

Kiara Crook
Environment and Compliance Superintendent
Tarago Operations Pty Ltd
507 Collector Road
Tarago, NSW, 2580

11/04/2025

Subject: Woodlawn Copper Mine – Road Transport Protocol

Dear Ms. Crook,

I refer to your submission requesting review and approval of the Road Transport Strategy in accordance with Schedule 4, Condition 26 of the Project Approval for the Woodlawn Copper Mine (MP07_0143).

I note the Road Transport Strategy:

- has been prepared in consultation with TfNSW; and
- contains the information required by the conditions of approval.

Accordingly, as nominee of the Planning Secretary, I approve the Road Transport Strategy (Rev 11, dated 8 April 2024).

Please ensure you make the document publicly available on the project website at the earliest convenience.

If you wish to discuss the matter further, please contact Wayne Jones on (02) 6575 3406.

Yours sincerely



Stephen O'Donoghue
Director
Resource Assessments

As nominee of the Planning Secretary

DEVELOP

ROAD TRANSPORT PROTOCOL

Woodlawn Copper Zinc Project

Document Review/Change History

Date	Summary of review and changes	Revision No.	Authors	
			Drafted by	Reviewed by
29/01/2015	Internal review	1	HS	HS
09/09/2018	Issue to CCC and Council	2	RB	HS
20/09/2016	Issue for review	3	RB	AL
15/05/2017	Comments from DPE	4	RB	AL
24/05/2017	Issue to RMS	5	RB	AL
13/06/2017	Issue to DPE for approval	6	RB	AL
02/08/2017	Amendments for MOD2	7	RB	AL
06/06/2024	Amend company details, refine plan, updates following revised company strategy	8	KC	AVN
09/01/2025	Final version for consultation and upload to major projects portal	9	KC	CT
20/03/2025	Updates to the consultation log and Plan 2 following consyltation with Council (via CCC and email) and comments received from TfNSW (through major projects portal)	10	KC	KC
08/04/2025	Updates in response to DPHI comments received	11	KC	KC
16/06/2026	Annual review – no changes	12	KC	KC

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Glossary

Acronym	Definition
AFM	Advanced Fatigue Management
BFM	Basic Fatigue Management
CCC	Community Consultation Committee
DEVELOP	Develop Global Limited
DPE	Department of Planning and Environment
EA	Environmental Assessment
EMP	Environmental Management Plan
EMS	Environmental Management Strategy
GVM	Gross Vehicle Mass
IBC	Intermediate Bulk Container
NHVR	National Heavy Vehicle Regulator
NSW	New South Wales
NTC	National Transport Commission
PBS	Performance Base Standards
Project	Woodlawn Zinc-Copper Mine
RMS	Roads and Maritime Services.
RTP	Road Transport Protocol
The Code	Australian Code for the Transport of Dangerous Goods by Road and Rail 2015
Veolia	Woodlawn Bioreactor

1. INTRODUCTION

1.1. Background

The Woodlawn Zinc-Copper mine (the Project) is located approximately 7 km northwest of Tarago in New South Wales (NSW) within Special (Crown and Private Land) Mining Lease no. 20 (SML20) as shown in Plan 1, Appendix 1. The original Woodlawn mine operated from 1978 to 1998 and processed 13.8Mt of ore from the Woodlawn open pit, underground and minor satellite deposits. Following its prolonged closure, the Project was acquired by ASX-listed Heron Resources who secured Project Approval in July 2013 following the public exhibition of the Projects Environmental Assessment (EA). Heron completed the construction of the project and developed the new underground mine in accordance with the Project Approval before it was put on care and maintenance in March 2020. Heron was placed in administration in July 2021. Develop Global Limited (DEVELOP) completed its acquisition of the Project in May 2022 and Tarago Operations Pty Limited which holds Special Mining Lease (SML) 20 and (EPL) 20821. Veolia operates an eco-precinct, including a licensed landfill, within SML20 but separated from the project and has separate EPL's as shown in Plan 1, Appendix 1.

1.2. Scope and objectives

This Road Transport Protocol (RTP) has been developed by Develop Global Limited (DEVELOP) to ensure that transport activities associated with the Project meet the expectations of the community and regulators. This RTP also provides a mechanism for continuous improvement to ensure that the Project, shown on Plan 1, Appendix 1, will continue to comply with both current and future legislative requirements and community expectations.

1.3. Purpose

The Woodlawn Zinc-Copper Mine (Project) involves the transport of processed concentrate to either Port Botany or Port Kembla terminals. This RTP has been prepared as part of the Environmental Management System for the Project and in response to conditions of Project Approval 07_0143. With construction now complete this version of the RTP has been updated for the operational phase of the project and covers:

- Transport of concentrate from the site;
- Key transport routes using Collector Road to Tarago-Bungendore Road, Braidwood Road and the Hume Highway;
- Transport hours;
- Transport protocol;
- Transport monitoring and data recording.
- Reporting procedures

The RTP provides a working document for day-to-day management of the transport activities for the Project which will assist with ensuring the operation complies with approval requirements. The plan covers all aspects of onsite including recording of transport movements, tonnages transported, complaints handling, performance indicators, training, roles and responsibilities and the recommended revision procedure.

