

TRAFFIC
MANAGEMENT
PLAN

HERA MINE AND
FEDERATION MINE

01/10/2024



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Version	Date	Description	Author
V0.1	17/11/2023	Submission for consultation	The Transport Planning Partnership and IEMA
V0.2	22/03/2024	DPHI submission	The Transport Planning Partnership and IEMA
V0.3	23/08/2024	Response to DPHI RFI	IEMA and Aurelia Metals
V1.1	01/10/2024	Update for temporary haulage prior to road upgrades (Condition B51)	IEMA and Aurelia Metals

1. INTRODUCTION

1.1. Background

Hera Resources Pty Ltd (Hera Resources), a wholly owned subsidiary of Aurelia Metals Limited (Aurelia), owns and maintains Hera Mine, an underground metalliferous mine, approximately 100km southeast of Cobar and 4km south of Nymagee in the central west of New South Wales (NSW). Hera Resources operated Hera Mine from 2014 until it entered care and maintenance in early 2023.

Hera Mine is a State Significant Development (SSD) and commenced operations in 2012 under the former *Environmental Planning and Assessment Act 1979* (EP&A Act) Part 3A Major Project Approval development consent MP10_0191, which has been modified six times.

The Federation Project (the Project) is the proposed development of an underground metalliferous mine located in central-western NSW, approximately 15 kilometres (km) south of the Nymagee township and 10km south of Hera Mine. High grade mineral deposits were discovered at the Federation site in 2019 with subsequent drilling operations identifying a substantial gold-lead-zinc-copper-silver mineral resource. The Project is an SSD for which an Environmental Impact Statement (EIS) was prepared under the EP&A Act. Hera Resources submitted an EIS in February 2022, an EIS Amendment Report in October 2022 and a Response to Submissions Report (responding to submission on the EIS) in October 2022.

Mining of the Federation deposit will allow for a transition of mining operations from Hera Mine to Federation, as ore from the Federation deposit replaces ore from the Hera Mine. As part of the Project, it was intended to rescind/surrender Hera Mine's development consent MP10_0191 with activities at Hera Mine incorporated into the SSD approval for the Project.

Development consent ('the consent') for the Project (SSD 24319456) was granted on 2 March 2023. The consent requires that 'within 12 months of the date of physical commencement of development under this consent, or other timeframe agreed by the Planning Secretary, the Applicant must surrender development consent MP10_0191 for the Hera Gold Mine. The Project's consent includes the amalgamation of Hera Mine's development consent conditions with the consent conditions for the Project into a single consolidated consent for both Hera Mine and Federation Mine as well as connecting infrastructure, herein referred to as the Site. Within the Site, the consent authorises activities within the 'approved disturbance area'.

Following the mineral discovery, an Exploration Decline Program was approved for a bulk sample and supporting infrastructure at the Federation Site in August 2021 by the Resources Regulator under Part 5 of the EP&A Act and section 23A(4) of the *Mining Act 1992*.

Key infrastructure approved via the consent for the Site is outlined in **Table 1**.

Table 1: Key Site Infrastructure

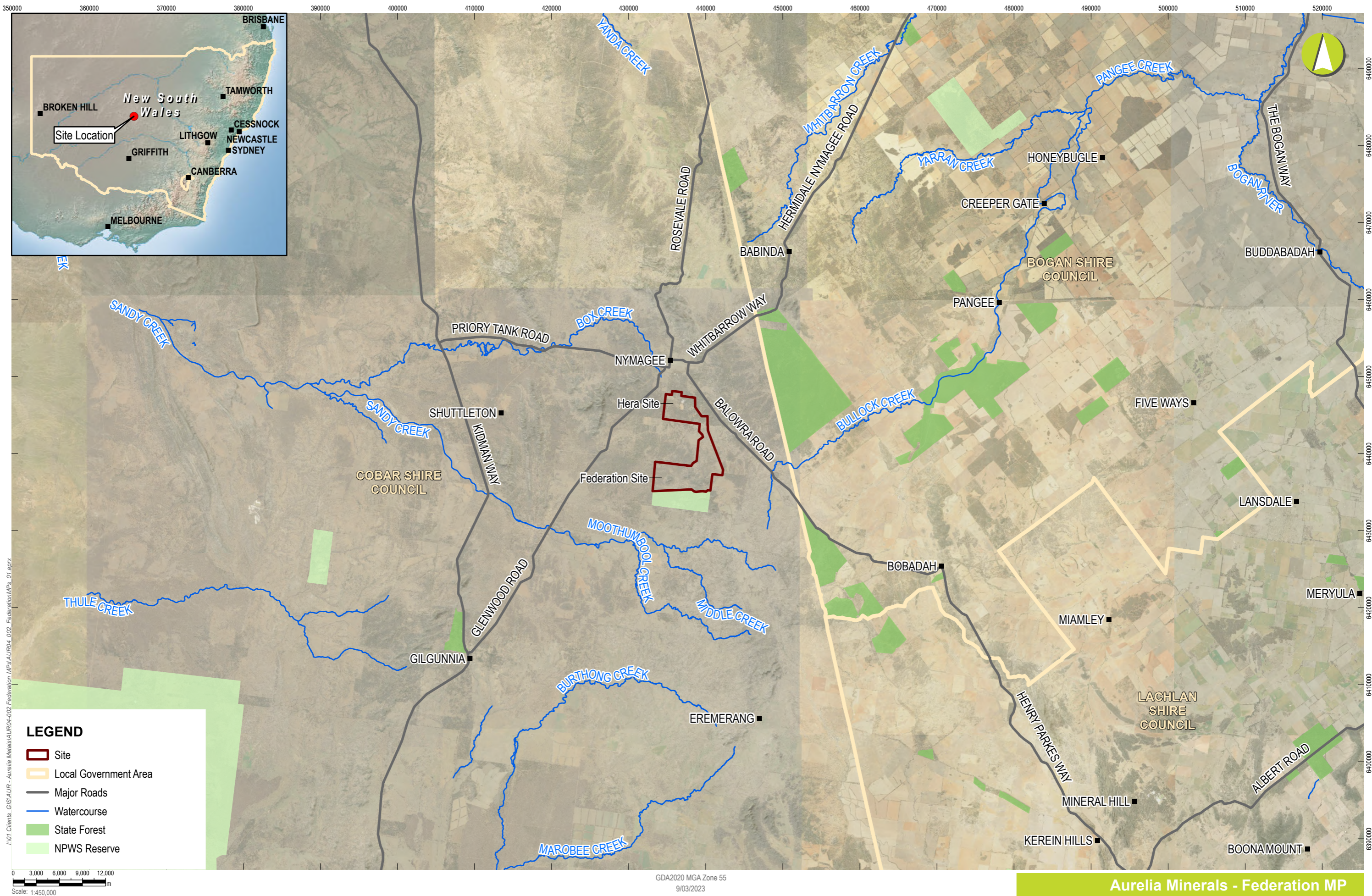
Project Element	Description
Mining Method	Underground mining via longitudinal retreat long hole stopping method
Management of Waste Rock	During operations, waste rock is stored on designated pads or utilised for backfilling underground stopes. Post mining, potentially acid forming waste rock will be returned underground, and non-acid forming waste rock will be returned underground, used for backfilling the box cut or used for other rehabilitation purposes.
Processing Plant	<p>The existing processing plant includes a Run of Mine (RoM) pad, Waste Rock Emplacement (WRE), crushing, grinding and screening operations, gravity separation, and flotation circuits capable of processing up to 505 ktpa of ore.</p> <p>The new processing plant is anticipated to be commissioned early to mid-2024 at Hera Mine capable of processing 750 ktpa of ore once at full operational capacity. Key elements of the proposed processing plant include:</p> <ul style="list-style-type: none"> • three stages of crushing followed by ball milling with hydrocyclone classification; • gravity separation to recover gold from the milling circuit recirculating load, followed by cyanide leaching of the gravity concentrate; • sequential flotation to produce separate copper, lead and zinc concentrates; and • concentrate thickening and filtration. <p>Tailings thickening and filtration, and disposal by both underground paste backfill at Federation Mine and surface storage in the approved Hera Mine TSF.</p>
Management of Tailings	<p>Tailings will be either placed into the approved Tailings Storage Facility at Hera Mine or returned to Federation Mine for placement underground as paste backfill.</p> <p>The preferred backfill method at Federation Mine is cemented paste fill using tailings. The tailings paste plant will be located adjacent to the stoping footprint to allow gravity reticulation of tailings paste fill down dedicated boreholes and laterally through an underground paste distribution system.</p> <p>The shotcrete batch plant will be co-located with the tailings paste fill plant. This plant will provide an ongoing supply of shotcrete for ground support requirements underground and concrete for miscellaneous construction works.</p>
Power Generation	<p>The preferred option for power generation at Federation Mine will be by a gas plant at Hera Mine with power transferred by overhead powerlines. A proposed solar farm to be constructed at Hera Mine will offset gas requirements. An option for a solar farm and gas generators at Federation Mine is also being considered if separate power generation is the preferred option in which case transmission lines will not be required.</p> <p>The Federation Mine will initially be powered by diesel generators while new power generation capacity is constructed.</p>
General Infrastructure	Internal roads, ablutions block, administration buildings, workshop and stores, sewage treatment and treated effluent irrigation, diesel storage tanks, potable water treatment, waste rock storage, underground vents, sub station, paste plant, laydown area, topsoil stockpiles, ROM pad, box cut, magazines, haul roads, telecommunications tower, surface extraction areas, ventilation rises, access roads, heavy vehicle corridors, overhead transmission lines and concentrate stores.
Transport	Ore will be transported from Federation Mine to Hera Mine via Burthong Road. Tailings will be transported from Hera Mine to Federation Mine via Burthong Road. At the peak of mining, ore and tailings transport is estimated to be an average of 75 vehicle trips (one-way movements) per day. Concentrate will be transported via road from Hera Mine to Hermidale Siding with an average of approximately 12 vehicle trips per day at the peak of concentrate transport.

Project Element	Description
Water Management	<p>The processing plants generate the majority of Site’s water demand. Water will primarily be sourced from underground workings and pumped to the surface. A network of production bores will also be established which will supplement the existing production bores.</p> <p>The maximum groundwater extraction forecast by the site water balance model is 530 megalitres per year (ML/year), which is within the existing licenced volume of 543 ML/year.</p> <p>Hera Mine</p> <p>The water management system at the Hera Site includes the diversion of clean water runoff around upslope areas of the site, the collection of water from disturbed areas and the discharge of water to Box Creek. The key elements of the Hera water management system include:</p> <ul style="list-style-type: none"> • clean water runoff from undisturbed catchment areas within and upslope of the site. These flows may be diverted and discharged off site without treatment or licensing; • the dirty water management system which consists of a series of dirty water drains. Sediment Basin 1 and Sediment Basin 2 were used as dirty water storages during construction and have since been combined into a larger contaminated water storage which collects runoff from the processing plant area; and • raw water system supplied from production bores around the site. The production bores transfer water to the Back Tank (located beside Back Dam). Water from the Back Tank is transferred to the Feed Water Tank. The House Dam receives surface water from the clean water catchment and the House Bore (production bore). <p>Federation Mine</p> <p>A water management system will be implemented at the Federation Mine. Key elements include the diversion of clean water runoff around the mine, and the collection of water from disturbed areas and the underground. Dirty (sediment) water is captured in catch drains and collected in the sediment basin within the footprint of the Stormwater Retention Pond. Runoff from the PAF pads will drain to Lined Leach Ponds. Runoff from the box cut will report down the decline and be dewatered as part of the underground dewatering system to the Dewatering Pond. Water contained in the Lined Leach Ponds, Stormwater Retention Pond and Dewatering Pond will be recirculated for reuse within the Hera Mine water management system by the water pipeline between Federation Mine and Hera Mine.</p>
Services Corridor	<p>Linear infrastructure in the 23 m wide, 14.3 km long services corridor (see Figure 2) includes:</p> <ul style="list-style-type: none"> • Electricity transmission lines (if required) • Water pipeline • Access track • Tailings pipeline and return water line (potentially) • Communication infrastructure (potentially).

Infrastructure at Hera Mine will be developed to support the Federation Mine, primarily the new processing plant and solar farm.

The majority of ore from Federation Mine will be trucked to Hera Mine for processing. However, over the first four years of operations up to 750,000 tonnes (up to 200,000 tonnes per annum (tpa)) will be transported to Peak Gold Mine for processing while the new processing plant is constructed and brought to operational capacity. Federation Mine is expected to produce up to 6.95 million tonnes of ore over a 12 to 14 year period.

The regional locality of the Site is shown in **Figure 1** and a general site layout is in **Figure 2**. Detailed layouts of Hera Mine and Federation Mine are shown in **Figure 3** and **Figure 4** respectively.

