



Traffic Management Strategy

Traffic Management Strategy

Document Control

Rev	Description	Prepared By	Approved By	Date
0	Removal of traffic related content from the Biodiversity and Land Management Plan and the creation of a stand-alone Traffic Management Plan for TRL.	J Burton	W. Olson	25/11/2025
0.1	Minor amendments to Section 8.1 following consultation with TfNSW (letter dated 4 February 2026).	J Burton	W. Olson	6/02/2026
1.0	Updated to include the Constellation Project.	J Burton	W. Olson	12/02/2026
1.1	Updated to include consultation outcomes from Transport for NSW and Bogan Shire Council. Minor amendments to Section 7.1.1, Section 7.2.1, Section 7.2.2, Section 7.3 and Section 7.6.	J Burton	W. Olson	24/03/2026
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Definitions

The following acronyms and definitions are used in this TMS.

AS/NZS	Australian Standards/New Zealand Standards
ATP	Avoca Tank Project – a mining project associated with the North East Copper Mine.
Bogan River	The ultimate receiving environment for runoff waters from the catchment in which the TRL mining operations are located.
Community Consultative Committee	A committee composed of representative community members whose role it is to be consulted and provide feedback on key issues regarding TRL's mining operations.
Competent manner	Possessing the requisite knowledge, skill, and judgment for the task or duty; exercising those attributes appropriately in the particular circumstances; performing the task with reasonable care, diligence, and timeliness; meeting the standard that a reasonable person in that role would expect.
Copper Concentrate	Copper concentrate is a raw material produced from copper ore through a process called beneficiation, where the copper content is increased
COS	Coarse Ore Stockpile
DA	Development Application – formal requests for permission to carry out development activities under specific conditions.
Day	The period from 7 am to 6 pm on Monday to Saturday, and 8 am to 6 pm on Sundays and Public Holidays
DPHI	NSW Department of Planning, Housing and Infrastructure.
Drivers Code of Conduct	The drivers code of conduct sets out the minimum accepted standards for operating heavy mining related (road registered) vehicle on public roads in the vicinity of Tritton Copper Operations.
EIS	Environmental Impact Statement – document assessing environmental impacts and proposing mitigation measures.
EMS	Environmental Management Strategy – Overarching / framework environmental management document for Tritton
EPA	NSW Environmental Protection Authority
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999 – federal law protecting matters of national environmental significance.
EPL	Environment Protection Licences – issued under the NSW Protection of the Environment Operations Act 1997.
Evening	The period from 6 pm to 10 pm
Environment	Environment means components of the earth, including— (a) land, air and water, and (b) any layer of the atmosphere, and (c) any organic or inorganic matter and any living organism, and (d) human-made or modified structures and areas, and includes interacting natural ecosystems that include components referred to in paragraphs (a)–(c).
Harm to the Environment	Harm to the environment includes any direct or indirect alteration of the environment that has the effect of degrading the environment and, without limiting the generality of the above, includes any act or omission that results in pollution.

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Incident	A set of circumstances that causes or threatens to cause material harm to the environment.
INX	A commercial document control, incident investigation and action management system adopted and used by TRL.
JHA	Job Hazard Analysis - a systematic process that identifies potential hazards associated with specific job tasks or activities to improve workplace safety and environmental management.
Material harm	Harm to the environment is material if— - it involves actual or potential harm to the health or safety of human beings or to ecosystems that is not trivial, or - it results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000 (or such other amount as is prescribed by the regulations), and - 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. For the purposes of this Part, it does not matter that harm to the environment is caused only in the premises where the pollution incident occurs.
MCM	Murrawombie Copper Mine – a copper mining operation operated by Tritton Resources under Mining Lease 1280.
ML	Mining Lease – a legal right to extract minerals within a specified area.
NECM	North East Copper Mine – a mining site operated by Tritton Resources, part of the North East Mine operations.
Night	The period from 10 pm to 7 am on Monday to Saturday, and 10 pm to 8 am on Sundays and Public Holidays
OEM	Original Equipment Manufacturers
Preliminary Hazard Analysis	A Preliminary Hazard Analysis (PHA) is an initial safety assessment that identifies potential hazards and risks early in the design or planning stages of a system, process, or project.
Risk Assessment	A risk assessment is a systematic process of evaluating the potential risks that may be involved in an activity; including an assessment of consequence and likelihood.
ROM	Run of Mine Pad - an area for storing unprocessed ore before it is sent for processing.
RMS	NSW Roads and Maritime Services, now called Transport for NSW (TfNSW)
Sensitive Receiver	Refers to a location or area that is particularly vulnerable to the impact of noise, pollution, or other environmental disturbances.
Surface Disturbance Permit	A permit required for clearance or disturbance of land to ensure that environmental impacts are minimized.
TARP	Trigger Action Response Plan
TCM	Tritton Copper Mine – a copper mining operation owned by Tritton Resources located near Nyngan, NSW.
TfNSW	Transport for NSW (formally Roads and Maritime Services (RMS)) are the lead government agency for the development of safe, integrated and efficient transport systems for the people of NSW.
TIA	Traffic Impact Assessment.
TRL	Tritton Resources Limited – the company managing the Tritton Copper Operations.

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TSF	Tailings Storage Facility – a site for storing waste materials from mining after the extraction of valuable minerals.
WRE	Waste Rock Emplacement – areas designated for storing waste rock extracted during mining.
WAD	Works Authorisation Deed

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1. INTRODUCTION

Tritton Resources Limited (TRL), a wholly owned subsidiary of Aeris Resources Limited operates the Tritton Copper Mine (ML1544), the Girilambone Copper Mine complex (including the Murrawombie Copper Mine (ML1280), North East Copper Mine (ML1383) and the Avoca Tank Project (ML1818)) and the Constellation Project. The Mines are located west and north-west of Nyngan, in the Bogan Shire Council Local Government Area (LGA) within the central west region of New South Wales. The location of the five mining operations is provided in Figure 1.

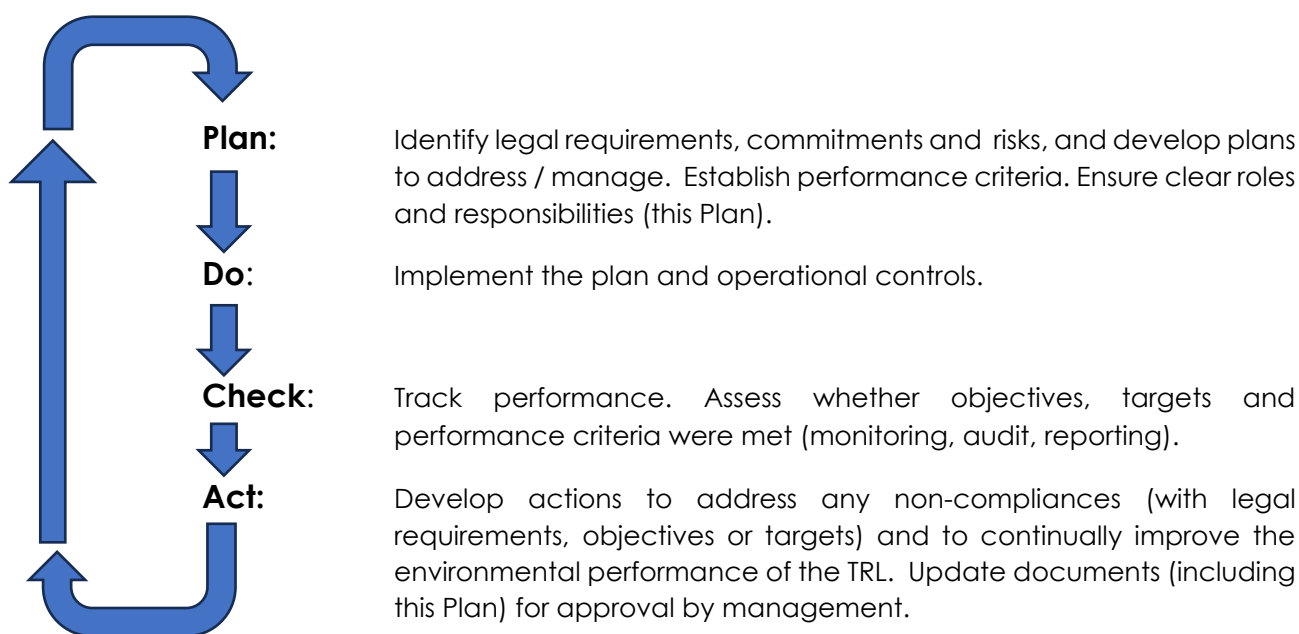
These sites are collectively referred to as 'Tritton Copper Operations'.

1.1. Purpose

The purpose of the Traffic Management Strategy (TMS) is to describe the key risks and compliance requirements as they relate to impacts from mine related traffic on public road infrastructure, other road users and private landholders adjacent to public roads in the vicinity of the Tritton Copper Operations. The TMS outlines the key management strategies and actions to meet regulatory requirements and mitigate and manage potential traffic related risks.

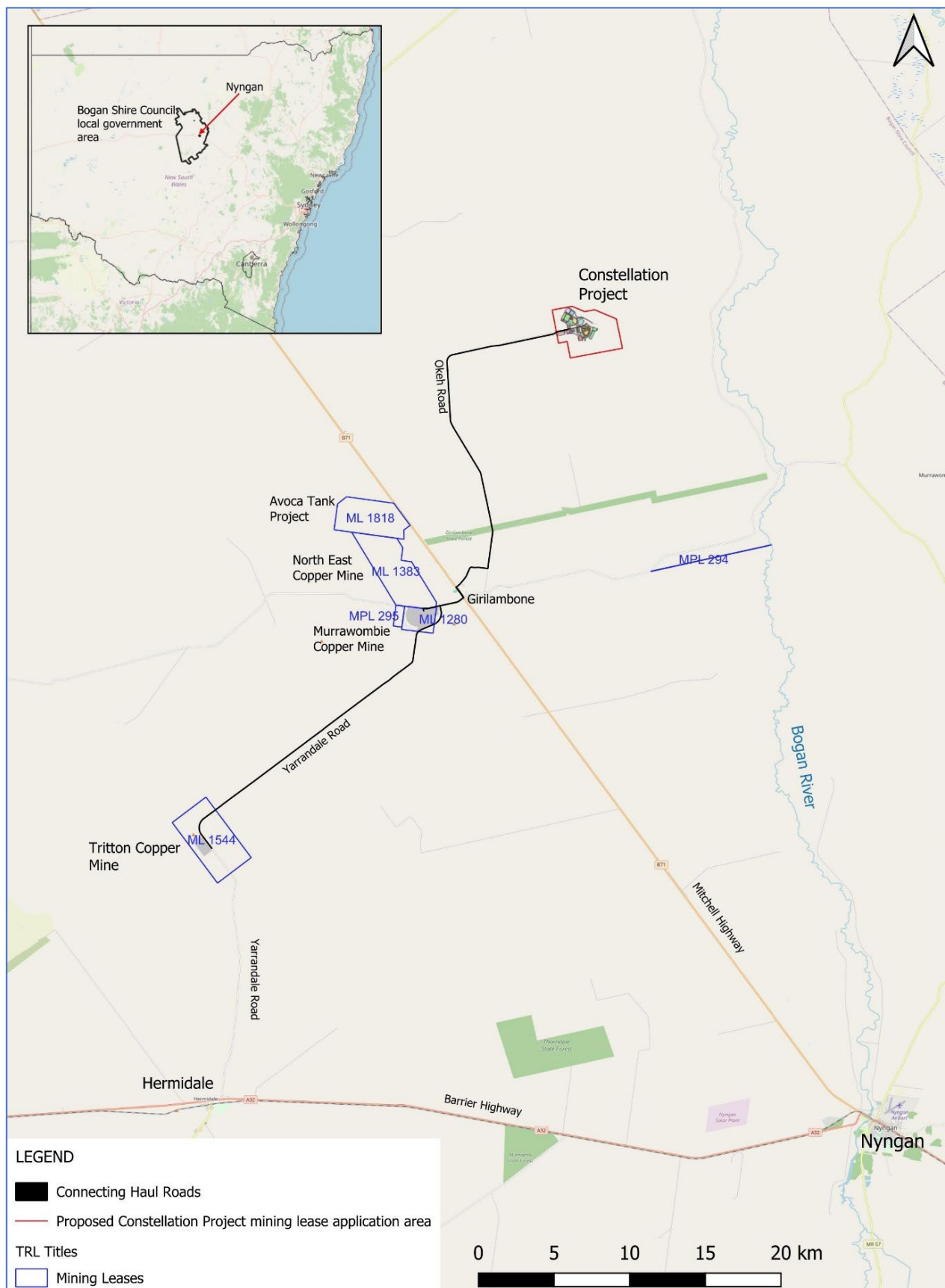
1.2. Relationship to Environmental Management System

The TMS forms part of the overall Environmental Management Framework at Tritton Resources Limited (TRL). The Environmental Management Framework is further described in the Environmental Management Strategy (TRL-HSET-PLN-0023) which includes alignment with the AS/NZS ISO 14001:2016 - Environmental Management Systems. The EMS broadly includes the following key aspects:



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Figure 1 Site Locality



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1.3. Scope

The scope of the TMS includes the five current mining operations owned by Aeris Resources / Tritton Resources Limited (TRL) in the vicinity of Nyngan, including:

- Tritton Copper Mine (TCM) (DA 41/98 (including Modification 9) and Mining Lease 1544)).
- Murrawombie Copper Mine (MCM) (DA 1/91 (including Modification 5 (DA 2015/010/4) and Mining Lease 1280)).
- North East Copper Mine (NECM) (DA 6/95 (including Modifications) and Mining Lease 1383)).
- Avoca Tank Project (ATP) (DA 10/2015/004/003 (including Modification 2) and Mining Lease 1818)).
- The Constellation Project (CP) (SSD-41579871).

In accordance with Condition C35(a)(i) of the Constellation Project Development Consent (SSD-41579871), this TMS has been prepared by qualified and experienced persons, including:

- Joshua Brydges - Principal Transport Planner, AECOM;
- Jeff Burton - Director, Burton Environmental;
- William Olson - Environmental Superintendent, Tritton Copper Operations; and
- Gemma Brown - Principal Environment and Mine Closure Planning, Aeris Resources Limited.

1.4. Objectives

The overarching aim of this TMS is to minimise impacts from mine related traffic on roads infrastructure, other road users and landholders located adjacent to public roads in the vicinity of the Tritton Copper Operations.

Key objectives for the management of traffic related impacts include the following:

- to provide a description of predicted traffic volumes and associated impacts;
- identify potentially affected stakeholders;
- outline strategies and management measures to eliminate, reduce and / or mitigate impacts;
- to clearly define the responsibilities and accountabilities of TRL employees with regards to the management of traffic related impacts; and
- to assess the effectiveness of management measures and identify (continuous) improvement opportunities.

This TMS meets the following requirements:

- Condition 6(iii) and Condition 37A of the TCM Development Consent (DA41-98) requiring the preparation of a Traffic Management Strategy and the preparation and implementation of a Code of Conduct for the transportation of waste rock and tailings on public roads;

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Site: Tritton	Revision No: 1.2	Published Date: 00/00/0000	Next Review Date: 00/00/0000	Page: 11 of 75
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- Condition B25 of the ATP Development Consent (DA 10/2015/004/003) requiring the preparation and implementation of a Code of Conduct for the transport of materials on public roads; and
- Condition C35 of the Constellation Project Development Consent (SSD-41579871) requiring the preparation of a Traffic Management Plan.

The TMS includes traffic management aspects as they relate to external impacts on community stakeholders and the environment. TRL maintain an internal Traffic Management Plan (TRL-HSET-PLN-0019) that manages site based mining fleet and light vehicle movements and interactions predominantly from a safety perspective; these aspects have not been included in this TMS.

2. STATUTORY REQUIREMENTS

2.1. Legislation

Regulatory requirements apply to vehicle use on public roads. Key legislation as it applies to this TMS is presented in the following sections:

2.1.1. *Environmental Planning and Assessment Act 1979 (NSW)*

The Environmental Planning and Assessment Act (EP&A Act) is the core legislation relating to planning and development activities in NSW and provides the statutory framework under which development proposals are assessed and approved. The EP&A Act aims to encourage the proper management, development and conservation of resources, environmental protection and ecologically sustainable development. Part 4 of the Act details how authorities are to determine development applications, as well as identifying whether projects require an Environmental Impact Statement (EIS).

The five TRL mining operations / project sites have been approved under Part 4 of the EP&A Act.

2.1.2. *Road Transport Act 2013, Road Rules 2014 (Regulation) and Road Transport (General) Regulation 2021*

The *Road Transport Act 2013* and associated regulations govern general road rules in NSW and the securing of loads.

Road Rules 2014 (Regulation) provides the road traffic regulations for New South Wales (NSW), which were enacted under the *Road Transport Act 2013* and serve as the current, in-force legislative framework for Australian Road Rules in NSW. They specify rules for drivers on matters such as speed limits, keeping left, overtaking, and using intersections and roundabouts.

In NSW, securing loads is governed by the *Road Transport (General) Regulation 2021* and the *Road Rules 2014*, which require loads to be secured so they don't fall, dislodge, or cause instability. For heavy vehicles, the *Load Restraint Guide for Heavy Vehicles 2025* provides performance standards for restraint systems, ensuring loads can withstand forces like 0.8g deceleration. Drivers of all vehicles must ensure their load is properly secured, and failure to do so can result in fines and demerit points.

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2.1.3. Roads Act 1993

The Roads Act 1993 (NSW) is the primary legislation governing public roads in New South Wales, establishing the framework for road management, development, and usage, covering asset ownership (councils/TfNSW), opening/closing roads, public access rights (right of passage & property access), regulating construction/events (\$138 approvals), and managing road assets like bridges, while sitting alongside other acts for transport rules (Road Transport Act) and planning (EP&A Act).

2.1.4. Other legislation

Other legislation that is applicable to vehicles and transport activities associated with Tritton Copper Operations include the following:

- Road Transport (Mass, Loading and Access) Regulation 2005;
- Road Transport (Safety and Traffic Management) Act 2013;
- Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999;
- Road Transport (Vehicles Registration) Act 1999;
- Road Transport (Vehicles Registration) Regulation 2017;
- Heavy Vehicle National Law (HVNL) Act 2012;
- Heavy Vehicle National Law and Other Legislation Amendment Bill 2018;
- Heavy Vehicle National Regulations;
- Heavy Vehicle (Fatigue Management) National Regulation;
- Heavy Vehicle (General) National Regulation;
- Heavy Vehicle (Mass, Dimension and Loading) National Regulation; and Heavy Vehicle (Vehicle Standards) National Regulation

2.2. Conditions of Consent

The management of mine-related traffic impacts on public roads is regulated by the various TRL Development Consents (Section 1.3). Specific conditions, as they relate to traffic are replicated below (Table 1).

