

ULN SD PLN 0051



UCML Construction Traffic Management Plan

UCML Environmental
Management System

Ulan Coal Mines Limited

TABLE OF CONTENTS

1	Commitment and Policy	3
1.1	Introduction.....	3
1.2	Purpose.....	3
1.3	Scope	6
1.4	Related Documents.....	7
2	Planning	8
2.1	Project Approval Requirements	8
2.2	Consultation	9
3	Implementation	11
3.1	Transportation hours	11
3.2	Construction Workforce Traffic	11
3.3	Construction travel routes	12
3.4	Heavy Vehicles and Requirements	15
3.5	Requirements for Heavy Vehicle Operators including Oversize Vehicles	15
3.6	Training and Awareness	16
4	Measurement and Evaluation.....	17
4.1	Traffic Noise	17
4.2	Road Condition.....	18
4.3	Complaints	18
4.4	Reporting Requirements	19
5	Review and Improvement	20
6	Definitions.....	21
7	Accountabilities	22
8	References	25
8.1	Legislation	25
8.2	Australian Standards & Guidelines	25
8.3	Xstrata Coal NSW	25
8.4	Ulan Coal Mines Ltd	25
8.5	External	25
9	Control and Revision History.....	26
9.1	Document information	26
9.2	Revisions.....	26
	APPENDIX 1 Correspondence	27

1 COMMITMENT AND POLICY

1.1 Introduction

Ulan Coal Mines Limited (UCML) is situated in the central west of New South Wales. It is located in the Mid Western Regional Council (MWRC) Local Government Area (LGA) near the village of Ulan; approximately 38 kilometres north-northeast of Mudgee and 19 kilometres northeast of Gulgong (refer to **Figure 1.1**). UCML is a joint venture between Xstrata Coal Pty Limited (90%) and Mitsubishi Development (10%), Xstrata Coal NSW (XCN) maintains management responsibility for UCML. The mining operations at the Ulan Mine Complex are one of a number of mining assets owned and/or managed by Xstrata Coal NSW (XCN). The UCML landholdings comprise 17,959 hectares of land which occurs across the boundary between the Hunter River (eastern) and Macquarie River (western) catchments.

UCML has recently received Project Approval (PA 08_0184) from the NSW Department of Planning and Infrastructure (DoPI, formerly NSW Department of Planning) on 15 November 2010 for continued operations. This Project Approval covers current and proposed mining of the Ulan Mine Complex for the next 21 years, and production of up to 20 Mtpa (million tonnes per annum) of product coal. This approval incorporates both underground and open cut mining operations undertaken twenty-four hours a day, 7 days per week. The existing and proposed underground and open cut mining activities are referred to within as the Ulan Mine Complex (refer to **Figure 1.2**).

This **Construction Traffic Management Plan** has been prepared to address the commitments made as part of the Part 3A Major Project Approval (under the Environment Planning & Assessment Act 1979) issued by DoPI on 15 November 2010 for the Ulan Coal Continued Operations Project ("the Project"). This commitment is detailed in a letter (13 April 2010) to the Department which has subsequently been defined as being part of the Environmental Assessment.

1.2 Purpose

The purpose of this plan is to:

- Document the construction routes and other requirements for the additional heavy vehicles that will access the mine during the construction phase of the mine;
- Detail the process to review the impact on residences which are predicted to experience road traffic noise levels in excess of criteria; and
- Define responsibilities of site and contract personnel.

This plan however does not include the traffic management required for the construction of any of the improvement works to the public road system, or the vehicles and plant associated with these works. The public road system improvements will be undertaken by Mid Western Regional Council.

The upgrade and maintenance of Ulan Road will be subject to the development of the Ulan Road Strategy in accordance with Condition 50 of the Part 3A Project Approval.