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This RTP forms one component of the of the Projects overall Environmental Management Strategy (EMS). The EMS includes several commitments and associated management plans which together form the basis for the ongoing operation of the Project. The EMS and associated management plans will be updated as required to reflect any changes to the Project.

1.4. Consultation

This plan was originally drafted by Heron following consultation with government and non-government organisations. DEVELOP has since revised the plan with additional consultation where required and applicable depending on the update. A consultation log is provided in Appendix 2 which will be updated as required during the ongoing operation of the Project.

The two key agencies are Goulburn Mulwaree Council who control the surrounding road network and Transport for NSW (formally Roads and Maritime) who control the arterial links to the ports.

1.5. Legislation

Legislation relevant to transport management includes:

- Roads Act 1993

The project is governed by the following:

- Project Approval: as issued in 2013 and amended in 2016 and 2017. Document ID: 07_0143MOD2
- Environment Protection License (EPL): 20821 as issued by the NSW Environmental Protection Agency (EPA)
- Special Mining Lease (SML): 20

1.6. Guidelines and standards

The NSW and Australian government provide a range of guidelines and fact sheets regarding transport management. These guidelines provide general information on the control systems as well as methods to maintain obligations under the Act. These sources are presented in Section 4 and have been referred to in the preparation of this plan where applicable.

1.7. Project approval

This RTP has been developed in accordance with the Project Approval environmental commitments which are listed in Table 1-1 and includes a reference to where each of the conditions are addressed.

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Table 1-1 Consent Conditions Relating to transport

Condition	Description	Where Addressed
Sch 2 Condition 6	The proponent shall not: (a) process more than 1.5 million tonnes of tailings and/or ore on the site in a calendar year; or (b) transport more than 150,000 tonnes of concentrate from the site in a calendar year	Section 2.10
Sch 2 Condition 7	The Proponent shall transport all concentrate from the site via Collector Road (east of the site), the Tarago-Bungendore Road (north of Collector Road), Braidwood Road and the Hume Highway.	Section 2.1
Sch 2 Condition 8	Transportation of ore concentrate from the site will be between 7am to 10pm, 7 days per week	Section 2.4
Sch 2 Condition 12	The Proponent shall ensure that all the plant and equipment used at the site, or to transport materials from the site, is: (a) maintained in a proper and efficient condition; and (b) operated in a proper and efficient manner	Section 2.8
Sch 2 Condition 14	the Proponent shall pay Council: a minimum annual road maintenance payment of \$0.043 per kilometre per tonne for product transported along Council maintained roads in accordance with Council's <i>Section 94 Development Contributions Plan 2009 Amendment No. 2</i> (indexed to inflation)	Section 2.5
Sch 4 Condition 23	Transportation of all dangerous goods to or from the site shall be undertaken in strict accordance with <i>Australian Code for the Transport of Dangerous Goods by Road and Rail</i> .	Section 4.6
Sch 4 Condition 24	The Proponent shall construct the site access road for heavy vehicles, and associated intersection of this access road, prior to commencing construction of other components of the project on the site. The intersection shall be designed and constructed to the satisfaction of Council and in accordance with the applicable AUSTROADS standards.	Section 2.3
Sch 4 Condition 25	The Proponent shall: (a) keep accurate records of the: • amount of copper, lead and zinc concentrate transported from the site (on a monthly basis); and • the date and time of loaded heavy vehicle movements from the site; and	Section 2.9
	(b) provide the Director-General with a summary of these heavy vehicle movements in the Annual Review.	Section 3.2
Sch 4 Condition 26	The Proponent shall prepare and implement a Road Transport Protocol for the project, to the satisfaction of the Director-General. The protocol shall: (a) be prepared in consultation with the RMS and Council;	This plan

Condition	Description	Where Addressed
	(b) be submitted to the Director-General for approval prior to carrying out any development on the site;	
	(c) include a detailed Transport Code of Conduct that addresses: • measures to ensure that heavy vehicles adhere to the designated haulage route in Condition 7 of Schedule 2; • staggering of heavy vehicle departures in consultation with Veolia to minimise impacts on the road network; • driver behaviour including adherence to speed limits, safe overtaking, and maintaining appropriate distances between vehicles; • contingency plans when the designated haulage route is disrupted; and - procedures for ensuring compliance with and enforcement of the Code.	Section 2.8 / Appendix 4
Statement of commitments Item 6B	An operational traffic management plan and policy would be developed for subcontractors. As a minimum, this document would include measures to: • limit the use of large vehicles on Collector Road during the hours of the school safety zone by encouraging contractors to make trips outside of these hours • instruct the drivers of Project haulage vehicles to follow the approved B-double routes within posted speed limits • prepare a haulage route sheet to be provided to contracted truck drivers to document in detail each road for the designated B-double route from the Hume highway to port Kembla/botany/Newcastle.	This plan
Statement of commitments Item 6C	TriAusMin would consult with Goulburn Mulwaree Council regarding the need to improve road markings at the Collector Road/Bungendore Road intersection (for example, by repainting the lines and installing retro-reflective pavement markers and guideposts).	Completed prior to construction

2. TRANSPORT MANAGEMENT MEASURES

2.1. Road network

The Woodlawn mine site will be accessed off Collector Road via a new intersection. As required by Condition 7 of Project Approval 07_0143MOD1, transport all concentrate from the site will be via Collector Road (east of the site), the Tarago-Bungendore Road (north of Collector Road), Braidwood Road and the Hume Highway.