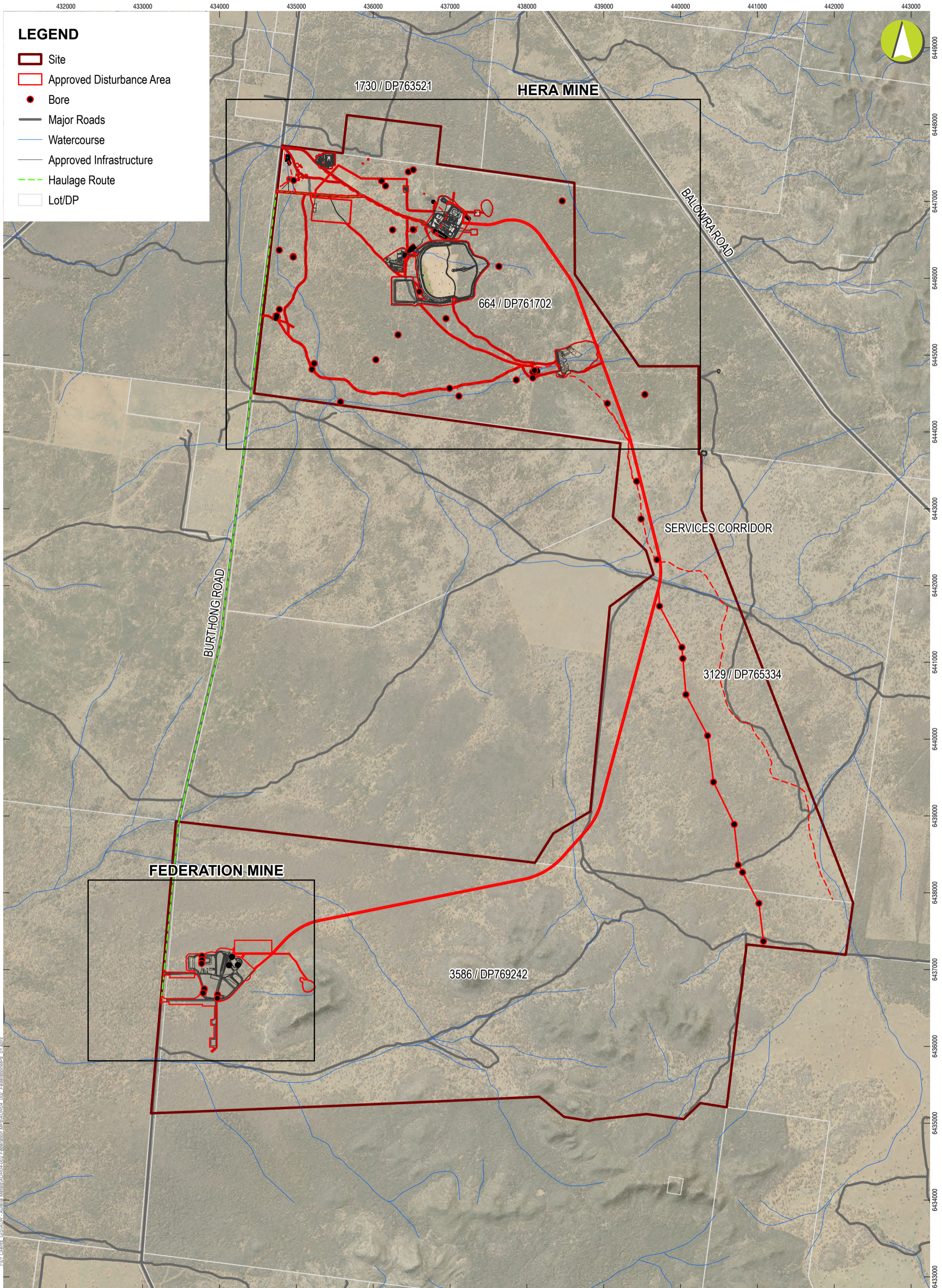


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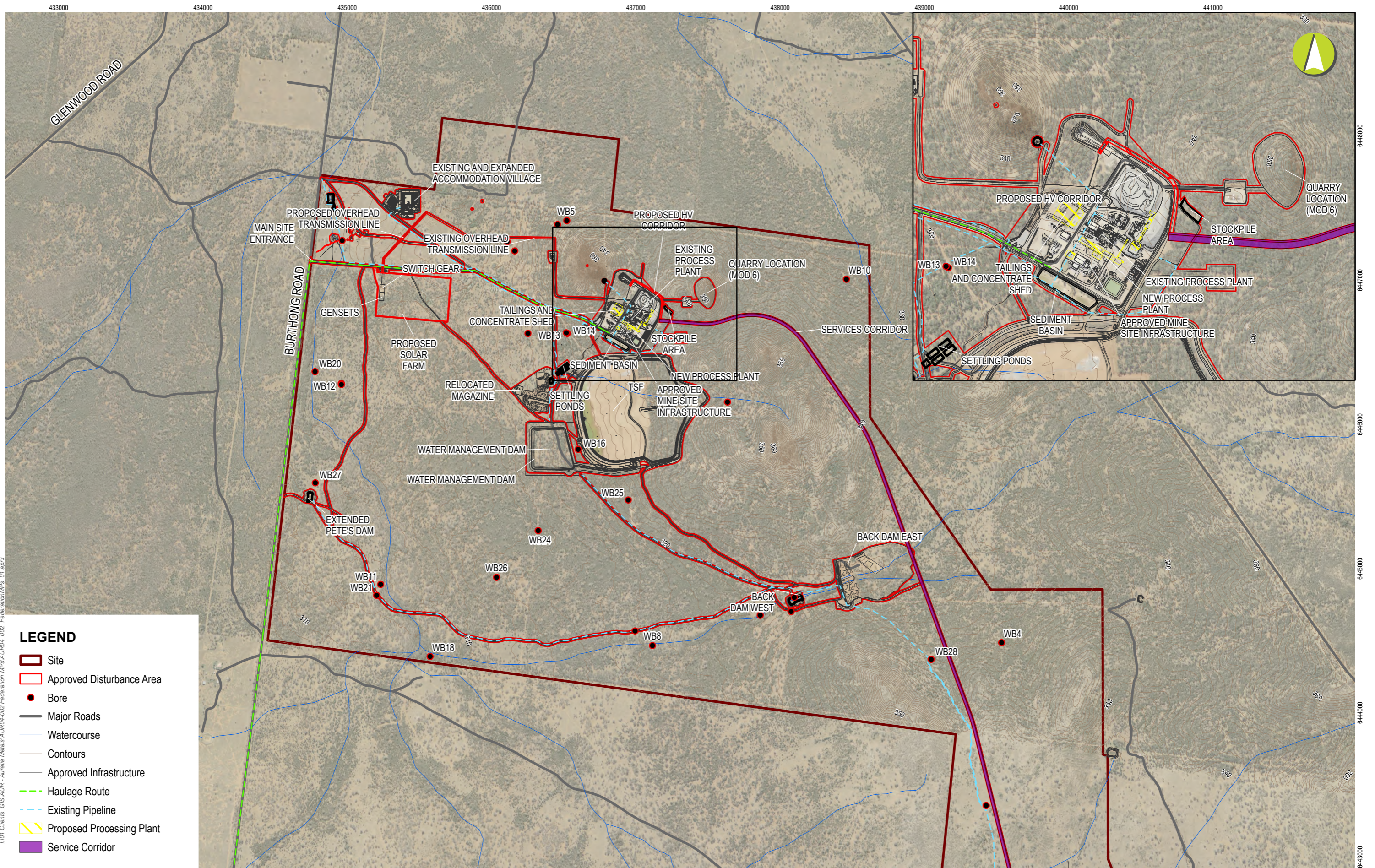
Aurelia Minerals - Federation MP



Aurelia Metals - Federation MP

Site Layout

FIGURE 2



- LEGEND**
- Site
 - Approved Disturbance Area
 - Bore
 - Major Roads
 - Watercourse
 - Contours
 - Approved Infrastructure
 - Haulage Route
 - Existing Pipeline
 - Proposed Processing Plant
 - Service Corridor

0 190 380 570 760
 Scale: 1:24,000

GDA2020 MGA Zone 55
 9/03/2023

Aurelia Metals - Federation MP

1.2. Purpose and Scope

This Traffic Management Plan (TMP) has been prepared to satisfy condition B58 of SSD 24319456 and manage the traffic impacts of the Site.

The purpose of this TMP is to detail the statutory requirements and outline the controls to be implemented to manage Site-generated traffic. The objectives of this TMP are to:

- detail all relevant statutory requirements,
- detail the transport routes and vehicle types to be used for development-and operations related traffic,
- identify maximum daily truck movements transporting ore, concentrate, tailings and waste rock,
- detail a program to monitor and report on daily and cumulative truck movements from the Site,
- detail measures to be implemented to minimise traffic issues and disruptions to local road users,
- identify the Driver's Code of Conduct for employees and contractors accessing and egressing the Site, and
- detail measures to manage any complaints related to traffic in a timely and effective manner.

2. LEGAL AND OTHER REQUIREMENTS

2.1. SSD 24319456

SSD 24319456 stipulates the required criteria that the construction and operational activities at the Site must comply with and sets out the core requirements of this TMP. Relevant conditions associated with this approval (including Statement of Commitments) and where they have been addressed in this document are reproduced in **Table 2**.

Table 2: Relevant SSD 24319456 Conditions

Condition No.	Condition	Where Addressed
LIMITS OF CONSENT		
Mining Operations		
A11	A maximum of 155,000 tonnes of concentrate may be transported from the site in any financial year.	Section 4
A12	A maximum of 200,000 tonnes of ore may be transported from the site to the Peak Mine in any financial year.	Section 4
Hours of Operation		
A13	Construction and the entry or exit of vehicles transporting ore, concentrate and waste rock to or from the site must only be undertaken between the hours of 7 am and 7 pm.	Section 4
TRANSPORT		
Road Upgrades		
B51	<p>Prior to commencing the transport of ore to Peak Mine, or an alternative date nominated by Cobar Shire Council (CSC) and Transport for New South Wales (TfNSW), the Applicant must upgrade the intersections of Kidman Way and Priory Tank Road, Kidman Way and the Peak Mine, and Burthong Road and Priory Tank Road to provide a basic left turn treatment in accordance with the relevant Austroads standards, to the satisfaction of CSC and TfNSW.</p> <p>Notes:</p> <ul style="list-style-type: none"> Under the Roads Act 1993, the Applicant is required to obtain all necessary approvals and licences for the development, including approval under Section 138. The Applicant may also be required to enter into a Works Authorisation Deed with TfNSW and obtain a Road Occupancy Licence from TfNSW for the development. 	Table 13 Section 4.2.2 Appendix A
B52	<p>Prior to the transport of more than 60,000 tonnes of concentrate from the site in a financial year, unless otherwise agreed by the Planning Secretary, the Applicant must either:</p> <p>(a) upgrade the following intersections:</p> <p>(i) the Barrier Highway and Hermidale Nymagee Road to provide an Auxiliary Left (AUL) Turn Lane in accordance with the relevant Austroads standards; and</p> <p>(ii) the Barrier Highway and the Rail Siding Access to provide a Channelised Right (CHR) Turn Lane in accordance with the relevant Austroads standards;</p> <p>or</p> <p>(b) identify alternative intersection safety mitigation measures for the transport of concentrate to the satisfaction of TfNSW.</p>	Table 13
B53	<p>The intersections must be upgraded in accordance with the relevant Austroads guidelines, Australian standards and TfNSW specifications, or alternative measures must be implemented to the satisfaction of TfNSW.</p> <p>Notes:</p> <ul style="list-style-type: none"> Under the Roads Act 1993, the Applicant is required to obtain all necessary approvals and licences for the development, including approval under Section 138. The Applicant may also be required to enter into a Works Authorisation Deed with TfNSW and obtain a Road Occupancy Licence from TfNSW for the development. 	Table 13
B54	If the Applicant and Bogan Shire Council (BSC) do not enter into a planning agreement within the timeframe described under condition A14, then prior to the transport of more	Table 13

Condition No.	Condition	Where Addressed
	than 60,000 tonnes of concentrate from the site in a financial year, or alternative timing agreed by the Planning Secretary, the Applicant must make payment to BSC for the full amount required to upgrade Nymagee-Hermitdale Road between chainage 4.5 km to 7.9 km as shown in Appendix 5 to an 8 metre (m) wide seal or alternative upgrades of equivalent financial value along Nymagee-Hermitdale Road as otherwise agreed with BSC.	
B55	If there is any dispute between the Applicant and BSC regarding the payment required in condition B54, then any of the parties involved may refer the matter to the Secretary for resolution.	Noted
Monitoring of Road Transport		
	The Applicant must:	
	(a) keep accurate records of the:	
B56	(i) amount of ore, concentrate and/or waste transported from the site, including between Hera Mine and Federation Mine (on a daily basis); and	Section 5
	(ii) number of daily and annual truck movements generated by the development; and	
	(b) publish a summary of these results in the Annual Review.	Section 5
Transport Operating Conditions		
	The Applicant must ensure that:	
	(a) ensure that all laden trucks transporting ore, waste rock and tailings entering or exiting the site have their loads covered;	Table 11
B57	(b) take all reasonable steps to minimise traffic safety issues and disruptions to local road users, including school buses.	Table 12 Section 4.2.1
	Note: <i>The Applicant is required to obtain relevant permits under the Heavy Vehicle National Law (NSW) for the use of over-dimension vehicles on the road network.</i>	
Traffic Management Plan		
	The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Planning Secretary. This plan must:	This document
	(a) be prepared by a suitably qualified and experienced person/s;	
	(b) be prepared in consultation with CSC, BSC and TfNSW;	Table 3
	(c) include details of all transport routes and traffic types to be used for development-related traffic;	Table 11 Table 12 Section 4.2.2
	(d) identify the maximum daily truck movements transporting ore, concentrate, tailings and waste rock to and from the site, including between Hera Mine and Federation Mine. The nominated maximum daily truck movements must be based on an assessment of the impact of these movements on the capacity, safety and efficiency of the local road network;	Table 9 Table 11 Table 12
	(e) include a program to monitor and regularly report on the daily and cumulative truck movements from the site;	Section 5
B58	(f) include details of the measures to be implemented to:	
	(i) comply with the operating conditions in condition B57;	
	(ii) minimise traffic safety issues and disruption to local road users, including:	
	(iii) minimising potential for conflict with school buses;	
	(iv) installation of advance truck warning signage on Kidman Way;	Table 11
	(v) a traffic management system for managing over-dimensional vehicles; and	Table 12
	(vi) implementation of temporary traffic controls, including detours and signage;	Table 13
	(vii) manage and coordinate ore, tailings, waste rock and concentrate haulage movements;	
	(viii) notify the local community about development-related traffic impacts;	
	(ix) respond to any emergency repair requirements or maintenance during construction and/or decommissioning; and	
	(g) include a Drivers' Code of Conduct that includes procedures to ensure that drivers:	Table 11
	(i) adhere to posted speed limits or other required travelling speeds;	Table 12
	(ii) adhere to the designated transport routes;	Appendix B
	(h) implement safe driving practices, including through residential areas and school zones and during hazardous weather conditions;	Table 11 Table 12

Condition No.	Condition	Where Addressed
	(i) minimise traffic noise.	Table 11 Table 12
B59	If the development is to be staged, the obligations in this condition apply to each stage of the development.	Noted
B60	The Applicant must not commence construction of the road upgrades required under condition B52 until the Traffic Management Plan is approved by the Planning Secretary.	Table 13
B61	The Applicant must implement the Traffic Management Plan as approved by the Planning Secretary.	Table 12 Section 4.2.2
WASTE		
B80	The Applicant must ensure that the storage, handling, and transport of: (a) dangerous goods is done in accordance with the relevant Australian Standards, particularly AS1940 and AS1596, and the Dangerous Goods Code	Table 11
Management Plan Requirements		
	Management plans required under this consent must be prepared in accordance with relevant guidelines, and include where relevant: a) summary of relevant background or baseline data;	Section 3
	b) details of: (i) the relevant statutory requirements (including any relevant approval, licence or lease conditions); (ii) any relevant limits or performance measures and criteria; and (iii) the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;	Section 2
	c) any relevant commitments or recommendations identified in the document/s listed in condition A2(c);	Section 4
	d) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	Section 4
	e) a program to monitor and report on the: (i) impacts and environmental performance of the development; and (ii) effectiveness of the management measures set out pursuant to paragraph (d);	Section 5
C5	f) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible;	Section 7
	g) a program to investigate and implement ways to improve the environmental performance of the development over time;	Section 11
	h) a protocol for managing and reporting any: (i) incident, non-compliance or exceedance of any impact assessment criterion or performance measure; (ii) complaint; or (iii) failure to comply with other statutory requirements;	Section 7 Section 8
	i) public sources of information and data to assist stakeholders in understanding environmental impacts of the development; and	Section 8
	j) a protocol for periodic review of the plan.	Section 11
Note: The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.		

2.2. Consultation

Condition B58(b) requires this management plan to be prepared in consultation with the CSC, BSC and TfNSW. Consultation has been undertaken with CSC, BSC and TfNSW prior to submission of the TMP to the Department of Planning, Housing and Infrastructure (DPHI). Feedback from the relevant authorities is provided in **Appendix A** and outlined in **Table 3**.

Table 3: Consultation

Authority	Comments
CSC	CSC responded to a request for comment on 21 December 2023. A request was made by CSC to have the speed limit of Kidman Way updated to 110 km/h in Section 3, Table 4 . This TMP has been updated accordingly. Additional 2024 consultation regarding the temporary haulage of ore from Federation to Peak Mine has been incorporated in this version of the TMP, with further information in Section 4.2.2.
BSC	BSC responded to a request for comment on 15 December 2023. BSC had no proposed changes or comments for this TMP.
TfNSW	Comment was received from TfNSW on 19 January 2024. The consultation received from TfNSW is provided in Appendix A . Additional 2024 consultation regarding the temporary haulage of ore from Federation to Peak Mine has been incorporated in this version of the TMP, with further information in Section 4.2.2.

3. BASELINE ENVIRONMENT

Appendix C of the Project EIS included a review of baseline traffic conditions and an assessment of the road transport implications of the Project (TTPP, 2021) and Appendix J of the EIS Amendment Report for the Project (TTPP, 2022) included assessment of changes to the road transport implications of the Project as described in the EIS, in tandem with a separate Response to Submissions Report.

3.1. Road Network

The key roads of relevance to the Site are described in **Table 4**.