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Table 1 Compliance Conditions of Consent

Condition No.	Condition	Section Where Addressed
DA 41/98 – Tritton Development Consent (Modification 9) (11 September 2025)		
6	The Applicant must prepare an Environmental Management Plan (EMP) for the mining operation, which must include, the preparation of the following: (iii) a Traffic Management Strategy prepared in consultation with TfNSW and Council, including a Driver's Code of Conduct;	This TMS
	The EMP must be prepared to the satisfaction of the Secretary in consultation with relevant agencies and shall be submitted at least 1 (one) month prior to the commencement of construction, or within such period as otherwise agreed to by the Secretary.	Section 5
33	All heavy vehicle movements associated with the development must use the Barrier Highway and the sealed section of Yarrandale Road for site ingress and egress, ie with the exception of any movement of equipment and supplies between the Girilambone Mine and the Tritton Project Site, and the transportation of waste rock and tailings.	Section 7.2
33A	The Applicant may: (a) transport up to 30,000 tonnes of waste rock from the site in any calendar year; (b) receive up to 1.8 million tonnes of ore or waste rock material in any calendar year; and (c) transport up to 500,000 tonnes of tailings material from the site to the Tritton Copper Operations in any calendar year.	Section 7.2
33B	The Applicant must ensure: (a) all vehicles exporting waste rock enter and exit the site via the haul road entrance/Yarrandale Road intersection (see Appendix 1); (b) transportation of waste rock only occurs between 7.00 am and 10.00 pm; and (c) that no more than 50 laden heavy vehicle loads of drill cuttings are received at the site per calendar year, unless otherwise agreed by the Secretary. Note: One laden heavy vehicle load equals two truck movements (ie one in and one out).	Section 7.2

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Condition No.	Condition	Section Where Addressed
34	Prior to the commencement of construction of the mine or as otherwise agreed to by the TfNSW and Council, the Applicant must at its own cost: i) seal the length of Yarrandale Road to a width of 7 metres, from the end of the existing seal to the Tritton project site; ii) upgrade the intersection of Yarrandale Road and the Barrier Highway to an intersection type AUR for westbound traffic on the Barrier Highway, and the intersections for both northbound and southbound traffic on Yarrandale Road to intersections type BAL 4.8.35 for use by articulated vehicles in accordance with the TfNSW* Road Design Guidelines; iii) in consultation with the TfNSW, ensure that there is an adequate bitumen area to accommodate the sweep path generated by the vehicles that will regularly use the site during both the construction and operational phase; iv) prior to carrying out any concentrate transport operations (other than during daylight hours), provide adequate overhead night time lighting for the intersection of the Barrier Highway and Yarrandale Road to the approval of the TfNSW and Council; v) construct the turnout to the Tritton site from Yarrandale Road to an intersection type AUL in accordance with the TfNSW* Road Design Guide (1991). This area must include a suitable deceleration length applicable to all proposed transport modes; vi) in accordance with the TfNSW* Road Design Guide (1991) provide an appropriate intersection for right turn movements into the Girilambone Mine Site to the satisfaction of Council; vii) to the approval of the TfNSW and Council, erect appropriate warning signs on both approaches to both the turnout to the Tritton site and on both approaches to the Yarrandale Road intersection. At a minimum, the signs must comprise a TRUCK sign (Entering or Crossing) sign type W5-22C and with a DISTANCE sign, sign type W8-5C located beneath it. The distance sign is to show a distance of 200 metres; and viii) provide GIVE WAY signs, sign type R1-3B on the access road facing traffic about to enter Yarrandale Road, and on Yarrandale Road facing traffic about to enter the Barrier Highway.	Complete.
35	Any road works undertaken on or adjacent to the Highway formation are to be advised and controlled in accordance with the requirements set down by Australian Standard AS1742 and the TfNSW* "Traffic Control at Worksites, Version 6.1 February 2022"[reference updated from original consent].	Section 7.2

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Condition No.	Condition	Section Where Addressed
36	The Applicant must ensure that the vehicles engaged in the transport of concentrates: - comply with the design requirements and vehicle specifications for this type of vehicle; and - are adequately covered so as to prevent any materials falling from the truck and trailer onto the road pavement.	Section 7.2
37	The Applicant must, in liaison with the local bus operators, ensure that any heavy vehicle haulage is to avoid school bus times when and if school buses travel along Yarrandale Road.	Section 7.2
37A	Prior to exporting any waste rock and tailings as permitted by condition 33A, the Applicant must prepare and implement a code of conduct for the transportation of waste rock and tailings on public roads, including procedures to ensure that drivers implement safe driving practices. The code of conduct must be prepared in consultation with TfNSW and Council and to the satisfaction of the Secretary.	Section 7.4
*The TCM Development Consent refers to RMS (Roads and Maritime Services) which are now called Transport for NSW (TfNSW).		
DA 2015/010/2 Murrawombie Development Consent (Modification 5) (4 July 2024)		
19	The junction of the Booramugga Road and the Hermidale Road is to have a minimum RTA standard.	Complete
20	The haulage of the concentrates through the village of Girilambone is to be restricted to daylight hours.	Not applicable ¹
21	The junction between the Booramugga Road and the Mitchell Highway is to have a minimum RTA standard.	Complete
22	The re-routing of the Hermidale Road is to comply with the requirements of the Bogan Shire Council Engineer and at the expense of the developer.	Complete
DA 6/95 North East Development Consent (including modifications)		
	No specific conditions relating to traffic management.	-
DA 10/2015/004/003 Avoca Tank Development Consent (Modification 2) (15 May 2025)		
A5	Material extracted from the Avoca Mine (other than waste rock) is to be transported to the Tritton Processing Facility for processing. On site processing or processing at a third location is excluded from this consent.	Section 3.3.3

¹ Concentrate is only transported from the TCM to the Hermidale rail siding.

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Condition No.	Condition	Section Where Addressed																
B25	The proponent is to prepare and implement a code of conduct relating to transport of materials on public roads as part of the considerations under Clause 16(1) of the State Environment Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007.	Section 7.4																
B26	Sufficient parking is to be provided on site to accommodate proposed staffing levels, at a ratio of one parking space per two employees. All parking provided on site is to be designed and constructed to ensure compliance with Australian Standard 2890.	Section 7.6																
Constellation Project Development Consent (SSD-41579871) 24 December 2025																		
A6	A maximum of 1 million tonnes of ore may be extracted and transported from the site in any calendar year.	Section 7.2 Section 7.2.1																
A7	Heavy vehicle haulage movements to and from the site must not exceed 82 movements per day, unless otherwise agreed by the Planning Secretary.	Section 7.2 Section 7.2.1																
C30	The road and safety measures in Table 7 must be carried out in accordance with the timing specified in the table, unless otherwise agreed by the Planning Secretary.	Section 7.1																
	Table 7																	
	<table><tr><th>Location</th><th>Measures</th><th>Timing</th><th>Roads Authority</th></tr><tr><td>Okeh Road At least 1 kilometre in each direction of Karingal Homestead (R1)</td><td>Sealed and upgraded in accordance with the road use agreement required under condition C33</td><td>Prior to commencement of haulage of ore</td><td>Council</td></tr><tr><td>Entire length of the new haul road between the Mitchell Highway and Okeh Road (*this covers the intersection and council dam near the haul road)</td><td>Upgraded in accordance with the road use agreement required under condition C33</td><td>Prior to commencement of haulage of ore</td><td>Council</td></tr><tr><td>Intersection of the Mitchell Highway with the new haul road between the Mitchell Highway and Okeh Road</td><td>Intersection upgrade to Channelised Right Turn with a short turn slot (CHR(s)) treatments This treatment must be designed and constructed in accordance with the relevant Austroads guidelines, Australian standards and TfNSW specifications</td><td>Prior to use of the new haul road between the Mitchell Highway and Okeh Road</td><td>TfNSW</td></tr></table>		Location	Measures	Timing	Roads Authority	Okeh Road At least 1 kilometre in each direction of Karingal Homestead (R1)	Sealed and upgraded in accordance with the road use agreement required under condition C33	Prior to commencement of haulage of ore	Council	Entire length of the new haul road between the Mitchell Highway and Okeh Road (*this covers the intersection and council dam near the haul road)	Upgraded in accordance with the road use agreement required under condition C33	Prior to commencement of haulage of ore	Council	Intersection of the Mitchell Highway with the new haul road between the Mitchell Highway and Okeh Road	Intersection upgrade to Channelised Right Turn with a short turn slot (CHR(s)) treatments This treatment must be designed and constructed in accordance with the relevant Austroads guidelines, Australian standards and TfNSW specifications	Prior to use of the new haul road between the Mitchell Highway and Okeh Road	TfNSW
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Intersection of the Mitchell Highway with the new haul road between the Mitchell Highway and Okeh Road	Intersection upgrade to Channelised Right Turn with a short turn slot (CHR(s)) treatments This treatment must be designed and constructed in accordance with the relevant Austroads guidelines, Australian standards and TfNSW specifications	Prior to use of the new haul road between the Mitchell Highway and Okeh Road	TfNSW															
		Section 7.1																

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Condition No.	Condition				Section Where Addressed
	Intersection of the Mitchell Highway and Railway Road	This treatment must be designed and constructed in accordance with the relevant Austroads guidelines, Australian standards and TfNSW specifications	Prior to the commencement of haulage of ore	TfNSW	
	Entire length of Okeh Road between the mine site area and the new haul road	Upgraded in accordance with the road use agreement required under condition C33	Prior to commencement of haulage of ore	Council	
	Notes: - The locations of the intersections with Mitchell Highway are depicted in Figures 1 and 2 of Appendix 4. - Under the Roads Act 1993, all necessary approvals and licences for the development must be obtained, including approval under Section 138. As road works are required on the Mitchell Highway, TfNSW will require the developer to enter into a Works Authorisation Deed (WAD).				
C31	Heavy vehicles entering and leaving the site must have loads covered or contained.				Section 7.2.1
C32	Reasonable and feasible measures must be implemented to: (a) minimise dust and/or sediment being tracked onto the public road network; and (b) keep the public informed of any road or infrastructure upgrades, disruptions to traffic, the closure of roads or other infrastructure, oversize overmass vehicle use, peak construction periods, and any emergencies				Section 7.2.1 Section 7.3
C33	A road use agreement with Council must be executed prior to commencement of construction for the ongoing maintenance of public roads affected by the development. If there is any dispute in relation to this agreement, then either party may refer the matter to the Planning Secretary for resolution.				Section 7.1
C34	Prior to undertaking any works within the rail corridor adjacent to the Mitchell Highway, the Applicant must consult with the country regional network operator on the proposed road upgrade design within the corridor.				Section 7.1

Condition No.	Condition	Section Where Addressed
C35	Traffic Management Plan	
	A traffic management plan must be prepared for the development. The plan must:	
	(a) be prepared:	Section 1.3
	(i) by a suitably qualified and experienced person/s;	
	(ii) in consultation with Council and TfNSW; and	Section 5
	(iii) in accordance with the requirements of condition B4;	Section 5
	(iv) include details of all transport routes and traffic types to be used for all development-related traffic;	Section 3.3.4
	(b) summarise the vehicle movements predicted by the EIS;	Section 3.3.4
	(c) include details of the measures to be implemented to minimise traffic safety issues and disruption to local road users during the construction, operation and decommissioning phases of the development, including:	Section 7.1.3
	(i) temporary traffic controls, including detours and signage (where relevant);	
	(ii) notifying the local community about development-related traffic impacts;	Section 7.3
	(iii) minimising potential for conflict with school buses and other motorists as far as practicable;	Section 7.2.2.1
	(iv) scheduling haulage vehicle movements to minimise convoy length or platoons;	Section 7.2.2.1
	(v) responding to local climate conditions that may affect road safety such as fog, dust, and wet weather;	Section 7.4
	(vi) responding to any emergency repair or maintenance requirements; and	Section 7.8
	(vii) a traffic management system for managing over-dimensional vehicles;	Section 7.2.3
	(viii) include details of the measures to be implemented to minimise impacts on the residents of Giralambone during the construction period;	Section 7.3

Condition No.	Condition	Section Where Addressed
	(ix) include a drivers' code of conduct that includes procedures to ensure that drivers:	Section 7.5 Appendix D
	(x) adhere to posted speed limits or other required travelling speeds;	
	(xi) adhere to the approved transport routes shown in Figure 1 of Appendix 2; and	
	(xii) implement safe driving practices;	
	(d) include a complaints handling procedure; and	Section 15
	(e) include a program to monitor and report on the effectiveness of the implementation of the measures in this plan.	Section 7.10
C36	Development under this consent must not commence until the traffic management plan is approved by the Planning Secretary.	Section 5
C37	The traffic management plan, as approved by the Planning Secretary, must be implemented for the development.	Section 5

2.2.1. Management Plan Standard Requirements

Condition B4 of the Constellation Project Development Consent (SSD-41579871) specifies required content for management plans that are required under the consent. Throughout this plan, as related to the Constellation Project, content has been included to align with these requirements. Appendix A presents these requirements and indicates where each is addressed within this TMS.

2.2.2. Commitments

Appendix B summarises commitments that relate to the management of mine-related traffic impacts arising from the various Environmental Assessments for each of the Tritton Copper Operations. Appendix B includes reference to the relevant section of this TMS where the commitment is addressed.

2.3. Licenses and Permits

2.3.1. Environment Protection Licences

In reference to the above development consents and EIS commitments, TRL holds two Environment Protection Licences (EPL) issued under the NSW *Protection of the Environment Operations Act 1997* (POEO Act):

- EPL 11254 (version dated 8 June 2021) Applies to stated Lots and Deposited Plans (DP) associated with the TCM Mining Lease (ML 1544).

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- EPL 4501² (version dated 16 December 2025) – Applies to Mining Leases associated with the MCM (ML 1280), NECM (ML 1383) and the ATP (ML 1818) and includes Mining Purpose Lease (MPL) 295.

There are no specific conditions in these licences that relate to the management of mine related traffic impacts. In addition this TMS applies to mine related traffic using the public road network which are outside of the defined premises for each EPL.

2.3.2. *Permission to conduct works within public road easements*

The Constellation Project requires the upgrade of existing public roads and intersections, and the undertaking of works within road easements under the management of public authorities including Bogan Shire Council and Transport for NSW (TfNSW). Prior to commencing road upgrade works, TRL will obtain all necessary approvals and licences (under the *Roads Act 1993*), for undertaking works within public road easements including:

- A Works Authorisation Deed (WAD) issued by TfNSW for conducting intersection upgrade works and for the installation of buried services within the Mitchell Highway easement (or other classified roads under the management of TfNSW).
- Road Opening / Occupation Permit. Approval by the road's authority (i.e. Bogan Shire Council), and issued under Section 138A of the *Roads Act 1993* for conducting works within road easements under the management of Council (excluding those requiring a WAD). Subject works include the upgrade of existing public roads (i.e. Okeh Road), establishment / upgrade of associated intersections and installing buried infrastructure within the infrastructure corridor (within the Okeh Road, Railway Road and Booramugga Road easements).

² In accordance with the POEO Act, TRL will obtain an Environmental Protection Licence, or include the Constellation Project into an existing licence (EPL 4501) held by TRL (subject to consultation with the EPA). Future revisions of this TMS will include any relevant EPL conditions and commitments.

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3. OPERATIONS DESCRIPTION

3.1. Site Overview

The Girilambone copper deposits were first discovered in 1879 with mining commencing in 1881. At the time of preparing this TMS, Tritton Resources Pty Ltd owns and operates four mines in the vicinity of Hermidale and Girilambone; each mine is briefly described in the following sections.

3.2. Relevant Operations

3.2.1. Tritton Copper Mine

The mineralisation at the Tritton Copper Mine (TCM) was discovered in 1995 and following a series of preliminary assessments and preparation of an Environmental Impact Statement, Development Application (DA) 41/98 was approved on 1 September 1999 by the Minister for Planning and Urban Affairs. Mining operations under DA 41/98 are approved until 31 December 2036. Mining Lease (ML) 1544 was granted by the former Department of Mineral Resources on 22 December 2003. DA 41/98 has been modified nine times, with the most recent modification approved on 11 September 2025. Figure 2 presents the approved TCM site layout.

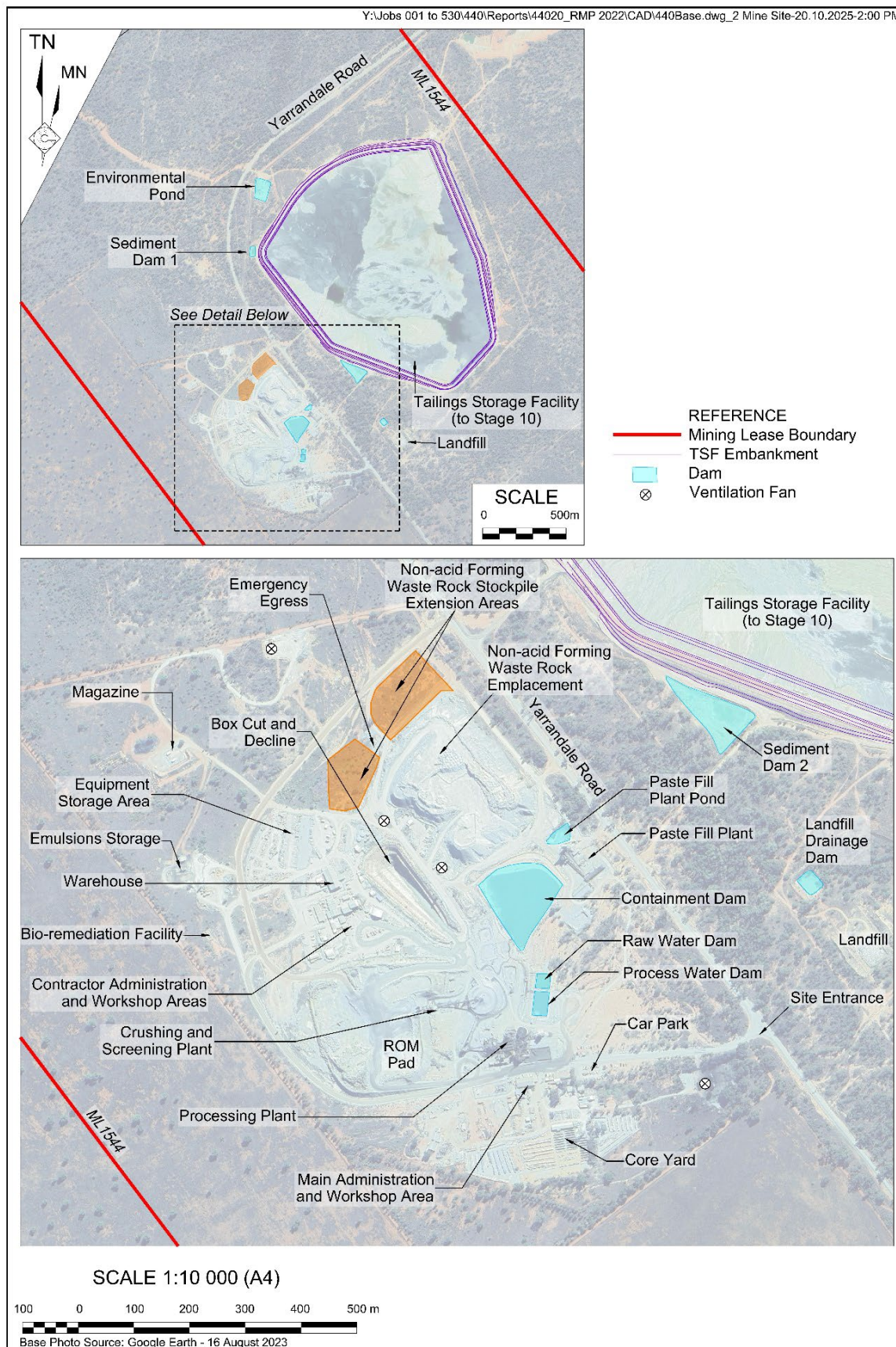
A summary of the approved activities at the Mine are provided as follows.