FIGURE 1.1
Locality Plan

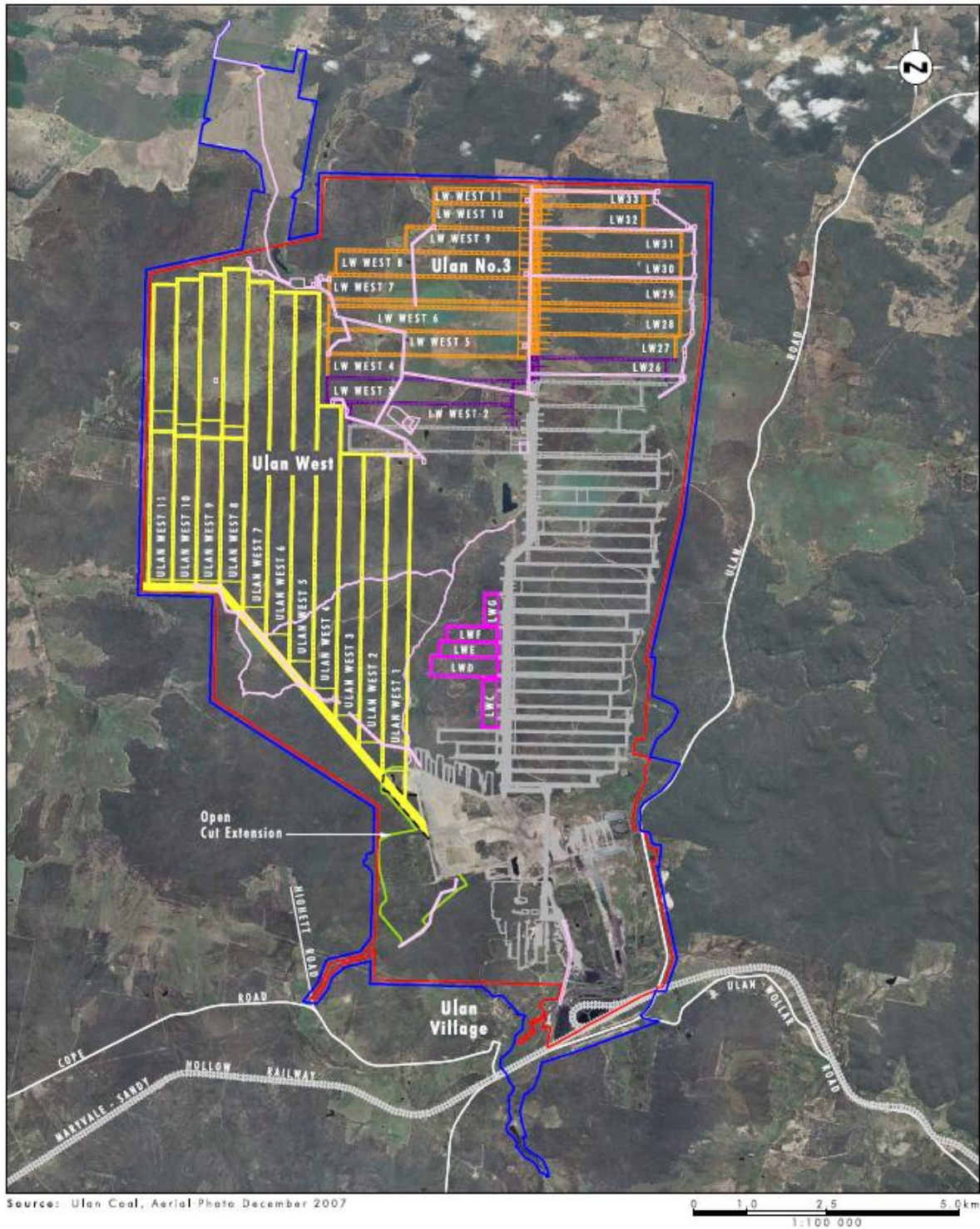


FIGURE 1.2
Ulan Coal Operations

1.3 Scope

This traffic management plan applies only to heavy vehicles and equipment used during the construction phase to upgrade existing infrastructure and establish new infrastructure and facilities to support the Ulan West Underground mine.

The construction phase of this project will occur concurrently with the ongoing mining operation of Ulan No.3 Underground.

1.3.1 Construction Period

The peak construction period will be for 3 years (36 months), however minor construction activities may occur in the 4 year of the project during the transition period between construction and operational phases.

The Traffic Assessment prepared for the Environmental Assessment (EA) for the Ulan Coal Continued Operations project originally scheduled a construction campaign for a period for up to 4 years with the upgrade of the Ulan Coal Handling Preparation Plant (CHPP) to occur during the 3 – 4 year of the project. This activity is currently not proposed to occur and thereby reducing the construction period by 12 months. If however this upgrade is required for production purposes throughout the project life, then traffic generated for the construction phase of this upgrade will comply with this management plan.

1.3.2 Construction Staging

The construction staging are described in **Table 1.1**:

Table 1.1: Construction Stages

Construction Stages	Description
Preliminary Stage	Mobilisation of the Open Cut Mining Fleet
Stage 1	Site Preparation
Stage 2	Construction Phase
Stage 3	Installation of Mining Equipment

- The Preliminary Stage is expected to commence in mid to late December 2010 and last until the end of January 2011.
- Stage 1 works is expected to commence in February 2011, which will be Month 1.
- Stage 2, the construction phase works are expected to begin in Month 7 with the peak construction period occurring between Months 13 and 19.
- Stage 3, the installation of mining equipment is expected to begin in Month 20 and continue through to Month 36.

There will be some overlap between each stage of the works.

1.4 Related Documents

This documents forms part of the UCML Environmental Management System (EMS). However, is stand-alone and is not specifically related to any other document within the UCML EMS.

2 PLANNING

2.1 Project Approval Requirements

The Project Approval was assessed under Part 3A of the EP&A Act 1979. Throughout the development of the Environmental Assessment (EA), UCML committed to the development of a Construction Traffic Management Plan in a letter to DoPI on 13 April 2010. The commitment details from the supporting letter to DoPI are provided in **Table 2.1**.

Table 2.1: Traffic and Transport Commitments (DoPI Request for Information Letter, 13 April 2010)

Section Number and description	Section of this Document
<p>Prior to the commencement of construction activities UCML will prepare a construction traffic management plan in consultation with Council and to the satisfaction of DoP.</p> <p>This plan will include a review of the residences which are predicated to experience road traffic noise levels in excess of the criteria. This would include:</p> <ul style="list-style-type: none"> • Confirmation of the acoustic considers adopted in the model each of the residences; • Undertaking road traffic noise monitoring at a sample of the residences; and • Validation of the initial noise predications i.e. confirmation of the residences which are predicated to experience road traffic noise levels in excess of the criteria <p>Where an exceedence has been identified and confirmed for traffic movements generated by UCML operations, UCML will consult with the relevant resident to determine reasonable and feasible options for mitigation. UCML will seek to implement such agreed mitigation within 3 months of agreement with the landholder. Appropriate mitigation may include building treatment, and/or provision of other options such as provision of air conditioning.</p>	<p style="text-align: center;">This plan and Section 4.1</p>

This Construction Traffic Management Plan has also been developed to minimise the impact during the construction phase on local roads that service the project area and where possible mitigate interaction of heavy vehicle construction traffic during peak traffic periods or key public transport times.