Table 4: Existing Road Network Relevant to the Site

Road	Description	Speed Limit	Approved Use
Barrier Highway	Barrier Highway (HW8) is a State Road that provides a link between Mitchell Highway at Nyngan and the South Australian border at Cockburn, via Hermidale, Cobar, Wilcannia and Broken Hill. Between Cobar and Hermidale, it typically has one travel lane in each direction, separated by single or double barrier lines.	50 km/h in Cobar to approximately 150 m east of Kidman Way 80 km/h from 150 m east of Kidman Way to approximately 1 km east of Kidman Way 110 km/h from approximately 1 km east of Kidman Way to approximately 1 km west of Mitchell Highway	B-doubles, Type 1 A-doubles, Modular B-triples, B-triples, AB-triples and Type 1 Rigid Truck and 2--Dog trailers
Kidman Way	Kidman Way (MR410) is a State Road that forms part of a regional link through western NSW between Mitchell Highway at Bourke and Newell Highway near Jerilderie, via Cobar, Hillston and Griffith. Between Cobar and Priory Tank Road, it typically has a single travel lane in each direction, with single or double barrier lines and sealed shoulders.	50 km/h for approximately 300 m south of Barrier Highway 90 km/h from approximately 300 m south of Barrier Highway to 3 km south of Barrier Highway 100 km/h from approximately 3 km south of Barrier Highway to the south	B-doubles, Type 1 A-doubles, Modular B-triples, B-triples, AB-triples and Type 1 Rigid Truck and 2--Dog trailers
Priory Tank Road	Priory Tank Road (MR461) is a Regional Road that provides an east-west link between Kidman Way and Nymagee. It has a single travel lane in each direction.	110 km/h	B-doubles, Type 1 A-doubles, Modular B-triples, AB-triples and Type 1 Rigid Truck and 2--Dog trailers

Road	Description	Speed Limit	Approved Use
Hartwood Street and Milford Street	Hartwood Street and Milford Street form that part of the Regional Road route MR461 and MR228 in the vicinity of Nymagee. Hartwood Street forms the north-south link from Priory Tank Road at Burthong Road south of Nymagee, and Milford Street forms the east-west link from Hartwood Street at Nymagee to Whitbarrow Way.	50 km/h through Nymagee, from Hartwood Street approximately 400 m north of Burthong Road to Milford Street approximately 550 m east of Hartwood Street. 40 km/h school speed zone in Nymagee when bus lights flash 100 km/h elsewhere	B-doubles, Type 1 A-doubles, Modular B-triples, AB-triples and Type 1 Rigid Truck and 2-Dog trailers
Whitbarrow Way and Hermidale Nymagee Road (includes Nymagee Street, Nyngan Street and Youngee Street through Hermidale)	Whitbarrow Way (MR228) and Hermidale Nymagee Road are sealed Regional Roads that provide a connection between Nymagee and Hermidale. Whitbarrow Road is that part of the route within the Cobar Shire LGA, and Hermidale Nymagee Road is that part of the route within the Bogan Shire LGA.	100 km/h 50 km/h through Hermidale from approximately 130 m south of Yarramin Street to Barrier Highway	B-doubles, Type 1 A-doubles, Modular B-triples, AB-triples and Type 1 Rigid Truck and 2-Dog trailers
Burthong Road	Burthong Road (Shire Road 19) is a local road that provides a connection between Nymagee in the north and Tallebung Road at Eremerang in the south. It is sealed for approximately 6 km south of Nymagee, and unsealed over the remaining length. It provides all vehicular access for the Site.	100 km/h Gravel and dirt surfaces south of Hera Mine supports passenger car speeds of approximately 80 km/h to 90 km/h in dry weather	Approved area for B-doubles, Type 1 A-doubles, Modular B-triples, and Type 1 Rigid truck and 2-Dog Trailers
Hera Mine Light Vehicle Access Road	The Hera Mine Light Vehicle Access Road is located off Burthong Road approximately 9.5 km south of Priory Tank Road. It is an unsealed road and provides access to the accommodation village.	40 km/h	Previously used by Hera Mine light vehicle traffic only To be used by Site light vehicle traffic only
Hera Mine Main Access Road (Hera Mine Heavy Vehicle Access)	The Hera Mine Main Access Road is located off Burthong Road approximately 600 m south of the Hera Mine Light Vehicle Access Road. It is an unsealed road.	40 km/h	Previously used by Hera Mine haulage trucks and other heavy vehicles To be used by Site haulage trucks and other heavy vehicles
Federation Light Vehicle Access Road	The Federation Mine Light Vehicle Access Road will be located off Burthong Road approximately 10 km south of the Hera Mine Site Access Road	40 km/h	To be used by Site light vehicles only
Federation Site Access Road	The Federation Site Access Road will be located off Burthong Road approximately 300 m south of the Federation Light Vehicle Access Road	40 km/h	To be used by Site haulage trucks and other heavy vehicles

Road	Description	Speed Limit	Approved Use
Rail Siding Access	The Rail Siding Access provides vehicular access to the Hermidale Rail Siding. It is a sealed local road that intersects with Barrier Highway at Yarrandale Road.	No posted speed limit	Previously used by Hera Mine concentrate haulage trucks and other heavy vehicles To be used by Site concentrate haulage trucks and other heavy vehicles

The Principal Concentrate Transport Route from Hera Mine to the Hermidale Rail Siding is (**Figure 5 to Figure 7**):

- Hera Mine Main Access Road
- Burthong Road
- Hartwood Street
- Milford Street
- Whitbarrow Way
- Hermidale Nymagee Road
- Nyngan Street
- Youngee Street
- Barrier Highway, and
- Rail Siding Access.

The Secondary Concentrate Transport Route from Hera Mine to the Hermidale Rail Siding is (**Figure 5 to Figure 8**):

- Hera Mine Main Access Road
- Burthong Road
- Priors Tank Road
- Kidman Way
- Barrier Highway, and
- Rail Siding Access.

The route for the transport of Site ore, tailings and waste rock between Hera Mine and Federation Mine is (**Figure 9**):

- Hera Mine Main Access Road
- Burthong Road, and
- Federation Site Access Road

The route for the transport of Site-generated ore from Federation Mine to Peak Mine is (**Figure 9 and Figure 10**):

- Federation Site Access Road
- Burthong Road
- Priors Tank Road
- Kidman Way, and
- Peak Mine Access Road.

