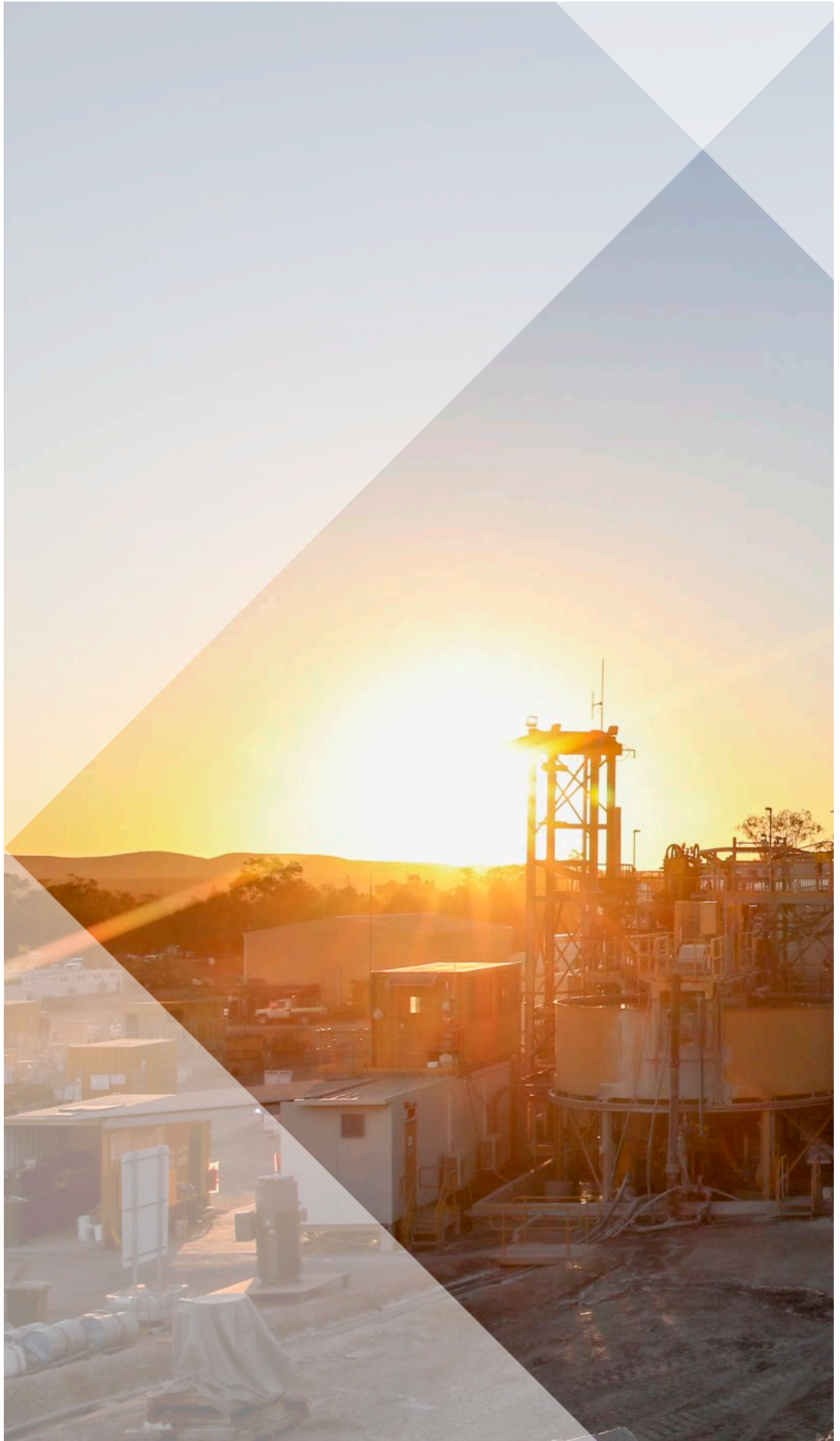


TRAFFIC MANAGEMENT  
PLAN

MANAGEMENT PLAN

14/12/2022



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## DOCUMENT CONTROL

Version	Approved By	Revision Date	Description of Changes	Author
Original	AJ Saverimutto	09/11/2011	Original	R.W. Corkery
Revision 1	DoPI	20/02/2012	Template update and review	R.W. Corkery
Revision 2	DoPI	21/09/2012	Template update and review	R.W. Corkery
Revision 3	Scott Jones	30/11/2013	Template update and review	Unity Mining
Revision 4	DPE	07/11/2016	Template update and review	Diversified Minerals
Revision 5	Diversified minerals	22/08/2019	Template update and review	R.W. Corkery
Revision 6	DPE	02/08/2022	Template update and review	Aurelia

# 1. INTRODUCTION

The Dargues Gold Mine is located approximately 60km southeast of Canberra, 13km south of Braidwood and immediately north of the village of Majors Creek. The mine site consists of an underground gold mine, a run-of-mine (ROM) pad, temporary waste rock emplacement, processing plant, tailings storage facility, and associated infrastructure and ancillary activities.

This document is the sixth revision of the Plan and has been prepared in satisfaction of *Condition 3(43)* of Modified Project Approval (MP) 10\_0054 MOD4, reviewed following an Independent Environmental Audit completed in February 2022 and describes the following:

- The consultation undertaken during preparation of this document.
- The legal and other requirements associated with management of traffic-related issues.
- Traffic management measures that would be implemented during the life of the Project.
- Evaluation of compliance of blasting operations.
- Incident reporting.
- Roles and responsibility.
- Competence training and awareness.
- Document review.

This plan is limited in scope to the approved transportation route from the intersection between the site access road and Majors Creek Road and the intersection between Wallace Street and the Kings Highway.

The Project, including background traffic information, is fully described in the following documents and no further background information is provided in this document.