The primary regulatory requirement for this plan is compliance with the NSW Roads & Traffic Authority guidelines in relation to transportation of large loads. Relevant legislation and codes include;

- Road Transport (General) Regulations;
- Road Transport (Vehicle Registration) Regulation 2007;
- Road Transport (Mass Loading and Access) Regulation 2005;

- Australian Code for the Transport of Dangerous Goods by Road and Rail; and
- Australian Code for the Transport of Explosives by Road and Rail.

Where required, compliance with relevant legislation, standards and codes is managed in accordance with the *XCN SD GDL 0007 Legal Compliance and Document Control* which is detailed in Section 2.5 of the *UCML Environmental Management Strategy*.

Details of the relevance of each of the relevant pieces of legislation can be found on the website www.legislation.nsw.gov.au.

2.2 Consultation

Consultation with Mid Western Regional Council (MWRC) was undertaken in December 2010. Copies of the correspondence are included in **Appendix 1** of this plan. Initial feedback from MWRC representatives was received via email on 14 December 2010 and where relevant, included during the revision of this plan. A revised plan was provided to MWRC on 5 January 2011. No further comments relating to the Construction Traffic management Plan were received from MWRC. MWRC confirmed its position in correspondence received on the 16 June 2011. The initial comments on the plan, together with responses from UCML are included in **Table 2.2**.

Table 2.2: Comments from MWRC (received 14 Dec 2010) and UCML Responses

Comments from MWRC – Traffic Management Plan	UCML response and where addressed
Council is of the opinion that the following matters have not been satisfactorily addressed in the Plan.	
<ul style="list-style-type: none"> • Construction traffic should include all traffic relating to construction including small trucks and utes. 	Small trucks and utes have now been considered in Section 3.1, however are not included in the impact assessment. It is beyond the scope of this management plan to include all light vehicle movements to and from site. These have been assessed in the broader Traffic Assessment prepared for the Environment Assessment (Appendix 13).
<ul style="list-style-type: none"> • The traffic flow should be for incoming and return journey. 	Heavy vehicle traffic movement to the site are included in Section 3.4.1. Table has been amended to show return heavy vehicle traffic
<ul style="list-style-type: none"> • There is no discussion concerning the potential impacts that these increased traffic flows will have on the existing road network 	This discussion is a consideration of the Ulan Road Strategy and therefore is not a consideration of the Construction Traffic Management Plan.
<ul style="list-style-type: none"> • Further, from Council's point of view the impacts are considered greater than those of just noise but also include deterioration of the road pavements and possible impacts to other road users from the increased traffic flows. 	This is a consideration of the Ulan Road Strategy and is therefore not a consideration of the Construction Traffic Management Plan.

The draft Construction Traffic Management Plan was submitted to DoPI on 16 December 2010, prior to the commencement of construction activities. Comments received from DoPI in May 2011 have been addressed in this version of the plan, as shown in **Table 2.3** below.

Table 2.3: Draft Construction Traffic Management Plan feedback from DoPI

Department Issue	Where addressed
Please confirm if this plan has been prepared in consultation with Council.	Section 2.2
Section 3.2 - How will UCML promote a reduction in the number of construction vehicles coming to site? Is a bus provided? How is car pooling promoted?	Section 3.2
Section 4.1 – additional detail required including the number and location of residences where traffic noise monitoring will be undertaken.	Section 4.1

3 IMPLEMENTATION

3.1 Transportation hours

Transportation hours for heavy vehicles associated with construction will generally be the same as the existing hours for the mine subject to the following requirements:

- i) The times and dates for those oversized vehicles which require a police escort will be determined in conjunction with the NSW Police and RTA requirements. Other oversized vehicles will observe any RTA travel restrictions that operate on the proposed routes.
- ii) Where practical, large heavy vehicles using Ulan Road or Cope Road between the mine and Mudgee and or Gulgong will avoid:
 - the times when the school buses operate on school days which are:
 - Ulan Rd - 7.40am - 8.20am and 4.08pm - 4.50pm
 - Cope Rd - 8.20am - 8.55am and 3.35pm - 4.08pm
 - The peak shift change over period on weekdays between 6.00am -7.00am.

Construction Traffic also includes movements of lighter vehicles such as small trucks and utes. Where practical, the delivery times will either be minimised or scheduled around the times specified in Section 3.1 (ii). This will be done through work planning scheduling processes throughout the construction phase.

For the purposes of vehicle movements discussed in **Section 3.4**, this traffic management plan applies only to heavy vehicles and equipment used during the construction phase to upgrade existing infrastructure and establish new infrastructure and facilities to support the Ulan West Underground mine.

Management of light vehicle numbers will be achieved where possible by coordinating the shift start times for construction crews to minimise interaction with shift start times of mining operations.

3.2 Construction Workforce Traffic

To minimise construction workforce traffic associated with the start and end times of shifts, UCML will encourage the following activities with its various construction companies:

- Transportation of workers to and from site by bus; and
- Car Pooling

However, although encouraged, these options are not mandatory. The encouragement and promotion of car pooling and use of buses will be promoted further as works move from construction activities to operational activities.

Car pooling by existing operational staff at Ulan is a current practice that will be continually promoted throughout the construction phase of the project. Activities to promote car pooling will be through:

- Internal newsletters
- Tool Box Talks; and
- Crew talks

Heavy vehicle construction related movements will be reduced by:

- Where possible, rerouting contractor movements to access Ulan via the Golden Highway rather than Ulan Road.