Figure 5: Principal and Secondary Concentrate Transport Routes

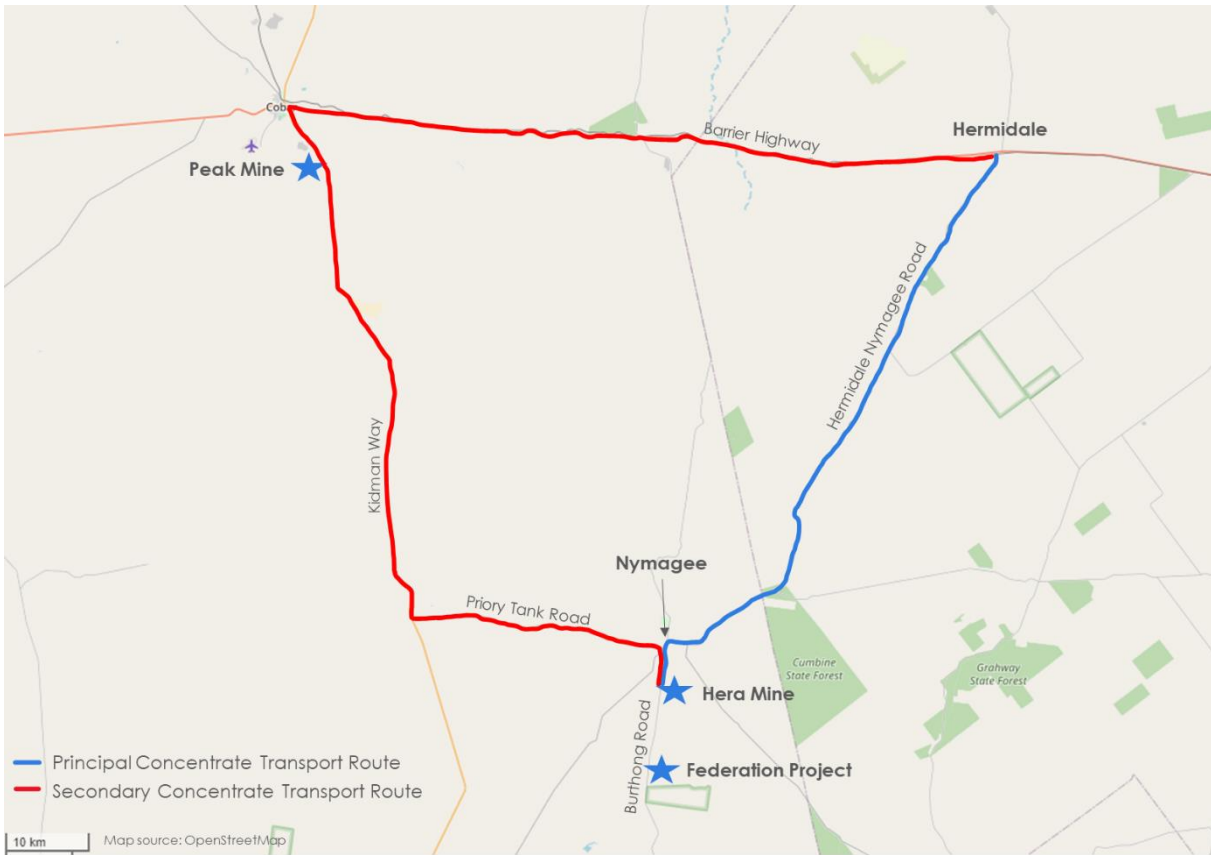


Figure 6: Principal and Secondary Concentrate Transport Routes at Hermidale

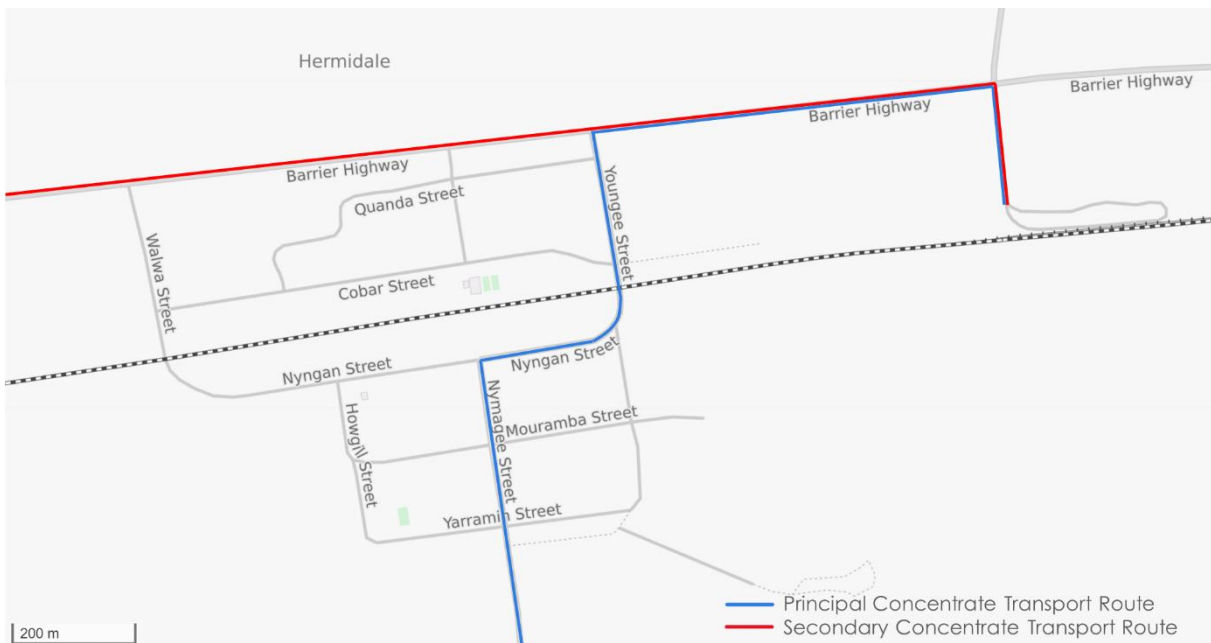


Figure 7: Principal and Secondary Concentrate Transport Routes at Nymagee

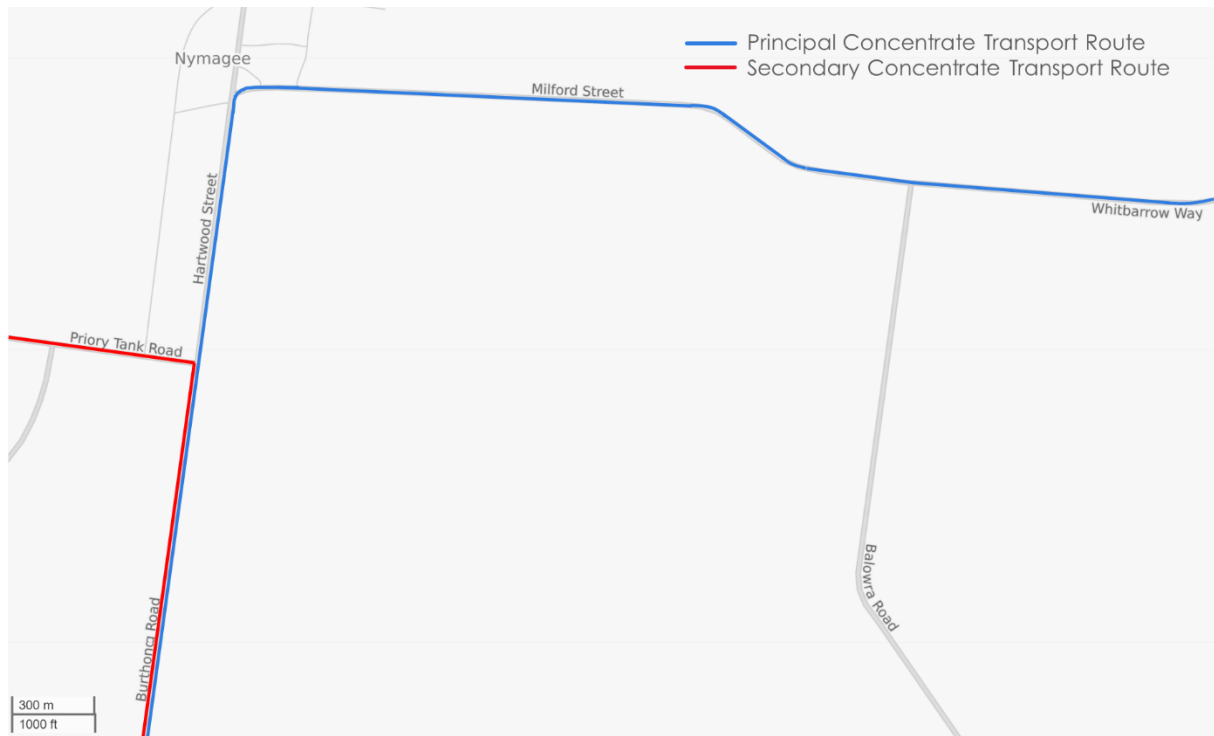


Figure 8: Secondary Concentrate Transport Route at Cobar



Figure 9: Ore and Tailings Transport Routes

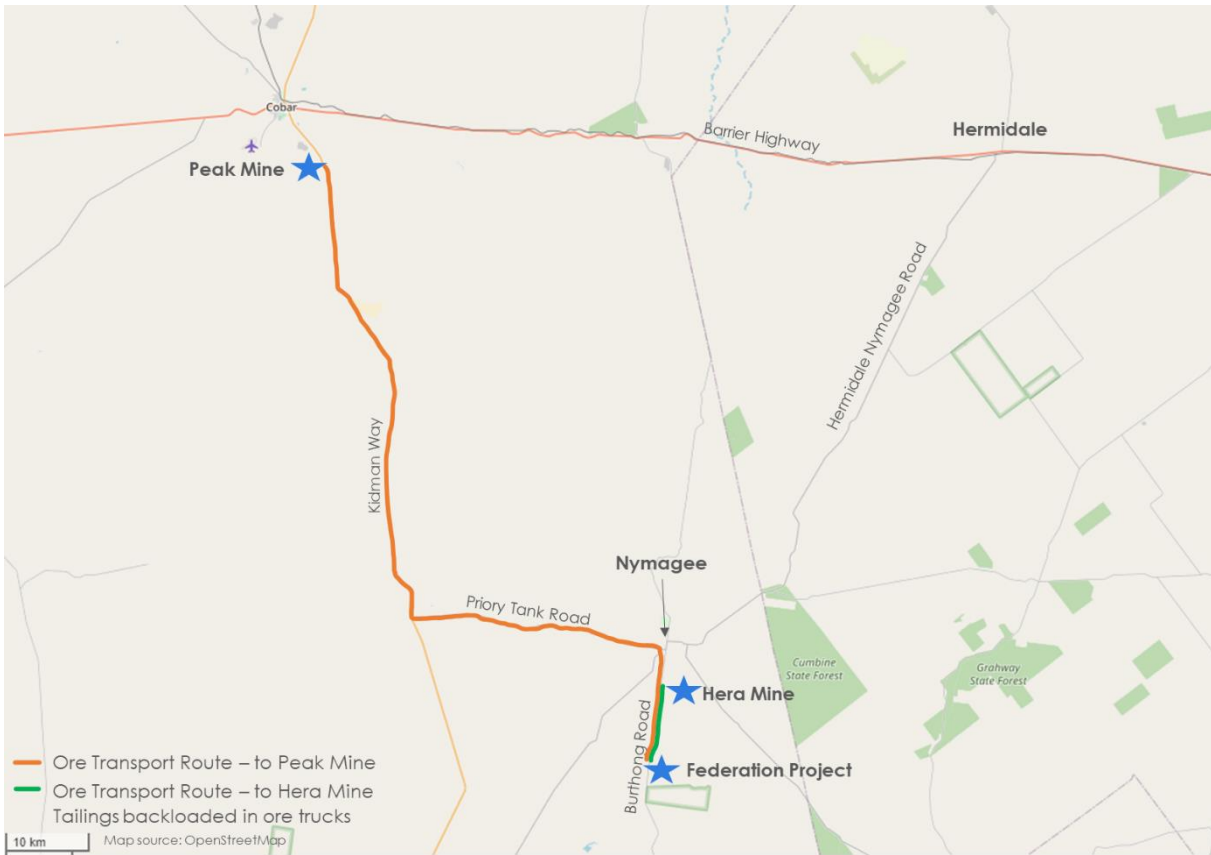
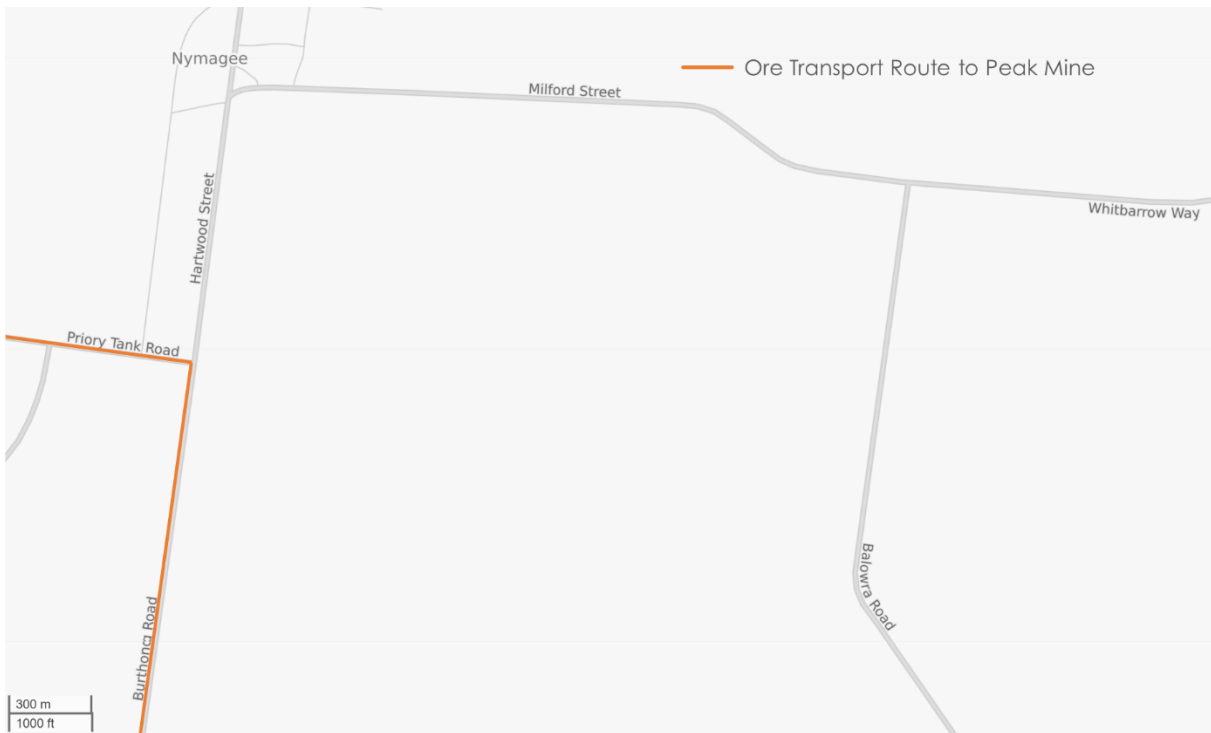


Figure 10: Ore and Tailings Transport Route at Nymagee



3.2. Traffic Volumes

The Road Transport Assessment for the Amended Project (TTPP, 2022) presents estimated daily traffic volumes at key locations on the road network, based on conditions surveyed in 2022 (during operational activity at Hera Mine and the Federation Exploration Decline) as summarised in **Table 5**.

Table 5: Estimated Daily Traffic Volumes 2022 (vehicles per day)

Road	Location	Light Vehicles	Heavy Vehicles ^A	Road Trains
Barrier Highway	West of Rail Siding	754	135	44
Burthong Road	South of Priory Tank Road	112	20	2
Hartwood Street	North of Burthong Road	163	24	4
Hermidale Nymagee Road	South of Nyngan Street	147	25	4
Kidman Way	North of Priory Tank Road	327	31	28
Nyngan Street	East of Hermidale Nymagee Road	152	27	4
Priory Tank Road	East of Kidman Way	98	16	2
Priory Tank Road	West of Burthong Road	114	26	2
Rail Siding	South of Barrier Highway	26	2	52
Youngee Street	South of Barrier Highway	243	37	9

^A excluding road trains

The Road Transport Assessment for the Amended Project (TTPP, 2022) considered peak conditions during construction of the Site, i.e., representative of peak workforce conditions on a major shift change day for the workforce. The forecasts include the cumulative impacts of the Site-generated traffic, non-Site-generated traffic, and background growth in traffic.

Site-generated traffic during the Site's peak construction phase includes vehicle trips generated by:

- the construction and operational workforce travelling to and from the Site at the start and end of their "rostered on" shift
- the construction and operational workforce making general trips in the local region
- deliveries associated with construction and operational activities at the Site
- transport of ore from the Federation Mine to Hera Mine and Peak Mine, and backloading of tailings at Federation Mine, and
- transport of concentrate from the Hera Mine to the Hermidale Rail Siding.

Non-Project-generated traffic during the Site's peak construction phase includes vehicle trips generated by:

- the Hera Mine operational workforce making general trips in the local region
- deliveries associated with operational activity at Hera Mine
- transport of concentrate from Hera Mine to Hermidale Rail Siding
- transport of ore from Hera Mine to Peak Mine, and backloading of waste rock
- transport of waste rock from Federation Mine to Hera Mine, and
- background growth in traffic unrelated to any specific activity.

The resulting forecast cumulative daily traffic volumes during the Site construction phase are summarised in **Table 6**.

Table 6: Estimated Peak Daily Traffic Volumes 2024 During Site Construction Phase (vehicles per day)

Road	Location	Light Vehicles	Heavy Vehicles ^A	Road Trains
Barrier Highway	West of Rail Siding	803	138	61
Burthong Road	South of Priory Tank Road	196	44	65
Hartwood Street	North of Burthong Road	200	25	20
Hermidale Nymagee Road	South of Nyngan Street	184	26	20
Kidman Way	North of Priory Tank Road	382	54	76
Nyngan Street	East of Hermidale Nymagee Road	189	28	20
Priory Tank Road	East of Kidman Way	148	39	49
Priory Tank Road	West of Burthong Road	165	49	49
Rail Siding	South of Barrier Highway	27	2	69
Youngee Street	South of Barrier Highway	282	38	25

^A includes buses and excludes road trains

The Road Transport Assessment for the Amended Project (TTPP, 2022) considered peak conditions during operation of the Site, i.e., representative of peak workforce conditions on a major shift change day for the workforce and at peak haulage levels. The forecasts include the cumulative impacts of the Site-generated traffic and background growth in traffic unrelated to any specific activity.

Site-generated traffic during the Site's peak construction phase includes vehicle trips generated by:

- the operational workforce travelling to and from the Site at the start and end of their "rostered on" shift
- the operational workforce travelling between the accommodation village at Hera Mine and the worksite at Federation Mine
- the movement of the exploration workforce between the accommodation village at Hera Mine and the worksite (taken to be at Federation Mine, but will vary) each day
- the operational workforce making general trips in the local region
- deliveries associated with operational activities at the Site
- transport of ore from the Federation Mine to the Hera Mine and Peak Mine, and backloading of tailings at Federation Mine, and
- transport of concentrate from the Hera Mine to the Hermidale Rail Siding.

The resulting forecast cumulative daily traffic volumes during the Site's operational phase are summarised in **Table 7** and **Table 8**, which represent peak haulage conditions on Burthong Road and the Secondary Concentrate Transport Route in 2027, and peak haulage conditions on the Principal Concentrate Transport Route in 2029 respectively.

Table 7: Estimated Peak Daily Traffic Volumes 2027 During Site Operations (vehicles per day)

Road	Location	Light Vehicles	Heavy Vehicles ^A	Road Trains
Barrier Highway	West of Rail Siding	832	136	58
Burthong Road	South of Priory Tank Road	183	24	39
Hartwood Street	North of Burthong Road	211	19	16
Hermidale Nymagee Road	South of Nyngan Street	194	20	16
Kidman Way	North of Priory Tank Road	369	41	54
Nyngan Street	East of Hermidale Nymagee Road	200	23	16
Priory Tank Road	East of Kidman Way	129	25	27
Priory Tank Road	West of Burthong Road	146	36	27
Rail Siding	South of Barrier Highway	27	2	67
Youngee Street	South of Barrier Highway	295	33	21

^A includes buses and excludes road trains

Table 8: Estimated Peak Daily Traffic Volumes 2029 During Site Operations (vehicles per day)

Road	Location	Light Vehicles	Heavy Vehicles ^A	Road Trains
Barrier Highway	West of Rail Siding	847	139	70
Burthong Road	South of Priory Tank Road	184	24	25
Hartwood Street	North of Burthong Road	213	21	27
Hermidale Nymagee Road	South of Nyngan Street	196	22	27
Kidman Way	North of Priory Tank Road	376	41	30
Nyngan Street	East of Hermidale Nymagee Road	201	24	27
Priory Tank Road	East of Kidman Way	130	26	2
Priory Tank Road	West of Burthong Road	147	37	2
Rail Siding	South of Barrier Highway	28	2	79
Youngee Street	South of Barrier Highway	299	34	33

^A includes buses and excludes road trains

3.3. Road Crash History

The Road Transport Assessment for the Amended Project (TTPP, 2022) reviewed TfNSW crash data for the period 2015 to 2019 inclusive. Over the Site access routes between Cobar and the Site, and Hermidale Rail Siding and the Site, eight crashes occurred on Kidman Way and one crash occurred on Hermidale Nymagee Road, all of which were single-vehicle crashes:

- Three crashes were reported in close proximity to each other on Kidman Way, being 40 km south of Barrier Highway. The causes of those crashes were unrelated.
- Neither speeding nor fatigue were nominated as contributing factors to any of the reported crashes on Kidman Way.
- Both speeding and fatigue were nominated as contributing factors to the crash on Hermidale Nymagee Road which involved a semitrailer which left the carriageway to the left on a right-hand bend.
- Of the three crashes involving semitrailers across all routes, none occurred in daylight, i.e. during the period the Site haulage trucks will be operating.

3.4. Site Haulage Truck Trips

The Road Transport Assessment for the Amended Project (TTPP, 2022) assessed the number of heavy vehicle trips to be generated by the Site’s haulage activities using AB-triple road trains. This section outlines the maximum daily truck trips indicated by the Road Transport Assessment for the Amended Project.

Table 9 summarises the maximum daily haulage truck trips forecast to be generated by the combined transport of ore, tailings, and concentrate. The ore and tailings trip forecasts assume that tailings are backloaded in the ore transport trucks, and that Hera Resources will adjust the size of the truck fleet to reflect the changing demand throughout the life of the Site. The maximum concentrate trip forecasts allow for concentrate transport on any day to be double the average daily trips, based on historic concentrate transport activity at Hera Mine.

Table 9: Site Average Daily and Maximum Daily Haulage Truck Trips

Financial Year	Maximum Daily Truck Trips		
	Ore Transport to Hera Mine ^A	Ore Transport to Peak Mine ^B	Concentrate Transport to Hermidale Rail Siding
FY2024	19	17	3
FY2025	38	25	8
FY2026	38	25	12
FY2027	57	25	14
FY2028	75	0	23
FY2029	75	0	25
FY2030	75	0	17
FY2031	75	0	19
FY2032	75	0	23
FY2033	75	0	15
FY2034	38	0	7
FY2035	19	0	2
FY2036	19	0	1

*A trip is a one way movement, so one truck arriving and departing a location generates two vehicle trips
 FY20XX is the 12 month period ending 30 June 20XX*

^A *Assumes fleet of up to four ore transport trucks available and maximum 80% truck utilisation*

^B *Assumes fleet of up to three ore transport trucks available and maximum 80% truck utilisation*

3.5. Road Network Operating Conditions

The Road Transport Assessment for the Amended Project (TTPP, 2022) assessed the operating conditions of key intersections. The analyses assumed the peak traffic generated by the Site would coincide with the peak hour for total vehicle movements at each intersection recorded during the traffic survey program. The analyses considered both outbound and inbound peaks associated with the Site traffic. The results of those analyses are summarised in **Table 10**.

Table 10: Peak Hour Intersection Operating Conditions

Intersection	Degree of Saturation (Capacity = 1.0)		Average Delay per Vehicle ^A		Level of Service (A=best, F= worst)	
Surveyed 2022 Peak Hours						
Kidman Way and Priory Tank Road	0.02		10.1		A	
Burthong Road and Priory Tank Road	0.01		9.6		A	
Nyngan Street and Nymagee Road	0.01		4.8		A	
Youngee Street and Barrier Highway	0.04		8.8		A	
Rail Siding, Yarrandale Road and Barrier Highway	0.04		20.4		B	
Site Peak Construction Stage						
	Inbound Peak	Outbound Peak	Inbound Peak	Outbound Peak	Inbound Peak	Outbound Peak
Kidman Way and Priory Tank Road	0.03	0.02	11.6	12.2	A	A
Burthong Road and Priory Tank Road	0.03	0.03	11.3	12.2	A	A
Nyngan Street and Nymagee Road	0.02	0.02	4.9	4.9	A	A
Youngee Street and Barrier Highway	0.06	0.05	9.7	9.1	A	A
Rail Siding, Yarrandale Road and Barrier Highway	0.05	0.05	22.0	22.0	B	B
Site Operational Peak Stage						
	Inbound Peak	Outbound Peak	Inbound Peak	Outbound Peak	Inbound Peak	Outbound Peak
Kidman Way and Priory Tank Road ^B	0.02	0.02	12.6	11.7	A	A
Burthong Road and Priory Tank Road ^B	0.02	0.03	11.4	11.9	A	A
Nyngan Street and Nymagee Road ^C	0.02	0.03	10.0	10.7	A	A
Youngee Street and Barrier Highway ^C	0.03	0.03	4.9	5.0	A	A
Rail Siding, Yarrandale Road and Barrier Highway ^C	0.05	0.05	9.4	9.2	A	A

Inbound and outbound peaks refer to the direction of Site-generated traffic travelling to or from the Site

^A seconds per vehicle, worst movement reported

^B Financial Year 2027 (1 July 2026 to 30 June 2027)

^C Financial Year 2029 (1 July 2028 to 30 June 2029)

4. MANAGEMENT MEASURES

4.1. Existing Management Measures to Continue

The *Hera Mine Traffic Management Plan* (Aurelia Metals Ltd, 2019) was prepared in accordance with Schedule 3, Condition 38 of PA 10_0191, which is reproduced below. In accordance with Schedule 3, Condition 38(c) of PA 10_0191, the *Hera Mine Traffic Management Plan* and its revisions were prepared in consultation with CSC and BSC prior to being submitted and approved by the Secretary of the DPIE (now DPHI).