There are a number of small rural roads which connects Collector Road to the Federal and Hume Highways however only the following roads are to be accessed by heavy vehicles:

- Collector Road east from the Woodlawn Site;
- Tarago-Bungendore Road;
- Braidwood Road;
- Sloane Street, Cowper Street, Hume Street Goulburn;
- Hume Highway.

As shown on Plan 2, Appendix 1, each of these roads is approved for B-double usage. Designated routes from the Hume Highway to either Port Kembla, Port Sydney or Newcastle Port will be followed as approved by the Performance Base Standards (PBS) Authorisation Permit as issued by the NHVR and re-issued from time to time. Currently only Port Kembla and Port Sydney are anticipated to be used.

Should any of these roads be blocked due to road works or traffic incident, alternative routes must be approved by DEVELOP. An alternative route exists which utilises Collector road to the west of the site entrance. This route requires approval from Goulburn Mulwaree Council prior to being used.

2.2. Transport impacts

The Project would generate the following movements:

- haulage traffic of metal concentrates (e.g. zinc, copper and lead) from the Project Site to the container Port;
- haulage traffic of consumables (e.g. cement, flotation reagents and lime etc.) from various locations to the Project Site;
- haulage traffic of containerised chemicals to the Project Site;
- the movement of empty trucks to/from the Site as generated by the above activities.

Table 2-2 summarises the expected haulage and truck traffic to and from the Project site. Total trucks per week is equivalent to 92.1.

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Table 2-2 Truck Traffic

	Trip type	Traffic per day generation	Comments
From site	Copper concentrate	2.2 trucks per day	To Port
	Zinc concentrate	6.1 trucks per day	To Port
	Lead concentrate	2 trucks per day	To Port
To site	Cement	10 trucks per week	From Boral – Berrima
	Flotation Reagents	1.5 trucks per week	From Container Port
	Milling/Crushing Consumables	0.5 trucks per week	From Sydney, Newcastle, Wollongong
	Lime	1 trucks per week	From Marulan
	Miscellaneous	1 trucks per week	From Container Port
	Bulk Chemicals (SMBS)	6 trucks per week	From Port

2.3. Intersection design and construction

Access to the development is via a T-junction at Collector Road, located on a straight section, approximately 750 metres to the east of the Woodlawn Bioreactor (Veolia) Site. This was constructed according to the approved design by Heron, the previous company who occupied the Project.

The intersection location and design was determined through consultation with Goulburn Mulwaree Council in accordance with the applicable AUSTROADS standards. Design drawings covering the intersection were approved by Council. A copy of the approval under Section 138 of the Roads Act 1993 is provided in Appendix 3.

2.4. Hours of operation

Construction activities involving earthmoving equipment and noisy activities will generally occur during day light hours where possible, 7.00am to 7.00pm, 7 days per week.

Once the processing plant is re-commissioned, this component will operate 24 hours per day 7 days per week. The underground operation will also operate continuously in order to feed the processing plant.

Transport of ore concentrate from the site will occur between 7.00 am to 10.00pm, 7 days per week in accordance with the Project Approval.

2.5. Road contribution

DEVELOP will pay Council a minimum annual road maintenance payment of \$0.0462 per kilometre per tonne for product transported along Council maintained roads in accordance with Council's *Section 94 Development Contributions Plan 2009 Amendment No. 3* (revised 23 June 2016), indexed to inflation. The payment will be made based on product dispatch records maintained on site.

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2.6. Maintenance

As specified in Condition 12 Schedule 2 of the Project Approval, DEVELOP will ensure that all vehicles, plant and equipment used on-site will be maintained and operated in a proper and efficient manner.

2.7. Truck dispatch

Heavy vehicle departures will be staggered to minimise impacts on the road network. DEVELOP will consult with Veolia on a regular basis in relation to its truck movements between the Crisps Creek Intermodal and the Bioreactor site. Where possible, concentrate dispatch times will avoid peak train arrivals and unloading.

Concentrate dispatch will generally be limited to one movement per hour (consisting of 2 trucks each movement) and will generally be equally dispersed through the day. In the event that product dispatch is bunched up then trucks will be released over the weighbridge with a 3 minute delay.

2.8. Transport code of conduct

It is recognised that DEVELOP has the ability to control and influence contracted truck companies by using specific contract conditions which include this protocol. However, it is also recognised that it has limited ability in relation to irregular transport or transport organised by third parties. All drivers under contract to transport concentrate from the site will be fully inducted and instructed on the Transport Code of Conduct (included in Appendix 4).

2.9. Transport related monitoring

Under this RTP, the following records will be kept:

- Volumes of concentrate leaving the site on at least a monthly basis for reporting purposes.
- Date and time of loaded heavy vehicle movements from the site.
- Records of truck driver training and inductions.

A summary of these heavy vehicle movements will be provided in the Annual Review.

2.10. Maximum processing and concentrate volumes

As per Schedule 2, Condition 6 no more than 1.5 million tonnes of ore will be processed and no more than 150,000 tones of concentrated will be transported from site in a single calendar year.

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3. COMMUNICATION, REPORTING AND REVIEWS

3.1. Communication

Effective communication with government agencies, the workforce and the community are important features of the overall Environmental Management Strategy for Woodlawn mine and therefore a key component of each environmental Management Plan.