All contracts entered into by UCML with Construction Contracting companies for the project are obliged to adhere to UCML project approval conditions and therefore are required to consider PA 08_0184 Condition 49 (d) *implement all reasonable and feasible measures to minimise the project's contribution to the traffic on Ulan Road.*

3.3 Construction travel routes

3.3.1 Construction Access to Ulan Mine

Construction access to Ulan Mine for heavy vehicles will be primarily through the existing Ulan Surface Operations and Underground Mine entrances. A number of heavy vehicles may also access the site from the existing Old Underground Access Road via Main Street in Ulan Village.

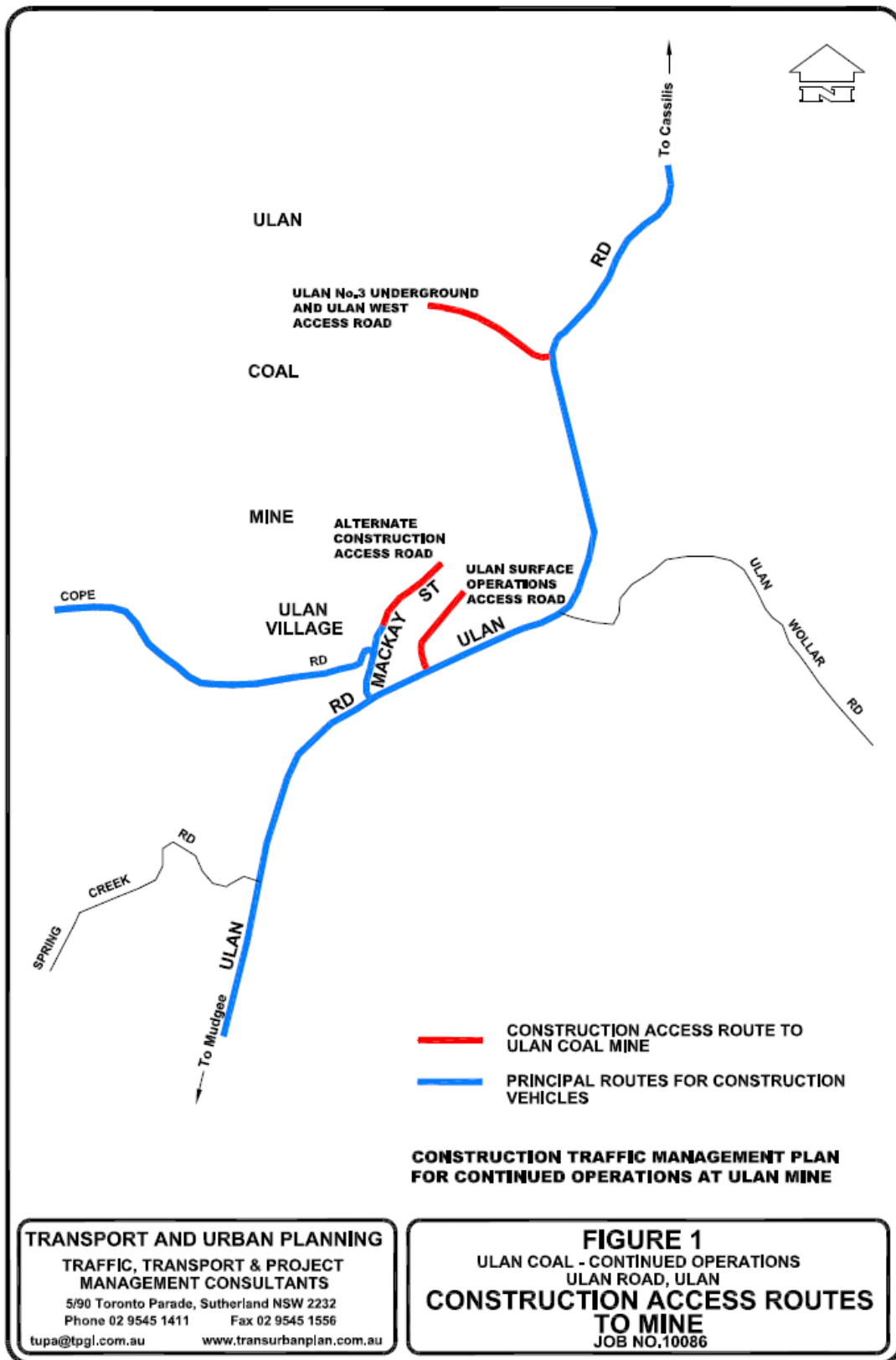
The main access points are identified in **Figure 3.1**.