38. *The Proponent shall prepare and implement a Traffic Management Plan to the satisfaction of the Secretary. The plan shall:*
- (a) focus on traffic management along Nymagee-Hermidale Road, Burthong Road, Kidman Way and Priory Tank Road, particularly in the vicinity of the villages of Nymagee and Hermidale;*
 - (b) describe the measures to minimise conflicts between road users and ensure that trucks from the mine do not travel through surrounding local roads;*
 - (c) be developed in consultation with BSC, CSC and TFNSW and submitted for the approval of the Secretary prior to carrying out any development on the site under this approval; and*
 - (d) include a Driver Code of Conduct including:*
 - (i) safety initiatives for haulage through residential areas and/or school zones;*
 - (ii) an induction process for vehicle operators and regular toolbox meetings;*
 - (iii) a public complaint realisation and disciplinary procedure; and*
 - (iv) protocols for noise minimisation.*

Similarly, the *Traffic Management Plan for the Federation Exploration Decline Program* (R.W. Corkery Pty Limited, 2021) was prepared in satisfaction of a commitment embodied in the Review of Environmental Factors for the Federation Exploration Decline Program. That plan was prepared in a manner consistent with the *Hera Mine Traffic Management Plan*, with similarities evident between the management measures.

Those traffic management measures contained within the existing *Hera Mine Traffic Management Plan* and/or the *Traffic Management Plan for the Federation Exploration Decline Program*, that are to be continued for the Site are consolidated and outlined in **Table 11**.

Table 11: Existing Traffic Management Measures to be Continued

Source	Control Procedure	Person Responsible
<p>Concentrate Transport</p> <p>Approved Concentrate Transport Routes</p>	<ul style="list-style-type: none"> • The Principal Concentrate Transport Route is: <ul style="list-style-type: none"> ▪ Hera Mine Main Access Road ▪ Burthong Road ▪ Hartwood Street ▪ Milford Street ▪ Whitbarrow Way ▪ Hermidale Nymagee Road ▪ Nyngan Street ▪ Youngee Street ▪ Barrier Highway, and ▪ Rail Siding Access. • The Secondary Concentrate Transport Route is: <ul style="list-style-type: none"> ▪ Hera Mine Main Access Road ▪ Burthong Road ▪ Priory Tank Road ▪ Kidman Way ▪ Barrier Highway, and ▪ Rail Siding Access. • Hera Resources must inform the CSC before the Secondary Concentrate Transport Route is utilised. 	<p>Processing Manager</p>
<p>Concentrate Haulage</p>	<p>All drivers of concentrate haulage trucks must:</p> <ul style="list-style-type: none"> • transport concentrate along the Principal Concentrate Transport Route only when permissions permit • transport concentrate along the Secondary Concentrate Transport Route only during times of road closure when the Principal Concentrate Transportation Route is inaccessible. This is typically following heavy rain • not transport concentrate when the road has been closed by the CSC or BSC • ensure all loads are securely covered before leaving the Site • avoid overloading trucks by using a front-end loader fitted with a bucket load indicator and use the weighbridge before leaving the Site • ensure concentrate is transported to or from the site between 7am and 7pm • ensure extra safety precautions are adhered to when entering the Barrier Highway from Nymagee Road, including but not limited to: <ul style="list-style-type: none"> ▪ ensure the vehicle comes to a complete stop before entering the Barrier Highway, and ▪ do not to enter the Barrier Highway if another vehicle is in the driver’s line of sight; • obey all speed limits particularly through the villages of Nymagee and Hermidale. 	<p>Processing Manager</p>

Source	Control Procedure	Person Responsible
	<p>The Transport Company must:</p> <ul style="list-style-type: none"> • work with Hera Resources to achieve outcomes defined in the Driver’s Code of Conduct and meet Production Targets, and • avoid behaviours that would lead to no truck movements early in the month, and then have excessive truck movements at the end of the month. <p>Concentrate haulage records:</p> <ul style="list-style-type: none"> • will be maintained of all concentrate trucks arriving and departing from the Site, including the date and time of arrival/departure; and • a monthly summary of concentrate truck movements including date, time, amount of concentrate transported and average number of vehicle movements per day will be prepared and published on the Aurelia Metals website, and will also be included in the Annual Review. 	
Bulk Sample and Waste Rock Transport		
Bulk Sample and Waste Rock Transport	<p>All drivers of bulk sample and waste rock haulage trucks must:</p> <ul style="list-style-type: none"> • transport bulk sample and waste rock along Burthong Road only • ensure no bulk sample and waste rock haulage occurs during times of heavy rainfall or when the road has been closed by CSC • ensure all loads are securely covered before leaving the Site • avoid overloading trucks by utilising a loader with a scale • ensure bulk sample and waste rock are transported from the Federation Mine between 7am and 7pm only. • ensure there is no more than 40 laden vehicle movements per day (plus 40 unladen vehicle movements for return trip) for bulk sample and waste rock haulage between Federation Mine and Hera Mine, and • ensure that truck speeds are limited to 80 km/h on Burthong Road and 40 km/h on the Federation Mine Site Access Road. <p>The Transport Company must work with Hera Resources to achieve outcomes defined in the Driver’s Code of Conduct and meet Production Targets.</p>	Mining and Processing Managers
Traffic-Related Incident Reporting		
Reporting	<ul style="list-style-type: none"> • Incident reporting will be undertaken in accordance with Hera Resources’ standard incident reporting procedures. • In the event of a crash, incident, near miss or complaint, Hera Resources will initiate an investigation. The incident will be reported to the relevant government agencies, including NSW Police, CSC and/or BSC, as soon as practicable after Hera Resources becomes aware of an incident. • The results of any subsequent investigation will be reported to those agencies within seven days of the initial report. The investigation will seek to determine the following: <ul style="list-style-type: none"> ▪ what occurred at the time of the incident ▪ the root cause of the incident ▪ any contributing factors which led to the incident ▪ whether appropriate controls were implemented to prevent the incident, and ▪ recommendations for corrective and/or preventative actions that could be implemented to reduce the likelihood of the incident reoccurring. 	Mining and Processing Managers

Source	Control Procedure	Person Responsible
	<ul style="list-style-type: none"> Incident investigations will be communicated to all personnel through toolbox meetings and/or memorandums. If required, this Traffic Management Plan and/or Driver's Code of Conduct will be reviewed and amended. Complaints can be directed to Hera Resources via phone or email. These details will be widely advertised to the local community via the Aurelia Metals website. 	
Driver's Code of Conduct		
Scope	<ul style="list-style-type: none"> Applies to all drivers of heavy vehicles who access the Site on a frequency of greater than once per month. Heavy vehicles are vehicles that have a Gross Vehicle Mass (GVM) or Aggregate Trailer Mass (ATM) of more than 4.5 tonnes and a combination that includes vehicles with a GVM or ATM of more than 4.5 tonnes. 	Commercial
TfNSW Requirements	<ul style="list-style-type: none"> All drivers must ensure they are appropriately licenced for the vehicle and cargo they are operating. All drivers must comply with all TfNSW regulations including but not limited to speed limits, load limits and driving hours. All vehicles travelling on public roads will abide by the local speed limits ensuring they slow down to 50 km/h while travelling through Nymagee, Cobar and Hermidale townships. 	Commercial
Local Council Requirements	<ul style="list-style-type: none"> All drivers must obey local council regulations regarding road closures. This includes all road closures during times of heavy rainfall. It is the driver's responsibility to check with local Councils for road closure information. 	Mining and Processing Managers
Hera Resources Requirements	<ul style="list-style-type: none"> All drivers are to read, understand and sign the Driver's Code of Conduct on an annual basis. All drivers are to ensure they have a Full Surface Induction. All drivers are to ensure they have all the correct Personal Protective Equipment (PPE). All drivers are to comply with the Site speed limits, communication requirements and access requirements, including: <ul style="list-style-type: none"> accessing the Site via the Heavy Vehicle Access Road only obtaining positive communications with other road users (visual or radio), and obeying Site speed limits including 40 km/h on the Heavy Vehicle Access Road and 30 km/h while in the Site (through the boom gate). Drivers must sign into the visitor registry as soon as they enter the Site if they do not have an Access Card. When exiting a vehicle, drivers are ensure vehicles are turned off and correctly isolated (hand brake engaged and in gear). All plant and equipment used to transport materials from the Site will be maintained in a proper and efficient condition, and operated in a safe manner. 	Mining and Processing Managers
Dangerous Goods	<ul style="list-style-type: none"> Transport 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> (National Transport Commission, 2020) The transportation of hazardous materials to or from the Site must be undertaken in accordance with the DPHI's <i>Hazardous Industry Planning Advisory Paper No.11 – Route Selection</i>. 	Health and Safety Team
On Site Traffic Management		
Visitor and Personnel Access	<ul style="list-style-type: none"> Visitors must report straight to the Administration Office and sign the Visitor's Log. All personnel must be properly inducted for the areas they are accessing. 	Health and Safety team

Source	Control Procedure	Person Responsible
Heavy Vehicles	<ul style="list-style-type: none"> Heavy vehicle drivers regularly accessing the Site must read and sign the Driver's Code of Conduct. Heavy vehicles have right of way at all times. 	Mining and processing Managers
Vehicle Equipment	<ul style="list-style-type: none"> All vehicles must be fitted with flashing light, reverse alarm, fire extinguisher and first aid kit when accessing the Site. 	Health and Safety Team
Driver Communication	<ul style="list-style-type: none"> All vehicles must receive positive communication when approaching within 50 m of heavy vehicles. All vehicles must communicate via Channel 2 when accessing the ROM pad or waste rock dump. All vehicles must obey all traffic signage. 	Mining and Processing Managers
Site Speed Limits	<ul style="list-style-type: none"> A speed limit of 40 km/h applies to the Main Site Access Road, Light Vehicle Access Road and roads around the leases. A speed limit of 30 km/h to all operational areas within the Site. 	Health and Safety team

4.2. Additional Traffic Management Measures

Additional management measures are proposed to mitigate traffic impacts for the Site inclusive of Federation Mine. These are described in **Table 12**.

Table 12: Additional Traffic Management Measures

Source	Control Procedure	Person Responsible
TMP Implementation		
	<ul style="list-style-type: none"> This TMP will be implemented as approved by the Planning Secretary. 	Environment Superintendent
All Haulage Vehicles		
Vehicle Identification	<ul style="list-style-type: none"> All heavy vehicles involved in the transport of ore, concentrate, tailings and waste rock to or from the Site will be prominently labelled at the front and rear with a unique and simple identifier and the Hera Resources complaints phone and email contact details. 	Health and Safety team
Vehicle Noise	<ul style="list-style-type: none"> Heavy vehicle drivers will minimise the use of exhaust brakes or engine compression near residential areas in Hermidale and Nymagee, unless necessary for safety reasons. Heavy vehicles will be maintained to ensure excessive noise levels are avoided. Tailgates, chains and any loose cables must be locked and secured to avoid noise or spillage. 	Processing Manager
Poor Weather	<ul style="list-style-type: none"> Transport operations will be suspended under poor weather or poor visibility conditions e.g. excessive wind speeds, smoke, fog, hail or heavy rainfall. 	Processing Manager
Driver Drug and Alcohol Policy	<ul style="list-style-type: none"> The transport company will be required to have a suitable driver drug and alcohol policy. Contractors and employees will be required to comply with and sign this policy at the commencement of their employment/contract. 	Processing Manager/Commercial and Health and Safety team
Driver Fatigue Management	<ul style="list-style-type: none"> The transport company will be required to have a driver fatigue management scheme to which all heavy vehicle drivers will be required to comply. The scheme will include training of drivers in fatigue management, and be issued as part of the driver induction process, and be in accordance with the National Heavy Vehicle Accreditation Scheme. 	Processing Manager/Commercial and Health and Safety team
Breakdown	<ul style="list-style-type: none"> The transport company will be required to have a procedure for managing mechanical breakdown/failure of its trucks, to ensure that vehicles are not stranded in a location that will cause disruption to the safety and operation of the road network, and that heavy vehicle drivers are safely extracted from the location in a timely manner. 	Processing Manager/Commercial and Health and Safety team
School Bus Awareness	<ul style="list-style-type: none"> Prior to the beginning of each school year, Hera Resources will consult with school bus operators providing regular school bus services in the region to confirm details of school bus routes and operating times for the upcoming school year. Hera Resources will inform the transport company and heavy vehicle drivers about the timing of school bus services and instruct them to behave in a courteous manner towards these vehicles and passengers waiting at bus stops. Refer to Section 4.2.1 for further detail on school bus awareness. 	Processing Manager/Commercial and Health and Safety team
Ore and Tailings Transport		
Ore and Tailings Haulage	The route for transport of ore from Federation Mine to Peak Mine is:	Mining and Processing Managers

Source	Control Procedure	Person Responsible
	<ul style="list-style-type: none"> • Federation Mine Site Access Road • Burthong Road • Priory Tank Road • Kidman Way • Peak Mine Access Road <p>The route for transport of ore from Federation Mine to Hera Mine and for transport of tailings from Hera Mine to Federation Mine is:</p> <ul style="list-style-type: none"> • Federation Mine Site Access Road • Burthong Road <p>When transporting ore from the Site and tailings to / from the Site, all drivers of ore and tailings haulage trucks must:</p> <ul style="list-style-type: none"> • ensure all loads are securely covered before leaving the Site; • avoid overloading trucks by utilising the weighbridge; • ensure that ore transported from Site to Peak Mine does not exceed 200,000 tonnes in a financial year. • ensure ore and tailings are transported to or from the Site between 7 am and 7 pm. • not transport ore during times when any road on the nominated route has been closed by the CSC. <p>The Transport Company must:</p> <ul style="list-style-type: none"> • work with Hera Resources to achieve outcomes defined in the Driver’s Code of Conduct and meet Production Targets; and • avoid behaviours that would lead to no truck movements early in the month, and then have excessive truck movements at the end of the month. <p>Ore and tailings haulage records:</p> <ul style="list-style-type: none"> • will be maintained of all ore and tailings trucks arriving and departing from the Site, including the date and time of arrival/departure; and • a monthly summary of ore and tailings truck movements including date, time, amount of ore and tailings transported and the average number of haulage vehicle movements per day will be prepared and published on the Aurelia Metals website, and will also be included in the Annual Review. 	
Concentrate Transport		
Concentrate Haulage	<p>All drivers of concentrate haulage trucks must:</p> <ul style="list-style-type: none"> • ensure no more than 155,000 tonnes of concentrate are transported from the Site in any financial year. 	Processing
Oversize and Overmass (OSOM) Vehicles		
OSOM Vehicle Access (if required)	<ul style="list-style-type: none"> • All oversize loads will be transported with the relevant permits and load declarations and any other licences and escorts as required by regulatory authorities. Consult with TfNSW regarding OSOM movements (requiring escorts) should there be the need for any OSOM movements (requiring escorts). 	Mining and Processing Managers
Workforce Transport		
Daily Travel to/from Federation Mine	<ul style="list-style-type: none"> • Hera Resources will provide a shuttle bus service for workers travelling between the accommodation village and Federation Mine at the start and end of each shift. As per Section 5.1 and 5.2 of the TIA in the EIS the shuttle bus will be provided for the construction and operational workforce between the accommodation village and Federation using part of Burthong Road. 	Mining and Processing managers

Source	Control Procedure	Person Responsible
Regional Travel	<ul style="list-style-type: none"> During the construction phase, Hera Resources will facilitate a chartered bus service for construction workers to travel between the Site and a regional centre at the start and end of their roster period. 	Mining and Processing Managers
Driver's Code of Conduct		
School Bus Zones	<ul style="list-style-type: none"> Drivers will slow to not more than 40 km/h when the school speed zone operates on the Principal Concentrate Transport Route in Nymagee. Drivers will slow to not more than 40 km/h when in proximity to any school bus with flashing lights stopped at a school bus stop. 	Mining and Processing Managers
Complaints	<ul style="list-style-type: none"> A 24-hour phone line and email contact is available for members of the public to report any complaints about the behaviour of drivers. All complaints regarding driver behaviour will be investigated. 	Environment Superintendent
Breaching the Driver's Code of Conduct	<ul style="list-style-type: none"> Breaches of the Driver Code of Conduct will be recorded by Hera Resources may result in the driver having Site access revoked. 	Processing Manager/Mine Manager
Community Engagement		
Community Notification of Traffic Impacts	<p>Site will engage with the community concerning potential traffic related impacts as required using methods including:</p> <ul style="list-style-type: none"> Community Consultative Committee (CCC) meetings, providing Site updates and opportunities for the community and stakeholders to discuss recent experiences and upcoming activities. Providing general Site updates on the Aurelia's website. Emails to the engagement database and stakeholder database to communicate Site-related information. <p>Site-related traffic impacts will be communicated to the community via the engagement activities above.</p> <p>In the event that a planned operational activity has the potential to create significant traffic related issues, one or more of the following notifications of the planned activity will occur prior to the event:</p> <ul style="list-style-type: none"> Notification to the community representatives on the CCC, either at the meeting prior to the event or, in the case that a meeting is not scheduled close to the event, an email will be sent to the community representatives. Notification to potentially affected residences via a letter box drop. Notification to the local community via the Project website. 	Environment Superintendent

Additional road network and maintenance measures have been introduced to mitigate traffic impacts as part of the consolidated consent for the Site. These are described in **Table 13**.