- *Environmental Assessment* dated September 2010 and associated documentation prepared to support the application for Project Approval.
- *Mining Operations Plan* dated July 2014.
- *Environmental Assessment – Modification 1* dated April 2012.
- *Response to Government Agency and Public Submissions for the Dargues Reef Gold Project - Modification 1* dated June 2012.
- *Environmental Assessment – Modification 2* dated July 2013.
- *Response to Government Agency and Public Submissions for the Dargues Reef Gold Project - Modification 2* dated September 2013.
- *Environmental Assessment – Modification 3* dated August 2016.
- *Response to Government Agency and Public Submissions for the Dargues Gold Mine - Modification 3* dated November 2015.
- *Statement of Environmental Effects for the Dargues Gold Mine – Modification 4* dated November 2018.
- *Response to Submissions for the Dargues Gold Mine – Modification 4* dated January 2019.

In addition, a range of management plans have been prepared to guide operations within the Project Site. These include the following:

- Noise Management Plan.
- Blast Management Plan.
- Air Quality and Greenhouse Gas Management Plan.
- Water Management Plan.
- Biodiversity Management Plan.
- Aboriginal Heritage Management Plan.

- Waste Management Plan.
- Bushfire Management Plan.

## 2. CONSULTATION

The following consultation was undertaken during preparation of this document:

- An email requesting requirements for the *Traffic Management Plan* was provided to the Department of Planning and Infrastructure, and Palerang Shire Council on 8 September 2011. No responses were received by 12 October 2011.
- A draft copy of the original version of this document was provided to Office of Environment and Heritage for review and comment on 17 October 2011.
- A version of the Traffic management plan (dated 12 December 2011) was provided to the Community Consultative Committee (CCC) and responses were received on 24 January 2012. The CCC provided feedback on wildlife, school buses and the heavy vehicle travel route.
- A copy of Revision 1 was provided to the Department of Planning and Infrastructure for approval on 15 February 2012. Approval of Revision 1 was granted on 20 April 2012.
- A draft copy of Revision 2 of this document was provided to Palerang Shire Council and the CCC for review and comment on 28 August 2012. A response was received from:
  - Palerang Shire Council on 18 September 2012 stating that the Plan complied with the conditions of consent; and
  - CCC on 19 September 2012 stating that they have no comment.
- A copy of Revision 3 of this document was provided to the Department of Planning and Environment on 16 December 2015.
- A draft copy of Revision 4 of this document was provided to Queanbeyan – Palerang Regional Council on 22 September 2016 and the CCC on 20 September 2016 for review and comment. A response was received from:
  - Palerang Council, no response received; and
  - The CCC on 12 October 2016 from the Eurobodalla Shire Council representative noting that the plan was beneficial to the Project and no changes were required.
- An email requesting advice and requirements for Revision 5 of this document was provided to Queanbeyan-Palerang Council on 8 August 2019. No response was received.
- A draft copy of Revision 5 of this document was provided to Queanbeyan-Palerang Council on 22 August 2019 for review and comment. Additionally, a draft copy of this document was provided to the Community Consultative Committee (CCC) for review and comment. No response was received from either the Queanbeyan-Palerang Council or CCC by 2 December 2019.
- A draft copy of revision 6 of this document was provided to Queanbeyan-Palerang Council on 7 September 2022 for review and comment. Additionally, a draft copy of this document was provided to the Community Consultative Committee (CCC) for review and comment.

All feedback from the above agencies was taken into consideration when preparing and finalising this document.

Community consultation was also undertaken through informal and formal consultation processes. A Community Information Line (1800 732 002) was established in May 2010, a range of public meetings and information sessions have been held, as well as one-on-one consultation undertaken. This consultation indicated that the principal traffic-related issues of concern for the community surrounding the Project Site are as follows:

- Road safety and management of traffic between the Project Site and Braidwood.
- Impact of the Project on traffic levels within Braidwood.

## 3. LEGAL AND OTHER REQUIREMENTS

The Project received Project Approval (PA10\_0054) on 2 September 2011 pursuant to the *Environmental Planning and Assessment Act 1979* (EP&A Act). Following two appeals to the Land and Environment Court, the

Court subsequently granted Project Approval on 7 February 2012. Modification 1 for the use of paste fill at the Project Site was subsequently approved on 12 July 2012 (MP10\_0054). Modification 2 to regularise changes to the layout of the Project was subsequently approved on 24 October 2013. Modification 3 for an extension of the mine life and increase in the resource extracted was subsequently approved on 10 August 2016. Modification 4 for the relocation of the approved heavy vehicle crossing of Spring Creek and the reinstatement of the previously approved access track from the Site Access Road to the Tailings Storage Facility was subsequently approved on 23 May 2019.

The Project Approval stipulates the required criteria that the construction and operational activities of the Project must comply with and sets out the core requirements of this Management Plan. Relevant conditions and commitments associated with MP10\_0054 MOD4 are reproduced in **Table 1**. **Table 2** presents the requirements for this plan and where each is addressed in this document.

Table 1 Transportation Related Conditions (MP10\_0054)