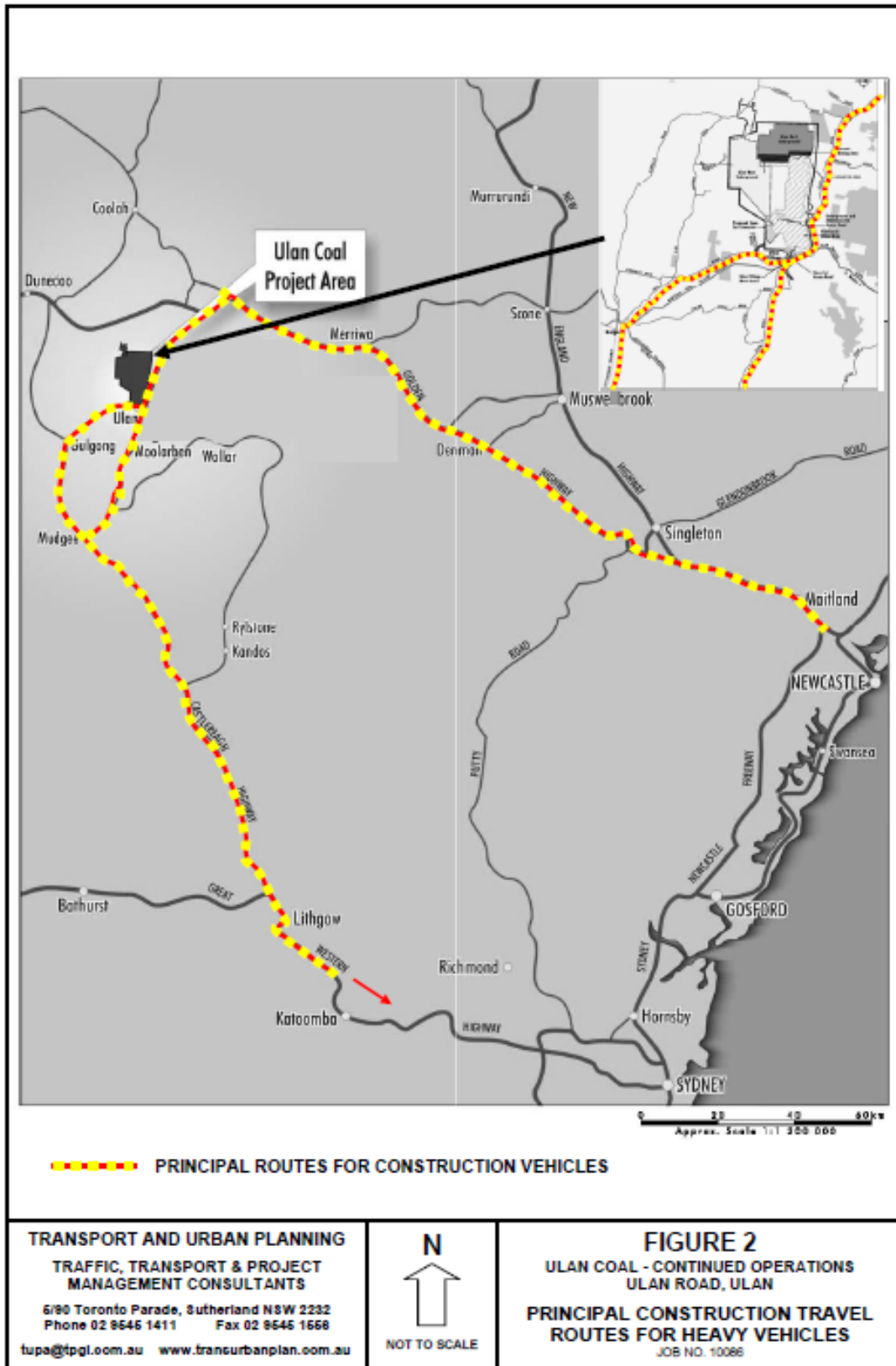
3.3.2 Construction Routes

The main routes used by the large heavy vehicles travelling to and from the mine will be via:

- Ulan Road / Castlereagh Highway from Mudgee (for those vehicles bringing in material and equipment from Sydney and the south eastern portion of NSW);
- Mudgee Cassilis Road Ulan Road / Golden Highway (for those vehicles bringing in material and equipment from Newcastle area and the northern areas of NSW as well as from Queensland); and
- Some materials may be also sourced from the local area around Mudgee / Gulgong and vehicles delivering these materials, may use Cope Road to Ulan.

The main routes are identified in **Figure 3.2**.





3.4 Heavy Vehicles and Requirements

3.4.1 Estimated Heavy Vehicle Movements during Construction

The estimated average daily number of additional heavy vehicles coming to Ulan Coal Mine is summarised in **Table 3.1** for each stage of the Construction Period.

The total number for each stage do not include contractor vehicles which are typically utes (i.e. Class 1 vehicles) or small rigid trucks. The majority of the large heavy vehicles will be semi trailers or B doubles with a smaller number of oversized vehicles.

Large heavy vehicles coming to the mine will average:

- 6 per day during the preliminary works;
- 10 - 11 per day during the site preparation phase;
- 18 - 24 per day during the initial period of the construction phase, increasing to 28 - 42 per day during the busy construction period; and
- 28 - 38 per day during the installation of the mining equipment.

A number of vehicles (estimated as 5% of the larger heavy vehicles) delivering the mining equipment, machinery and some materials will be oversized vehicles and will require RTA permits and or a police escort.

Table 3.1 Estimated Average Daily Total of Heavy Vehicle Movements Associated with Construction Activities

Types of Heavy Vehicles	Preliminary Stage	Stage 1	Stage 2		Stage 3 Installation of Mining Equipment	
	Mobilisation of Fleet	Site Preparation	Construction Phase			
	6 Weeks	Months 1-6	Months 7-12	Months 13-19	Months 20-23	Months 24-36
Number of Large Heavy Vehicles ²	6	10 -11	18 - 24	28 - 41	34	28 - 38

Where

¹Based on 6 days of transportation per week.

²Semi trailers, B Doubles and oversized vehicles.

3.5 Requirements for Heavy Vehicle Operators including Oversize Vehicles

All heavy vehicle operators delivering materials and equipment to Ulan Coal Mine must observe NSW Roads and Traffic Authority's requirements (and NSW police requirements) including any travel restrictions on vehicles with oversized loads or oversized special purpose vehicles.

