truck washing and correct use of truckwash
- ◆ Load covering

In addition to the above audits, formal observations will be made of compliance by the Road Transport Providers, Shippers and PKCT.

Audits and observations will cover road transport in the following areas;

- ◆ En-route from mine to PKCT.
- ◆ At PKCT and
- ◆ At mine site

The Driver's Code of Conduct Implementation Program MP.BM.453 sets out the means by which the Code of Conduct is applied.

This Implementation Program:

- ◆ Incorporates the key elements of the DCC.
- ◆ Clarifies the process for management implementation of the DCC.
- ◆ Provides transparency for responsibilities by all stakeholders including PKCT, Shippers and their Road Transport Providers.

The key elements of the Implementation Program include:

- ◆ Commitment to DCC
- ◆ Monthly Reports, Quarterly Meetings and Annual Review and Report
- ◆ Key operational focus areas
- ◆ Driver Induction Program
- ◆ Audits and Enforcement.

Review of the DCC and its associated Implementation Program shall be undertaken in accordance with DP&E Project Approval 08_0009 and shall entail an annual review of DCC performance. Results shall be reported in the Annual Environment Management Report (AEMR).

AEMR's are submitted to the DP&E and made available to other regulators and the community through PKCT's web site www.pkct.com.au. Reviews are also undertaken through the Independent External Audit (IEA) process, initially 2 years from the original DPI project approval date and 3 years thereafter.

Driver Summary Sheet

The aim of the PKCT Driver's Code of Conduct is to minimise the impacts associated with deliveries to PKCT on the community. As a professional driver engaged to deliver product to PKCT, you are required to drive in a responsible manner and adhere to all requirements of the Driver's Code of Conduct.

Travel Times

Wollongong Coal No 1 Mine: Despatch of road haulage of coal from Wollongong Coal via Bellambi Road is permitted to PKCT between 7am and 10pm Monday to Friday, and 8am to 6 pm on Saturday and Sunday or public holidays.

West Cliff Coal Preparation Plant: Road haulage of coal is permitted to PKCT on a 24 hour 7 day per week basis.

Dendrobium Coal Preparation Plant: Road haulage of coal is permitted to PKCT on a 24 hour 7 day per week basis.

Haulage Routes

All haulage trucks travelling to and from PKCT will do so by using major arterial roads. Major arterial roads include those listed in the table below;

Mt Ousley Road	Bellambi Lane
Northern Distributer	F6 Freeway
Masters Road	Springhill Road
Port Kembla Road	

PKCT Road Delivery Standards

Heavy Haulage Drivers will observe the following while en- route to PKCT or while on the PKCT site:

- ◆ Observe all road rules including speed limits as signposted
- ◆ Obey the sign posted speed limit on Bellambi Lane.
- ◆ Stay on the outer two lanes while travelling down Mt Ousley Rd and take care when merging
- ◆ Hold a valid driver's licence for the class of vehicle that you operate

**PORT KEMBLA COAL TERMINAL
HSEC
PKCT Drivers Code of Conduct**



Procedure
PR.HS.1006
Status: Pending
Version: 1.1
Doc ID: 1006
Page 24 of 25

- ◆ Where safe to do so, avoid applying compression brakes near residences and in built up areas
- ◆ Do not apply compression brakes approaching the intersection of Port Kembla Road and Springhill Road wherever possible. Compression braking on Masters Road should be avoided.
- ◆ Operate the vehicle in a manner that minimises vehicle noise
- ◆ Have the load covered from the mine to the PKCT road receival area. The gates at the end of Port Kembla Road denote the start of the PKCT Road Receival Area.
- ◆ Not queue on Springhill Road (Queuing is only permitted on Tom Thumb and Port Kembla Road)
- ◆ Position trucks over tipping grates before commencing tipping at PKCT
- ◆ Use the truck wash obeying signage and/ or traffic lights as applicable and pass through at an appropriate speed to ensure an effective wash (no greater than 5km/hr).
- ◆ After tipping, ensure tailgate is locked before leaving PKCT.
- ◆ Approach speed hump at the gate of PKCT slowly to avoid creating excessive noise.
- ◆ Report spills, (coal or hydrocarbon).
- ◆ Report hazards or poor road conditions e.g. potholes or poorly sequenced traffic lights which may present a traffic hazard or noise concern.
- ◆ It is the driver's responsibility to report all vehicle faults and the owner's responsibility to ensure the vehicle is maintained.

Incident Management

To ensure quick response, all incidents must be reported immediately to your shift supervisor. For incidents on the public road network contact emergency services and RMS as required and others if support is needed. For incidents at the mine site and PKCT, contact the site controller (i.e. mine site or PKCT as appropriate).