Condition number	Condition	Section
<b>Transport</b>		
	<b>Access Road Construction</b>	5
3(38)	The Proponent shall construct the site access road and the intersection of the access road and Majors Creek Road prior to the commencement of construction of the mine-related infrastructure.	
3(39)	The intersection of the site access road and Majors Creek Road shall be constructed to a BAR/BAL treatment for rural turn lanes in accordance with the RTA Road Design Guide and to the satisfaction of Council.	5
3(39A)	Prior to the commencement of transportation of ore from the site, the left hand road shoulder on Majors Creek Road between the entrance of the mine site and the top of the hill shall be strengthened to the satisfaction of Council.	Not applicable
	<b>Monitoring of Concentrate Transport</b>	5
	The Proponent shall:	
3(40)	<ul style="list-style-type: none"> <li>a) keep accurate records of the: <ul style="list-style-type: none"> <li>• Amount of concentrate transported from the site (on a monthly basis); and</li> <li>• The date and time of loaded truck movements from the site; and</li> </ul> </li> <li>b) provide the Secretary with a summary of these truck movements on a quarterly basis.</li> </ul>	
	<b>Operating Conditions</b>	5
	The Proponent shall ensure that:	
3(41)	<ul style="list-style-type: none"> <li>a) a maximum of 4 concentrate trucks exit the site per hour</li> <li>b) the dispatch of concentrate from the site is limited to between the hours of 7am to 10pm Monday to Saturday and 8am-10pm Sundays and Public Holidays;</li> <li>c) all heavy vehicle movements to or from the site are prohibited between the hours of 7am - 8.30am and 3pm - 5pm on school days;</li> <li>d) a bus is operated from Braidwood to offer mine workers transport to and from the site each day; and</li> <li>e) all reasonable and feasible measures are implemented to minimise the project's contribution to the traffic on Majors Creek Road, Araluen Flat Road, Captains Flat Road, Coghill Street and Wallace Street.</li> </ul>	
	<b>Transport Route</b>	Figure 1
8(42)	Once the site access road and its intersection with Majors Creek Road are complete, the Proponent shall ensure that, except in emergency situations, no project-related heavy vehicles access the site from the south or via Monga Lane.	
	<b>Traffic Management Plan</b>	Entire document
8(43)	The Proponent shall prepare and implement a Traffic Management Plan to the satisfaction of the Secretary. The plan shall focus on traffic management along Majors Creek Road to minimise potential conflicts between road users and to ensure that the intersection of the site access road and Majors Creek Road is operating effectively. The plan must be developed in consultation with the Council and the CCC, and must be submitted for the approval of the Secretary prior to the commencement of construction of any mine-related infrastructure.	

Table 2: Project Approval Requirements

Requirement	Section
<b>Condition 3(43)</b>	
<b>Traffic Management Plan</b>	
The Proponent shall prepare and implement a Traffic Management Plan to the satisfaction of the Secretary. The plan shall focus on traffic management along Majors Creek Road to minimise potential conflicts between road users and to ensure that the intersection of the site access road and Majors Creek Road is operating effectively. The plan must be developed in consultation with the Council and the CCC, and must be submitted for the approval of the Secretary prior to the commencement of construction of any mine-related infrastructure.	Entire document
<b>Condition 5(2)</b>	
<b>Management Plan Requirements</b>	
The Proponent shall ensure that the management plans required under this approval are prepared in accordance with any relevant guidelines, and include:	Not Applicable <sup>1</sup>
a) detailed baseline data;	
b) a description of:	
• the relevant statutory requirements (including any relevant approval, licence or lease conditions);	3
• any relevant limits or performance measures/criteria;	Not Applicable
• the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the project or any management measures;	6
c) a description of the measures that would be implemented to comply with the relevant statutory requirements, limits, or performance measures/criteria;	5
d) a program to monitor and report on the:	
• impacts and environmental performance of the project;	6 and 7
• effectiveness of any management measures(see c above);	
e) a contingency plan to manage any unpredicted impacts and their consequences;	6 and 7
f) a program to investigate and implement ways to improve the environmental performance of the project over time;	6
g) a protocol for managing and reporting any:	
• incidents;	
• complaints;	7
• non-compliances with statutory requirements; and	
• exceedances of the impact assessment criteria and/or performance criteria; and	
h) a protocol for periodic review of the plan.	10
<b>Schedule 5 - Reporting</b>	
<b>Condition 6 Incident Notification</b>	
The department must be notified in writing to <a href="mailto:compliance@planning.nsw.gov.au">compliance@planning.nsw.gov.au</a> immediately after the Proponent becomes aware of an incident. The notification must identify the project (including the application number and the name of the project if it has one), and set out the location and nature of the incident.	
<b>Condition 6A Non-Compliance Notification</b>	
The department must be notified in writing to <a href="mailto:compliance@planning.nsw.gov.au">compliance@planning.nsw.gov.au</a> within 7 days after the Proponent becomes aware of any non-compliance with the conditions of this approval. The notification must identify the project (including the application number and the name of the project if it has one), and set out the condition of approval that the project is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been done, or will be, undertaken to address the non-compliance	

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Requirement	Section
<i>Note: The Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.</i>	
Note 1: Detailed baseline traffic data is presented in Section 4.9.2.2 of the Environmental Assessment for the Dargues Reef Gold Project (2010).	

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Finally, **Figure 1** presents a plan showing the approved transportation routes, signposted speed limits and speed limits required by the Driver's Code of Conduct (see Section 5.5)