Where required, the operators must obtain specific permits from the RTA for oversize and overmass vehicles and loads. Operators must also ensure that the transport and route as well as the travel times are approved and comply with any RTA and or NSW Police requirements.

If a police escort is required the heavy vehicle operator is to arrange this with the NSW Police.

The RTA requirements are set out in "Details of Operating Conditions for Specific Permits for Oversize and Overmass Vehicles and Loads".

This document also provides contact details for the RTA and NSW Police throughout the state. The document as well as RTA travel restrictions and other requirements can be viewed on the RTA website www.rta.nsw.gov.au

3.6 Training and Awareness

In accordance with *XCN SD GDL 003 Behaviour, Awareness and Competency*, all relevant contractors and transport companies engaged during the construction phase of the Project will be provided with this plan and advised on the operation and constraints for delivery of equipment and materials to site.

All contractors and staff through the onsite induction programs will be provided road safety messages to support safe driver behaviour. The use of car pooling and the use of bus services for contractor groups will be encouraged.

4 MEASUREMENT AND EVALUATION

4.1 Traffic Noise

During the construction phase peak (approximately 18 months from commencement) a review of residences which are predicted to experience road traffic noise levels in excess of the specific criteria will be undertaken. This assessment would include:

- Confirmation of acoustic considerations adopted in the noise model at each of the residences;
- Undertaken traffic noise monitoring at a number of the residences;
- Validation of the initial model predictions i.e. confirmation of the residences predicted to experience road traffic noise levels in excess of the specific criteria.

The Noise Assessment undertaken for the Environmental Assessment identified that the following number of houses (see **Table 4.1**) are located within 10–20 metres, 20–30 metres and 30-50 metres from the road.

Table 4.1 House numbers located close to Ulan and Cope Road

Distance From Road	Ulan Road	Cope Road
10–20 metres	4	0
20–30 metres	1	1
30-50 metres	10	3

To validate the traffic noise impacts predicted in the Noise Assessment for the EA, UCML propose to monitor all of the houses within the 10 – 20 metre and 20 – 30 metre distance from the road on both Ulan and Cope Roads and a representative sample of 2 houses from the 30 – 50 metre distance on Ulan Road and 1 from the 30 – 50 metre distance on Cope Road.

Where an exceedence has been identified and confirmed for traffic movements generated by UCML operations, UCML will consult with the relevant resident to determine reasonable and feasible options for mitigation. This consultation will be undertaken in accordance with the outcomes of the Ulan Road Strategy which UCML, Wilpinjong Coal Mine, Moolarben Coal Mine and Mid Western Regional Council, will be involved in developing. More specifically in accordance with Condition 50 (g) & (h) of the Part 3A Project Approval the strategy must:

- identify any measures that could be implemented to minimise the traffic noise impacts of mine traffic on Ulan Road on adjoining residences, and the likely cost of implementing these measures;
- include a detailed program for the proposed upgrade and maintenance of the road, implementation of traffic noise mitigation measures, and implementation of any works to support efforts to reduce the amount of mine traffic on the road;

4.2 Road Condition

The cumulative impact of increased traffic on Ulan Road and Cope Roads has the potential to alter the road condition. To address this impact UCML has been conditioned through the Project Approval (08_0184) to the development of the Ulan Road Strategy whereby:

Ulan Road Strategy

50 By the end of December 2011, unless the Director-General directs otherwise, the Proponent shall prepare to the satisfaction of the Director-General a strategy for the upgrade and maintenance of Ulan Road between Mudgee and the entrance to the underground surface facilities at the Ulan mine over the next 21 years.

Additionally the Statement of Commitment number 6.11.1 specifies that UCML will participate in the preparation and implementation of the Ulan Road Strategy, in accordance with project approval requirements.

Furthermore UCML has agreed to pay \$50,000 contribution per year for the next 21 years towards the ongoing maintenance of Cope Road. This contribution is to be paid annually, with the first instalment being paid within 30 days of the planning agreement being made.

4.3 Complaints

Community complaints management includes receipt of complaints, investigation, implementation of appropriate remedial action, and feedback to the complainant as well as communication to site management or personnel and notification to external bodies, such as the DoPI, where necessary.

All community complaints received by the Ulan Mine Complex are managed in accordance with the UCML *Social Involvement Plan (ULN SD PLN 0015)*. UCML have developed *ULN SD PRO 0001 Complaints Procedure* to assist in recording complaints, complaint investigation and follow up actions. This procedure has been established to record all complaints received by UCML and provides the company with an important measure, which assists in the overall assessment of SD performance. The Community, Land and Property Coordinator is responsible for complaints management.

UCML maintain a 24 hour, 7 day a week community and employee information telephone line **1800 647630** and email address ulancomplaints@xstratacoal.com.au to:

- manage complaints received by Ulan Coal Mines Limited (UCML) that may be a result of mining and/or associated activities conducted within land owned or managed by UCML.
- provide access to open cut blasting information for interested stakeholders; and
- provide access and incident information to employees during emergency situations.

In accordance with Condition 10, Schedule 5 of PA 08_0184, access to the Ulan Mine Complex's Community Complaints Register is via the UCML internet site at <http://www.ulancoal.com.au> for the purposes of external review and transparency. Details of all community complaints are also reported in UCML's Annual Review report.

Further information on complaints management can be found in Section 3 of the EMS.