- Extraction of a total of approximately 12.83Mt of copper ore using underground mining techniques.
- Importation of no more than 1.8Mt of mined material (ore and waste materials) from all mines within the Tritton Copper Operations in a calendar year.
- Construction and use of a Non-acid Forming Waste Rock Emplacement to a maximum height of 30m above the natural surface or approximately 301.5m AHD and a disturbance footprint of 8.5ha.
- Processing of site-generated and imported ore to produce a copper concentrate.
- Construction and use of a Tailings Storage Facility to an embankment height of 278m AHD and a disturbance footprint of 158.5ha.
- Export of no more than 30,000 tonnes of waste rock from the TCM in a calendar year, generally for the purposes of local road construction and maintenance.
- Transportation of the copper concentrate in shipping containers to the Hermidale rail siding, located approximately 19km to the south of the TCM, and transportation of that material by train to port for export.
- Export of up to 0.5Mtpa of tailings for paste fill operations at all other mines within the Tritton Copper Operations in a calendar year
- Operation of a waste landfill facility and the receipt of wastes from all other mines within the Tritton Copper Operations.

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Figure 2 Tritton Copper Mine layout



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3.2.2. Murrawombie Copper Mine

The operation of the existing Murrawombie Copper Mine (MCM) is approved under Development Application (DA) 1/91. DA 1/91 was issued by Bogan Shire Council, under the Environmental Planning and Assessment Act 1979 (EP&A Act), on 25 March 1991 to permit mining of copper ore by open cut mining methods with the resulting material to be processed on site using conventional heap leach, solvent extraction and electrowinning methodologies. Since that time, DA 1/91 has been modified five times, with the most recent being Modification 5, approved on 4 July 2024 (DA 2015/010/4). The MCM operates within Mining Lease 1280. Figure 3 presents the approved MCM site layout.

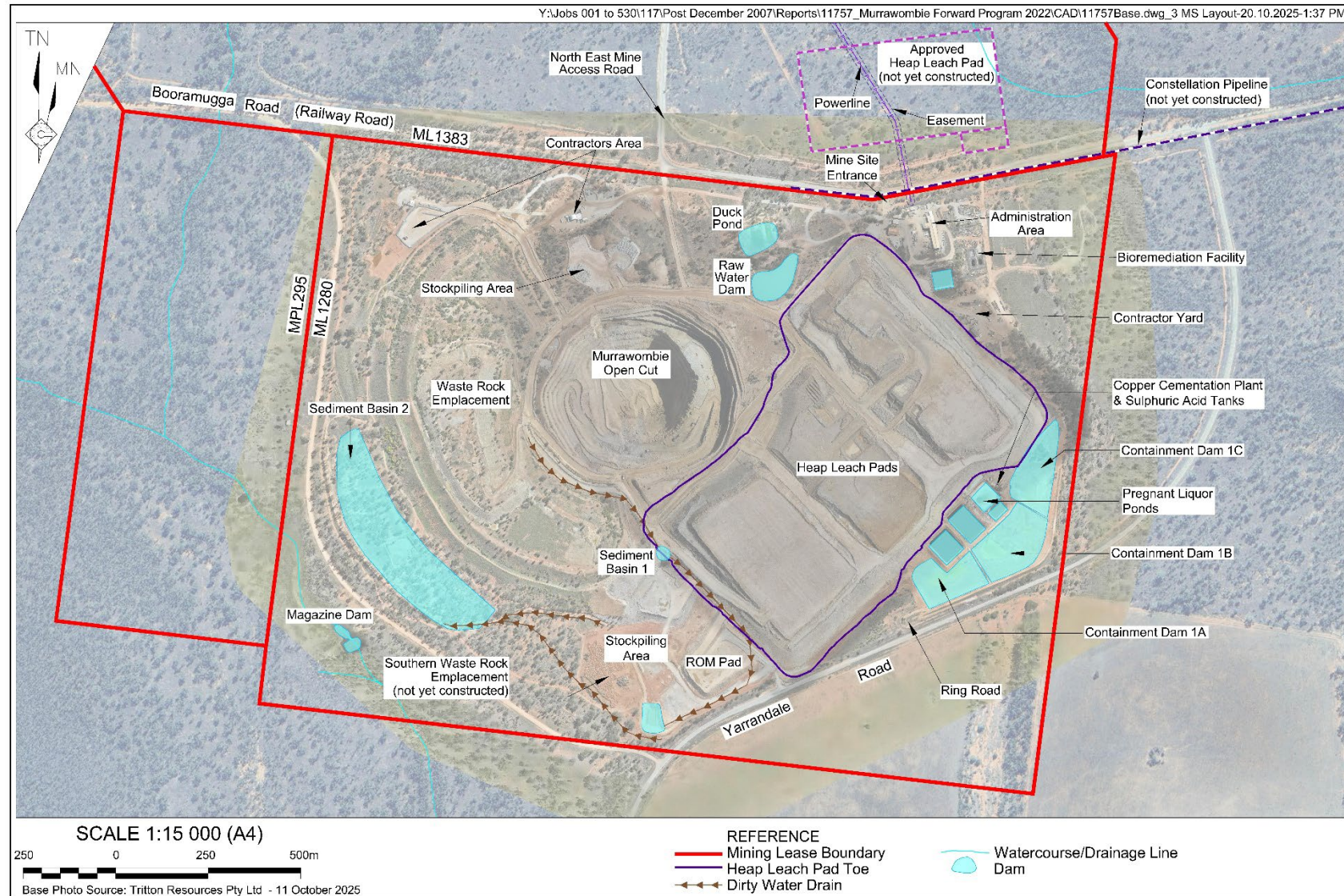
In summary, approved activities at the MCM include the following.

- Mining using open cut and underground methods in accordance with the approved layout.
- Operation of the MCM on a 24-hour, 7 day per week basis.
- Construction of a waste rock emplacement to the west of the Murrawombie Open Cut.
- Construction of a flotation plant (not constructed).
- Construction and operation of four Heap Leach Pads to the east and northeast of the Murrawombie Open Cut, three of which have been constructed. Operation of the constructed heap leach facilities has ceased and rehabilitation of the majority of the facility has commenced.
- Operation of a copper cementation plant for the recovery of copper.
- Expansion of the Murrawombie open pit (approved under Modification 3)
- Transportation of up to 1Mtpa of copper ore to the TCM for processing.
- Construction and use of ancillary infrastructure including a mobile concrete batching plant.

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Figure 3 Murrawombie Copper Mine Layout



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3.2.3. North East Copper Mine

The North East Copper Mine (NECM) is located approximately 6km northwest of the village of Girilambone and operates under Development Application (DA) 6/95 (BSC 2010) and Mining Lease (ML) 1383 and commenced operations in 1996. The development consent was issued by Bogan Shire Council and does not contain an expiry date.

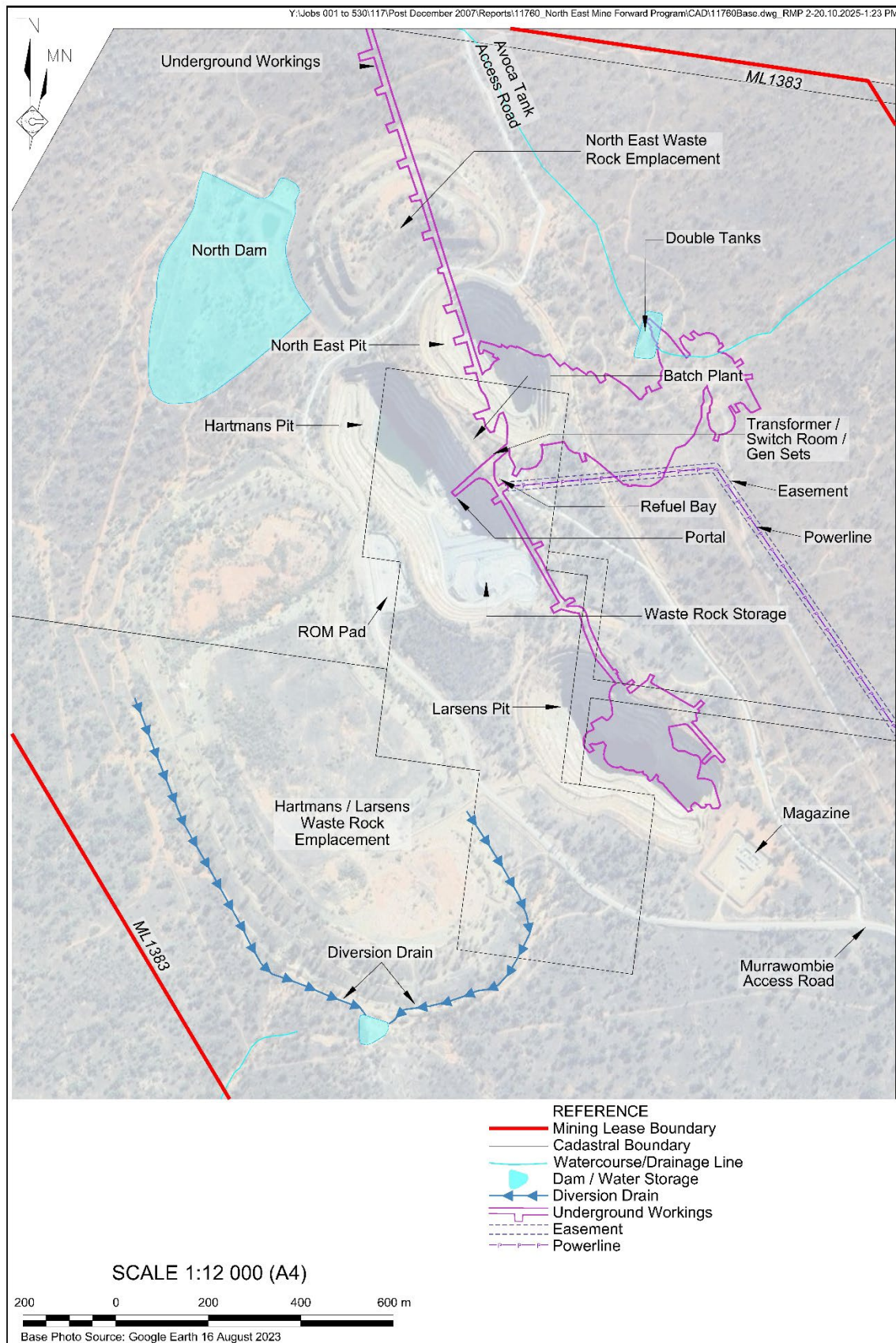
Open cut mining at the NECM ceased in 1997. During the extraction period, three open pits were mined (Larsen's pit, Northeast pit and Hartman's pit) until copper oxide ore were exhausted in the upper part of the ore body. To process the oxide ore, the extracted ore was transported to the nearby MCM, crushed and placed on heap leach pads where the contained copper was leached using sulphuric acid and recovered using solvent extraction/electrowinning.

From 2007, mining was undertaken by underground extraction methods with mined ore transported to the TCM for processing. This continued until August 2016, before operations were suspended and the NECM was placed in care and maintenance. The north-eastern wall of the Hartman's pit contains a boxcut portal and is used to access the Avoca Tank Project which is located to the north of the NECM complex. Other NECM infrastructure is utilised for the Avoca Tank project including ROM pad, Waste Rock Emplacement (within the Hartman's Pit) and ancillary infrastructure including roads, power and water.

Figure 4 presents the approved NECM site layout.

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Figure 4 North East Copper Mine Layout



3.2.4. Avoca Tank Project

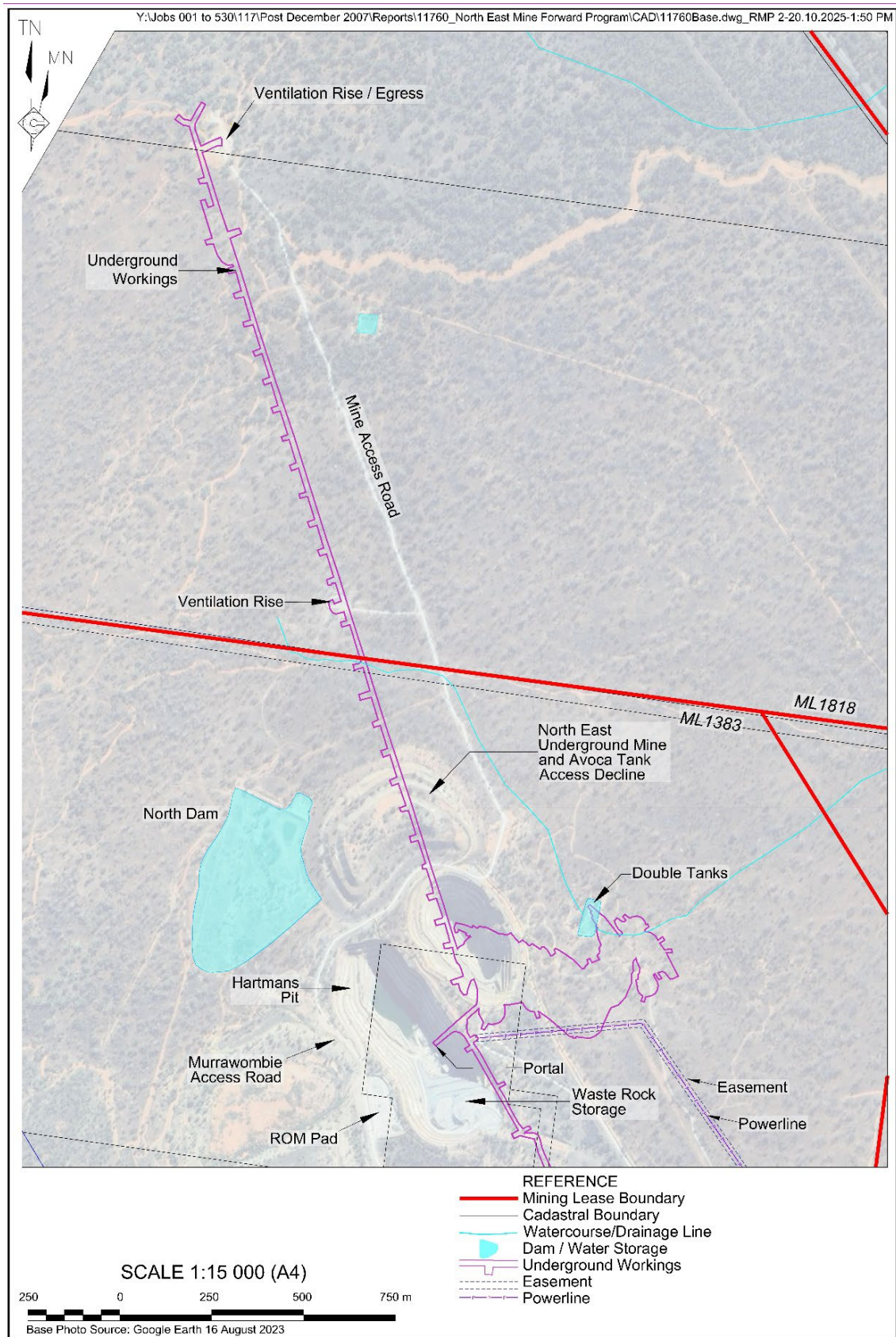
The Avoca Tank Project (ATP) is located approximately 2km north of the NECM and 24km northeast of the TCM and operates under DA 10/2015/004/003 (Bogan Shire Council (BSC) 2025). DA 2015/004 was granted in September 2016 and has been modified twice since its original approval (Mod 2 approved 15 May 2025). Access to the ATP is through an underground drive accessed via the Hartmans pit at the NECM. Existing infrastructure on the adjacent NECM is used for the ATP, including the existing run-of-mine (ROM) pad and waste rock emplacement (WRE). Other surface infrastructure associated with the ATP includes ventilation fans and an emergency egress. Ore extracted from the ATP is transported and processed at the nearby TCM. ATP operates within Mining Lease 1818. Figure 5 presents the approved ATP site layout.

Collectively the North East Copper Mine and Avoca Tank Project are also referred to as North East Mine (NEM)

In summary, approved activities at the ATP include the following.

- Use of a portal (within Hartman's Pit), construction of a decline, underground workings and three vent rises (one equipped as an emergency egress and the others with a ventilation fan at surface).
- Extraction of the economically recoverable copper-gold-silver resources to a depth of approximately 500m below surface using long hole open stope mining techniques with some backfill.
- Transportation of ore material to the TCM for processing using road registered road trains via a combination of a private haul road and Booramugga and Yarrandale Roads.
- Establishment of a surface waste rock emplacement within Hartman's Pit for storage of waste rock extracted during the construction of access drives and mine development. Waste rock is being used to stabilise a landslip on the southern rim of the Hartman's Pit and is also re-used underground as a backfill component.
- Extension of infrastructure from the NECM, including a site access road, water pipeline and transmission line.
- Establishment of ancillary infrastructure.