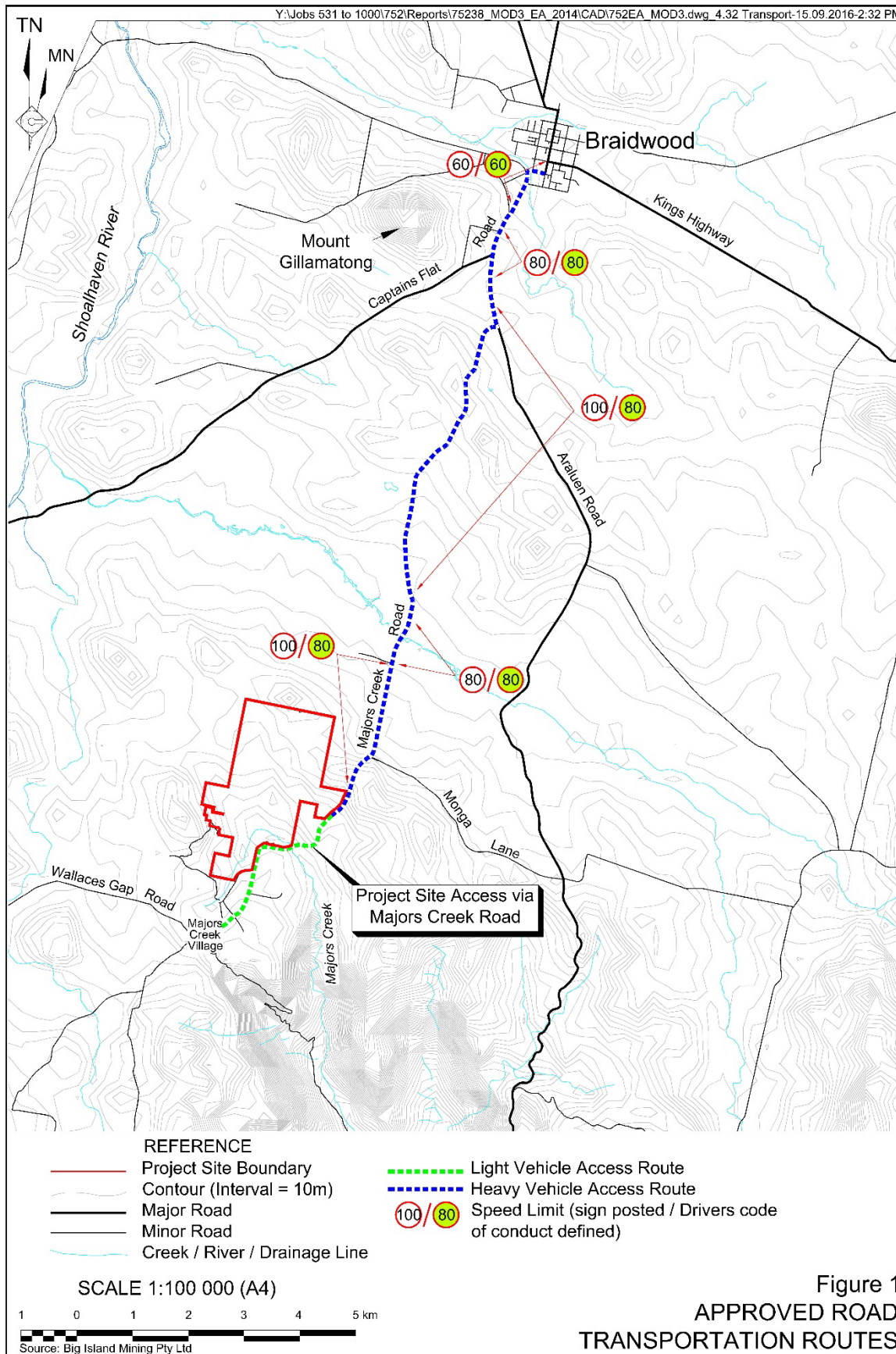


Figure 1: Approved Transportation Routes



## 4. OBJECTIVES AND OUTCOMES

Table 3 presents the objectives and key performance outcomes for this plan and the Project.

TABLE 3: Objectives and Key Performance Outcomes

Objectives		Key Performance Outcomes	
Traffic			
a)	To effectively manage Project-related traffic to minimise conflict between vehicles using Majors Creek Road.	I.	Effective management of traffic in a manner that ensures that there is minimal conflict between vehicles using Majors Creek Road
b)	To ensure that Project-related traffic does not result in unacceptable impacts on traffic within Braidwood.	II.	Effective management of traffic in a manner that ensures that there is minimal adverse impact on traffic within Braidwood

## 5. TRAFFIC MANAGEMENT MEASURES

### 5.1. INTRODUCTION

During the construction phase of the Project, traffic travelling to and from the Project Site each day will typically include:

- low loaders;
- semi-trailer trucks;
- truck and dog trailers;
- rigid trucks;
- other smaller trucks including concrete agitator vehicles and minibuses; and
- light vehicles.

During the operational phase, traffic travelling to and from the site will typically include:

- semi-trailers;
- rigid trucks;
- buses;
- other smaller trucks including minibuses; and
- light vehicles.

This section presents the traffic management measures that will be implemented during the life of the Project to ensure that the requirements of *Conditions 3(38) to 3(43)* and the objectives of this plan are achieved. These measures include the following:

- Construction of the site access road and upgrade/maintenance of local roads.
- Monitoring of traffic levels and times.
- General measures identified in the statement of commitments.
- Driver’s Code of Conduct.
- Enforcement of speed limits.

## 5.2. SITE ACCESS AND MAINTENANCE OF LOCAL ROADS

*Conditions 3(38) to 3(39A)*, reproduced in **Table 1**, identify a range of requirements in relation to construction of the site access road and intersection with Majors Creek Road. The Company notes that the Site Access Road and intersection with Majors Creek Road has been constructed to the satisfaction of Queanbeyan – Palerang Regional Council in accordance with the requirements of *Conditions 3(38) to 3(39A)*. As a result, those conditions are now no longer operative.

In addition, the Company will ensure that the Site Access Road is maintained in a manner that ensures safe and efficient access within the Project Site.

## 5.3. TRAFFIC LEVELS, TIMES AND ROUTES

**Table 4** presents the approved traffic levels for the Project.

TABLE 4: Approved Traffic Levels

Transportation Rate	Daily Traffic Movements (Average per day)		
	Light Vehicles	Heavy Vehicles	Total Vehicles
<b>Site Establishment</b>			
Majors Creek Road - North of Site Entrance	24	6	30
Majors creek Road - South of Site Entrance	6	0	6
<b>TOTAL</b>	<b>30</b>	<b>6</b>	<b>36</b>
<b>Project Operation</b>			
Majors Creek Road - North of Site Entrance	20	20 <sup>1,2</sup>	40
Majors creek Road - South of Site Entrance	6	0	6
<b>TOTAL</b>	<b>26</b>	<b>20</b>	<b>46</b>
Note 1: Including 4 bus movements			
Note 2: An additional 2 vehicle movements would be required for a 6 month period during Year 3 of the Project			
Source: Table 12 <i>Environmental Assessment</i> - Modification 1.			