DEVELOP is committed to consulting with the wider community and strives to achieve a high standard of community awareness and communication. A Community Consultation Committee (CCC) was established in 2015 as part of the construction phase of the Project and continues to meet regularly to discuss the Project. Further detail regarding stakeholder liaison is included in the Project EMS.

3.2. Reporting

All environmental monitoring requirements specified in EPA licences and approvals are undertaken and the data maintained on site in data management systems. Copies are provided for internal review as required by the General Manager. A summary of the data is provided to regulatory authorities as required by statutory approvals. Other data collected as part of projects or auditing procedures are reported internally and externally in accordance with the Environmental Management Strategy verification procedures.

In accordance with Project Approval Schedule 6 Condition 4 an Annual Review will be prepared in accordance with the Department of Planning *Post Approval requirements for state significant mining development Annual Review Guideline* dated October 2015 (or more recent edition if appropriate). This will include details as highlighted in Section 2.9. A copy of the Annual Review will be made available on the DEVELOP web site as follows:
<http://develop.com.au/Woodlawn-sustainability/>

Monitoring data required by the EPL will be reported on the company's web page in accordance with EPA requirements for public disclosure, and as per Schedule 6 Condition 11 of the Project Approval <http://develop.com.au/Woodlawn-sustainability/>.

3.3. Complaints

Operational related complaints may be received:

- Directly via the Community Hotline (available 24/7): 1800 371 124
- Directly via the website: <https://www.develop.com.au/contact-us/>
- Directly via the CCC
- Indirectly via government agencies

Following receipt of a transport related complaint DEVELOP would investigate and respond as detailed in the Environmental Management System. A complaints register is updated monthly and is publicly available on the DEVELOP website.

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3.4. Incident reporting

In the event of a breach of the Transport Code of Conduct corrective and/or preventative actions will be assigned to relevant Company personnel. Actions will be communicated internally through planning meetings and toolbox talks and outstanding actions will be monitored for their effectiveness upon completion. A copy of the investigation report and regular updates on the status of the identified corrective and/or preventative actions will be provided to the relevant government agencies and CCC where required.

3.5. Review and continuous improvement

The RTP will be reviewed and updated annually or in the case of a significant operational change. The review will include an assessment of the effectiveness of control measures and performance against the Plan's objectives. The objectives of a review are to:

- Maintain compliance with statutory requirements.
- Identify opportunities for improvement in the management plan.
- Incorporate community considerations.

The RTP review will include:

- This document.
- Legislation, approval, license changes.
- Community complaints and enquiries.

As per Schedule 6 Condition 5, DEVELOP will review, and if necessary, revise the RTP within 3 months of:

- the submission of an annual review;
- the submission of an incident report;
- the submission of an audit report; or
- any modification to the conditions of this approval.

Where the review leads to revisions in the RTP, then within 4 weeks of the review the revised document will be submitted to the Secretary for approval.

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4. REFERENCES

Australian Code for the Transport of Dangerous Goods by Road and Rail 2015 (The Code)