Figure 5 Avoca Tank Project Layout



3.2.5. Constellation Project

The Constellation Project is located in the 'Bogan Shire' local government area (LGA) of central-western New South Wales. The Project site is located approximately 20 km north-east of the township of Girilambone and approximately 55 km north-west of Nyngan. The Project was approved via State Significant Development Consent (SSD-41579871) on 24 December 2025.

The Project includes the mining of copper ore, through the development of an open cut pit and underground mine. Mined ore is transported via road to the Tritton processing plant for processing, with lower grade oxide ore processed by heap leaching at the Project site. Transport of dewatered tailings material from Tritton Mine (back to the Project site for use in cemented paste fill) will support the underground mining activities.

The Project mines an average of 500,000 tonnes of copper ore per annum with peak production volumes of up to 1Mtpa. The mine life is approximately 16 years, inclusive of a Project construction period and rehabilitation/closure period. There is potential for mine life extensions as the deposit is developed down plunge.

Supporting infrastructure for the proposed Project includes:

- a road upgrade between the Project site and the Mitchell Highway (to support haulage activity);
- a new T intersection to link the proposed haul road with the eastern side of the Mitchell Hwy (north of Girilambone);
- an upgrade to the intersection of the Mitchell Highway with Railway Road (west of Girilambone);
- a waste rock emplacement at the Project site;
- a run of mine stockpile to support the handling of mined ore;
- a mine laydown area and workshop;
- a heap leach pad and associated processing facility;
- a paste plant, emulsion storage and shotcrete batch plant;
- topsoil stockpiles;
- a solar farm and on-site power station;
- water management and storage infrastructure, including a bi-directional water pipeline between the Project site and Murrawombie Copper Mine; and
- administrative facilities including offices, amenities, and car park.

Figure 6 presents the approved Constellation Project site layout and Figure 7 shows the approved haul road route / infrastructure corridor from the project site to Murrawombie and Tritton Copper Mines.

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Figure 6 Constellation Project site layout

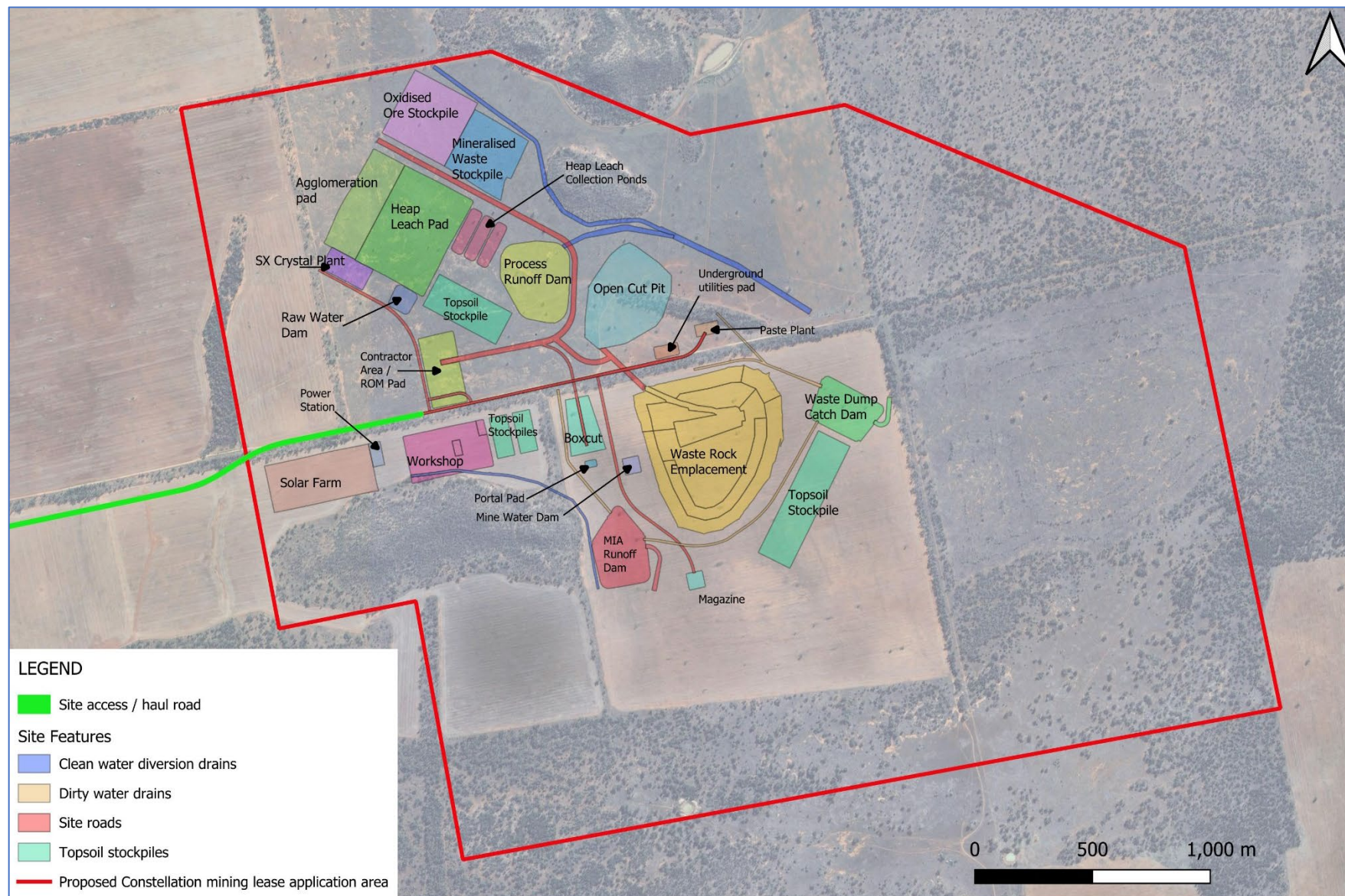
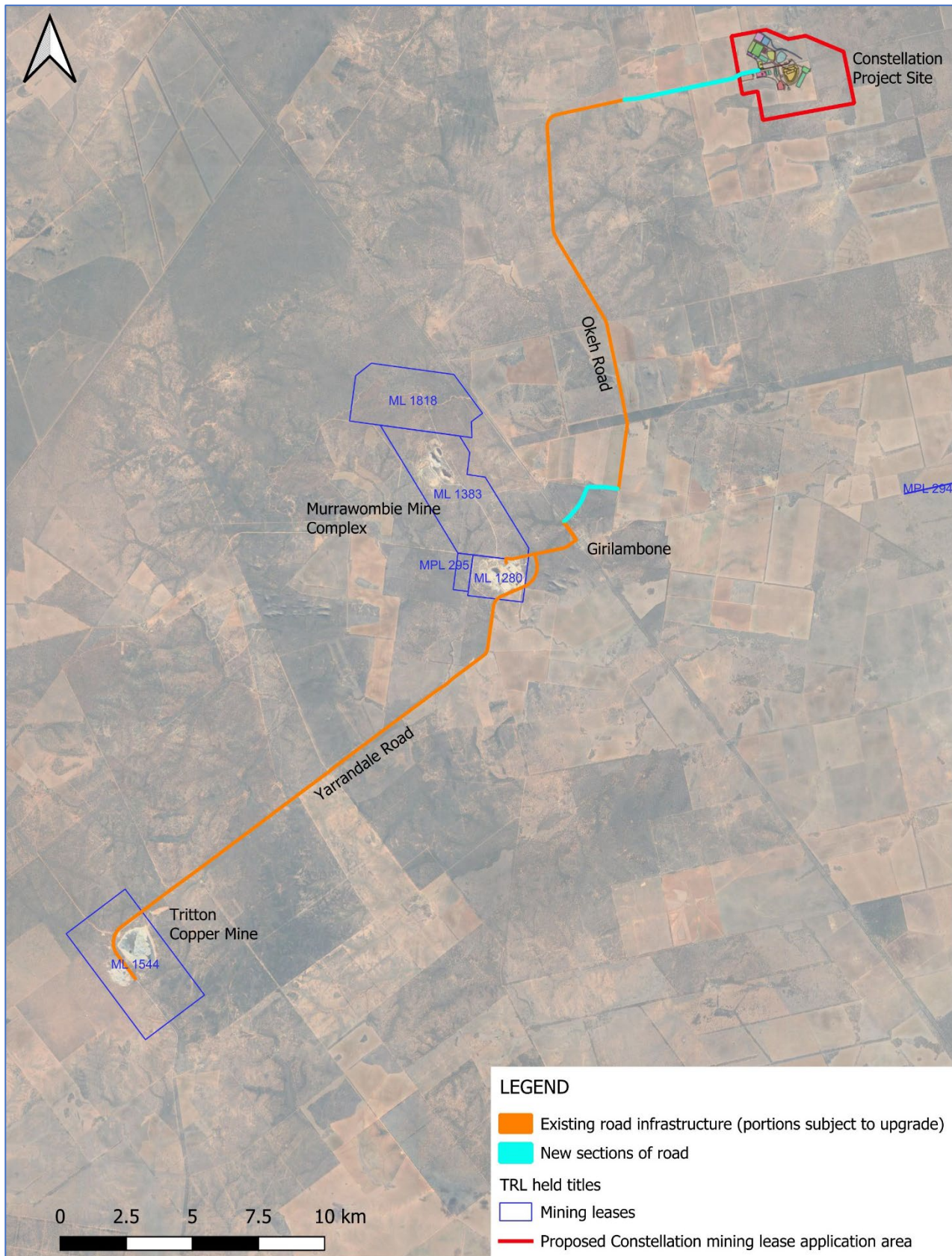


Figure 7 Constellation Project haul road route



3.3. Baseline Information

3.3.1. Tritton Copper Mine

The Tritton Copper Mine is located approximately 45 kilometres northwest of Nyngan and 6 kilometres north of Hermidale in western New South Wales. The Tritton Mine is situated within the Bogan Shire Local Government Area, a predominantly rural region characterised by agricultural activities, low-density settlement, and mining operations owned and operated by Aeris Resources.

Regional access to the Tritton Copper Mine is primarily facilitated via the Barrier Highway, a major east-west classified State Road that connects Nyngan to Cobar and provides linkages to broader freight routes across inland NSW. The site is accessed locally via Yarrandale Road, which intersects the Barrier Highway at Hermidale. This route provides direct access for employees and site deliveries to the TCM and connection between the TCM and the Hermidale Rail Siding for the export of copper concentrate. Major transport routes to and from the Tritton Copper Operations are shown in Figure 9 below.

The regional transport network in this area is lightly trafficked, with low daily vehicle volumes and limited public transport services. Heavy vehicle activity is primarily associated with mining and agricultural operations.

The initial Environmental Impact Assessment for the TCM (RW Corkery & Co 1998), described traffic movements and volumes associated with the mining operations:

'There would be a noticeable increase in the level of traffic along Yarrandale Road, both from Hermidale and Girilambone. Once operational, the levels of traffic travelling to and from the Tritton Project Site would be highest at shift change-overs. At the peak of the operation, there would be approximately 172 personnel traveling to and from work on a daily basis. These personnel would share transport arrangements, consequently it is expected that there would be approximately 120 light vehicle movements per 24 hour period (60 return trips) associated with the employees of the operation. It is noted that the Tritton Copper Operations would generate levels of truck traffic along Yarrandale Road that are comparable to those that already exist from the transportation of wheat from the storage facility at "Kooregah" during the wheat harvest season'.

At the time of preparing the initial EIS, there was no local traffic data available in close proximity to the TCM, however pre-ming traffic volumes were estimated as:

Barrier Highway (Between Nyngan and Cobar)

- Annual Average Daily Data (AADD) (All vehicles) 710
- Rigid Heavy Vehicles 30
- Articulated Heavy Vehicles 148

Yarrandale Road

Estimated at 50 vehicles per day (estimated by Bogan Shire Council)

Mitchell Highway (between Nyngan and Dubbo)

- Annual Average Daily Traffic (AADT) (All vehicles) 2,190
- Rigid Heavy Vehicles 80
- Articulated Heavy Vehicles 168

RW Corkery & Co (1998), estimated the proposed (average daily range / average week) operational traffic movements related to the project as:

- Dual Axle trucks 0-10 / 20
- Tri-axle trucks 0-10 / 10
- Truck and dog trailer 22 / 110 (concentrate transport to Hermidale)
- Cars 90 – 150 / 700

Modification 2 to the TCM Development Consent (DA41/98) permitted the transport of concentrate to the Hermidale Rail siding as opposed to Port Kembla on the eastern seaboard. This proposal reduces heavy vehicle traffic volumes on the Barrier Highway between Hermidale and Nyngan and between Nyngan and Port Kembla.

Modification 4 to the TCM Development Consent (DA41/98) conducted an additional traffic assessment, related to an increase in ore throughput to 1.4Mtpa with ore being transported from the Girilambone mine complex, made up of Murrawombie Copper and North East Copper Mines, to the TCM for processing. The assessment was conducted by Maunsells Australia Pty. Ltd (Maunsell 2007)(and was included in the Statement of Environmental Effects for the application (Straights Resources 2007))

Maunsell (2007) obtained traffic count data from the Bogan Shire Council which included mine related traffic using Yarrandale Road (Table 2)and Booramugga Road (Table 3).

Table 2 Traffic Counts on Yarrandale Road

Section of Yarrandale Road	January 1987	February 1987	November 1994
South end at Barrier Highway	46		25
South of Tritton Mine entrance	18		
North end near Booramugga Road		41	29
Council has advised that variation in the counts is most likely due to the impact of mining traffic or traffic associated with crop harvesting			

Table 3 Traffic Counts on Booramugga Road

Section of Booramugga Road	Feb 1987	Mar 1987	May 1991	Dec 1994
Between Girilambone and Yarrandale Road		78	102	254
West of Yarrandale Road	22			
West of Warrego Road		7		
Similarly to Yarrandale Road, the variation in traffic flows on Booramugga Road is most likely due to the impact of mining or crop harvesting traffic.				

The transportation of ore from Girilambone to TCM is a 365 day operation with heavy vehicles running steadily throughout the day. It is possible that haulage may occur outside of daylight hours. The transportation of concentrate from the TCM to the rail transfer facility is assumed to operate 6 days a week, which equates to approximately 300 days a year.

Approximately 50 tonnes of ore per load will be transported by road train from the Girilambone sites to the TCM processing plant. Ore will be transported along the haulage road between the north Girilambone mine (now NECM) and the main Girilambone (now MCM) mine, along Booramugga Road and along Yarrandale Road to the TCM site for processing. B-double semi-trailers will then transport approximately 54 tonnes per load of concentrate from the TCM to the rail transfer facility along Yarrandale Road. The vehicles will cross the Barrier Highway to access the rail transfer facility (at Hermidale).

The Modification 4 operations would result in an increase in the movement of concentrate between the TCM and Hermidale (Table 4), and an increase in heavy vehicle movements between the Girilambone Mine Complex and the TCM (Table 5).

Table 4 Movement of Concentrate (Tritton to Hermidale)

Movement of Concentrate	Existing TCM	Mod 4
Tonnes of concentrate per year	108,000	248,000
Tonnes per load	54	54
Loads per year	2,000	4,593
Loads per day	6	15
Vehicle movements per day	12	30

Table 5 Movement of Ore (Murrawombie Mine Complex to Tritton)

Movement of Ore	Existing (Pre-Mod 4)	Mod 4
Tonnes of ore per year	0	1,000,000
Tonnes per load	0	50
Loads per year	0	20,000
Loads per day	0	56
Vehicle movements per day	0	112

Modification 8 to the TCM Development Consent (DA41/98) approved an additional 100 heavy vehicle movements per year (and a maximum of two per day) from the transport of drill cuttings from exploration sites for disposal in the TCM Tailings Storage facility. The Modification 8 application (RW Corkery 2022) concluded that given that a maximum of 100 additional heavy vehicle movements per year and a maximum of two additional heavy vehicle movements per day would be generated, the proposed modification is not expected to result in significant changes to existing transportation levels or significant impacts additional to existing operations approved under DA 41/98.

Modification 9 to the TCM Development Consent (DA41/98) included a traffic assessment conducted by AECOM (2025) which assessed traffic related impacts arising from an increased production rates (of up to 1.8Mtpa) and mine life extension to 2036. AECOM concluded:

'Under existing approvals, the Tritton Mine does not have a specific maximum annual limit for heavy vehicle movements, but operates under a maximum daily cap of 16 movements, in addition to approximately 100 heavy [per annum] vehicle movements related to the receipt of drill cuttings. The proposed modification would, during peak production scenarios, result in a minor increase of approximately 300 additional concentrate-related loads per year, bringing the total to 2,650 heavy vehicle movements per annum. Despite this increase in annual movements, there would be no change to the approved peak daily cap of 16 heavy vehicle movements per day. The modification would also not alter the existing trip generation profile of light vehicles servicing the site (AECOM 2025).'

3.3.2. Murrawombie and North East Copper Mines

Primary access routes to Girilambone mine complex, including the MCM, NECM and ATP is via the Mitchell Highway from Nyngan to Girilambone and then via Railway Road and Booramugga Road to the mine site entrance. Major transport routes to the Murrawombie Mine Complex (MCM, NECM, ATP) are shown in Figure 9 below.

The initial Environmental Impact Statement undertaken for the MCM in 1990 (Nord Australer Nominees 1990) estimated that the pre-ming Annual Average Daily Traffic utilising the Mitchell Highway at Girilambone were 450, with approximately 15% being heavy vehicles.

The project was approved on the basis that an additional 134 vehicle movements per day would utilise the Mitchell Highway and Booramugga Road with peak traffic loads observed at shift change. The transport of copper products would be up to 10 movements per day.

Note: heavy vehicle transport of ore from the MCM and NECM to the TCM (via Yarrandale Road) were assessed and approved via TCM Modification 4 (refer to above Section 3.3.1).

Transport routes are shown in Figure 9.

3.3.3. Avoca Tank Project

The Avoca Tank Project EIS (RW Corkery 2014) identified the following traffic movements and operational volumes associated with the project:

- Light vehicles, including passenger vehicles and small buses.
- Heavy vehicles, including rigid body trucks and semi-trailers delivering consumables.
- Oversize and long vehicles, including low-loaders delivering mining equipment and two trailer road trains delivering ore material to the TCM.