In addition, *Conditions 3(40) to 3(42)*, reproduced in **Table 1**, identify a range of requirements in relation to the maximum rate of heavy vehicle movements and permitted times for those movements. In order to achieve compliance with these requirements, the Company will implement the following:

- Maintain records of all concentrate and other heavy vehicles arriving and departing from the Project Site, including their classification and time of arrival/departure.
- Prepare a monthly summary of concentrate-related vehicle movements, including date, time and amount of concentrate transported. These reports will be provided quarterly to the Department of Planning, Industry and Environment and Queanbeyan – Palerang Regional Council.
- Ensure that concentrate-related heavy vehicles depart the Project Site between the hours of 7:00am to 10:00pm Monday to Saturday and 8:00am to 10:00pm Sundays and Public Holidays and that no more than four such vehicles are permitted to leave the Project Site per hour
- Ensure that Company-controlled heavy vehicles, including concentrate-related vehicles, do not travel to or from the Project Site between 7:00am and 8:30am and 3:00pm and 5:00pm on school days.
- Consult with the Traffic Committee for Queanbeyan – Palerang Regional Council at least quarterly to identify and address any traffic-related issues on Majors Creek Road, Araluen Road, Captains Flat Road, Coghill Street and Wallace Street.

- Establish a regular bus service between Braidwood and the Project Site and encourage Project personnel to use the bus service.

## 5.4. STATEMENT OF COMMITMENTS

**Table 5** presents the traffic-related commitments made by the Company. The Company will ensure that each of these commitments is implemented.

TABLE 5: Transportation Related Commitments

Desired Outcome	Commitment	Timing
Achieve safe and efficient transport operations.	Establish a speed limit of 40km/hr on the site access road and 20km/hr in the operational sections of the Project Site.	During site establishment operations.
	Develop and enforce a Code of Conduct for all drivers for all heavy vehicles that travel to and from the Project Site regularly. The Code of Conduct would stipulate safe driving practices must be maintained at all times and nominate the maximum vehicle speed on Majors Creek Road of 80km/hr for heavy vehicles travelling to and from the Project Site. The code would also include specific requirements for practices to be adopted during periods of fog, such use of headlights / fog lights and adopting vehicle speeds appropriate to the conditions as required, as well as limiting noisy driving practices in the vicinity of residences	

## 5.5. DRIVER'S CODE OF CONDUCT

Commitment 10.8, reproduced in **Table 5**, identifies that a Driver's Code of Conduct will be prepared and implemented. Drivers regularly accessing the Project Site will be required to review and sign the Driver's Code of Conduct as part of their induction and will be required to be re-inducted and re-sign the code annually (**Appendix A**). The drivers code of conduct is updated periodically in line with findings or failings as the result of any incident or non-compliance investigations with respect to Schedule 5 condition 6 and condition 6A.

## 5.6. SPEED LIMITS

The speed limit in operational sections of the Project Site will be 20km/hr. The speed limit on the Site Access Road will be 40km/hr. In all other sections of the Project Site the speed limit will be 40km/hr unless signposted otherwise.

All heavy vehicles on Majors Creek Road will be restricted to a maximum speed of 80km/hr or less as signposted.

## 6. EVALUATION OF COMPLIANCE

The Company will provide a report quarterly to Department of Planning, Industry and Environment summarising concentrate-related vehicle movements. That information, together with the following information, will be included in the Annual Environmental Management Report:

- An overview of consultation with Queanbeyan – Palerang Regional Council in relation to traffic-related matters and payments made under the planning agreement.
- An overview of road construction and maintenance operations undertaken during the reporting period.
- An overview of concentrate vehicle movements to and from the Project Site, including numbers, times and class.
- An overview of the number of drivers who have signed the Driver's Code of Conduct.

- A summary of any traffic-related complaints and measures undertaken to investigate and resolve those complaints.
- A program to monitor and report compliance with conditions 6 and 6A of Schedule 5 of the project approval.

## 7. INCIDENT REPORTING

In the event of a traffic accident, incident, reported near miss or complaint in relation to a breach of the Driver's Code of Conduct, the Company will initiate an investigation. The investigation will seek to determine:

- what occurred at the time of the incident;
- the root cause of the incident;
- any contributing factors which led to the incident; and
- whether appropriate controls were implemented to prevent the incident.

Corrective and/or preventative actions will be assigned to relevant responsibilities as a result of the investigation. Actions will be communicated through planning meetings and toolbox talks. If required, the Driver's Code of Conduct will be amended and all signatories to the Driver's Code of Conduct will be required to review the Code. Outstanding actions will be monitored for their effectiveness upon completion.

All reports associated with complaints or incidents will be provided to Queanbeyan – Palerang Regional Council and other agencies as required and will be retained for a period of no less than four years.

In the event that the incident relates to a traffic accident involving a Project-related vehicle, the above report will be provided to the Department of Planning, and Environment and Queanbeyan – Palerang Regional Council within seven days of being finalised.

The reporting requirements for incident and non-compliance notifications as per Schedule 5 Condition 6 and Condition 6A, respectively, of the Planning Approval are available in Table 1 and Table 2. The conditions outline the incident and non-compliance notification requirements, including the specific reporting timelines, reasons, actions and other relevant matters.

## 8. ROLES AND RESPONSIBILITIES

Role	Responsibility
General Manager	Must ensure adequate resources are available to enable implementation of the Plan.
Mining Manager	Accountable for the overall environmental performance of the Project, including the outcomes of this Plan.
Environment and Community Superintendent	Ensure the implementation of this Plan. Ensure employees are competent through training and awareness programs.