Table 13: Road Network Upgrades and Maintenance

Source	Control Procedure	Person Responsible
Intersection Upgrades		
Kidman Way and Priory Tank Road	<ul style="list-style-type: none"> In satisfaction of Condition B51, prior to the commencement of transporting ore from the Site to Peak Mine, or an alternative date nominated by CSC and TfNSW, the intersection of Kidman Way and Priory Tank Road will be upgraded to provide a Basic Left-turn (BAL) treatment in Kidman Way, in accordance with the requirements of Austroads <i>Guide to Road Design</i>, and to the satisfaction of CSC and TfNSW. 	Project Director

Source	Control Procedure	Person Responsible
Kidman Way and Peak Mine	<ul style="list-style-type: none"> • In satisfaction of Condition B51, prior to the commencement of transporting ore from the Site to Peak Mine, or an alternative date nominated by CSC and TfNSW, the intersection of Kidman Way and Peak Mine will be upgraded to provide a Basic Left-turn (BAL) treatment in Kidman Way, in accordance with the requirements of Austroads <i>Guide to Road Design</i>, and to the satisfaction of CSC and TfNSW. • A strategic design will be provided for the intersection upgrade for TfNSW endorsement, and a Works Authorisation Deed or other suitable agreement will be entered into with TfNSW. 	Project Director
Burthong Road and Priory Tank Road	<ul style="list-style-type: none"> • In satisfaction of Condition B51, prior to the commencement of transporting ore from the Site to Peak Mine, or an alternative date nominated by CSC and TfNSW, the intersection of Burthong Road and Priory Tank Road will be upgraded to provide a Basic Left-turn (BAL) treatment in Burthong Road, in accordance with the requirements of Austroads <i>Guide to Road Design</i>, and to the satisfaction of CSC and TfNSW. 	Project Director
Barrier Highway and Hermidale Nymagee Road	<ul style="list-style-type: none"> • In satisfaction of Condition B52, prior to the transport of more than 60,000 tonnes of concentrate from the Site in a financial year, and unless otherwise agreed by the Planning Secretary, EITHER: <ul style="list-style-type: none"> ▪ the intersection of Barrier Highway and Hermidale Nymagee Road (Youngee Street) will be upgraded to provide an Auxiliary Leftturn (AUL) treatment in Barrier Highway, in accordance with the requirements of Austroads <i>Guide to Road Design</i> and TfNSW specifications, OR ▪ alternative intersection safety mitigation measures for the transport of concentrate will be identified and implemented, to the satisfaction of TfNSW. • A strategic design will be provided for the intersection upgrade for TfNSW endorsement, and a Works Authorisation Deed or other suitable agreement will be entered into with TfNSW. 	Project Director
Barrier Highway and Hermidale Rail Siding	<ul style="list-style-type: none"> • In satisfaction of Condition B52, prior to the transport of more than 60,000 tonnes of concentrate from the Site in a financial year, and unless otherwise agreed by the Planning Secretary, EITHER: <ul style="list-style-type: none"> ▪ the intersection of Barrier Highway and the Rail Siding Access will be upgraded to provide a Channelised Right-turn (CHR) treatment in Barrier Highway, in accordance with the requirements of Austroads <i>Guide to Road Design</i> and TfNSW specifications, OR ▪ alternative intersection safety mitigation measures for the transport of concentrate will be identified and implemented, to the satisfaction of TfNSW. • A strategic design will be provided for the intersection upgrade for TfNSW endorsement, and a Works Authorisation Deed or other suitable agreement will be entered into with TfNSW. 	Project Director
Intersection Upgrade Standards	<ul style="list-style-type: none"> • Construction of the abovementioned road upgrades (or alternative measures) will not be commenced until this TMP is approved by the Planning Secretary. • In satisfaction of Condition B53, all intersection upgrades will be in accordance with the relevant Austroads guidelines, Australian Standards and TfNSW specifications. • In satisfaction of Condition B53, any alternative measures to the abovementioned upgrades will be implemented to the satisfaction of TfNSW. 	Project Director

Source	Control Procedure	Person Responsible
	<ul style="list-style-type: none"> All necessary approvals and licences for development of the nominated intersection upgrades will be identified and obtained prior to commencement of upgrade works. The local community will be notified prior to commencement of construction work associated with intersection upgrade works, advising of any anticipated impacts. 	
<p>Planning Agreements / Road Upgrades</p>		
<p>Hermidale Nymagee Road Upgrade</p>	<ul style="list-style-type: none"> In satisfaction of Condition B54 and A14, within six months of the date of physical commencement of the Site, or other timeframe agreed by the Planning Secretary, Hera Resources will enter into a planning agreement with BSC which will include a contribution to road safety upgrades of Hermidale Nymagee Road, between chainage 4.5 km to 7.9 km to an 8 m wide seal (or equivalent upgrade), OR prior to the transport of more than 60,000 tonnes of concentrate from the Site in a financial year, or alternative timing agreed by the Planning Secretary, Hera Resources will make payment to BSC for the full amount required to upgrade Hermidale Nymagee Road between chainage 4.5 km to 7.9 km to an 8 m wide seal or alternative upgrades of equivalent financial value along Hermidale Nymagee Road as otherwise agreed with BSC. 	<p>Project Director</p>
<p>CSC Planning Agreements</p>	<ul style="list-style-type: none"> In satisfaction of condition A14, within six months of the date of physical commencement of the Site, or other timeframe agreed by the Planning Secretary, Hera Resources will enter into a planning agreement with CSC in accordance with Division 7.1 of Part 7 of the EP&A Act, OR If Site does not enter a planning agreement with CSC within six months of physical commencement then, within a further 3 months, Hera Resources will make a financial contribution to CSC in accordance with A15 of the consent. 	<p>Project Director</p>
<p>Emergency Road Repair and Maintenance</p>		
<p>Site Access Roads</p>	<ul style="list-style-type: none"> The Site access roads include Hera Mine Light Vehicle Access Road, Hera Mine Main Access Road, Federation Light Vehicle Access Road and Federation Site Access Road. Hera Resources will maintain the Site access roads in a manner that provides for safe and efficient access for all road users. Inspections of the Site access roads will be undertaken regularly and safety issues arising from inspections will be addressed in a timely manner. In the event of emergency repairs or maintenance being required on the Site access roads during Site construction and/or decommissioning, these will be undertaken as soon as practical. Hera Resources will review and revise or place a hold on the construction or decommissioning schedule as required to enable the emergency works to be prioritised while minimising potential safety issues for mine personnel. 	<p>Project Director</p>
<p>Public Roads</p>	<ul style="list-style-type: none"> In the event that during Site construction and/or decommissioning, emergency repairs or maintenance is required on the public roads used to access the Site, Hera Resources will engage with the relevant road authority (TfNSW, BSC or CSC) as soon as practical regarding road repair or maintenance activities. Hera Resources will review and revise or place a hold on the construction or decommissioning schedule as required to enable the emergency works to be prioritised while minimising potential safety issues for road users. Hera Resources will make annual financial contributions to CSC and BSC for the maintenance of public roads used for haulage in accordance with condition A17 of the consent. 	<p>Project Director</p>

Source	Control Procedure	Person Responsible
Traffic Controls		
Signage	<ul style="list-style-type: none"> Advance truck warning signage will be provided on Kidman Way in accordance with B58 (f) (iv.) Signage will be to the satisfaction of TfNSW. 	Project Director
Temporary Controls and Detours	<ul style="list-style-type: none"> To the extent possible, the need for temporary road closures or detours as a result of planned construction activity associated with the Site and/or the nominated road and intersection upgrades will be minimised. Should temporary traffic controls and/or detours be required as a result of the above activities, approval will be sought under S138 of the Roads Act. Prior to commencement of the roadworks, a Traffic Guidance Scheme (TGS) will be prepared in accordance with TfNSW <i>Traffic Control at Work Sites Technical Manual</i> and <i>AS1742.3 Traffic Control for Works on Roads</i>, and submitted to the relevant road authority for approval. The associated TGS road signage will inform drivers of works activities in the area. If required, traffic controllers will monitor the site during construction activities. 	Project Director

4.2.1. Avoidance of school bus disruptions

A school bus service operates along Priory Tank Road and Kidman Way which forms part of the approved transport route for the Project. The bus transports those students living in Nymagee and surrounds. There are no formal bus stops as the bus makes stops at the driveways of properties along the Priory Tank Road and Kidman Way where required to pick up and drop off students.

This school bus service is operated by Spences Coaches. They can be contacted by phone on 0429 665 227 or email spence.5@bigpond.com.

Transport operators will be made aware of the school bus service schedules, pickup and drop off points during site inductions. The Nymagee to Cobar school bus service timetable is shown in **Table 14** and **Table 15**.

If road transport traffic peaks and school bus schedules overlap then Aurelia, in consultation with transport operators, will make attempts to avoid road transport during the scheduled school bus periods where possible. Avoiding school bus schedules may include scheduling or staggering departure of trucks from site outside school bus hours where possible to minimise impacts to school bus schedules.

Table 14: Nymagee to Cobar school bus service timetable

Bus Operator	Operating Days	Departure Time (Nymagee)	Route	Arrival Time (Cobar)
Spences Coaches	School days	7:15am	Priory Tank Road (MR461) - Kidman Way (MR410)	8:38am
Bus Operator	Operating Days	Departure Time (Cobar)	Route	Arrival Time (Nymagee)
Spences Coaches	School days	3:35pm	Kidman Way (MR410) - Priory Tank Road (MR461)	4:55pm

Table 15: Schedule of school bus stops along transport route

Location	Time (AM)	Time (PM)
Yarroma, Priority Tank Rd	7.25	4.44
Needlewood Station, Priory Tank Rd	7.27	4.42
Cnr Nymagee Rd & Kidman way	7.40	4.28
Oxley Downs, Kidman Way	7.55	4.12
The Rookery, Kidman Way	8.03	4.03
Geandale, Kidman Way	8.06	4.00
Narri Station, Kidman Way	8.22	3.47

4.2.2. Temporary haulage of ore prior to intersection upgrades

Additional consultation was undertaken by Hera Resources in 2024 with CSC and TfNSW to agree on the timeframe for road upgrades under Condition B51 of SSD 24319456. The purpose of this consultation was to gain approval from CSC and TfNSW to agree on the alternate date referred to in Condition B51, in order for Hera Resources to commence the transportation of ore to Peak Mine prior to the upgrade of the Kidman Way / Priory Tank Road intersection. This intersection is on the route shown in Figure 9.

The alternate date for the completion of the upgrade to the Kidman Way / Priory Tank Road intersection was nominated to be March 2025. As agreed between TfNSW and site operators on 12 June 2024, the haulage movements for the duration of the temporary transportation of ore to Peak Mine is restricted to a left in and right out at the Kidman Way / Priory Tank Road intersection. The DPHI acknowledged the CSC and TfNSW agreed to delay the completion of the intersections of Kidman Way and Priory Tank Road, Kidman Way and the Peak Mine, and Burthong Road and Priory Tank Road on 16 September 2024.

As outlined in Aurelia's Letter of Commitments to TfNSW, Hera Resources commits to:

- All ore haulage activities would be conducted in accordance with the TMP.
- All ore haulage activities would be conducted in accordance with SSD 24319456.
- Ore haulage between the Project and the Peak Mine using AB-triple road trains (36.5m).
- A maximum of 25 truck trips would occur per day. A trip is a one-way movement (i.e. from the Project to Peak Mine). This equates to a maximum of 13 loads of ore per day.
- Basic Left-turn (BAL) treatment has not been completed on the Kidman Way and Peak Mine Access Road intersection. Therefore, our ore trucks travelling north would drive passed this intersection, enter the heavy vehicle access at New Cobar Complex, turn around and return to the Peak Mine Access Road completing a Basic Right-turn (BAR) into the Peak Mine. The intersection has already had a BAR treatment as we currently have ore trucks travelling between the New Cobar Complex and Peak Mine.
- Incidents and non-compliances with SSD 24319456 or this Letter of Commitments would be reported to the Planning Secretary in accordance with Condition C8, C9 and Appendix 6 of SSD 24319456.
- Once the intersections have been upgraded, this Letter of Commitments would expire, and we would operate in accordance with the development consent and TMP.

In accordance with Condition B58(c) and as directed by DPHI (reference: SSD-24319456-PA-22), this TMP has been updated to reflect this temporary haulage agreement.

Key letters related to this matter are as follows and are included in **Appendix A**:

- Letter dated 3 September 2024 from Transport for NSW to Aurelia Metals; and
- Letter dated 16 September 2024 from Department of Planning, Housing, and Infrastructure to Hera Resources.

5. TRAFFIC MONITORING PROGRAM

Road transport monitoring will be undertaken to determine compliance with the haulage vehicle criteria outlined in the Traffic Management Measures in **Section 4**. Hera Resources will undertake continuous traffic monitoring for the Site, which will monitor the daily number of heavy vehicle movements generated by:

- the transport of ore from the Site to Peak Mine
- the transport of ore from Federation Mine to Hera Mine
- the transport of tailings from Hera Mine to Federation Mine
- the transport of concentrate from the Site to Hermidale Rail Siding, and
- if relevant, the transport of bulk sample and waste rock from Federation Mine to Hera Mine.

The traffic monitoring program will include collection of data regarding:

- identification of the truck and driver
- the time of departure of the laden truck from the Site
- the type and amount of the load carried, and
- in the case of the transport of ore during the period when haulage occurs to both Peak Mine and Hera Mine, the intended destination of the trip.

Using the monitoring data, Hera Resources will track the maximum daily number of trips generated by transportation of material, and liaise with the transport company as required to manage the transportation activities so that trip generation remains generally in accordance with nominated maximum daily trip generation for each calendar month.

Hera Resources will include transport monitoring data in the Site Environmental Monitoring report which is published on the website on a monthly basis. The report will include for each load type and destination (where relevant for ore transport only):

- the date and time of laden truck departures from the Site and the amount of material carried
- the total number of loads and amount of material transported over the calendar month
- calculation of the average daily number of vehicle trips generated over the calendar month (including laden truck departures and empty truck returns), and
- comparison between the maximum daily trips generated over the calendar month and the relevant haulage truck trip limits contained in this TMP.