Transport routes are shown in Figure 9.

As noted in the above sections (as relevant to the time the ATP was approved), approval exists for the transportation of up to 1Mtpa of ore from the combined Murrawombie Mine Complex to the TCM. At an indicative capacity of 52t per two trailer road train and transportation operation on approximately 270 days per year, the approved daily heavy vehicle movements are approximately 140 per day (or 70 loads).

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In addition, as part of the Avoca Tank Project EIS (RW Corkery 2014) an estimate was provided of approximately four non-ore related heavy vehicle and 12 light vehicle movements per day between the Murrawombie Mine Complex to the TCM. Non-mining related traffic was estimated at 20-40 movements per day.

Estimated additional movements related to the ATP are provided in Table 6

As a result, existing and proposed traffic levels on Booramugga and Yarrandale Roads are expected to be between 78 and 98 movements per day. This is significantly below the 500 movements per day recognised as a level appropriate to local rural roads.

Table 6 Anticipated Maximum Daily Traffic Movements¹

Route	Light Vehicles	Heavy Vehicles	Long and oversize vehicles
Project to site to TCM	6	2	50 ²
Project Site to Nyngan	12	2	nil
Note 1: two vehicle movements = 1 return trip Note 2: based on the maximum production rate of 316,000tpa, transportation operations on 270 days per year and 52t per load			

3.3.4. Constellation Project

Appendix 7 of the Constellation Project EIS (AARC 2024) included a Transport Impact Assessment (TIA) undertaken by Stantec Australia Pty. Ltd (Stantec 2024). Outcomes of the transport assessment (including any amendments arising for the 'response to submissions' (AARC 2025) and Amendment report (AARC 2025a) are summarised below.

Development and operation of the Constellation Project will replace depleting resources at the other operations, including MCM, ATP and TCM; accordingly as traffic volumes and movements increase at Constellation, a corresponding decrease will likely occur and the other operations.

Transport routes are shown in Figure 9

3.3.4.1. Existing road network

Mitchell Highway

Mitchell Highway is classified as State Road (No 7) and in the vicinity of the site is aligned in a north-south direction. It is a two-way road configured with one-lane in each direction, set within an approximately 8-metre-wide carriageway. In close proximity to Girilambone town near its intersection with Railway Road, Mitchell Highway has a posted speed limit of 70 km/h. The posted speed limit changes to 100 km/h approximately 200m north and 180m south of the Mitchell Highway/Railway Road intersection.

Yarrandale Road

Yarrandale Road is a council-controlled road that is currently utilised for access and haulage between Aeris' Murrawombie and Tritton Mines. It is a two-way sealed road with one lane in each direction, set within a carriageway of around 6 metres.

Railway Road

Railway Road is a council-controlled road and is aligned in an east-west direction. It is a two-way road with one lane in each direction, set within a carriageway of around 6 metres. Railway Road carries around 200 vehicles per weekday.

Okeh Road

Okeh Road is a council-controlled road and is aligned in a north-south direction. It is a two-way road with one lane in each direction, set within a carriageway of around 6 metres. Most of the road section is not paved.

3.3.4.2. Existing Freight Network

Mitchell Highway, Railway Road, and Okeh Road are permitted for 25/26m B-Double travel.

3.3.4.3. Traffic volumes

As part of the Transport Assessment, Stantec commissioned the undertaking of traffic counts (automatic tube) on roads associated with the Constellation Project including the Mitchell Highway, Railway Road and Sirius Street (Girilambone) and Railway Road / Yarrandale Road.

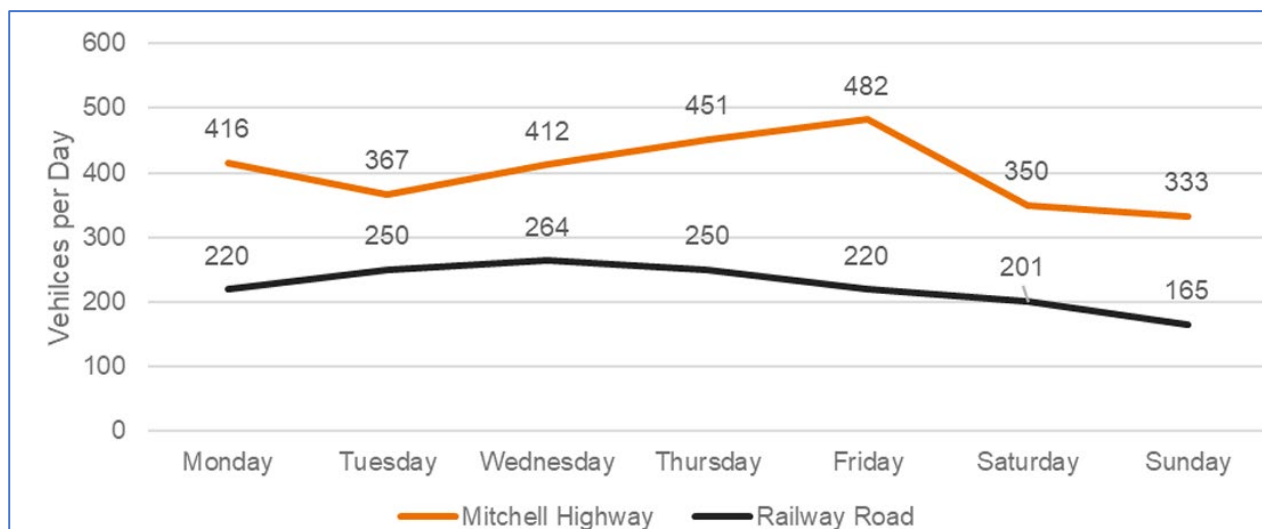
The AM and PM peak hours were found to occur from 8:00am to 9:00am and 3:00pm to 4:00pm respectively.

Table 7 and Figure 8 show the average daily traffic (ADT) volumes in the study area for weekdays and weekends. On average, the Mitchell Highway carries 426 vehicles and up to 480 vehicles per weekday. Similarly, on average Railway Road carries 241 vehicles and up to 260 vehicles per weekday. The average weekend traffic on Mitchell Highway is 20% lower than weekday traffic.

Table 7 Traffic Count Volumes (Source: Stantec 2024)

Counter Location	Average 7 Days	Average Weekly	Average Weekend	Traffic Change Weekday vs Weekend
Mitchell Highway	402 (26%)	426 (26%)	342 (27%)	-20%
Railway Road	224 (22%)	241 (22%)	183 (23%)	-24%

Figure 8 Daily Traffic Volumes (Source Stantec 2024)



3.3.4.4. Transport Assessment

The Project will commence with an approximate 12-month construction period, prior to mine operations commencing. To assess the potential road transport impacts of the project on the road network, and in consideration of the TfNSW requirement regarding the assessment of 10-year traffic growth projections, the following scenarios have been adopted with regard to the potential traffic generated by the project:

- Existing Baseline
- Construction (Project Year 0 - indicatively 2026)
- Opening Year – Mine Operation (Project Year 1 - indicatively 2027)
- 10 Year Design Horizon – Mine Operation (Project Year 10 - indicatively 2037)

The anticipated mine life is approximately 16 years, inclusive of the initial Project construction period and rehabilitation/closure period. It is expected that the site will be decommissioned following the completion of all mining operations at the end of project life. The decommissioning stage of the project has not been assessed, as the traffic impacts associated with decommissioning will be significantly less than impacts associated with either construction or operation.

Construction

The assumptions for the construction workforce for the peak period of construction are:

- Maximum Number of Staff (daily) 88
- Maximum number of light vehicles (daily) 23
- Staff shuttle buses (daily) 2
- Weekly Construction deliveries (Light vehicle) 245
- Weekly Construction deliveries (semi-trailer) 7

With regards to peak hour movements for construction staff, all movements will be inbound in the morning (at the start of the construction shift hours) and outbound in the afternoon at the end of the construction shift hours. For this assessment, the construction workforce movements are assumed to overlap with the AM and PM peak periods.

Therefore, the peak vehicular activity generated by the construction staff is forecast to be up to 25 vehicles in the morning (23 inbound light vehicles, 2 inbound buses), and evening peak (23 outbound light vehicles and 2 outbound buses).

For the purpose of this assessment construction delivery (both inbound and outbound) is conservatively assumed to overlap with the AM peak period.

Over Size / Over Mass (OSOM) deliveries would occur outside of the peak hours under normal or police escort.

The submitted amendment report (AARC 2025a) proposed construction activities are undertaken on a 24 hour basis. Stantec were engaged to assess any potential traffic and transport related impacts (Stantec 2025). Stantec concluded:

'It is not anticipated that the extended construction hours would alter predicted construction delivery vehicle frequency or construction peak hour traffic movements, as outlined in Section 4.2 of the Constellation Project TIA (Stantec, 2024). The extended construction hours would allow works to be undertaken during low traffic periods, reducing any traffic impacts of the Project'.

Operations

The ore produced from the Constellation mine will be hauled to the Tritton processing plant via the Proposed Haul Road as shown in Figure 7. Copper crystal (generated from the heap leach facility SX Crystal Plant) will be loaded and transported from the Project by either road or rail. The regular operational traffic will be based on:

- A maximum production rate of 1Mtpa.
- 24 hours operation.
- Vehicle capacity of a 70-tonne payload truck with AB Triple as the largest vehicle.
- 41 truckloads per day / 82 return movements.
- Average of 4 trips per hour.

The forecast staff generated by the Project from Project Years 0-10 is shown in Table 8.

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Table 8 Staff Forecast (Source: Stantec 2024)

Description	Year										
	0*	1	2	3	4	5	6	7	8	9	10
Construction Personnel	88										
Open Cut Personnel		104	88								
Underground		86	111	117	117	117	117	117	117	111	98
Non-mining personnel (Heap Leach operators, SX plant operators, Haulage to Tritton)	58	58	58	19	19	19	19	19	19	19	19
TOTAL	88	248	257	175	136	136	136	136	136	130	117

It is assumed that some of these workers would travel by private vehicle, with some car-pooling resulting in an average vehicle occupancy of 1.2 people per vehicle. Furthermore, it is assumed that 65% of staff will use the staff shuttle buses.

For the purposes of this assessment, the operational workforce is assumed to generate the following traffic:

- Project Year 0 Construction
 - 23 private vehicles per day (or 46 trips)
 - 2 buses per day (4 daily trips)
- Project Year 1 Operation
 - 72 private vehicles per day or (144 daily trips)
 - 4 buses per day or (8 daily trips)
- Project Year 10 Operation
 - 34 private vehicles per day or (68 daily trips)
 - 2 buses per day or (4 daily trips)

It is understood that there will be two staff changeover shifts per day (morning and evening). For the purposes of this assessment, changeover shifts are assumed to overlap with the AM and PM peak periods.

Estimated operational delivery vehicles:

- Semi-trailer – 4 per week
- Rigid truck – 3 per week

Assuming a seven-day operation, the consumables and delivery vehicle activity generated by the project is forecast to be up to 1 vehicle per day or 2 vehicle movements per day (inbound and outbound trips).

Intersection Assessment

The key surveyed intersections near the site have been modelled with the anticipated additional traffic from the proposed development.

The assessment concluded that all key intersections are expected to operate satisfactorily with the additional traffic generated during construction and operations.

Road Safety

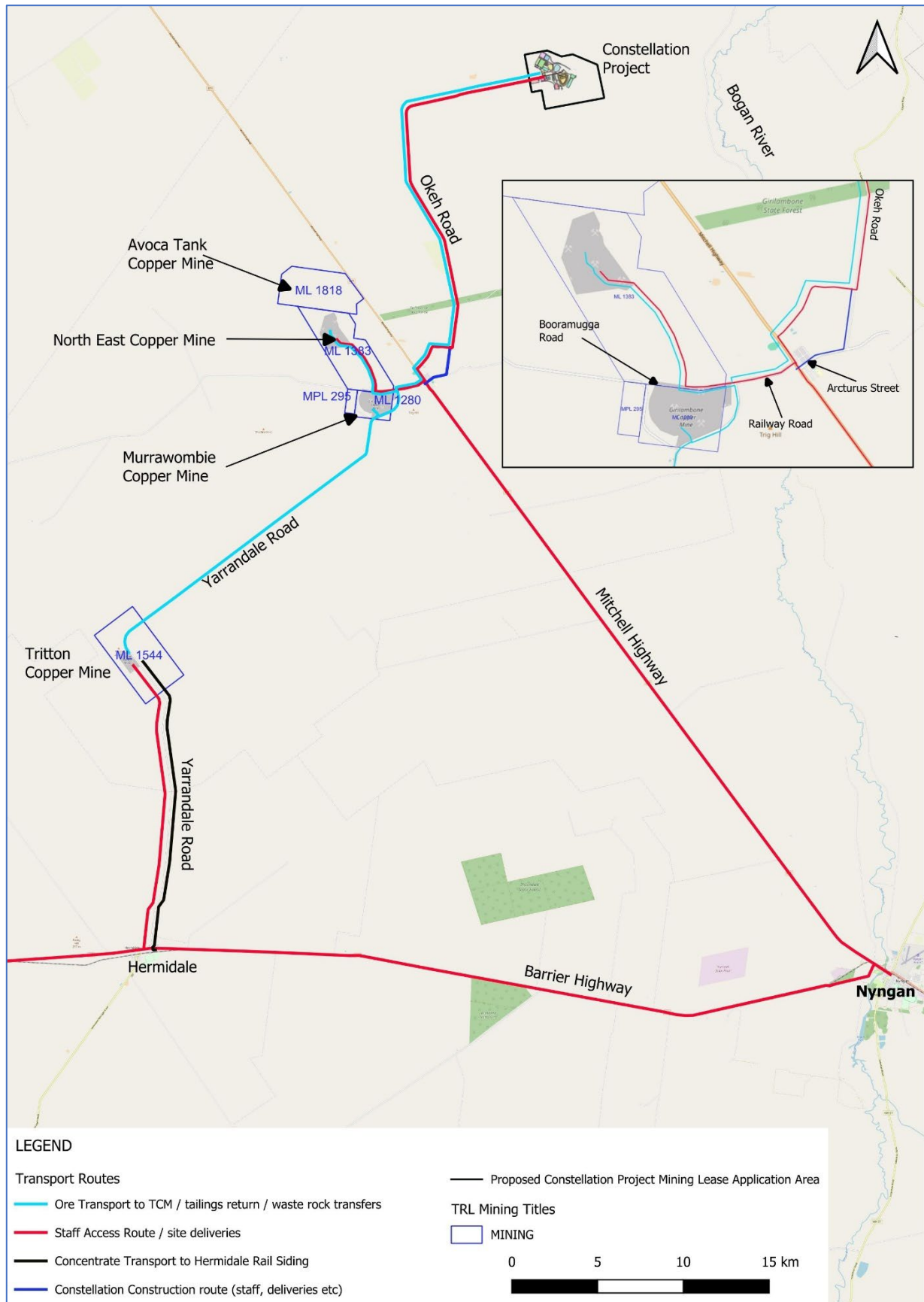
The review of the reported crash history did not highlight any particular crash causation factors on the proposed haulage routes. There were no fatalities recorded. The additional traffic assessed under the proposal is unlikely to have any material impact on the crash rate along the proposed route.

Conclusion

The assessment has identified that the additional traffic generated by the construction and operation of the CP would have a negligible impact on the operation of the road network and that there are no specific safety concerns with the existing road transport environment that would be exacerbated by the proposed mine.

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Figure 9 TRL Traffic / haulage routes



4. RESPONSIBILITIES

Personnel, contractors and visitors at TRL all have responsibility for the management and control of traffic related impacts. Specific roles (Table 9) at TRL have key responsibilities in the approval, maintenance and implementation of this TMS.

Table 9 TMS Roles and Responsibilities

TRL Role	Responsibility
Site General Manager.	Overall accountability for the environmental performance of the Tritton Copper Operations. Ensure adequate resources are available for implementation of the TMS. Approve continuous improvement initiatives. Chair the TRL Senior Leadership Team (SLT) meetings (which functions as 'Management Review' of the EMS). Promote a culture of environmental stewardship across the site.
Health, Safety, Environment and Training (HSET) Manager.	Overall responsibility for the development and implementation of this TMS and the environmental performance of the Tritton Copper Operations. Responsible for the site safety management system, emergency response and environmental performance of the TRL (including implementation of the EMS). Ensure compliance with legal and other requirements. Provides relevant information to the TRL SLT Meeting regarding environmental performance and facilitates 'Management Review' of the EMS.
Department Managers Construction Managers	Responsible for the implementation of environmental risk controls, as they apply to their specific area(s) of responsibility. Ensure staff are trained in relevant environmental procedures. Incorporate environmental considerations into operational planning. Report environmental incidents and non-conformances immediately.

TRL Role	Responsibility
Environmental Superintendent.	Develop, approve, implement, and maintain this TMS. Ensure compliance with legal and other requirements. Responsible for the assessment and issuing of Surface Disturbance Permits. Responsible for the identification of environmental risks and tracking the implementation of risk controls. Undertake consultation as it relates to the content of the TMS as required by development consents and other commitments. Responsible for the identification, reporting, investigation and corrective actions associated with environmental incidents and non-compliances. Identify opportunities for continuous improvement. Overall accountability for implementing monitoring programs and associated reporting. Provide environmental training and advice to all departments. Liaise with regulatory authorities on environmental matters. Prepare internal and external environmental reports.
Senior Environmental Advisors, Environmental Advisors, Environmental technicians.	Responsible for implementing: • environmental monitoring programs; • undertaking environmental inspections; • implementing environmental awareness programs; • implementing other environmental programs; and • other tasks as directed by the Environmental Superintendent.
Community Relations Officer.	Responsible for the development, coordination and dissemination of information to community stakeholders.

5. COMMUNITY AND STAKEHOLDER ENGAGEMENT

TRL maintains an open-door policy regarding complaints, questions and feedback to the local community. As such, surrounding landholders are regularly consulted through informal telephone conversations and correspondence.

The Tritton Community Consultative Committee was established on 22 February 2013 as a means to share information and maintain relationships with the various stakeholders (and is also required as per Condition C6 of the Avoca Tank Project Development Consent (DA 10/2015/004/003)). Invitees consist of representatives from local business, farmers, Bogan Shire Council, the Ngemba Ngiyampaa, Wangaaypuwan and Wayilwan (NNWW) people, the Bogan Aboriginal Corporation (BAC) and the Nyngan Local Aboriginal Land Council (NLALC). The CCC meets on a quarterly basis to discuss issues related to the company's operation and the community.