## 9. COMPETENCE TRAINING AND AWARENESS

All personnel shall undergo traffic awareness training. Traffic awareness training shall be a component of the competency-based site induction program. The following areas shall be covered in the induction:

- Driver's Code of Conduct.
- Operating hours for all vehicles.
- Approved routes for heavy vehicle site access, i.e. from the north via Majors Creek Road only.
- Speed limits on public and Project Site roads.
- Incident response and reporting procedures in the event of a traffic accident or near miss.
- Expectations of behaviour on public roads.

- Contact phone number in the event of a complaint.

The Environment and Community Superintendent shall be responsible for ensuring the appropriate Traffic Awareness training is included in the induction.

## 10. REVIEW

In accordance with Condition 5(4) of MP10\_0054 MOD4, this Plan will be reviewed and, if required, revised within 3 months of:

- the submission of an annual review under Condition 5(3);
- the submission of an incident report under Condition 5(6);
- the submission of an audit report under Condition 5(8); and
- any modification to the conditions of MP10\_0054.

This review will include the adequacy of strategies, plans and programs as required under the Project approval. Recommendation for appropriate measures or action to improve the environmental performance of the Project and/or any assessment, plan or program will be incorporated into this Plan.

## 11. References

*Environmental Assessment* – for the Dargues Reef Gold Project, Prepared by R.W. Corkery & Co, 2010.



# APPENDIX A - DRIVERS CODE OF CONDUCT

# Drivers Code of Conduct

for the

## Dargues Gold Mine

**Big Island Mining Ltd**

ABN: 12 112 787 470

920 Majors Creek Road,  
Majors Creek, NSW, 2622

Telephone: 1800 732 002

Email: [dgm.community@aureliametals.com.au](mailto:dgm.community@aureliametals.com.au)

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<b>Document Title</b>	<b>Drivers Code of Conduct</b>				
<b>Document Number</b>	Appendix A – Traffic Management Plan				
<b>Document Owner</b>	Dargues Gold Mine Sustainability Department				
<b>Revision</b>	<b>Company</b>	<b>Date</b>	<b>Originator</b>	<b>Reviewed</b>	<b>Approved</b>
Original	Cortona	14/12/2012	Graham Blowes Greg Cozens	James Dornan	AJ Saverimutto
Revision 1	Unity	16/12/2013		James Dornan	Scott Jones
Revision 2	Diversified Minerals	07/11/2016		James Dornan	DPE
Revision 3	Big Island Mining	14/05/2021		Samantha Lloyd	Chase Dingle
Revision 4	Big Island Mining	09/08/2022		E Guarino	

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## 1. INTRODUCTION

This Driver’s Code of Conduct provides guidance to drivers operating heavy vehicles on public roads on behalf of Big Island Mining Pty Ltd (BIM) and describes the following:

- The legal and other requirements associated with management of traffic-related issues;
- traffic management measures that would be implemented during the life of the Project;
- incident Investigation;
- roles and responsibility;
- competence training and awareness; and
- document review.

This code of conduct applies to all employees, contractors and consultants of BIM operating heavy vehicles on public roads and has been implemented in satisfaction of Commitment 10.8 of Modified Project Approval (MP10\_0054 MOD4).

## 2. LEGAL AND OTHER REQUIREMENTS

The Dargues Gold Mine (the Project) received project approval on 8 February 2012 pursuant to the *Environmental Planning and Assessment Act 1979* (EP&A Act). Relevant conditions associated with MP10\_0054 MOD4 are reproduced in **Table 1**.

**Table 1 Driver Code of Conduct Conditions – MP10\_0054**

3(41)	<p><b>Operating Conditions</b>                      The Proponent shall ensure that:</p>
	(a) a maximum of 4 concentrate trucks exit the site per hour;
	(b) the dispatch of concentrate from the site is limited to between the hours of 7am to 10pm Monday to Saturday and 8am-10pm Sundays and Public Holidays;
	(c) all heavy vehicle movements to or from the site are prohibited between the hours of 7am - 8.30am and 3pm - 5pm on school days;
	(d) a bus is operated from Braidwood to offer mine workers transport to and from the site each day; and
	(e) all reasonable and feasible measures are implemented to minimise the project’s contribution to the traffic on Majors Creek Road, Araluen Flat Road, Captains Flat Road, Coghill Street and Wallace Street.
3(42)	<p><b>Transport Route</b>                      Once the site access road and its intersection with Majors Creek Road are complete, the Proponent shall ensure that, except in emergency situations, no project-related heavy vehicles access the site from the south or via Monga Lane.</p>

### **3. DRIVER'S CODE OF CONDUCT**

The Driver's Code of Conduct requires drivers to comply with the following:

- Transport for NSW, formerly Road and Maritime Services(RMS)
  - All drivers must be appropriately licensed for the vehicle they are operating.
  - Comply with all Transport for NSW regulations regarding speed, load limits and driving hours.
- Project Requirements
  - Maintain safe and courteous driving practices at all times, which are appropriate to the conditions.
  - Comply with Project speed limits, signage and communications protocols.
  - Strictly access the Project Site only via the Main Site Entrance on Majors Creek Road. Except in emergency situations whereby project-related heavy vehicles may access the site from the south (Wallace's Gap Rd) or via Monga Lane.
- Speed Limit Restrictions
  - Limit heavy vehicle speeds on Majors Creek Road to 80km/hr. Comply with maximum vehicle speeds within the Project Site, namely 20km/hr in operational sections of the Project Site and 40km/hr in all other areas. Unless sign posted otherwise.
- Driving Practices
  - During fog conditions turn on headlights/fog lights and adopt vehicle speeds appropriate to the conditions.
  - Secure and cover loads as appropriate. In particular, concentrate loads are to be covered in a manner that no concentrate may be blown from the truck under normal operating conditions.
  - Limit the use of the engine brake and other noisy driving practices in built-up areas and near houses on the Majors Creek Road.
- Comply with the following time of day constraints
  - Drivers of heavy vehicles carrying concentrate are to leave the Project Site only between the hours of 7:00am and 10:00pm Monday to Saturday and 8:00am to 10:00pm Sunday and Public Holidays.
  - Drivers of all heavy vehicles are prohibited from travelling on the section of road between Braidwood and the Project Site between the hours of 7:00am and 8:30am and 3:00pm and 5:00pm on school days.
- Have a copy of Appendix A available at all times when operating for BIM.