If community complaints are received in relation to construction traffic movements, UCML will review the operation of this Management Plan through the revision of the relevant implementation requirements to address the key concerns. Actions that may result out of a complaint:

- Review driver behaviour and initiate any awareness or disciplinary process as appropriate
- Review the transport route taken
- Revise delivery times and amend where reasonable and feasible to do so

4.4 Reporting Requirements

All internal and external reporting requirements will be managed by UCML, in accordance with the following:

- *XCN SD GDL 16.0 Monitoring and Review;*
- *XCN SD ANN 0050 16.1 SD Measurement and Reporting;*
- *UCML Environmental Management Strategy (ULN SD PLN 0050);*
- *UCML Social Involvement Plan (ULN SD PLN 0015);*
- EPL 394; and
- Project Approval (08_0184).

The report requirements include reporting, community complaints and monitoring results:

- the UCML Annual Review report
- the UCML website (www.ulancoal.com.au); and

A summary of the traffic noise monitoring results will be presented as required at UCML's Community Consultative Committee and will also be available to the public via the Ulan Mine Complex website.

5 REVIEW AND IMPROVEMENT

The *Construction Traffic Management Plan* has been developed for the duration of the construction phase only. The Plan will be reviewed in accordance with the UCML Environmental Management Strategy and within 12 months of commencement of construction to assess effectiveness in relation to traffic related incidents, complaints and performance against the Plans objectives.

Any update of the Plan will be done in consultation with MWRC and DoPI. A copy of *the Construction Traffic Management Plan* is also located on UCML's Internet Site at <http://www.ulancoal.com.au/>.

Document Management will be undertaken in accordance with the *XCN SD GDL 0007 Legal Compliance and Document Control*.

6 DEFINITIONS

Term	Definition
AEMR	Annual Environmental Management Report
CHPP	Coal Handling and Preparation Plant
DoPI	Department of Planning & Infrastructure
EA	Environmental Assessment
EP&A	Environmental Planning & Assessment Act 1979
RTA	Roads & Traffic Authority

7 ACCOUNTABILITIES

Section 7 of the UCML Environmental Management Strategy (ULN SD PLN 0050) details the Sustainable Development (SD) roles and accountabilities for all employees, contractors and suppliers. Specific roles and accountabilities for employees and contractors in relation to the Construction Traffic Management Plan are outlined below.

Role	Accountabilities for this document
Operations Manager	<ul style="list-style-type: none"> • Approve appropriate resources for the implementation of this Plan. • Ensure the effective implementation of strategies designed to reduce traffic impacts from the operation. • Ensure any potential or actual waste issue is reported in accordance with legal requirements and the corporate standard. • Authorise internal and external reporting requirements of this plan. Approve subsequent revisions of this plan. • Ensure shift start times of mining operations are coordinated with adjacent mines.
Environment and Community Manager	<ul style="list-style-type: none"> • Provide that sufficient resources are allocated for the implementation of this Plan. • Ensure appropriate resources are budgeted for to enable appropriate monitoring of traffic noise. • Ensure that traffic considerations are undertaken during the construction phases of the project. • Ensure that the results of monitoring are evaluated and reported to senior management and to relevant personnel for consideration. • Ensure any potential or actual traffic noise issue is reported in accordance with legal requirements and the corporate standard. • Ensure all internal and external reporting requirements are met, including incident reporting in accordance with EMS. • Proactively engage government and community as required. • Coordinate the ongoing review of this Plan. • Review and approve external reports e.g. Annual Review Report, prior to final approval by the Operations Manager.
Environment and Community Coordinator/ Officer	<ul style="list-style-type: none"> • Coordinate the traffic noise monitoring program in accordance with this plan. • Ensure monitoring equipment is operated in accordance with relevant industry standards and protocols. • Ensure that all monitoring records are effectively maintained on site in accordance with the EMS. • Coordinate the collation and evaluation of monitoring data. • Prepare internal and external reports for review by ECM. • Conduct periodic environmental inspections in accordance with the EMS. • Ensure any potential or actual traffic management issue, including incidents and non conformances is reported to the ECM. • Coordinate incident investigation processes including associated reporting requirements, in accordance with the EMS. • Coordinate the implementation of any corrective actions and evaluate their effectiveness. • Provide visible and proactive leadership in relation to traffic management.

	<ul style="list-style-type: none"> Participate in the ongoing review of this Plan.
Community, Land and Property Coordinator	<ul style="list-style-type: none"> Contact point for Community Complaints in accordance with ULN SD PRO 0001 – Complaints Procedure. Ensure effective management of all community complaints. Provide copies of updated management plans to CCC members and upload to the UCML website. Ensure any potential or actual construction traffic management issue, including incidents and non conformances is reported to the ECM. Proactively engage government and community as required. Assist in implementing traffic management programs where relevant. Encourage/promote carpooling amongst the workforce.
Project Managers, Supervisors and Task Coordinators	<ul style="list-style-type: none"> Provide that sufficient resources are allocated for the implementation of this Plan, as required. Implement and manage changes through UCML's Change Management process. Ensure that traffic considerations are undertaken during the construction phases of the project. Ensure changes as a result of construction activities consider the potential impacts of traffic from the project to impacted residences. Ensure compliance with all heavy vehicle deliveries/ movements in accordance with this plan. Ensure any potential or actual traffic management issues, including environmental incidents, are reported to the ECM. Provide input to management on the adequacy and effectiveness of this plan. Ensure the effective implementation of all reasonable and feasible measures to minimise the project's contribution to the traffic on Ulan Road. Provide visible and proactive leadership in relation to traffic management. Ensure personnel working at the operation are aware of the traffic obligations whilst working with UCML.
All employees and contractors	<ul style="list-style-type: none"> Comply with RTA road safety rules and regulations. Ensure any potential or actual traffic management issues are reported to the Project Manager, Supervisor or Task Coordinator. Drive to road and weather conditions Implement all reasonable and feasible measures to minimise the company's contribution to the traffic on public roads including Ulan and Cope Rds. Consider car pooling where possible.
Heavy Vehicle and Equipment Operators	<ul style="list-style-type: none"> Comply with the operating constraints detailed in this Plan. Comply with all road rules and RTA and Police transport rules and guidelines.