In accordance with *Condition 6(iii)* of the Tritton Copper Mine Development Consent (DA 41/98) and Condition C35(a)(ii) of the Constellation Project Development Consent (SSD-41579871), this TMS was prepared in consultation with:

- Transport for NSW; and
- Bogan Shire Council

The draft TMS (including the Drivers Code of Conduct) was referred to Transport for NSW and Bogan Shire Council for consultation when uploaded to the NSW Major Projects Portal. The following is a summary of comments received, and amendments made to the TMS following feedback received from the consultation process.

Transport for NSW (Letter dated 12 March 2026) raised no objections or comments related to the plan. Bogan Shire Council (email dated 23 March 2026) requested that further reference be made to the Road Use Agreement, and for TRL to confirm that Okeh Road will be fenced to prevent livestock straying onto the haul road. Minor amendments have been made as requested to Section 7.1.1, Section 7.2.1, Section 7.2.2, Section 7.3 and Section 7.8.

All feedback received as part of the consultation process has been incorporated, where required, into this TMS. A table of comments (including dates of consultation) received during consultation and actions taken to address the comments have been provided to the DPHI. There are no outstanding matters of disagreement as identified in the comments received.

Following consultation with TfNSW and Bogan Shire Council, a revised version of the TMS was submitted to DPHI for review and approval. Following their review, DPHI requested further information (letter dated 30/04/2026) and clarification of a number of points related to alignment with the TCM Development Consent (DA41/98) and Constellation Project Development Consent (SSD-41579871). A table of comments received, and actions taken to address the comments has been provided to the DPHI.

As related to the Constellation Project:

- in accordance with Condition C36 of the Constellation Project Development Consent (SSD-41579871), TRL will not commence the development of the Constellation project until the TMS is approved by the Planning Secretary.
- in accordance with Condition C37 of the Constellation Project Development Consent (SSD-41579871), TRL will implement the TMS as approved by the Planning Secretary.

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6. RISK ASSESSMENT

TRL maintain an Environmental Risk Register (TRL-HSET-RAS-0006) which is reviewed and updated on a periodic basis. The Risk Register is further described in the EMS (TRL-HSET-PLN-0023). During the preparation of this TMS, the risk register was used to identify key risks as they relate to traffic related impacts. Section 7 includes management measures to control and mitigate these risks.

7. MANAGEMENT MEASURES

The following subsections describe the management measures and controls that will be implemented to manage traffic related impacts, including compliance with development consent conditions and commitments.

7.1. Constellation Project – Road Upgrades and Construction

In accordance with Condition C30 (Table 7) of the Constellation Project Development Consent (SSD-41579871) the Constellation Project requires the upgrade of the existing Okeh Road, the upgrade of intersections of the Mitchell Highway and the construction of two new sections of private road (Figure 7).

7.1.1. Okeh Road Upgrade

In accordance with Condition C30 of the Constellation Project Development Consent (SSD-41579871), TRL will undertake the following road upgrades prior to the commencement of haulage of ore:

- an upgrade to the existing Okeh Road (including areas proposed for bitumen sealing);
- construction of a new haul road section between the Mitchell Highway and Okeh Road;
- construction of a new haul road section between the end of Okeh Road and the mine site; and
- the installation of buried services within the easement of Okeh Road, Railway Road and Booramugga Road (including within new road sections as above).

Upgrades, construction and the installation of buried services will be undertaken in accordance with an executed road use agreement with Bogan Shire Council. The upgrade (including associated intersections) will meet road design and condition requirements of Bogan Shire Council and be completed prior to the haulage of ore.

TRL will obtain any necessary permits (i.e road opening / occupation permit) from Bogan Shire Council to access and undertake works within the Okeh Road, Railway Road and Booramugga Road easements (Section 2.3.2).

Once constructed, TRL will maintain the road in accordance with the executed road use agreement (further detail is provided in Section 7.8), including regular grading, compaction and watering (for both moisture conditioning and dust suppression).

To manage potential dust and noise emissions and impacts upon residential receivers, TRL will:

- seal the section of Okeh Road in front of Karingal Homestead (at least 1km in each direction) prior to the commencement of haulage of ore (Figure 10);

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- seal the section of new haul road at the Mitchell Highway Intersection, near Girilambone and the council dam prior to the commencement of haulage of ore (Figure 10); and
- implement the Drivers Code of Conduct (Section 7.5).

TRL will further assess the associated costs, risks and overall economics of sealing additional sections of the haul road including the option for a full-length seal; where undertaken, designs must be to the satisfaction of Bogan Shire Council / as per the Road Use Agreement. This TMS will be updated as decisions are made.

In consultation with Bogan Shire Council, haul road speed limits will be reviewed, particularly around sensitive receivers to ensure the safety of road users.

7.1.2. Mitchell Highway Intersection Design

The approved Constellation Project requires the upgrade of two intersections of the Mitchell Highway, including:

- The intersection of the Mitchell Highway and a new section of haul road, joining Okeh Road to the Mitchell Highway (requiring a channelised right turn and short turn slot treatments). To be completed prior to use of the new haul road between the Mitchell Highway and Okeh Road); and
- The intersection of the Mitchell Highway and Railway Road (to be completed prior to the commencement of haulage of ore).

At the time of preparing this TMS, design of Mitchell Highway intersection upgrades were in a semi-advanced state, having been designed in accordance with Austroads Guidelines, Australian Standards and to meet TfNSW specifications. Current intersection designs have been included in Appendix C and remain subject to final detailed design and approval by TfNSW.

TRL will obtain any necessary permits (i.e Works Authorisation Deed (WAD)) from TfNSW to access and undertake works within the Mitchell Highway easement (Section 2.3.2) (including the installation of buried services within the easement).

Intersection upgrades will be completed prior to the commencing the haulage of ore.

Prior to undertaking any works within the (dis-used) rail corridor adjacent to the Mitchell Highway, TRL will consult with the country regional network operator on the proposed road upgrade design within the corridor. Any required design specifications will be incorporated and implemented by TRL. Any required approvals will be obtained prior to commencing works within the rail corridor.

7.1.3. Temporary Traffic Controls

Temporary traffic controls will be required during the upgrade, construction and maintenance of the Constellation access / haul road and associated intersections, and for the installation of buried services. Traffic control may include, but are not limited to:

- Speed restrictions;
- Stop / go controls including traffic lights / boom gates or stop/go personnel;
- Lane closures; and
- Detours.

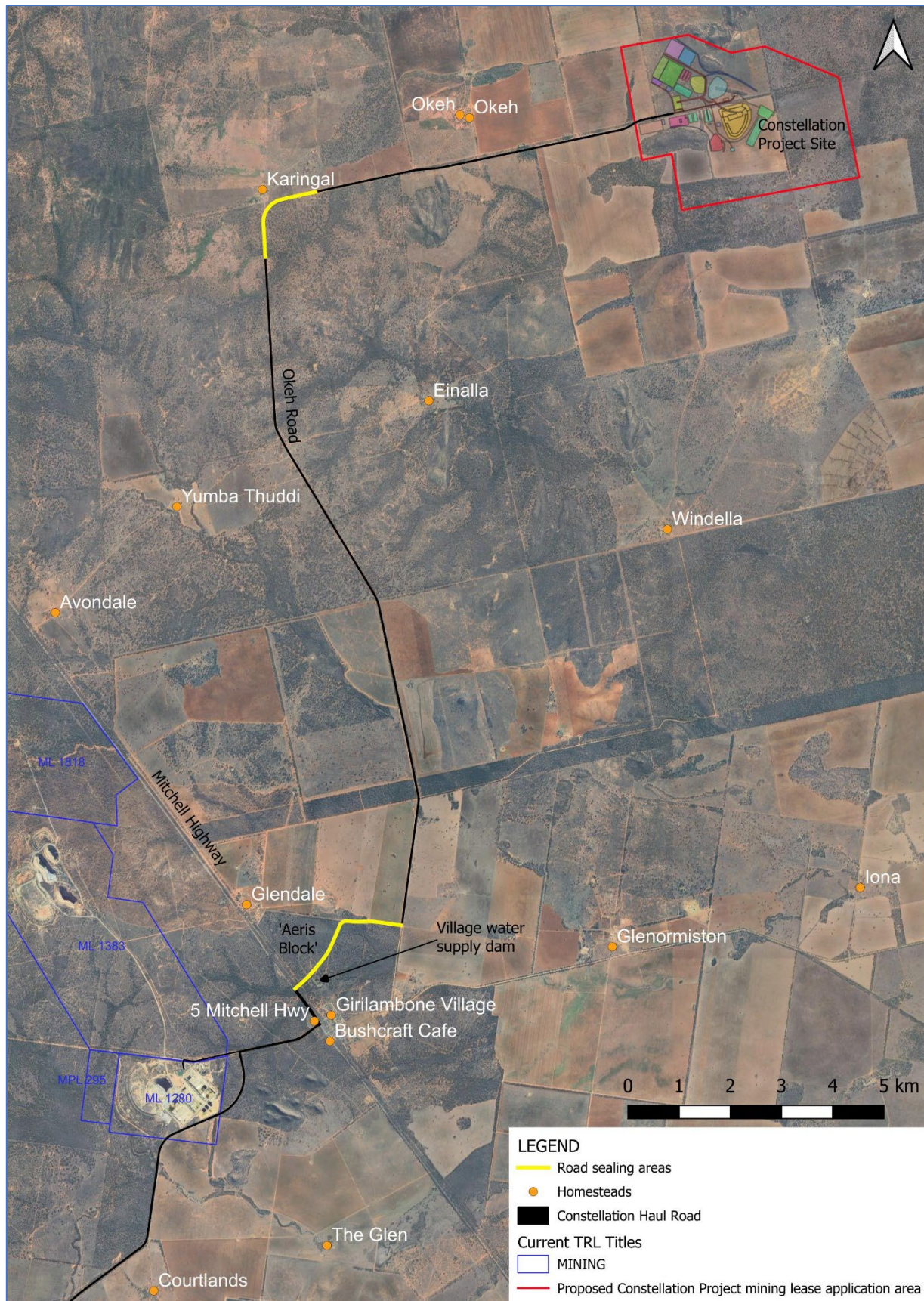
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TRL will enter a WAD with TfNSW and will implement all required measures such as preparing a separate Traffic Management Plan to the satisfaction of TfNSW. Similarly, a Traffic Management Plan will be prepared to the satisfaction of Bogan Shire Council for Okeh Road upgrades (as part of the Road opening / occupation permit process) and for installing buried infrastructure along Railway Road and Booramugga Road.

The Traffic Management Plans will:

- be prepared in accordance with Australian Standard 1742.3 *Manual of uniform traffic control devices Traffic control for works on roads* and the *Traffic Control at Work Sites Manual* (TfNSW, 2022) where relevant;
- include detailed Traffic Control Plans for all construction and upgrade locations, including ongoing maintenance where relevant. Where practicable, temporary traffic controls will be implemented outside of peak traffic hours to minimise disruption to road users including establishing detours and placement of traffic control signs.
- include appropriate signage to warn road users of construction vehicle entry/exit points and of excavations;
- be prepared by a designer with a current certificate of training as required by the Traffic Control at Work Sites Technical Manual (TfNSW, 2022).

Figure 10 Constellation Project minimum road seal areas



7.2. Road haulage / heavy vehicles

TRL are permitted to haul the following materials on public roads using road registered road train configurations:

- TRL are permitted to receive up to 1.8 Mt (per calendar year) of mined material (ore and waste materials) from their various operations to the Tritton Copper Mine.
- TRL are permitted to export up to 30 Kt of waste rock per calendar year from the Tritton Copper Mine.
- TRL are permitted to export up to 0.5Mtpa (calendar year) of tailings material from the Tritton Copper Mine to their various operations for the backfilling of underground stopes.
- Haulage of copper concentrate (containerised) from the Tritton Copper Mine to the Hermidale railway siding.
- No more than 50 laden heavy vehicle loads of drill cuttings are permitted to be received at the TCM per calendar year, unless otherwise agreed by the Secretary.
- Up to 1Mtpa (of ore) is permitted to be exported from the Murrawombie Copper Mine, North East Copper Mine and the Avoca Tank Project to the TCM for processing (calendar year).
- Up to 1Mtpa (of ore) is permitted to be exported from the Constellation Project to the TCM for processing (calendar year).
- Heavy vehicle haulage movements to and from the Constellation mine site must not exceed 82 movements per day, unless otherwise agreed by the Planning Secretary.

Haul routes are shown in Figure 9.

7.2.1. General Road Haulage Management measures (all sites)

General road haulage management measures include:

TRL will implement systems to ensure the above haulage limits (Section 7.2) are not exceeded.

The transport of waste rock from the TCM (export of waste rock to third parties) will only be undertaken between 7.00am and 10.00pm. All vehicles exporting waste rock will enter and exit the site via the haul road entrance / Yarrandale Road intersection.

At all times, priority is given to emergency services, high risk vehicles and non-reversible vehicles; to ensure predictable traffic movement patterns, reducing potential conflict points as traffic volumes increase.

Heavy vehicle deliveries to the Tritton Copper Mine (from either Nyngan or Cobar and excluding the movement of materials between TRL mine sites) will use the Barrier Highway and Yarrandale Road.

Heavy vehicle deliveries to the MCM, NECM and ATP (from either Nyngan or Bourke and excluding the movement of materials between TRL mine sites) will use the Mitchell Highway, Railway Road and Booramugga Road.

All loads entering or exiting the TRL mine sites will comply with *Load Restraint Guide for Heavy Vehicles 2025* (National Heavy Vehicle Regulator 2025)(or its current version).

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All vehicle loads are to be loaded and distributed to minimise impacts on vehicle body roll and ensure load stability. Loading must be performed according to OEM specification where relevant and be within specified load (mass and dimension) limits.

Vehicles engaged for the transport of concentrate from the TCM to the Hermidale rail siding will comply with the design requirements and vehicle specifications for this type of vehicle.

All vehicle loads will be adequately secured using methods appropriate to the load, with further consideration given to chemicals and hazardous substances. The Transport of chemicals and hazardous substances is further described in the Hydrocarbon and Chemical Management Plan (TRL-HSET-PLN-0027).

Entry and exits at the various Tritton Copper Operations is via formal site intersections, designed for the types of vehicles being used.

All loads of ore, tailings or waste rock will be securely covered prior to entering the public road network to prevent loss of material and dust lift off.

Prior to leaving any of the TRL sites, all heavy loads are checked (by the driver as per the Drivers Code of Conduct) to ensure:

- loads are secure;
- loads are covered; and
- there any no objects or materials that may cause:
 - dust lift off;
 - become dislodged and create a risk to other road users (such as rocks lodged between dual tyres etc);
 - cause littering; or
 - result in excess sediment being placed on public roads.

In addition to the above inspection requirements, TRL will implement additional measures to prevent and / or minimise the tracking of mud and sediment onto public roads including the availability of wash down facilities at each operation (TCM, Murrawombie Mine Complex and the Constellation Project) and the placement of cattle grids to allow the shaking of mud, dust and sediment from vehicles.

7.2.2. Interaction with other road users (all sites)

7.2.2.1. General measures

School bus pickup and drop off times do not coincide with the start or end of shifts at each of the TRL sites, therefore, related traffic impacts will be minimal during school pickup and drop off times with the exception of heavy vehicles movements.

Where practicable, heavy vehicle movements would occur outside of commuter peak periods, minimise convoy and platoon lengths, and would avoid school bus pick up and drop off times and locations and minimise interruption to stock movements and local events.

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The length of time taken for loading/unloading of trucks throughout Tritton Copper Operations prevents (haul) trucks from platooning on outside roads. TCM will undertake periodic reviews of gate access logs to ensure heavy vehicle departure timings remain appropriate and well-spaced.

TRL will liaise with school bus operation companies and manage haul operations to avoid potential school bus interactions. Should school busses be confirmed to be using, or observed utilising Yarrandale Road, TRL will consult with the bus company, determine hours of school bus operation along Yarrandale Road and modify haulage to avoid potential school bus interactions.

All haulage routes will be fenced to prevent livestock straying onto public roads or private haul road portions, including the currently unfenced portions of Okeh Road.

In the event livestock holders notify TRL of upcoming stock movements (such as along travelling stock reserves), TRL heavy vehicle drivers will be notified of the planned stock movements so the use of relevant roads, where practicable, is minimised when livestock are being moved and so drivers are aware of the presence of livestock and can adjust their driving accordingly.

The Driver's Code of Conduct (Section 5.5) includes the requirement to observe all livestock movement warning signs and reduce speed when approaching livestock.

7.2.3. Over-Dimensional Vehicles Traffic Management System (all sites)

TRL will liaise with the National Heavy Vehicle Regulator, TfNSW, and relevant councils to obtain the permits to use over-dimensional vehicles and loads to transport materials to and from the Tritton Copper Operations.

In accordance with TfNSW's oversize and/or overmass (OSOM) vehicles and loads requirements, the transportation of all TRL-related over-dimensional vehicles and loads will:

- obtain the relevant permits and ensure vehicle configuration, overall dimension and total mass of loaded combination complies with permit conditions;
- be supported by an accredited escort vehicle (where required); and
- be undertaken in accordance with a TfNSW approved Transport Management Plan specific to the over-dimensional trip where it is classified as High Risk (due to dimension, weight and/or route) or the load is Critical/Sensitive. The OSOM Transport Management Plan will address the following:
 - vehicle and load details;
 - route survey details of the proposed route;
 - traffic management arrangements;
 - stakeholder and community consultations; and
 - rail infrastructure manager approval (if required).

Where practicable, all road transport routes will be selected to minimise total travel distance. Route planning will prioritise the most direct and efficient paths between origin and destination to reduce vehicle kilometres travelled, travel time, and associated risks to road users.

Wherever possible, routes will avoid built-up areas, school zones, and environmentally sensitive areas to further reduce potential impacts.

Route selection will also take into account infrastructure limitations (e.g. bridge load limits, roundabout geometry), traffic volumes, and road classifications to ensure safety and compliance.

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For all TRL associated movements, the nearest approved heavy vehicle and OSOM routes are the Barrier Highway and Mitchell Highway.

7.3. Constellation Project Additional Measures

In addition to the above general measures (in Sections 7.2.1, 7.2.2, 7.2.2.1, and 7.2.3, the following will be implemented for the Constellation Project.