#### 4. MONITORING AND COMPLIANCE

The Company will maintain a register of persons having read and agreed (by signature) to the Driver's Code of Conduct. The following procedure will be implemented to enforce the Driver's Code of Conduct.

- A copy of the Driver's Code of Conduct will be made available on the Project website (<https://aureliametals.com>).
- A procedure for members of the public to report alleged unsafe driving or breaches of the Driver's Code of Conduct will be provided on the Project website (<https://aureliametals.com>) alongside the Driver's Code of Conduct.
- In the event that a complaint is received, an investigation will be initiated. If the investigation confirms the alleged activity and identifies that the driver and vehicle in question are Project-related, then appropriate action will be taken depending on the circumstances. Appropriate actions may include:
  - Counselling of the driver in relation to the requirements of the Driver's Code of Conduct;
  - Issuing of a formal warning to the driver;
  - Exclusion of the driver from the Project Site; and/or
  - Exclusion of the transport contractor from the Project Site.

#### 5. INCIDENT INVESTIGATION

In the event of a traffic accident, incident, reported near miss or complaint in relation to a breach of the Driver's Code of Conduct, the Company will initiate an investigation. The investigation will seek to determine:

- What occurred at the time of the incident;
- The root cause of the incident;
- Any contributing factors which led to the incident; and
- Whether appropriate controls were implemented to prevent the incident.

Corrective and/or preventative actions will be assigned to relevant personnel as a result of the investigation. Actions will be communicated through planning meetings and toolbox talks. If required, this Driver's Code of Conduct will be amended and all signatories to the Driver's Code of Conduct will be required to review the Code. Outstanding actions will be monitored for their effectiveness upon completion.

All reports associated with complaints or incidents will be retained for a period of no less than four years.

## **6. ROLES AND RESPONSIBILITY**

**Table 2 Roles and Responsibility**

<b>ROLES</b>	<b>RESPONSIBILITY</b>
General Manager	Must ensure adequate resources are available to enable implementation of the Code.
Sustainability Manager	Ensure the implementation of this Code. Ensure employees are competent through training and awareness programs.
All Signatories	Abide by the Code of Conduct when operating on behalf of BIM

## **7. REVIEW**

In accordance with Condition 5(4) of MP10\_0054, this code will be reviewed and, if required, revised within 3 months of:

- The submission of an annual review under Condition 5(3);
- The submission of an incident report under Condition 5(6);
- The submission of an audit report under Condition 5(8); and
- Any modification to the conditions of MP10\_0054.

This review will include the adequacy of the Code, as required under the Project approval. Recommendation for appropriate measures or action to improve the performance of the Project and or any assessment, plan or program will be incorporated into this Plan.

## **APPENDICES**

Appendix A – Driver’s Code of Conduct (Brief Version)

Appendix B – Driver’s Code of Conduct Questionnaire

Appendix C – Driver’s Code of Conduct Sign Off Sheet



### **Appendix A – Driver’s Code of Conduct (Brief Version)**

The Driver’s Code of Conduct requires drivers to comply with the following:

- Transport for NSW, formerly Roads and Maritime Services (RMS)
  - All drivers must be appropriately licensed for the vehicle they are operating.
  - Comply with all Transport for NSW regulations regarding speed, load limits and driving hours.
- Project Requirements
  - Maintain safe and courteous driving practices at all times, which are appropriate to the conditions.
  - Comply with Project speed limits, signage and communications protocols.
  - Strictly access the Project Site only via the Main Site Entrance on Majors Creek Road. In emergency situations, project-related heavy vehicles may access the site from the south (Wallace’s Gap Rd) or via Monga Lane during operations.
- Speed Limit Restrictions
  - Limit heavy vehicle speeds on Majors Creek Road to 80km/hr.
  - Comply with maximum vehicle speeds within the Project Site, namely 20km/hr in operational sections of the Project Site and 40km/hr in all other areas. Unless sign posted otherwise.
- Driving Practices
  - During fog conditions turn on headlights/fog lights and adopt vehicle speeds appropriate to the conditions.
  - Secure and cover loads as appropriate. In particular, concentrate loads are to be covered in a manner that no concentrate may be blown from the truck under normal operating conditions.
  - Limit the use of the engine brake and other noisy driving practices in built-up areas and near houses on the Majors Creek Road.
- Comply with the following time of day constraints.
  - Drivers of heavy vehicles carrying concentrate are to leave the Project Site only between the hours of 8.30am and 10:00pm Monday to Saturday and 8:00am to 10:00pm Sunday and Public Holidays.
  - Drivers of all heavy vehicles are prohibited from travelling on the section of road between Braidwood and the Project Site between the hours of 7:00am and 8:30am and 3:00pm and 5:00pm on school days.
- Have a copy of Appendix A available at all times when operating for BIM.