8 REFERENCES

8.1 Legislation

- Coal Mines Health & Safety Act 2002
- Coal Mines Health & Safety Regulation 2006
- Road Transport (General) Regulations
- Road Transport (Vehicle Registration) Regulation 2007
- Road Transport (Mass Loading and Access) Regulation 2005

8.2 Australian Standards & Guidelines

- AS 2595 Mobile Equipment
- New South Wales RTA Road Users' Handbook
- New South Wales RTA Heavy Vehicle Driver Handbook
- Australian Code for the Transport of Dangerous Goods by Road and Rail; and
- Australian Code for the Transport of Explosives by Road and Rail

8.3 Xstrata Coal NSW

- Legal Compliance and Document Control (XCN SD GDL 0007)
- Behaviour, Awareness and Competency (XCN SD GDL 003)
- Monitoring and Review (XCN SD GDL 16.0)
- SD Measurement and Reporting (XCN SD ANN 0050 16.1)

8.4 Ulan Coal Mines Ltd

- UCML Environmental Management Strategy (ULN SD PLN 0050)
- UCML Social Involvement Plan (ULN SD PLN 0015)
- Complaints Procedure (ULN SD PRO 0001)

8.5 External

- Umwelt, 2009 Ulan Coal Continued Operations Environmental Assessment (October 2009)

9 CONTROL AND REVISION HISTORY

9.1 Document information

Property	Value
Approved by	Environment and Community Manager
Document Owner	Environment and Community Manager
Effective Date	
Keywords	Construction, Traffic

9.2 Revisions

Version	Date reviewed	Review team (consultation)	Nature of the amendment
1		Terry Lawrence (TUAP), Jamie Lees (ECM) Brian Pease (Project Mgr Ulan West) Rod Reinhard (OM USO)	Development of Construction Management Plan to comply with the commitment made in correspondence dated 13 April 2010 regarding a request for information by DoP for the Ulan Coal Continued Operations Part 3A Project Approval granted 15 November 2010
2	8 July 2011	Jamie Lees, Cheryl Henriques, Kristy Bennetts (Barnson)	Update plan into new format, incorporate comments and responses from MWRC and DoPI.
3	8 July 2011	Cheryl Henriques	Formatting

APPENDIX 1 CORRESPONDENCE



ULAN COAL MINES LIMITED
A.C.N. 000 189 248

Managed by


Seq No: 253/10

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Ulan NSW 2850

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Telephone (02) 6372 5300
Facsimile: (02) 6372 5333

7 December 2010

Warwick Bennett
General Manager
Mid Western Regional Council
PO Box 156
Mudgee NSW 2850

Attention: Linda Shreeve,

Re: Construction Traffic Management Plan

Ulan Coal Mines Limited (UCML) was granted Project Approval under Part 3A (EP&A Act 1979) on the 15 November 2010 (PA 08_0184). In response to the submissions received during the Environmental Assessment (EA) process, UCML committed to developing a Construction Traffic Management Plan prior to construction.

In accordance with this commitment UCML would like to provide Mid Western Regional Council (MWRC) the Draft Construction Management Plan for comment.

Due the current project timeframes, it would be appreciated if MWRC could provide comment by the 14 December 2010. If UCML does not receive a response from MWRC by this date then it will be determined that MWRC has no recommendations to be included in this Plan.

If you require further information please do not hesitate to contact me on 02 63725386 or Cheryl Henriques (Environment and Community Coordinator) on 02 63725329.

Yours Sincerely,



JAMIE LEES
Environment and Community Manager
Ulan Coal Mines Limited

Registered Office: Level 38, 1 Macquarie Place, Sydney NSW 2000 Australia

Lees, Jamie (Ulan - Coal)

From: Linda.Shreeve@midwestern.nsw.gov.au
Sent: Tuesday, 14 December 2010 4:43 PM
To: Lees, Jamie (Ulan - Coal)
Subject: RE: UCML Construction Traffic Management Plan

Hi Jamie,

I gave the Plan to Council's Roads Engineer for comment.

Council is of the opinion that the following matters have not be satisfactorily addressed in the Plan.

- Construction traffic should include all traffic relating to construction including small trucks and utes.
- The traffic flow should be for incoming and return journey
- There is no discussion concerning the potential impacts that these increased traffic flows will have on the existing road network

Further, from Council's point of view the impacts are considered greater than those of just noise but also include deterioration of the road pavements and possible impacts to other road users from the increased traffic flows.

Should you wish to discuss any of the above please contact Linda Shreeve on 6378 - 2887

Linda Shreeve
Senior Environment Officer

<jlees@xstratacoal.com.au>

12/14/2010 11:17 AM

To <Linda.Shreeve@midwestern.nsw.gov.au>

cc

Subject RE: UCML Construction Traffic Management Plan