On an annual basis, Hera Resources will collate the data for the 12-month financial year period, and present the information on its website within 60 days of the end of the FY year. The annual summary data will include for each load type and destination (where relevant for ore transport only):

- the total amount of material transported over the FY year; and
- the total number of vehicle trips generated over the FY year.

The monthly and annual summary data will remain available on the website throughout the life of the Site. The monthly and annual summary data will also be published in the Annual Review.

The traffic monitoring program will be the responsibility of the Processing Manager. More information on the roles and responsibilities is provided in **Section 9**.

6. CONTINGENCY PLAN

Unpredicted road transport impacts may include:

- Unplanned changes to the road network that impact the use of any of the approved transport routes by the trucks transporting concentrate, ore or tailings, e.g. flooding.
- Weather conditions that may adversely affect the operations for trucks, e.g. excessive wind speed or poor visibility from smoke or fog, requiring transport operations to temporarily cease.
- Mechanical failure or breakdown of a truck.

Where unpredicted impacts are identified, mitigation measures would be implemented including:

- Alternate transport routes in consultation with the relevant authorities.
- The review and update Site traffic management procedures as required.

Further detail regarding the corrective actions to be undertaken by Hera Resources in the event of unpredicted traffic impacts are described in **Section 6.1**.

6.1. Trigger Action Response Plans

The trigger action response plan (TARP) defines the minimum set of corrective actions that Federation must implement in response to unpredicted impacts or abnormal conditions (triggers). The trigger levels are determined based on regulatory requirements, previous monitoring and best practice management. The TARP is displayed in **Table 16**.

Table 16: Trigger Action Response Plan

Key Element	Trigger/Response	Condition Green	Condition Red
Transport Routes	Trigger	All approved transport routes are open and operational.	The Principal Concentrate Transport Route is closed OR the Secondary Concentrate Transport Route / Ore Transport Route to Peak Mine is closed OR the Ore Transport Route to Hera Mine is closed.
	Response	No response required.	Hera Resources will inform the CSC before the Secondary Concentrate Transport Route is utilised for concentrate haulage to the Hermidale Rail Siding. OR Concentrate and/or ore transportation will be temporarily suspended during road closure conditions on the Secondary Concentrate Transport Route or the Ore Transport Route.
Transport Trip Limits	Trigger	The monitoring program identifies that the average daily haulage truck trips per calendar month does not exceed the nominated maximum AND the average daily trip generation is reasonably consistent throughout the calendar month.	Monitoring program identifies that the average daily haulage truck trips per calendar month significantly exceeds the nominated maximum. OR Monitoring program identifies that average daily haulage truck trips per calendar month is negligible early in the month and excessive at the end of the month.
	Response	No response required. Continue monitoring program.	Complete an investigation to determine the cause of the excess trip generation or excessive “peakiness” of trip generation in the calendar month. Review effectiveness of monitoring measures and implement any additional mitigation measures as required. Modify operations if applicable. Notify relevant government agencies in accordance with the procedure in the Management Plan. Consider review of Management Plan if required.
Transport Hours	Trigger	All truck departures from Site are within the nominated daylight hours.	Monitoring program identifies that laden truck departures occur outside of the nominated daylight hours.

Response	<p>No response required. Continue monitoring program.</p>	<p>Complete investigation to determine the cause of the exceedance. Review effectiveness of mitigation measures. Modify operations if applicable. Notify relevant government agencies in accordance with the procedure in the Management Plan. Consider review of Management Plan if required.</p>
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7. INCIDENT AND COMPLAINT MANAGEMENT

7.1. Incident and Non-compliance Protocol

Hera Resources will manage any traffic related incident or non-compliance in accordance with the incident and non-compliance protocols found in the Environmental Management System (EMS). In summary Hera Resources will, at the earliest opportunity:

- take all reasonable and feasible measures to ensure that the non-compliance ceases and does not recur
- consider all reasonable and feasible options for remediation (where relevant) and submit a report to the DPHI describing those options and any preferred remediation measures or other course of action
- implement remediation measures as directed by the Secretary, to the satisfaction of the Secretary, and
- submit an incident report within seven days of the original notification.

7.2. Complaints Management

The Environmental Management Strategy (EMS) includes a detailed complaints management procedure. This subsection records the procedures that would be implemented following the receipt of any traffic related complaint.

Complaints can be directed to the Site via phone or email, and contact details will be available on the website. These details are presented in **Table 17**.

Table 17: Contact Details for Complaints

Communication Method	Details
Email	complaints@aureliametals.com.au
Telephone	1300 016 240

The following procedures will be implemented following receipt of any traffic-related complaint:

1. The complaint will be reviewed to determine the nature, date and time of the complaint source.
2. Any relevant monitoring data for the period will be examined. The complainant will be contacted to discuss and attempt to resolve the complaint.
3. In the event that the complaint is resolved via Step 2, no further action would be taken. If not resolved, then supplementary monitoring may be undertaken within one month of the conclusion of Step 2 in accordance with the procedures identified in **Section 5**.
4. Should the review of the monitoring data indicate that no non-compliance of the relevant criteria was identified, this may be communicated to the complainant.
5. Should the review of monitoring data indicate that a non-compliance of the relevant criteria, Hera Resources will notify the relevant government agencies. In addition, the complainant may be notified if required.

If multiple complaints are received from the same individual(s) and Hera Resources can demonstrate compliance to the relevant criteria and previous efforts have been made to resolve their issues, then Hera Resources may limit their response to Step 1 and 2.

8. REPORTING

8.1. Annual Reporting

Hera Resources is required to prepare an Annual Review each year in accordance with condition C10, which states:

By the end of September each year after the date of physical commencement of development under this consent, or other timeframe agreed by the Planning Secretary, a report must be submitted to the Department reviewing the environmental performance of the development, to the satisfaction of the Planning Secretary. This review must:

- (a) describe the development (including any rehabilitation) that was carried out in the previous financial year, and the development that is proposed to be carried out over the current financial year;*
- (b) include a comprehensive review of the monitoring results and complaints records of the development over the previous financial year, including a comparison of these results against the:

 - (i) relevant statutory requirements, limits or performance measures/criteria;*
 - (ii) requirements of any plan or program required under this consent;*
 - (iii) monitoring results of previous years; and*
 - (iv) relevant predictions in the document/s listed in condition A2(c);**
- (c) identify any non-compliance or incident which occurred in the previous financial year, and describe what actions were (or are being) taken to rectify the non-compliance and avoid reoccurrence;*
- (d) evaluate and report on compliance with the performance measures, criteria and operating conditions of this consent;*
- (e) identify any trends in the monitoring data over the life of the development;*
- (f) identify any discrepancies between the predicted and actual impacts of the development, and analyse the potential cause of any significant discrepancies; and*
- (g) describe what measures will be implemented over the next financial year to improve the environmental performance of the development.*

Hera Resources must also submit an Annual Return in accordance with condition R1.1 of EPL 20179 which states:

R1.1 The licensee must complete and supply to the EPA an Annual Return in the approved form comprising:

- 1. a Statement of Compliance,*
- 2. a Monitoring and Complaints Summary,*
- 3. a Statement of Compliance – Licence Conditions,*
- 4. a Statement of Compliance – Load based Fee,*
- 5. a Statement of Compliance – Requirement to Prepare Pollution Incident Response Management Plan,*
- 6. a Statement of Compliance – Requirements to Publish Pollution Monitoring Data; and*
- 7. a Statement of Compliance – Environmental Management Systems and Practices.*

At the end of each reporting period, the EPA will provide to the licensee a copy of the form that must be completed and returned to the EPA.

8.2. Incident Reporting

An incident is defined in the consent as:

An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance.

Hera Resources will report any incidents in accordance with the protocol described in the EMS and condition C8 of SSD 24319456. Condition C8 states:

The Planning Secretary must be notified in writing via the Major Projects website immediately after the Applicant becomes aware of an incident. The notification must identify the development (including the development application number and

the name of the development if it has one) and set out the location and nature of the incident. Subsequent notification requirements must be given, and reports submitted in accordance with the requirements set out in Appendix 6.

In summary, a written report will be provided which will include the following:

- Describes the date, time, and nature of the incident;
- Identifies the cause (or likely cause) of the incident;
- Describes the action to date; and
- Describes the proposed measures to address the incident.

8.3. Non-Compliance Reporting

A non-compliance is defined in the consent as:

An occurrence, set of circumstances or development that is a breach of this consent

Hera Resources will report any non-compliances in accordance with the protocol described in the EMS and condition C9 of SSD 24319456. Condition C9 states:

The Planning Secretary must be notified in writing via the Major Projects website within seven days after the Applicant becomes aware of any non-compliance. A non-compliance notification must identify the development and the application number for it, set out the condition of consent that the development 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, or will be, undertaken to address the non-compliance.

Note: *A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.*

In summary, a written report will be provided within seven days which will include the following:

- Describes the date, time, and nature of the non-compliance
- Identifies the cause (or likely cause) of the non-compliance
- Describes the action to date, and
- Describes the proposed measures to address the non-compliance.

8.4. Independent Environmental Audit

Hera Resources will commission and provision for an Independent Environmental Audit in accordance with conditions C12 and C13 which state:

C12 Within one year of the date of physical commencement of development under this consent, and every three years after, unless the Planning Secretary directs otherwise, the Applicant must commission and pay the full cost of an Independent Environmental Audit of the development. The audit must:

- (a) be prepared in accordance with the Independent Audit Post Approval Requirements (NSW Government 2020); and*
- (b) be submitted, to the satisfaction of the Planning Secretary, within two months of undertaking the independent audit site inspection, unless otherwise agreed by the Planning Secretary.*

And;

C13 In accordance with the specific requirements of the Independent Audit Post Approval Requirements (NSW Government 2020), the Applicant must:

- (a) review and respond to each Independent Audit Report prepared under Condition C12 of this consent;*
- (b) submit a response to the Planning Secretary and any other NSW agency that requests it, together with a timetable for the implementation of the recommendations of the Independent Audit Report;*
- (c) implement the recommendations to the satisfaction of the Planning Secretary; and*
- (d) make each Independent Audit Report and response to it publicly available no later than 60 days after submission to the Planning Secretary.*

8.1. Traffic Monitoring Program Reporting

As outlined in **Section 5**, monthly reporting of the traffic monitoring program data will be published on the Site website each calendar month. The monthly report will include for each load type and destination (where relevant for ore transport only):

- the date and time of laden truck departures from the Site and the amount of material carried
- the total number of loads and amount of material transported over the calendar month
- calculation of the average daily number of vehicle trips generated over the calendar month (including laden truck departures and empty truck returns), and
- comparison between the average daily trips generated over the calendar month and the relevant haulage truck trip limits contained in this TMP.

The annual summary data will include for each load type and destination (where relevant for ore transport only):

- the total amount of material transported over the calendar year, and
- the total number of vehicle trips generated over the calendar year.

The monthly and annual summary data will remain available on the website throughout the life of the Site. The monthly and annual summary data will also be published in the Annual Review.

9. ROLES AND RESPONSIBILITIES

The roles and responsibilities for Hera Resources personnel in relation to this TMP are listed in **Table 18**.

Table 18: Roles and Responsibilities

Position	Accountable Task
General Manager	<ul style="list-style-type: none"> • Must ensure adequate resources are available for the implementation of this TMP. • Be accountable for the overall environmental performance of the Mine, including the outcomes of this TMP. • Ensure road design, construction and maintenance is undertaken according to licence requirements.
Processing Manager	<ul style="list-style-type: none"> • Ensure that the requirements of this TMP are effectively implemented. • Undertake/organise collection and management of all traffic monitoring data. • Ensure all traffic monitoring and reporting requirements are met.
Environment Superintendent	<ul style="list-style-type: none"> • Review and analyse traffic monitoring data. • Provide community updates about the TMP and information about any planned events that may impact road users. • Update the TMP as required.
WHS Advisor	<ul style="list-style-type: none"> • Investigate all crashes and near misses and develop corrective actions if necessary. • Report crashes to regulatory authorities as required. • Retain all reports for a period of no less than four years. • Ensure all personnel undertaking works in relation to this TMP are trained and competent.
All Supervisors	<ul style="list-style-type: none"> • Report all crashes, near misses or reports of persons not complying with this TMP to the Environment Advisor and WHS Advisor.
All Personnel	<ul style="list-style-type: none"> • Undertake all activities in accordance with this TMP. • Comply with the management measures in the TMP. • Participate in relevant training. • Report anyone not complying with this management plan to their supervisor.
Heavy vehicle drivers accessing the Site regularly	<ul style="list-style-type: none"> • Abide by all sections of this TMP. • Abide by the Driver's Code of Conduct.
Mining and Processing	<ul style="list-style-type: none"> • Report all crashes, near misses and complaints to the General Manager.

10. TRAINING AND AWARENESS

All personnel shall undergo traffic awareness training. Traffic management 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
- site access arrangements for different vehicle types
- on-site and public road speed limits and behavioural expectations
- the need to check for and comply with any road closures
- on-site traffic management and driver communication measures, and
- making timely reporting of any incident to allow for prompt and appropriate action to be undertaken.

The WHS adviser shall be responsible for ensuring the appropriate traffic management training is included in the induction. Drivers of heavy vehicles who regularly attend the Site will be supplied with the Driver's Code of Conduct.

11. REVIEW AND IMPROVEMENT

This will be reviewed and revised as necessary in accordance with the requirements of Condition C6 of SSD 24319456 which states that reviews must be conducted:

Within three months of:

- (a) the submission of an incident report under condition C8;*
- (b) the submission of an Annual Review under condition C10;*
- (c) the submission of an Independent Environmental Audit under condition C12; or*
- (d) the approval of any modification of the conditions of this consent (unless the conditions require otherwise);*
- (e) notification of a change in development phase under condition A5; or*
- (f) a direction of the Secretary under condition A3 of Schedule 2*

the suitability of existing strategies, plans and programs required under this consent must be reviewed by the Applicant.

As part of the review process Hera Resources will assess the adequacy of the plan to meet the requirements contained in the relevant statutory approvals and any opportunities for improvement. The assessment will include a review of data and related trends identified in the Annual Review, a consideration of recommendations from an Independent Environmental Audit and findings arising from any incident report. If required the plan will be updated in consultation with DPHI and other relevant agencies (TfNSW, CSC and BSC).

The TMP document reviews required by Condition C6 of SSD 24319456 enable Hera Resources to consider opportunities for improvement in traffic management. Potential improvements in the future may include increasing vehicle capacities which would reduce the number of Project-related vehicle movements on the public road network, as identified in the Road Transport Assessment (TTPA 2021).

12. REFERENCES

- Aurelia Metals Ltd (2019) *Traffic Management Plan*
- Austroads (various), *Guide to Road Design*.
- Department of Planning (2011) *Hazardous Industry Planning Advisory Paper No 11 – Route Selection*
- National Transport Commission (2020) *Australian Code for the Transport of Dangerous Goods by Road and Rail*
- R.W. Corkery Pty Limited (2021) *Traffic Management Plan for the Federation Exploration Decline Program*
- The Transport Planning Partnership (2021) *Federation Project Road Transport Assessment*
- The Transport Planning Partnership (2022) *Federation Project – Amended Project Road Transport Assessment Addendum*

Note: If any guideline or policy document referred to herein is superseded, the reference shall be taken to refer to the document current at the time of its required application to the Project. References to compliance with the Austroads *Guide to Road Design* include compliance with the TfNSW Supplements to that suite of guidelines.

APPENDIX A CONSULTATION

It should be noted that where DPHI's 16/09/2024 letter refers to Peak Hill Mine, it is understood to mean Peak Mine.