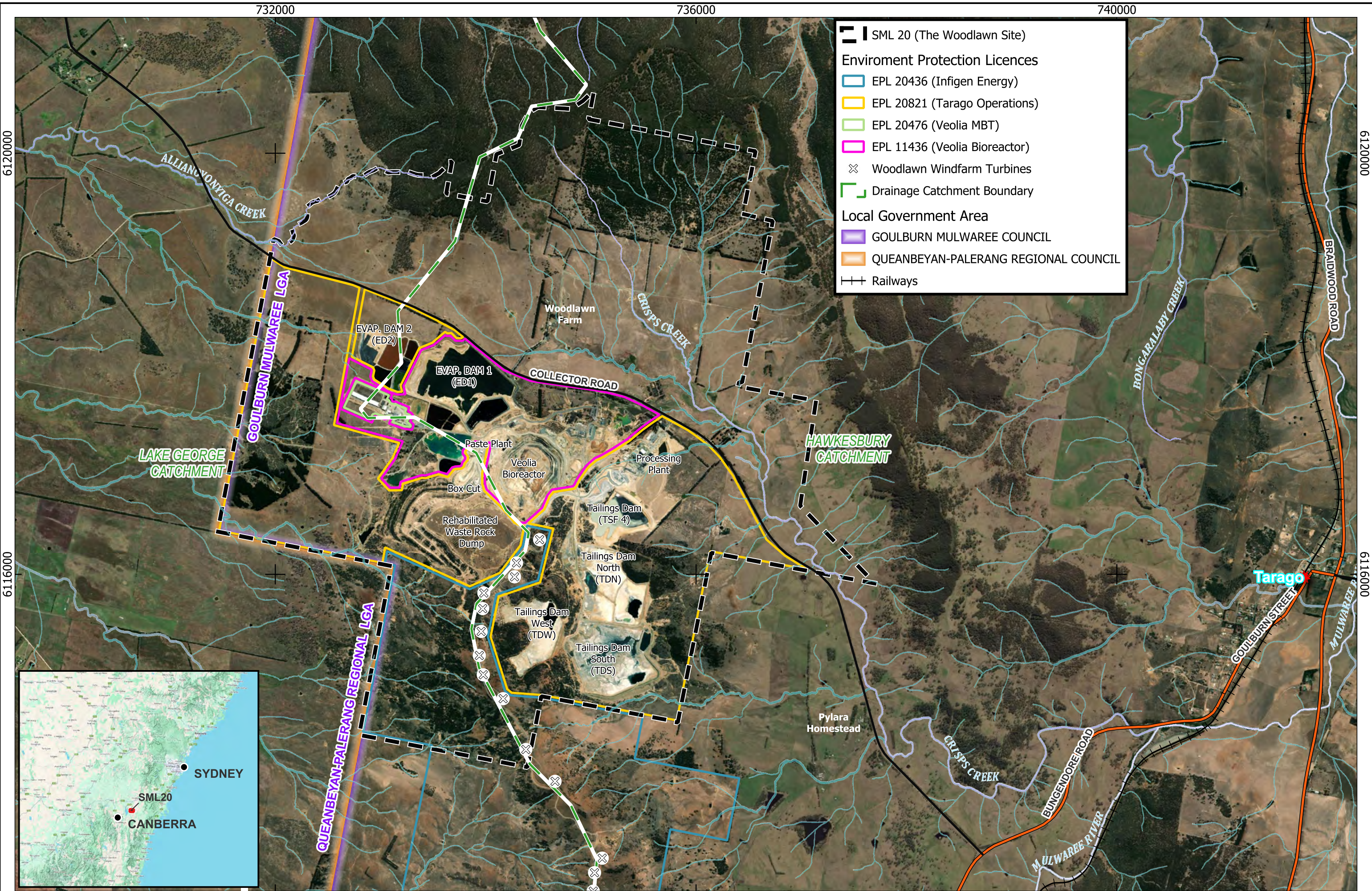
Roads Act 1993

United Nations recommendations on the Transport of Dangerous Goods Model Regulations (18th edition)

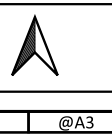
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Appendix 1 Plans

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Scale: 1:32,000 MGA94 (Zone 55)
VTX-JOB-0386-MAP-01
Date: 2024-11-19