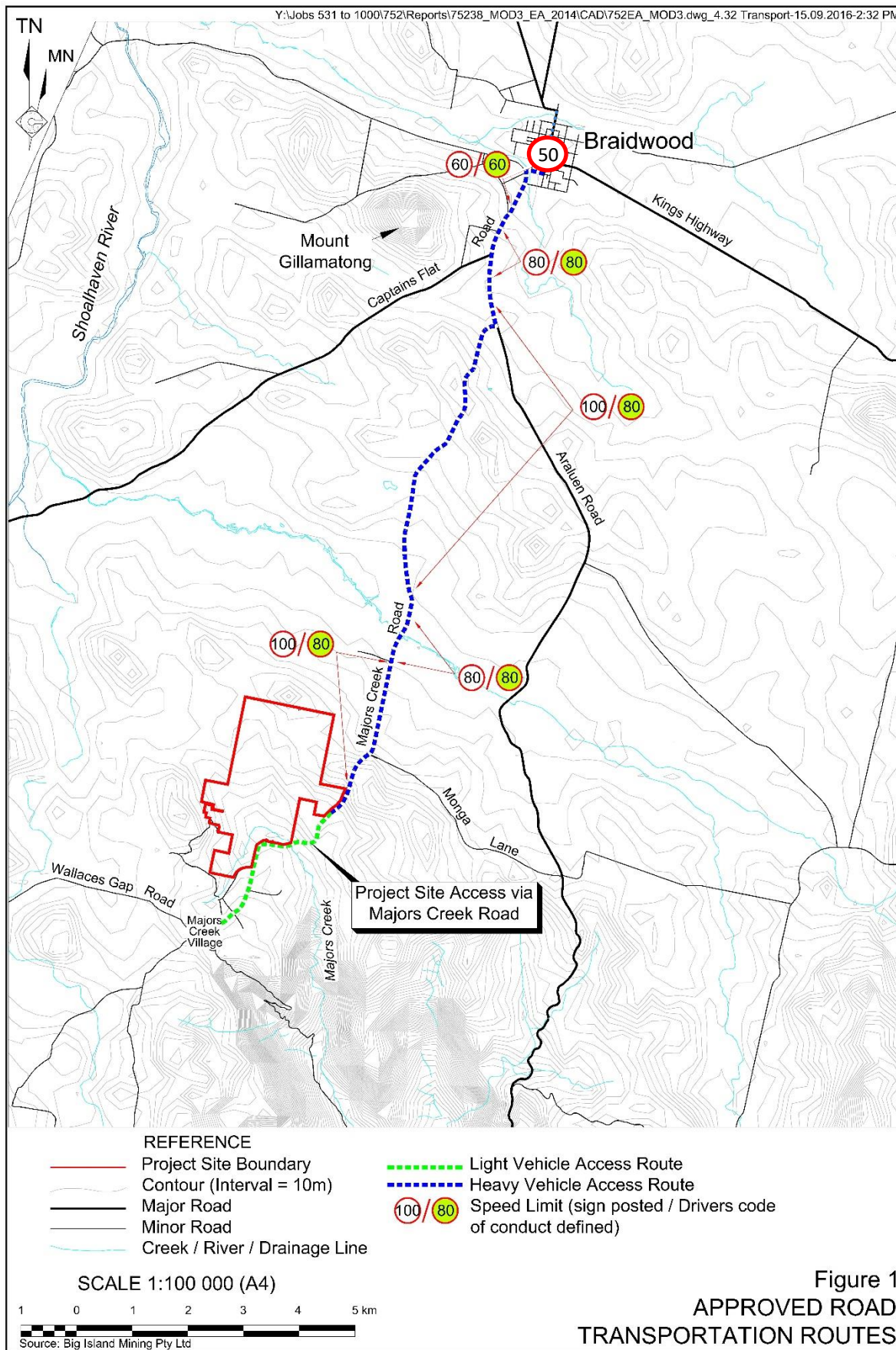


Figure 1 Approved Road Transportation Routes

**Appendix B - Driver's Code of Conduct Questionnaire**

	Please Circle Answer	
	True	False
<b>Question 1.</b> I am not permitted to travel between Braidwood and the Project Site between the hours of 7:00am and 8:30am and 3:00pm and 5:00pm on school days.	True	False
<b>Question 2.</b> Heavy vehicles are restricted to 90km/h when travelling on Araluen Road and Majors Creek Road.	True	False
<b>Question 3.</b> Heavy vehicles are permitted to access the site from the south (Wallace's Gap Rd) or via Monga Lane at any time.	True	False
<b>Question 4.</b> A copy of the Drivers Code of Conduct can be located on the Aurelia Metals Website ( <a href="https://aureliametals.com">https://aureliametals.com</a> ).	True	False
<b>Question 5.</b> All Drivers must comply with Project speed limits, signage and communications protocols.	True	False
<b>Question 6.</b> In the event that a complaint is received regarding traffic movements from the Project, an investigation will be initiated.	True	False

**Appendix C – Driver’s Code of Conduct Sign Off Sheet**

Name: \_\_\_\_\_

Mobile Number: \_\_\_\_\_

Transport Company: \_\_\_\_\_

Company Contact Number: \_\_\_\_\_

I, \_\_\_\_\_, have been provided with a copy of the Driver’s Code of Conduct for the Dargues Gold Mine. I have read and understood this Code of Conduct and agree to abide by the conditions contained within it when operating on behalf of Big Island Mining Pty Ltd.

Signed: \_\_\_\_\_

A copy of this form must be returned to Big Island Mining Pty Ltd.  
Dargues Gold Mine 920 Majors Creek Rd, Majors Creek, NSW, 2622 | Ph: 1800 732 002 | Email: [dgm.community@areliametals.com.au](mailto:dgm.community@areliametals.com.au)

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Name: \_\_\_\_\_

Mobile Number: \_\_\_\_\_

Transport Company: \_\_\_\_\_

Company Contact Number: \_\_\_\_\_

I, \_\_\_\_\_, have been provided with a copy of the Driver’s Code of Conduct for the Dargues Gold Mine. I have read and understood this Code of Conduct and agree to abide by the conditions contained within it when operating on behalf of Big Island Mining Pty Ltd.

Signed: \_\_\_\_\_

A copy of this form must be returned to Big Island Mining Pty Ltd.  
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