Heavy vehicle deliveries to the Constellation Project (from either Nyngan or Bourke and excluding the movement of materials between TRL mine sites) will:

- During construction use the Mitchell Highway, via the village of Girilambone (Arcturus Street and Murrawombie Road) and Okeh Road.
- Once the proposed haul road is upgraded / constructed; via the Mitchell Highway, private section of road through the 'Aeris Block', Okeh Road and private sections of road within the Okeh Property.

Haulage operations from and to the Constellation Project (i.e. ore to TCM and backloading of tailings material) will reflect required production rates and be conducted within approved hours of operation. In accordance with Condition A8 of the Constellation Project Development Consent (SSD-41579871), TRL will undertake haulage on public roads during daytime and evening hours only, unless otherwise agreed by the Planning Secretary and Bogan Shire Council.

Prior to commencement of construction activities associated with the Constellation Project TRL will notify affected residents of road upgrade and construction activities, including potential commute delays via a letter drop, email or direct contact. Communication will include details of proposed transport routes, proposed timing of construction activities, heavy vehicle movements and the contact details of a suitable TRL representative, who is authorised to respond to any enquiries from the community.

During road construction and upgrades associated with the Constellation Project, construction related traffic will access the Constellation Project site via the village of Girilambone (Arcturus Street / Murrawombie Road and Okeh Road (Figure 9)). TRL will implement the following measures to reduce potential traffic related impacts on the residents of Girilambone:

- Heavy vehicles will have a speed limit (within town limits) of 40km/hour;
- Heavy vehicles will not be permitted to use exhaust brakes;
- Heavy vehicle movements will be restricted to daytime and evening hours only (i.e between 7 am to 6 pm Monday to Friday, 8 am to 6 pm Saturday and at no time on Sundays or public holidays³).
- Heavy vehicle movements will, where practicable, be minimised during school commute hours (i.e between 8.00am and 9.30am and between 2.30pm and 4.00pm).
- To reduce light traffic volumes within Girilambone, construction staff will be encouraged to carpool and / or use provided shuttle buses.

TRL will undertake periodic inspections and checks of driver behaviour through the village of Girilambone to ensure these measures are being implemented and adhered to (Section 8).

³ Unless otherwise agreed by the Planning Secretary in accordance with Condition A8 of the Constellation Project Development Consent (SSD-41579871).

7.4. Managing local climate conditions

Local climate conditions that may impact road safety such as fog, heavy rainfall and reduced visibility will be actively considered in the planning of vehicle movements:

- Weather forecasts and local conditions will be monitored regularly, and transport activities may be delayed or rescheduled in response to unsafe conditions such as flooding, uneven surfaces or low-visibility fog.
- TRL will liaise with Bogan Shire Council and develop protocols for the closure of unsealed dirt / gravel roads following rainfall and / or based on road surface conditions and user safety as per the Road Use Agreement.
- Drivers and contractors will be briefed on weather-related risks at pre-start meetings and are required to comply with all site-specific procedures regarding adverse weather.
- Additional controls, such as reduced speed limits, increased following distances, and use of headlights, traffic controllers or temporary signage will be implemented as necessary to maintain road safety during poor climatic conditions.

7.5. Drivers Code of Conduct

In accordance with the various TRL development consents, TRL have developed a driver code of conduct (TRL-ENV-FRM-020) for the transportation of ore, tailings, concentrate and waste rock on public roads. All drivers engaged for these activities must read and agree to comply with (via signature) the code of conduct.

The drivers code of conduct includes measures to adjust driving behaviours to suit environmental conditions and adhere to safe driving practices, including adhering to approved transport routes, complying with speed limits, avoiding the use of hand-held mobile phones and other distractions, load management, maintaining safe travel distances, reducing noise emissions and being courteous to other road users. The code of conduct (TRL-ENV-FRM-020) is included as Appendix D.

The Driver's Code of Conduct will undergo regular review and revision in line with TRL's established document control policies and procedures. This process ensures that the management and mitigation strategies outlined in the code remain effective and appropriate throughout operational activities. Furthermore, the review will take into account any changes in background traffic patterns and road conditions, enabling continual improvement and adaptation to evolving circumstances.

Should TRL receive a community complaint regarding traffic or driver behaviour, TRL will investigate and implement corrective and preventative measures. Community complaints will be managed and recorded as stated in the EMS (TRL-HSET-PLN-0023). A summary of the Community Complaints protocol is presented below in Section 15.

The Drivers Code of Conduct, as part of this TMS was provided to TfNSW via the DPHI Major Projects Portal for consultation. Consultation outcomes with TfNSW are summarised in Section 5.

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7.6. Other Traffic Related Measures

The TRL general induction includes information on minimising the risk of vehicle strike on native fauna, including speed limits, high risk areas, high risk times and procedures for managing injured wildlife.

All vehicle strikes that result in the injury or death of native fauna (as a result on mine related vehicle movements) will be reported to the Environmental Superintendent.

TRL will ensure that sufficient parking is provided on (each) site to accommodate proposed staffing levels. All parking provided on site will be designed and constructed to ensure compliance with Australian Standard 2890. All staff must park in designated car parks and not encroach into any native vegetation areas.

All staff and contractors are encouraged to car pool or use company provided mini-busses to reduce road traffic volumes and manage fatigue.

7.7. Driver and Employee Travel Fatigue Management

TRL will develop and implement measures to manage driver fatigue in accordance with the:

- National Heavy Vehicle Regulator Fatigue Management principles (<https://www.nhvr.gov.au/safety-accreditation-compliance/fatigue-management>):
 - Principle 1: Reduce the time spent continuously working in the work opportunity.
 - Principle 2: The more frequent breaks from driving, the better.
 - Principle 3: Ensure an adequate sleep opportunity in order to obtain sufficient sleep.
 - Principle 4: Maximise adequate night sleep.
 - Principle 5: Minimise shifts ending between 00:00-06:00.
 - Principle 6: Minimise extended shifts.
 - Principle 7: Prevent accumulation of fatigue with reset breaks of at least 30hrs (and include two-night periods, 00:00-06:00) between work sequences.
- NSW Driver Fatigue Website(<https://www.nsw.gov.au/driving-boating-and-transport/roads-safety-and-rules/safe-driving/fatigue>). Measures include (but are not limited to)
 - Getting a good night's sleep (8 hours) before driving;
 - Wait 30 minutes after waking before driving.
 - Avoid driving at night when your body naturally wants to sleep.
 - Swap / rotate drivers.
 - Take regular breaks.
 - Stop and take a nap.
 - Be aware of the signs of driver fatigue.
 - yawning
 - poor concentration

- tired or sore eyes
- restlessness
- drowsiness
- slow reactions
- boredom
- feeling irritable
- making fewer and larger steering corrections
- missing road signs
- having difficulty staying in the lane.

7.8. Road maintenance

As related to road maintenance associated with the Tritton Copper Operations, TRL will undertake any road maintenance in accordance with road use agreements with Bogan Shire Council and / or notify the relevant road's authority of required maintenance.

Any road maintenance activities conducted by TRL (where in agreement with the relevant roads authority) will be notified to the relevant agency and have suitable traffic control in place that complies with *Australian Standard AS1742 Manual of uniform traffic control devices Traffic control for works on roads* and where relevant the *Traffic Control at Work Sites Manual (TfNSW, 2022) (as updated)*.

As relevant to the Constellation Project, and in accordance with the Road Use Agreement, Bogan Shire Council will undertake maintenance works in accordance with a road maintenance program developed in consultation with TRL.

Any emergency repairs or maintenance requirements will be escalated with the relevant road's authority or where relevant (i.e. in accordance with road use agreements) conducted by TRL as soon as reasonably practicable. Where possible warning signs will be placed as soon as possible to notify drivers of poor road conditions until repairs can be arranged.

7.9. Daily Pre-start Meetings

Daily Pre-start meetings will take place at TRL to facilitate continuous improvement initiatives and incident awareness in relation to traffic and transport.

7.10. Performance Measures, Targets, Trigger Action Response Plan

Performance criteria and a Trigger Action Response Plan (TARP) has been developed to improve traffic related outcomes and is provided below in Table 10.

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Table 10 Performance Criteria and Corrective Measures

Performance Criteria / Targets	Trigger	Action	Response
0 community complaints regarding traffic or driver behaviour	1 or more community complaint regarding traffic or driver behaviour	As relevant to the nature of the complaint: - Interview driver (where relevant) - reinforce Drivers' Code of Conduct (where relevant). - Inspect road conditions and initiate repair as required.	Investigate and resolve community complaints to mitigate impact and prevent reoccurrence. (Complaints Management Process EMS (TRL-HSET-PLN-0023)) Summary of community complaint published in Annual Review and on Aeris Resources web site (monthly).
<2 identified non-compliances per calendar year related to driver behaviour, securing / covering of loads, approved transport routes etc	2 or more non-compliances per calendar year	Re-issue / re-roll out driver code of conduct. If required, manage in accordance with TRL Human Resources protocols.	Report non-compliance where required. Investigate causal factors and implement corrective measures. Continue to monitor compliance. Provide summary in Annual Review

8. MONITORING PROGRAM

Monitoring programs, as they relate to the management of traffic related impacts are presented below in Table 11.

Table 11 TRL Traffic Related Monitoring Programs

Monitoring Type	Frequency	Reporting of Results
TMS Compliance Monitoring: - Drivers 'signed on' to Code of Conduct. - Compliance with Code of Conduct. - Compliance with Girilambone village, pre-construction requirements (Section 7.3) - Loads secured. - Loads covered. - No excess sediment or items that may become dislodged and create hazards for other road users (including litter). Monthly compliance checks will be conducted by TRL which will involve interview with the driver, review of training registers, observation of driver behaviour and inspections of the vehicle and load. Drivers and vehicles will be selected at random.	Monthly compliance checks.	Reported to area manager. Documented record stored in the site compliance management system. Corrective actions devised and assigned to area owner as per TRL procedures.

9. ENVIRONMENTAL INSPECTIONS

No traffic related environmental inspections are proposed to be conducted. All TRL staff and haulage drivers are however encouraged to report any poor or damaged road conditions, damaged or illegible safety signs and any poor driving behaviour.

10. TRACKING OF ACTIONS AND ACTIVITIES

The Environmental Management Strategy (TRL-HSET-PLN-0023) outlines the process for assigning, scheduling and tracking the completion of key tasks, including those arising from this management plan. The TRL Environment Superintendent maintains a 'Works Program Schedule' (register of tasks) that is aligned with the life of mine plan and TRL budget cycles. This register is reviewed and updated on a periodic basis by the Environmental Superintendent. Any lagging or at risk tasks are escalated to the relevant manager or to the Health, Safety, Environment and Training (HSET) Manager for tabling at the TRL SLT Meeting.

11. COMPLIANCE, AUDITING AND REPORTING

11.1. Assessing Compliance

Compliance requirements and any key obligations or commitments as they relate to traffic management are contained in the TRL Legal and Other Obligations Register (TRL-HSET-REG-0002). The Environmental Superintendent is responsible for the implementation of this TMS and will undertake periodic assessments of compliance against the requirements of the TRL Legal and Other Obligations Register and this TMS. Any findings indicating misalignment with the aims, objectives or specific requirements of this plan will be managed as per the EMS (TRL-HSET-PLN-0023) as either an incident, non-compliance or opportunity for continuous improvement.

Non-compliances are reported as per the various TRL approvals, including:

- Condition 7A of the TCM Development Consent (DA41/98). Within seven days of becoming aware of a non-compliance, TRL will notify DPHI of the non-compliance. The notification will set out the condition of this consent that the development 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.
- Condition D1 of the Constellation Project Development Consent (SSD-41579871). Within seven days of becoming aware of a non-compliance, TRL will notify DPHI of the non-compliance. The notification will:
 - be in writing;
 - be submitted via the NSW planning portal (Major Projects);
 - identify the development (including the development application number and name);
 - set out the condition of this consent that the development is non-compliant with;
 - describe why it does not comply;
 - describe the reasons for the non-compliance (if known); and
 - describe what actions have been undertaken, or will be undertaken and when, to address the non-compliance.

Further detail regarding the reporting of non-compliances is contained in the EMS (TRL-HSET-PLN-0023).

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11.2. Independent Environmental Audits

TRL are required to undertake independent environmental audits in accordance with the following conditions:

- Condition 8 of the TCM Development Consent (DA41/98).
- Condition C8 of the ATP Development Consent (DA 10/2015/004/003)
- Condition D5 of the Constellation Project Development Consent (SSD-41579871)

The above audits will assess the Company's environmental performance against compliance conditions and the implementation of this TMS.

Further detail regarding the conducting of the required audits is contained in the EMS (TRL-HSET-PLN-0023) and apply to this TMS.

11.3. Reporting

The EMS (TRL-HSET-PLN-0023) includes details on the required reporting mechanisms as they apply to the various TRL Operations. Formal annual reporting mechanisms (Annual Review) are required to meet:

- Condition 6A of the TCM Development Consent (DA41/98);
- Condition C4 of the ATP Development Consent (DA 10/2015/004/003); and
- Condition D4 of the Constellation Project Development Consent (SSD-41579871)

For each annual report produced, the report will include a summary of any traffic related impacts (incident/non-compliance), (continuous) improvement initiatives and an update on key programs.

The external reporting of any 'reportable incidents' and non-compliances to regulatory authorities and relevant stakeholders will be undertaken as presented in Section 11.3, Section 12 and as stated in the EMS (TRL-HSET-PLN-0023).

12. ENVIRONMENTAL INCIDENT AND EMERGENCY PLANNING, PREPAREDNESS AND RESPONSE

All incidents where there is actual, or a risk of potential environmental harm are externally reported to the respective regulatory authority:

- DPHI:
 - as per Condition 7 of the TCM Development Consent (DA41/98). As applicable to the TCM, TRL will immediately notify DPHI and any other relevant agencies after it becomes aware of an incident. The notification will identify the development (including the development application number and name) and set out the location and nature of the incident; and
 - Condition D2 of the Constellation Project Development Consent (SSD-41579871). As applicable to the Constellation Project, TRL will notify the DPHI within 24 hours of becoming aware of an incident. The notification will be made via the NSW planning portal (Major Projects) and include details about the incident including:

- the date, time and location;
 - a brief description of what occurred and why it has been classified as an incident;
 - a description of what immediate steps were taken in relation to the incident; and
 - identifying a contact person for further communication regarding the incident.
- Other regulatory agencies depending on the nature and location of the incident, such as Bogan Shire Council or Transport for NSW.

Any incident reported will require an investigation to be conducted as soon as practical, in consideration to any required reporting requirements (below). The investigation will be undertaken to determine the root cause(s) of the incident and to devise corrective and preventative measures.

As applicable to the Constellation Project, in accordance with Condition D3 and Appendix 7 of the Constellation Project Development Consent (SSD-41579871), a written report will be provided to the DPHI within seven days (or otherwise agreed by the Secretary) of the initial incident notification. The report will include all required information as per Appendix 7 of the consent.

TRL maintains a register of any complaints received in relation to any environmental performance issues. The register includes the date and nature of the complaint, and actions taken to mitigate or prevent reoccurrence.

Further detail regarding the identification, reporting and management of incidents, and TRL's emergency response procedures are contained in the EMS (TRL-HSET-PLN-0023) and apply to this TMS.

13. TRAINING AND AWARENESS

TRL will ensure that all of its employees, contractors (and their sub-contractors) are made aware of, and are instructed to comply with, the conditions of the various TRL consents relevant to activities they carry out.

All personnel involved in on-site operations at each of the Tritton Copper Operations will receive training on traffic management aspects and required mitigation measures (as applicable to the general workforce). The training will provide information relating to the following.

- A summary of legal obligations and commitments as related to traffic on external (public) roads, including relevant conditions of consent;
- Required traffic management measures as applicable to the general workforce (in accordance with this TMS);
- The Drivers Code of Conduct;
- incident reporting; and
- the general contents and location of this TMS.

Training will be undertaken through the completion of the site general induction.

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Additional instruction will be provided to key personnel whose role requires the consideration or implementation of specific traffic management mitigation measures, such as those required to comply with the Drivers Code of Conduct. Instruction will be provided by the Site Environmental Superintendent or delegate, including the provision of operational control documentation (for example, Environmental Operating Procedures, Drivers Code of Conduct etc).

Awareness covering relevant topics, including traffic related impacts will be provided throughout the year through daily pre-starts, posters and safety meetings.

14. CORRECTIVE AND PREVENTATIVE ACTIONS

Any corrective or preventive actions, or opportunities for improvement identified through environmental inspections, audits, incident investigations or non-compliances are assigned and tracked through the site's compliance management system. Where required, management plans, procedures, templates and schedules are updated, approved by management and implemented as per the EMS framework (Section 1.2). These aspects are further described the EMS (TRL-HSET-PLN-0023).

15. COMMUNITY COMPLAINTS MANAGEMENT

TRL maintain a telephone community complaints line and email address (Ph 1800 935 999; email: tritton.community@aerisresources.com.au) to enable the community to register complaints regarding TRL's operations and associated aspects.

All complaints are recorded in a commercial Community Complaints Database (Consultation Manager®). The record will include the following detail in accordance with Condition M4.2 of EPL4501 and EPL11254:

- the date and time of the complaint;
- the method by which the complaint was made;
- any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect;
- the nature of the complaint;
- the action taken by the licensee in relation to the complaint, including any follow-up contact with the complainant; and
- if no action was taken by the licensee, the reasons why no action was taken.

The complaint is also registered in INX as an 'event' and investigated to determine the basic cause and devise corrective / preventative measures.

The process for managing and responding to community complaints is presented below:

1. The Community Relations Officer will forward the complaint to the relevant area owner (as related to the aspect or nature of the complaint) for investigation / provision of a response.
2. Where a rapid response and rectification is possible, the matter will be corrected, and the Community Relations Officer will contact the complainant and advise that the matter is corrected (including any measures to prevent re-occurrence).

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3. Where further investigation is required, the Community Relations Officer will contact the complainant and advise that the complaint has been received and is under investigation and advise a timeframe for when it is expected a response can be provided.
4. When the investigation is complete, when corrective measures are implemented, or on the day when the response was to be provided, the Community Relations Officer will contact the complainant and advise that the matter is corrected (including any measures to prevent re-occurrence) or provide an updated timeframe for when it is expected a response can be provided.
5. The community complaints register, and INX are updated with actions taken to resolve the complaint, and the date the complaint was resolved.

TRL will provide a summary of community complaints received, updated on a monthly basis on the Company website.

16. REVIEW AND IMPROVEMENT

The EMS (TRL-HSET-PLN-0023) contains details regarding the review of strategies and management plans including this TMS.