DEVELOP

Author: M Hinton Requested By: K Crook

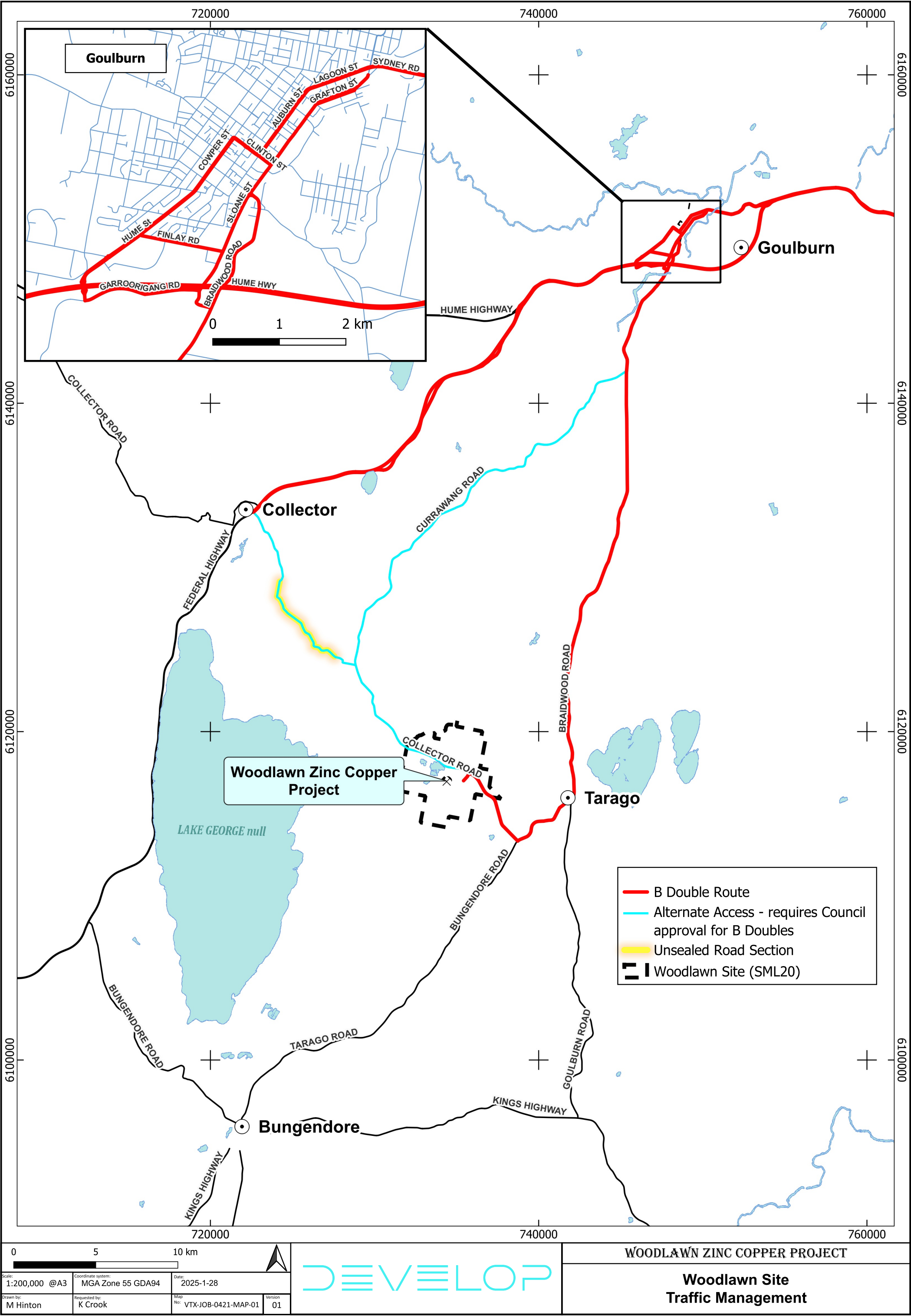
WOODLAWN ZINC COPPER PROJECT

Site Plan



WOODLAWN MINE
Road Transport Protocol

Plan 1 Woodlawn Site – Locality Plan



Appendix 2 Consultation Log

Date	Form/Agency	Comments and Outcomes	Response/how addressed
25/03/2025	DPHI	Comments/RFI received on the Road Transport Protocol V10	RFI completed with updated version (V11) submitted with associated updates
25/02/2025	CCC	Road Transport Protocol V9 sent to CCC members which includes Scott Martin from council	No response received
17/02/2025	CCC	Road Transport Protocol V9 sent to CCC members which includes Scott Martin from council	No response received
23/01/2025	TfNSW	A letter and one comment received on the Road Transport Protocol V9: There appears to be an error with the haulage route map shown in Appendix 1 (see Attachment 2), which depicts the b-double route on Bungendore Road to continue south of Collector Road. This southern section of Bungendore Road is not an approved National Heavy Vehicle Regulator B-double Route, nor is it considered a transport route in the Development Consent MP07_0143-PA-26.	The figure (plan 2) has been updated to remove this section of road the comment refers to. No other comments were received from TfNSW.
17/12/2024	Iberdrola	Briefing the Iberdrola representative for the Capital Renewable Energy Precinct	Copy of presentation sent. No comments requiring action.
17/12/2024	Veolia	Briefing Woodlawn Veolia environment manager on project re-start and updates being proposed for management plans.	Copy of presentation sent. Request to review draft plans when done.
9/12/2024	Online meeting with EPA Queanbeyan	Briefing with EPA to outline updates being proposed for management plans. Included: air quality, water, noise, waste rock and rehabilitation.	No comments / noted. Recommendation to re-engage with EPA if technical input or advice is required for any of the plans at any point.
15/11/2024	DPHI	Briefing DPHI on complex site historical context and re-start timeline with high level discussion on timing and process of management plan submission and approval.	Agreed with approach to re-draft and re-submit management plans.
24/05/2017	Email to RMS	Copy of Transport Management Plan provided to RMS for comment	Noted

Date	Form/Agency	Comments and Outcomes	Response/how addressed
18/05/2017	Email from RMS and follow-up telephone conversation	Contact details confirmed and copy of documentation provided including invitation to onsite Annual Review meeting	Noted
11/05/2017	Email from DPE	Comments receive on Traffic Management Plan from DPE	Comments addressed and management plan updated
10/05/2017	Email to DPE	Traffic Management Plan issued to DPE for comment	Comments received
9/05/2017	Email to RMS	Seeking new contact details for ongoing liaison	Noted
15/02/2017	S138 Application	Designs and Traffic Management Plan lodged with Goulburn Council	Approval Issued 29/5/17
9/09/2015	CCC meeting with Council and community representatives	General discussion on project status and contents of management plans. Specific discussion on transport routes, trucking numbers and loading times. Further truck and transport details provided separately to Council to table at a Council Meeting. The preferred haulage route for the Project would extend east along Collector Road before heading north towards Goulburn. Adjoining roads along the preferred haulage route include Collector Road, Bungendore Road, Braidwood Road, Sloane Street, Cowper Street, Hume Street and the Hume Highway.	None required
30/10/2014	Meeting with Goulburn City Council General Manger, Chief Planner, Traffic Engineer	General briefing on project, update on development progress, discussion of road traffic levy, Veolia's operation and contributions plan, employment opportunities	Noted
28/05/2012	Email from RMS Brian Lefoe	RMS advised that Transport Code of Conduct should include: • Minimise use of road shoulders to allow overtaking • Avoid any driver behaviour which causes damage to shoulders or encourages unsafe overtaking Transporting oversized loads or over mass loads a permit is required from RMS Special Permits Unit in Glen Innes (contact 1300 656371)	Comments addressed and management plan updated

Appendix 3 Intersection Design and Section 138 Approval



NOTICE OF DETERMINATION OF A SECTION 138 APPROVAL

Issued under Section 138 of the *Roads Act 1993*

Application No: S138/0100/1617

Applicant: Heron Resources

Premises: 507 Collector Road, Tarago

Type of Approval: Construction of new Intersection

Issue Period: 01 June 2017 – 01 September 2017

Pursuant to Section 99 of the Local Government Act 1993, notice is hereby given of determination of the above application that has been approved subject to conditions outlined below as well as conditions outlined in the permit application form.

Conditions:

1. Compaction tests must be undertaken and copies of reports sent to council
2. Detailed report to be provided to council at the completion of works detailing the works undertaken and including copies of all test reports and photos of the area before, during, and after the works.