Contact Numbers:

This is a Controlled Document in SharePoint Controlled Documents Library

UNCONTROLLED IF VIEWED OUTSIDE OF SHAREPOINT; valid for 48 Hours from time printed

AUTHORISED BY: Michael Curley, HSE & Risk Superintendent- **Date Authorised:** 14/11/2019

Printed Date:

Printed By:

PORT KEMBLA COAL TERMINAL
HSEC
PKCT Drivers Code of Conduct



Procedure
PR.HS.1006
Status: Pending
Version: 1.1
Doc ID: 1006
Page 25 of 25

	Contact Number
Emergency Services	000
RMS Transport Management Centre	131700
Port Kembla Coal Terminal	42211812 (emergency number); 42211806, 42211807
Shipper	mine site's emergency number as advised

This is a Controlled Document in SharePoint Controlled Documents Library

UNCONTROLLED IF VIEWED OUTSIDE OF SHAREPOINT; valid for 48 Hours from time printed

AUTHORISED BY: Michael Curley, HSE & Risk Superintendent- **Date Authorised:** 14/11/2019



Site	Russell Vale Colliery	DOC ID	RVC EC PLN 015
Type	Management Plan	Date Published	06/07/2021
Doc Title	Russell Vale Colliery - TMP		

APPENDIX D – DANGEROUS GOODS LICENCE



Acknowledgement Number: NDG021269

08 September 2015

WOLLONGONG COAL LIMITED
NRE NO 1 COLLIERY NO 4 SHAFT & RUSSELL VALE W/S
PO Box 281
FAIRY MEADOW NSW 2519

Dear Sir / Madam

RE: Notification of Hazardous Chemicals on Premises

PREMISES: OFF PICTON RD, WILTON NSW 2571, AUSTRALIA

Please find enclosed your Acknowledgement of Notification for the storage and handling of hazardous chemicals at the above premises. Only storage locations on this site that are above placard quantities (as described in Schedule 11 of the *Work Health and Safety Regulation 2011*) are recorded on this Acknowledgement of Notification.

You are required to notify WorkCover NSW to amend your notification record at least 14 days prior to any changes occurring in your details, including any significant change to the type, quantity, location or storage of hazardous chemicals, for change of contact details including emergency contacts, or if you no longer occupy the site.

Examples of when to notify us are explained in the *Notifications for Schedule 11 hazardous chemicals and abandoned tanks* guide. The guide and a copy of the notification form is available on the WorkCover NSW website at www.workcover.nsw.gov.au.

For more information on hazardous chemicals legislation, please visit the Workcover NSW website www.workcover.nsw.gov.au or call us on 13 10 50.

Yours sincerely,



Fiona Hayman
Operations Manager, Customer Service Centre
WorkCover Authority of NSW

Customer Service Centre – Operations

Ph: 13 10 50 Fax: 02 9287 5500

08 September 2015

WOLLONGONG COAL LIMITED
NRE NO 1 COLLIERY NO 4 SHAFT & RUSSELL VALE W/S
PO Box 281
FAIRY MEADOW NSW 2519

ACKNOWLEDGEMENT OF NOTIFICATION OF HAZARDOUS CHEMICALS ON PREMISES

ISSUED UNDER AND SUBJECT TO THE PROVISIONS OF THE WORK HEALTH AND SAFETY
ACT 2011 AND REGULATION THEREUNDER

Acknowledgement Number NDG021269

Issued To WOLLONGONG COAL LIMITED

Trading as NRE NO 1 COLLIERY NO 4 SHAFT & RUSSELL VALE W/S

Premises where notified hazardous chemicals are stored/handled

OFF PICTON RD, WILTON NSW 2571, AUSTRALIA

Emergency Contacts for this site:

1. Rhys Brett

Ph: 02 4423 6827

Site Staffing Site Hours: Site Hours: 10 HRS 5 DAYS/ 10 STAFF

This acknowledgement must be retained as PROOF OF NOTIFICATION
You must notify WorkCover of applicable changes, specified in the Work Health and Safety
Regulation 2011, to the Hazardous Chemicals used, handled or stored on these premises.

Issued To WOLLONGONG COAL LIMITED
Acknowledgement Number NDG021269

08 September 2015

Storage ID	Storage Type	Maximum Storage Capacity (Kg/L)		
2	Cylinder Store	171Kg		
UN Number	Product Name	Class/Division	Typical Quantity	Packing Group
1075	PETROLEUM GASES, LIQUEFIED	2.1	171Kg	
Storage ID	Storage Type	Maximum Storage Capacity (Kg/L)		
4	Above Ground Tank	2500L		
UN Number	Product Name	Class/Division	Typical Quantity	Packing Group
1791	HYPOCHLORITE SOLUTION	8	1000L	III
Storage ID	Storage Type	Maximum Storage Capacity (Kg/L)		
5	Underground Tank	5000L		
UN Number	Product Name	Class/Division	Typical Quantity	Packing Group
00C1	DIESEL	C1	0L	
Storage ID	Storage Type	Maximum Storage Capacity (Kg/L)		
1	Above Ground Tank	7500L		
UN Number	Product Name	Class/Division	Typical Quantity	Packing Group
1075	PETROLEUM GASES, LIQUEFIED	2.1	7500L	
Storage ID	Storage Type	Maximum Storage Capacity (Kg/L)		
3	Above Ground Tank	9500L		
UN Number	Product Name	Class/Division	Typical Quantity	Packing Group
00C1	COMBUSTIBLE LIQUIDS	C1	1000L	

This acknowledgement must be retained as PROOF OF NOTIFICATION
You must notify WorkCover of applicable changes, specified in the Work Health and Safety Regulation 2011, to the Hazardous Chemicals used, handled or stored on these premises.