16.1. Tritton Copper Mine

Condition 6B of the TCM Development Consent (DA 41/98) requires that:

'within three months of the submission of an Annual Review, Incident Report, Independent Environmental Audit or any modification to development consents, the applicant shall review, and if necessary, revise, the strategies, plans and programs required under the consents to the satisfaction of the' Secretary (TCM development consent) or Bogan Shire Council (ATP development consent).

The TCM development consent requires that the revisions are completed, and the revised document is submitted to the Secretary within six weeks of the complete review. The six week timeframe is interpreted by TRL to be the date that the revised plan is submitted via the Major Projects Portal for consultation and / or approval.

16.2. Constellation Project

Condition B12 of the Constellation Project Development Consent (SSD-41579871) requires that:

within three months of:

- *the submission of an incident report under condition s D2 or D3;*
- *the submission of an Independent Environmental Audit under condition D5;*
- *the approval of any modification of the conditions of this consent (unless the conditions require otherwise); and / or*
- *notification of a change in the development phase under condition A11.*

the Applicant must review and, if necessary, revise the strategies, plans and programs required under this approval to the satisfaction of the Planning Secretary. Where this review leads to revisions in any such document, the revised document must be submitted to the Planning Secretary for approval within four weeks of the review.

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The four week timeframe is interpreted by TRL to be the date that the revised plan is submitted via the Major Projects Portal for consultation and / or approval.

TRL will review and if required revise applicable management plans and strategies as per these requirements; where TRL management plans are combined into a single document, such as this TMS, the most conservative trigger (i.e most frequent) will be applied, and the required review commenced.

The revision will include, where relevant, any corrective or preventive actions, or opportunities for improvement identified through environmental inspections, audits, incident investigations or non-compliances (Section 14).

Revised management plans are approved as per the TRL delegation of authority.

17. ACCESS TO INFORMATION

Condition 8A of the TCM Development Consent (DA 41/98), Condition C10 of the ATP Development Consent (DA 10/2015/004/003) and Condition D9 of the Constellation Project Development Consent (SSD-41579871) require the publishing of information on the Company website. In addition, Section 66(6) of the POEO Act requires the publishing of monitoring data, where required to be collected by any Environmental Protection Licence.

To meet the above requirements, TRL will publish the following information on the Company website and keep it up to date:

- TCM Development Consent (DA 41/98) (including modifications);
- Tritton EIS (including environmental assessments undertake to support modifications);
- ATP Development Consent (DA 10/2015/004/003) (including modifications);
- Avoca Tank Project EIS (or equivalent) (including environmental assessments undertaken to support modifications);
- Constellation Project Development Consent (SSD-41579871);
- Constellation Project EIS;
- Environmental Protection Licences;
- Mining Leases;
- Rehabilitation outcome documents as required by Standard Mining Lease Conditions.
- All approved strategies, plans and programs required under the conditions of consent;
- the proposed staging plans for the development (if the construction, operation or decommissioning of the development is to be staged);
- 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;

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- a comprehensive summary of the monitoring results of the development, reported in accordance with the specifications in any conditions of this consent, any approved environmental management documents or EPLs;
- a summary of the current phase and progress of the development;
- contact details to enquire about the development or to make a complaint;
- a complaints register, updated monthly (all TRL operations);
- Minutes of CCC Meetings;
- the Annual Reviews of the development;
- 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; and
- any other matter required by the Secretary (Tritton / Constellation), or Bogan Shire Council (Avoca Tank);

18. RELATED DOCUMENTS

Internal documents referenced within this TMS are presented in Table 12.

Table 12 Internal Documents Relevant to this TMS

Doc No.	Document Name	Author
TRL-HSET-PLN-0023	Environmental Management Strategy	TRL
TRL-HSET-RAS-0006	Environmental Risk Register	TRL
TRL-HSET-MP-005	Traffic Management Plan	TRL
TRL-HSET-REG-0002	TRL Legal and Other Obligations Register	TRL
TRL-HSET-PLN-0027	Chemical and Hydrocarbon Management Plan	TRL

19. REFERENCES

AARC (2024). Constellation Project EIS

AARC (2025). Constellation Project response to submissions

AARC (2025a) Constellation Project Amendment report (and associated responses)

AECOM (2025). Tritton Copper Mine - Modification 9 Traffic Impact Assessment

Maunsell (2007). Tritton Copper Mine Expansion Project - Transport Statement

National Heavy Vehicle Regulator (2025). Load Restraint Guide for Heavy Vehicles 2025

Nord Australix Nominees Pty. Ltd (1990). Girilambone Copper Project - Environmental Impact Statement (prepared by RW Corkery & Co)

RW Corkery (1998) Tritton Copper Project Environmental Impact Statement

RW Corkery (2014). Environmental Impact Statement for the Avoca Tank Project.

RW Corkery (2022) Modification Report for the Tritton Copper Mine Modification 8

Stantec (2024). Constellation Project Transport Impact Assessment (Appendix 7 to the EIS)

Stantec (2025). Constellation Project Amendment Report - Transport Impact Assessment (letter dated 3 July 2025 – Appendix D9 to the Amendment Report)

Straights Resources (2007) Statement of Environmental Effects for M11544. Tritton Expansion Project – Stage 2. Tritton Resources Limited

Transport for NSW (2022). Traffic control at work sites (TCAWS) Technical Manual (Version 6.1 - February 2022).

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20. APPENDIX A GENERAL MANAGEMENT PLAN REQUIREMENTS

Condition B4, of the Constellation Project Development Consent (SSD-41579871)	Relevant Section	TMS
B4 Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:	-	
(a) quality control information including document version control details and the management plan author(s);	Title Page	
(b) summary of the environmental management context, including: (i) a brief project description, including visual representation of any project staging; and (ii) the purpose and scope of the management plan.	Section 3.2.5 Sections 1.1 and 1.3	
(c) The relationship of the management plan with other environmental management documents or systems;	Section 1.2	
(d) a site location plan identifying the project boundary, disturbance area and related environmental aspects;	Figure 6 Figure 7	
(e) a brief summary of background or baseline data, where relevant; Note: If detailed baseline data must be included in a management plan, it must be appended and summarised in the main text of the management plan.	Section 3.3.4	
(f) a summary of consultation undertaken during the preparation of the management plan that includes when and how consultation was undertaken and the outcomes of the consultation;	Section 5	
(g) details of the statutory requirements, limits or performance measures and any 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 2 Section 7.10	
(h) a description of the measures to be implemented to comply with statutory requirements, and the limits, performance measures, criteria and operational requirements of conditions of this consent;	Section 7	
(i) a program to monitor and report on the: (i) impacts and environmental performance of the development; and (ii) effectiveness of the management measures implemented for the development;	Section 8	
(j) 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; and	Section 7.10	
(k) a protocol for periodic review of the plan. Note: The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.	Section 16.2	

21. APPENDIX B COMMITMENTS ARISING FROM ENVIRONMENTAL ASSESSMENTS

Commitments Arising from Environmental Assessments

Section	Commitment	Section Where Addressed
Tritton Environmental Assessments		
Initial EIS 4.13.2.1	The applicant proposes to contribute to the upgrading and or routine maintenance of the section of Yarrandale Road between the Project Site and Hermidale.	Complete
	The applicant would install 'Truck Entering' signs adjacent to Yarrandale Road on the approaches to the Tritton Project Site.	Complete
	All trucks transporting concentrate would be modern trucks fitted with best practice devices to avoid spillages. All trucks would be full covered before they leave the Tritton Project Site.	Superseded. Concentrate now transported in sealed containers.
Mod 4	No additional management or mitigation measures	-
Mod 5	No additional management or mitigation measures	-
Mod 6	No additional management or mitigation measures	-
Mod 7	No additional management or mitigation measures	-
Mod 8	No additional management or mitigation measures	-
Mod 9 6.7.4	The Applicant would review the existing Traffic Management Plan in the context of the Proposed Modification to ensure that existing controls remain relevant and effective.	This Plan
Murrawombie Environmental Assessments		
Initial EIS	No proposed management or mitigation measures	-
Mod 1 (1995)* Table 4.1	Booramugga Road deviation for separation of haul trucks and private vehicles.	Complete
	Details of road deviation to be submitted to Council should the deviation be approved	
	Deviation would be in place for approximately 3 years.	
	All future copper produced on-site would be despatched as back loads on tankers delivering acid to site.	
Stage 2 Mod (2007)	It is expected that Yarrandale Road will be sealed once heavy vehicle movements reach the maximum movements per day.	Complete

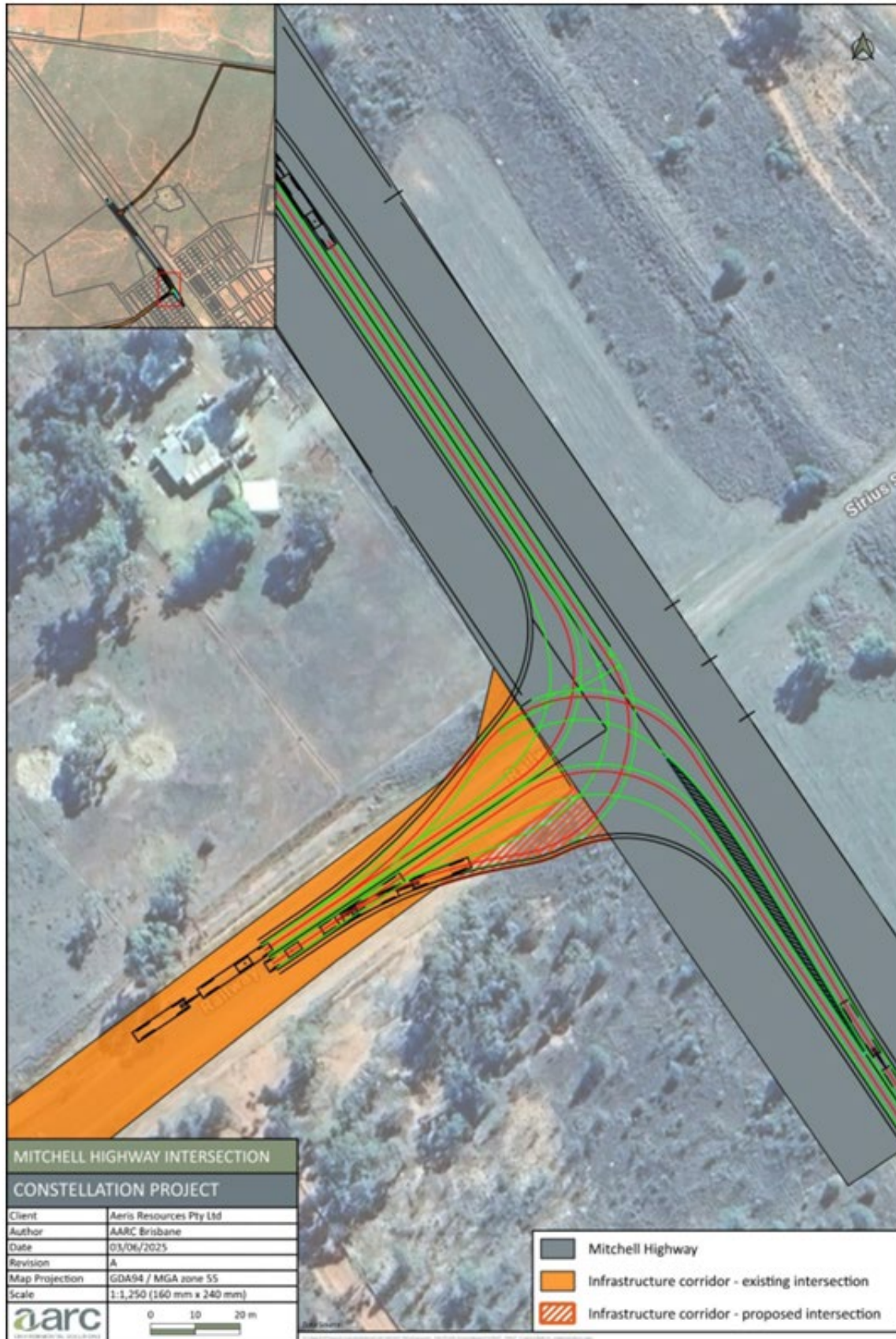
Section	Commitment	Section Where Addressed
Mod 3 (2015)	No additional management or mitigation measures	-
Mod 4 (2023)	No additional management or mitigation measures	-
Mod 5 (2024)	No additional management measures or commitments	-
North East Environmental Assessments		
Initial EIS* Table 4.1	Booramugga Road deviation for separation of haul trucks and private vehicles.	Complete
	Details of road deviation to be submitted to Council should the deviation be approved	
	Deviation would be in place for approximately 3 years.	
	All future copper produced on-site would be despatched as back loads on tankers delivering acid to site.	
Stage 1 Mod (2007) 6.4.2	TRL will contract to competitive tender any required upgrade and maintenance of Yarrandale Road to maintain it in an acceptable state for a haul road.	Superseded: Yarrandale Road is now sealed.
*Note: The 1995 EIS proposed the development of 3 x pits, waste rock emplacements and associated infrastructure at North East, and 2 x additional heap leach pads, associated infrastructure and the diversion of Booramugga Road at the Murrawombie Mine. The EIS was titled the 'Girilambone North Copper Mines'		
Avoca Tank Environmental Assessments		
Initial EIS (2014) Section 4.10.3	Ensure that all vehicles transporting ore are not loaded beyond their legal capacity.	Section 7.2
	Ensure that the trays of all heavy vehicles transporting ore are covered prior to leaving the ROM Pad.	Section 7.2
	Prepare, implement and enforce a Driver's Code of Conduct for all heavy vehicle drivers accessing the Project Site regularly.	Section 7.4
	Investigate any complaints in relation to transportation operations promptly.	Section 7.2
Mod 1 (2021) Section 7.8	Re-commitment of the above mitigation measures	As above

Section	Commitment	Section Where Addressed
Constellation Project Environmental Impact Statement (including response to submissions and amendment report)		
S1	To limit the traffic volumes, materials and equipment deliveries will be coordinated to minimise vehicle movements on access roads.	Section 7.2
S2	Traffic control measures and signage for safe movement of vehicles will be installed permanently or temporarily.	Section 7.1.3 Section 7.8
S3	Stakeholders will be notified of any material Project traffic-related activities (such as road closures due to road works) as soon as practicable and prior to the activities.	Section 7.2.2 Section 7.3
S4	A road maintenance program will be implemented to ensure the haul road is kept in a trafficable condition.	Section 7.8
S5	The haul road will be sealed where possible to mitigate noise and dust from vehicles. Watering of sections of unsealed road will be carried out to minimise dust impacts	Section 7.1
S6	To minimise safety risks, speed limits will be reviewed for the haul road, particularly around sensitive users.	Section 7.1
T1	A Traffic Management Plan will be prepared to address heavy vehicle traffic and vehicle types operating outside the mining leases during the life of the Project (construction, maintenance, operation and decommissioning).	This TMS
T2	To minimising the traffic safety impacts of the development and disruptions to local road users during the construction and decommissioning of the development, Aeris will install temporary traffic controls, including detours and signage	Section 7.1.3
T3	During the construction and decommissioning phase, the local community will be notified about development-related traffic impacts.	Section 7.2.2 Section 7.3
T4	Potential conflicts will be minimised between development-related traffic and: • stock movements; • domestic animals; and • school buses in consultation with local schools.	Section 7.2
T5	Measures will be implemented to minimise development-related traffic on the public road network out of standard construction hours.	Section 7.3

Section	Commitment	Section Where Addressed
T6	Procedures and systems will be implemented to ensure that development-related traffic does not track dirt onto the public road network.	Section 7.2
T7	Loaded vehicles entering or leaving the site will have their loads covered or contained.	Section 7.2
T8	Sufficient parking will be provided on-site for all development-related traffic.	Section 7.6
T9	Any emergency road repair requirements and maintenance will be responded to as soon as practicable during construction, operations and decommissioning.	Section 7.8
T10	A traffic management system will be implemented for managing over-dimensional vehicles.	Section 7.2.3
T11	Fatigue Management Plans will be prepared.	Section 7.7
T12	A driver's code of conduct will be implemented, addressing: - travelling speeds; - procedures to ensure that drivers to and from the development adhere to the designated over-dimensional and heavy vehicle routes; and - procedures to ensure that drivers implement safe driving practices when driving to and leaving the Project-related activities.	Section 7.5

22. APPENDIX C CONSTELLATION PROJECT – MITCHELL HIGHWAY INTERSECTION DESIGNS (AARC 2025A)





23. APPENDIX D TRL DRIVERS CODE OF CONDUCT

Doc No: TRL-HSET-PLN-0043		Title: Traffic Management Strategy		
Site: Tritton	Revision No: 1.2	Published Date: 00/00/0000	Next Review Date: 00/00/0000	Page: 75 of 75
This document is UNCONTROLLED once printed – refer to Tritton CDMS for CONTROLLED version				

Applicability of Procedure

This procedure applies to the transportation of mining related materials on public roads conducted by Tritton Resources Limited (TRL) employees or contractors. Materials include, but are not limited to the transport of ore, waste rock, tailings, road base and drill cuttings.

Objective

This Driver's Code of Conduct has been established to minimise the impact of TRL operations on the environment and ensure the safety of other motorists using the public road network in the vicinity of the various TRL operations.

Process

The driver will:

- Be required to sign and comply with this code of conduct;
- Hold the relevant licences and permits to operate the subject vehicle;
- Comply with all national and NSW regulations regarding speed limits, load limits, load restraint, driving hours, fatigue management, alcohol and other substances, use of mobile phones / devices etc;
- Implement safe driving practices and comply with all traffic directions and signs including traffic control signs, direction from traffic controllers, livestock movement warning signs etc;
- Ensure that all loads are correctly covered and secured before entering a public road;
- Ensure that all loads and objects are correctly restrained before entering a public road (including the inspection and removal of items that may cause hazards to other road users or result in littering);
- Adhere to approved transport routes and TRL direction regarding vehicle operation;
- Limit the use of the engine brake and other noise driving practices in built-up areas;
- Be aware Personal Protection Equipment requirements for each work site and strictly adhere to them;
- Ensure that all vehicles exporting mining related materials enter and exit the public road network via formal and established site entrances; and
- Ensure that the transportation of waste rock from the Tritton Copper Mine only occurs between 7.00am and 10.00pm

Driver's Name (please print)	
Driver's Signature	
Date	

All signed code of conducts will be captured in InTuition as a compliance record.