A handwritten signature in black ink, appearing to read 'Gil Gillani'.

Gil Gillani

Manager Assets & Design

29/05/17

Appendix 4 Transport Code of Conduct

4.1. Overview

The purpose of this Protocol is to:

- Ensure compliance with the Project Approval;
- Maximise public safety at all times; and
- Minimise impacts on other road users.

4.2. General requirements

Heavy vehicle drivers hauling from Woodlawn mine must:

- Have undertaken a Site Induction carried out by an approved member of the DEVELOP staff or suitably qualified person under the direction of the mine management;
- Hold a valid driver's licence for the class of vehicle being operated;
- Operate the vehicle in a safe manner within designated area of the mine site including concentrate dispatch, workshop and stores areas;
- Comply with the direction of authorised site personnel when within the site;
- Comply with all road rules and legislation governing heavy vehicle usage on public roads.
- Only use approved transport routes as per the Performance Base Standards (PBS) Authorisation Permit as re-issued from time to time

4.3. Heavy vehicle speed

The following speed restrictions apply in relation to the Woodlawn Mine and surrounds:

- Speed limit of 40 km/hr on the main access road to Collector Road;
- Speed limit of 20 km/hr on all other internal access roads from the concentrate loading area and weighbridge approach road;
- Speed limit of 10 km/hr on internal access roads where there is potential interaction with pedestrians.
- Speed limit of 40km/hr when proceeding past stationary school buses using Collector Road to Tarago-Bungendore Road and Braidwood Road; and
- All heavy vehicles travelling to or from the mine site must obey designated truck speed limits.

Drivers are to observe and not exceed the posted speed limits on all public roads, with speed adjusted appropriately to suit the road environment and prevailing weather conditions, to comply with the Australian Road Rules. The vehicle speed must be appropriate to ensure the safe movements of the vehicle based on the vehicle configuration.

4.4. Driver fatigue

The Heavy Vehicle Driver Fatigue Reform was developed by the National Transport Commission (NTC) and approved by Ministers from all States and Territories in February 2007. The heavy vehicle driver fatigue law commenced in NSW on 28 September 2008 and applies to trucks and truck combinations over 12 tonne Gross Vehicle Mass (GVM) (however there are Ministerial Exemption Notices that can apply).

All contracted transport operators are required to conform to the National Heavy Vehicle Accreditation Scheme which allows heavy vehicle operators the choice of operating under three fatigue management schemes: Standard Hours of Operation; Basic Fatigue Management (BFM); and Advanced Fatigue Management (AFM). All heavy vehicle drivers operating out of the Woodlawn Mine are to be aware of their adopted fatigue management scheme and operate within its requirements. Fatigue includes (but is not limited to) the following:

- Feeling sleepy.
- Feeling physically or mentally tired, weary or drowsy.
- Feeling exhausted or lacking energy.
- Behaving in a way consistent with any of the above.

4.5. Heavy vehicle control

To minimise the impact of noise from truck transport, the following controls apply to truck operators at Woodlawn Mine:

- Compression brakes not to be used in the vicinity of Tarago and Lake Bathurst villages;
- Tailgates, chains and any loose cables must be locked and secured to avoid noise or spillage;
- Always observe the posted speed on site and the local road network;
- No tailgating is permitted – a 3 second gap is to be observed at all times;
- Drivers should avoid using road shoulders to assist passing vehicles;
- Equipment to be used must be fit for purpose.

All trucks used under contract with DEVELOP must be maintained in a safe and fully compliant condition. Evidence of maintenance and registration compliance must be made available on request.

Trucks are not to bunch up as they travel through the villages of Tarago and Lake Bathurst. The 3-minute delay between concentrate trucks must be maintained at least to the Hume Highway.

4.6. Dangerous goods transport

All transport to and from the Woodlawn site is to strictly adhere to the *Australian Code for the Transport of Dangerous Goods by Road and Rail 2015*. All transport contractors must demonstrate that they have met the rules and recommendations covering:

- the definition, classification, packaging, marking and labelling of substances and articles that meet the United Nations classification criteria for dangerous goods or are prescribed as dangerous goods by the competent authority;

- the consigning of dangerous goods for transport, including loading, stowage, load retention and segregation;
- the provision of transport documentation describing the dangerous goods being transported, and appropriate emergency information for those goods;
- the unloading, receipt and transfer of dangerous goods;
- the transport of dangerous goods; including the use of vehicles, containers and equipment, and the provision of safety equipment.

DEVELOP will require each transport contractor to provide documentary evidence of compliance. Approval to transport oversized or overweight vehicles will be sought from the National Heavy Vehicle Regulator (NHVR) website.

4.7. Oversized of overweight vehicles

A permit to transport oversized or overweight vehicles will be sought from the NHVR via the online portal (<https://www.service.nhvr.gov.au/>).

4.8. Load covering and containment

All concentrates will be transported in specially designed containers which will be the responsibility of DEVELOP to maintain and manage. All other goods and chemicals delivered to the site will need to meet packaging requirements of the *Australian Code for the Transport of Dangerous Goods by Road and Rail 2015*.

4.9. Interaction with school buses

There are four school zones between the site and the Goulburn bypass road linking to the Hume Highway. Speed zone restrictions are to be observed at all times. Within the Goulburn Mulwaree Council area including on Collector Road concentrate trucks will not travel during the school bus operation times between 8 am to 9:30 am and 2:30 pm to 4 pm, on an official school day.

4.10. Training

All drivers under contract to transport concentrate from the site will be fully inducted and instructed on the contents of this code of conduct. All other delivery drivers or miscellaneous truck access will be instructed at the entrance gate and provided directions to the required area. Adequate sign posting will be provided from the access gate to the delivery area and all operators will be informed that their behaviour on site will be monitored.

4.11. Compliance and enforcement

It will be a condition on engagement by Woodlawn Mine that drivers and contractors adhere to this code of conduct. Records will be kept of compliance with these requirements and in the event of noted or recorded breaches of the conditions of the engagement, the delivery contractor will be first warned and then if another breach is noted, will be banned from the site. Compliance monitoring may include:

- Random audits including an inspection of paperwork covering appropriate transport approvals, dangerous goods compliance and vehicle inspections.
- Review of complaints register to determine if there are any trends in transport related complaints.
- Inspection of load restraints on delivery of goods to the site.

- [illegible]

Figure 1 Indicative Port Kembla transport routes (refer to the PPS Authorisation Permit for the approved turn by turn directions)

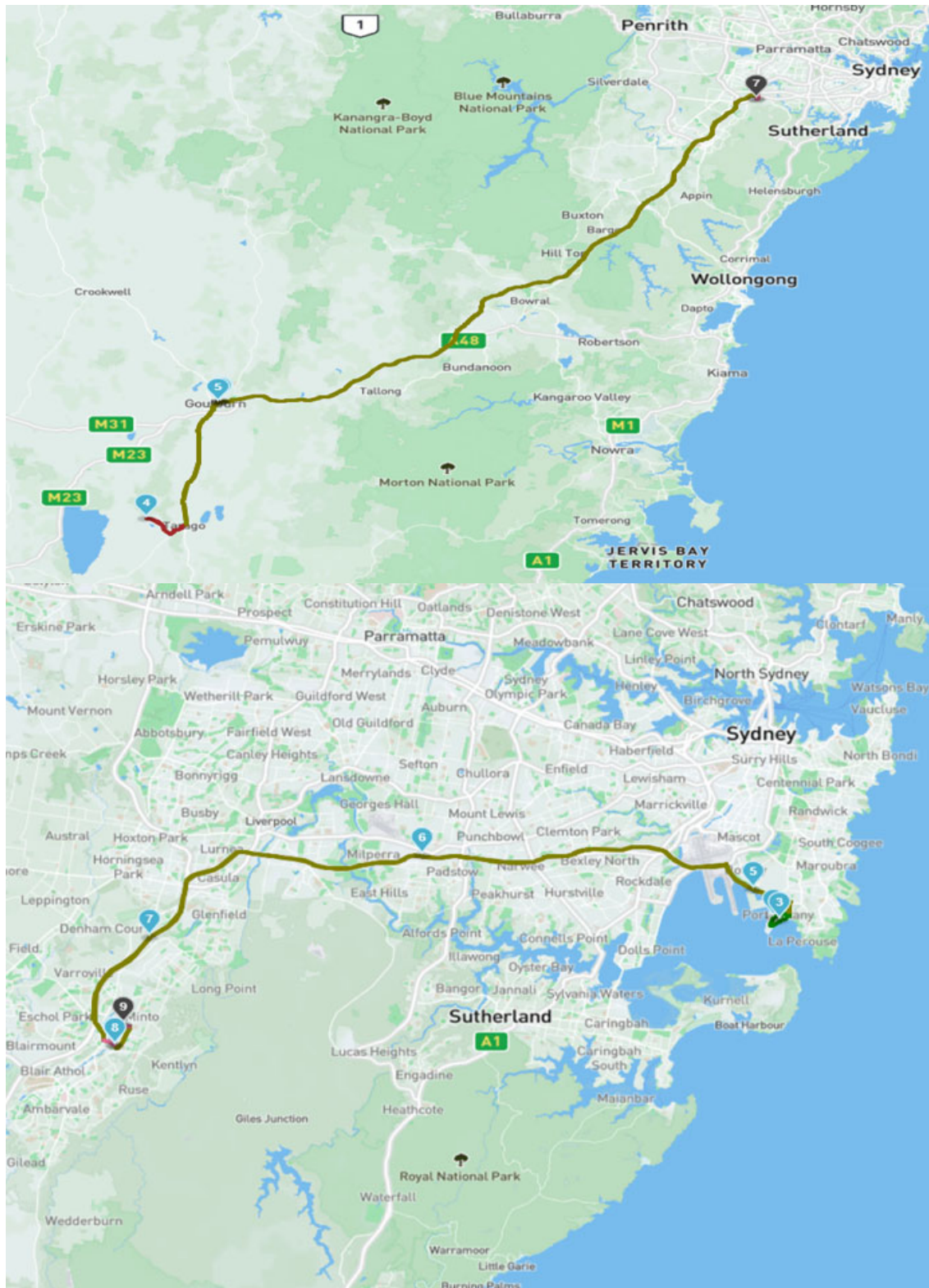


Figure 2 Indicative Port Botany transport routes (refer to the PPS Authorisation Permit for the approved turn by turn directions)