19 January 2024

TfNSW reference: WST11/00046/31 | SF2011/002339

Jonathon Thompson
Aurelia Metals Limited
By Email: Jonathon.thompson@aureliametals.com.au

Review of Traffic Management Plan (Post-Approval) for Federation Gold Project Mine

Dear Jonathon,

Reference is made to the Traffic Management Plan (TMP) submitted for Transport for NSW (TfNSW) consideration in accordance with consent Condition B58 of Notice of Determination for SSD-24319456 issued 2 March 2023.

TfNSW has reviewed the TMP prepared by 'Transport Planning Partnership and IEMA' dated 17 November 2023.]. TfNSW provides the following comments and recommended amendments for consideration.

- a) Reference should be made to light vehicle movements for workers travelling to and from the site, including origin and hourly peaks (AM/PM) in comparison to heavy and any OSOM vehicle movements. Clarification is to be made as to what measures will be implemented in the TMP to accommodate light vehicle movements throughout the site during operational periods.
- b) The TMP does not appear to include road haulage peak times (AM/PM) or provide a detailed transport schedule that identifies hourly rate of travel, specify the 'daylight hours' as indicated in Table 14.
- c) Further evidence is requested of consultation with local school bus companies to gauge where along the haulage route school bus pick up and drop off areas exist. TfNSW requests haulage operations be prohibited during these times at these specific locations.
- d) Staff and personnel transport arrangements (both construction and operation) including shift timetables and measures to be employed to encourage safe staff travelling practices. Scheduling of haulage vehicle movements to minimise convoy lengths of platoons and shift changeover times scheduled to not coincide with local school bus pickup/drop and should avoid safety issues and disruptions to local road users.
- e) Furthermore, confirmation of origin and destination points for commuter shuttle bus service is to be made and include pick-up/drop-off points, frequency of service, alternative routes, hours of travel and other measures implemented to ensure safe staff travelling practices.

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- f) OSOM (Over-Size Over Mass) /over-dimensional vehicle traffic management systems should consider and refer to any potential pinch points on designated travel routes, including traffic signals and staggered intersections and confirm vehicle volumes, dimension, and mass.

The Planning Secretary should be satisfied that the above matter has been adequately addressed prior to approving the TMP.

If you have any questions, please contact the undersigned on 1300 019 680 or email development.west@transport.nsw.gov.au.

Yours faithfully,

A handwritten signature in black ink, appearing to be 'Brendan Croft', written in a cursive style.

Brendan Croft
A/Team Leader Development Services (West)
Community and Place
Regional and Outer Metropolitan

From: [Graeme Bourke](#)
To: [Alex Butt](#); [Bogan Shire Council](#)
Cc: [Mark Williams](#)
Subject: RE: Federation Traffic Management Plan
Date: Friday, 15 December 2023 2:49:36 PM
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

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Hi Alex

Thank you for sending the Federation Traffic Management Plan for Councils comments. I have reviewed the plan and have no comments to make, thank you.

Regards

Graeme Bourke

Director Engineering Services

Bogan Shire Council
81 Cobar Street
PO Box 221
Nyngan NSW 2825

P: (02) 6835 9000

F: (02) 6835 9011

E: graeme.bourke@bogan.nsw.gov.au

W: www.bogan.nsw.gov.au



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From: Alex Butt <alex.butt@areliametals.com.au>
Sent: Monday, December 11, 2023 5:04 PM
To: Graeme Bourke <graeme.bourke@bogan.nsw.gov.au>; Bogan Shire Council <administrator@bogan.nsw.gov.au>
Cc: Mark Williams <Mark.Williams@areliametals.com.au>
Subject: Federation Traffic Management Plan

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Good afternoon Graeme,

Following approval of the Federation Project, Hera Resources has developed a Traffic Management Plan which is a requirement of the Development Consent.

As part of the Traffic Management Plan development and finalisation consultation with Bogan Shire Council is required. Please see attached a copy of the Federation Traffic Management Plan for your consultation and comment. If possible could any comments be provided by 22nd December 2023.

In the event that Council have no comment on the plan can you please let us know via return email or letter.

If you have any queries please do not hesitate to contact me.

Regards

Alex

Alex Butt | Environmental Adviser

Aurelia Metals Ltd – Hera Resources

353 Burthong Road | Nymagee | NSW |

P 0419 135 681

E Alex.Butt@aureliametals.com.au | W www.aureliametals.com.au



From: [Heinz Kausche](#)
To: [Alex Butt](#)
Cc: [Mark Williams](#); [Maurice Bell](#); [mail CSC](#); [Garry Ryman](#)
Subject: RE: Federation Traffic Management Plan
Date: Thursday, 21 December 2023 9:48:18 AM
Attachments: [image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image001.png](#)

Some people who received this message don't often get email from director.engineering@cobar.nsw.gov.au. [Learn why this is important](#)

Hello Alex

Only one minor suggestion regarding the TMP:

- Section 3 Baseline Environment
 - Kidman Way – reference to the 100km/hr speed limit as highlighted in the below should be removed, now 110km.

Kidman Way	Kidman Way (MR410) is a State Road that forms part of a regional link through western NSW between Mitchell Highway at Bourke and Newell Highway near Jerilderie, via Cobar, Hillston and Griffith. Between Cobar and Priory Tank Road, it typically has a single travel lane in each direction, with single or double barrier lines and sealed shoulders.	50 km/h for approximately 300 m south of Barrier Highway 90 km/h from approximately 300 m south of Barrier Highway to 3 km south of Barrier Highway 100 km/h from approximately 3 km south of Barrier Highway to the south	B-doubles, Type 1 A-doubles, Modular B-triples, B-triples, AB-triples and Type 1 Rigid Truck and 2--Dog trailers
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Regards Heinz



Director Engineering

Director Engineering Services

Cobar Shire Council | 36 Linsley Street (PO Box 223) | Cobar NSW 2835

P: (02) 6836 5826 EXT:1035 | M: 0477770512

E: director.engineering@cobar.nsw.gov.au | W: www.cobar.nsw.gov.au

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From: Alex Butt <alex.butt@aureliametals.com.au>

Sent: Monday, December 11, 2023 5:01 PM

To: Heinz Kausche <director.engineering@cobar.nsw.gov.au>; mail CSC <mail@cobar.nsw.gov.au>

Cc: Mark Williams <mark.williams@aureliametals.com.au>

Subject: Federation Traffic Management Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention: Heinz Kausche.

Good afternoon

Following approval of the Federation Project, Hera Resources has developed a Traffic Management Plan which is a requirement of the Development Consent.

As part of the Traffic Management Plan development and finalisation consultation with Cobar Shire Council is required. Please see attached a copy of the Federation Traffic Management Plan for your consultation and comment. If possible could any comments be provided by 22nd December 2023.

In the event that Council have no comment on the plan can you please let us know via return email or letter.

If you have any queries please do not hesitate to contact me.

Regards

Alex

Alex Butt | Environmental Adviser

Aurelia Metals Ltd – Hera Resources

353 Burthong Road | Nymagee | NSW |

P 0419 135 681

E Alex.Butt@aureliametals.com.au | W www.aureliametals.com.au



3 September 2024

TfNSW reference: WST24/00127/004| SF2024/0670907

Your reference: SSD-24319456

Jonathon Thompson

Aurelia Metals

By Email: jonathon.thompson@aureliametals.com.au

Response to correspondence letter relating to the temporary approval of haulage between Federation Mine Project and Peak Mine

Dear Jonathon,

Reference is made to correspondence to TfNSW dated 30 August 2024 requesting written confirmation in accordance with Condition 35C (SSD-24319456). This is to commence the transportation of ore to Peak Mine prior to the upgrade of the intersection treatment to the completion of the basic left turn treatment intersection upgrade works of the Kidman Way / Priory Tank Road if an alternative date is nominated by CSC and TfNSW.

As per this condition, TfNSW advises the transportation of ore to Peak Mine can commence haulage operations until the completion of rural basic left turn treatment in accordance with the works authorisation deed at the intersection of Kidman Way/Priory Tank Road (anticipated to be completed March 2025).

The haulage movements for the duration of the temporary transportation of ore to Peak Mine is restricted to a left in and right out at the Kidman Way/Priory Tank Road intersection, as agreed to between TfNSW and site operators June 12, 2024.

If you have any questions, please contact Lachy Jones Development Services Case Officer on 1300 019 680 or email development.west@transport.nsw.gov.au.

Yours faithfully,



Damien Pfeiffer

Director Development Services (Land Use)

Community and Place

Regional and Outer Metropolitan Division

Cc. Energy Assessments, Department of Planning, Housing and Infrastructure

OFFICIAL

A 51-55 Currajong Street, PARKES NSW 2870 | PO Box 334 PARKES NSW 2870 | DX20256

E development.renewables@transport.nsw.gov.au | ABN 18 804 239 602

P 1300 207 783

transport.nsw.gov.au

NSW Planning ref: SSD-24319456-PA-22

Jonathon Thompson
Group Manager, Sustainability
Hera Resources Pty Ltd

16/09/2024

Subject: Federation Mine – Temporary haulage of ore prior to intersection upgrades

Dear Mr. Thompson

This letter is to acknowledge receipt of the documents you submitted regarding the temporary haulage of ore from the Federation Project to Peak Hill Mine using an alternative route prior to the completion of intersection upgrades.

In accordance with Condition 51 of Schedule 2, it is noted that TfNSW and Cobar Shire Council have agreed to a delay in the completion of the intersection upgrades until March 2025 (subject to the commitments outlined in your correspondence).

Due to the change to the transport route, the Traffic Management Plan should be updated. As required by Condition B58(c) details of all transport routes and traffic types to be used for development-related traffic should be included. As detailed in post approval task SSD-24319456-PA-22, an updated Traffic Management Plan should be submitted for approval within 30 days.

If you have any questions, please contact Keren Halliday, who can be contacted on 02 8289 6444.

Yours sincerely



Stephen O'Donoghue
Director
Resource Assessments

As nominee of the Planning Secretary

APPENDIX B DRIVER'S CODE OF CONDUCT

DRIVERS CODE OF CONDUCT

VERSION	REVISION DATE	DESCRIPTION OF CHANGE	AUTHOR
2.0	Nov 2018	Mod 4 Approval	J. Thompson
3.0	Jul 2021	Mod 5 Approval	Liam Richards
4.0	19 Nov 2021	Mod 6 Approval	Chelsey Zuiderwyk
5.0	July 2024	Federation Project SSD 24319456	Aurelia Metals

1 Scope

The Project is owned and operated by Hera Resources Pty Ltd (the Company). The requirement for a Drivers Code of Conduct is prescribed in Condition 38 (d) of PA 10_0191 and Condition B58 of SSD 24319456. This Driver's Code of Conduct must be read, understood and signed by all drivers of heavy vehicles who access the Site (Hera Mine and Federation Mine) a frequency of greater than once per month

Heavy vehicles are vehicles that have a Gross Vehicle Mass (GVM) or Aggregate Trailer Mass (ATM) of more than 4.5 tonnes and a combination that includes a vehicle with a GVM or ATM of more than 4.5 tonnes (Source: Heavy Vehicle National Law NSW, 2013 No 42a).

2 Transport For New South Wales (TfNSW) Requirements

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

- All drivers must ensure they are appropriately licenced for the vehicle and cargo they are operating;
- All drivers must comply with all TfNSW regulations including but not limited to:
 - speed limits;
 - load limits; and
 - driving hours.

3 Local Council Requirements

This Driver's Code of Conduct requires all drivers to obey local council regulations regarding road closures. This includes road closures during times of heavy rainfall. It is the driver's responsibility to check with local council's for road closure information.

4 Hera-Federation Requirements

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

- Drivers are to ensure they have a Full Surface Induction;
- Drivers are to ensure they have all the correct Personal Protective Equipment (PPE);
- Drivers are to read, understand and sign this Driver's Code of Conduct (**Appendix 1**);
- Maintain safe driving practises at all times, which are appropriate to the conditions;
- Drivers are to comply with Project speed limits, communication requirements and access requirements including:
 - Access the site via the Main Site Entrance (Heavy Vehicle Access Road) only;
 - Obtaining positive communications with other road users (visual or radio);
 - Obeying Project speed limits including 40 km/hr on the Heavy Vehicle Access Road and 30 or 10 km/hr while in the Project site as sign posted
- Drivers must sign into the visitor registry as soon as they enter the Site if they do not have an Access Card.
- Drivers must comply with site access and Covid-19 Management requirements current at the time;

- When exiting a vehicle, drivers are to ensure vehicles are turned off and correctly isolated (hand break engaged and in gear); and
- School Zones and School Buses –
 - Drivers will slow to not more than 40 km/h in school speed zones (when applicable) on the Principal Concentrate Transport Route in Nymagee.
 - Drivers will slow to not more than 40 km/h when in proximity to any school bus with flashing lights stopped at a school bus stop or property driveway, including on Priory Tank Road and Kidman Way.

Breaches of the Driver Code of Conduct will be recorded by Hera Resources and may result in the driver having Site access revoked.

5 Transport of Dangerous Goods

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

- Transport of all dangerous goods to or from the site shall be undertaken in strict accordance with *Australian Code for the Transport of Dangerous Goods by Road and Rail*; and
- Ensure that transportation of hazardous materials to or from the site is undertaken in accordance with the Department's *Hazardous Industry Planning Advisory Paper No. 11 – Route Selection*.

6 Haulage Truck Responsibilities

This Driver's Code of Conduct requires all drivers of haulage trucks to comply with the following:

- Transport concentrate along the main transport route only when permissions permit (**Figure 1**);
- Transport concentrate along the alternate route during times of road closure when the main route is inaccessible (**Figure 2**). This is typically following heavy rainfall;
- Transport bulk sample and waste rock along Burthong Road only;
- Concentrate, ore and waste rock haulage is not to occur during times of heavy rainfall or when the road has been closed by the Cobar Shire Council or Bogan Shire Council.
- Ensure all loads are securely covered before leaving site;
- Avoid overloading trucks by utilising the weigh bridge;
- Ensure concentrate is transported from Hera Mine and Federation Mine during daylight hours only. Examine websites such as Weatherzone or the Bureau of Meteorology for local Nymagee First Light and Last Light times. Concentrate trucks must not leave Site boom gates before the defined First Light or after Last Light;
- Ensure no more than the allowed number of vehicle movements of concentrate is transported to Hermidale Rail Siding per day averaged over a calendar month. Confirm the allowed number of vehicle movements (as outlined in the approved Traffic Management Plan) with your Supervisor.
- Ensure no more than the allowed number of vehicle movements of ore and waste rock is transported to Peak Mine and to Hera Mine. Confirm the allowed number of vehicle movements (as outlined in the approved Traffic Management Plan) with your Supervisor.
- Ensure there is no more than 40 laden vehicle movements per day (plus 40 unladen vehicle movements for return trip) between Federation Mine and Hera Mine for bulk sample and waste rock haulage.
- The Transport Company must work with Hera Mine to achieve outcomes defined in this Driver's Code of

Conduct and meet Production Targets. The Transport Company is to avoid behaviours that would lead to low truck movements early in the month and then have excessive truck movements at the end of the month;

- Obey all speed limits, particularly reduced limits in residential areas;
- Ensure extra safety precautions are adhered to when entering the Barrier Highway from the Nymagee Road including but not limited to:
 - Ensure the vehicle comes to a complete stop before entering the Barrier Highway; and
 - If another vehicle is in the driver's line of site, they are not to enter the Barrier Highway.
- Ensure safe haulage through residential areas and/or school zones, including but not limited to:
 - Obey all residential and school zone speed limits; and
 - Reduce speed on Kidman way in the vicinity of the school bus stops with the school bus is present.
- Ensure all drivers to reduce road traffic noise impacts during transportation within the Mine and off site, including but not limited to:
 - Trucks to limit the use of compression release engine braking, where safe to do so;
 - Trucks and construction plant to be turned off when not in use;
 - Plant and equipment selection for use on the project should consider acoustic performance, and be fitted with silencers, where practical;
 - All vehicles and plant are operated in a proper and efficient manner; and
 - All vehicles, trucks and plant are maintained in accordance with the manufacturer's specification to comply with all relevant regulations.

7 Public Complaints Procedure

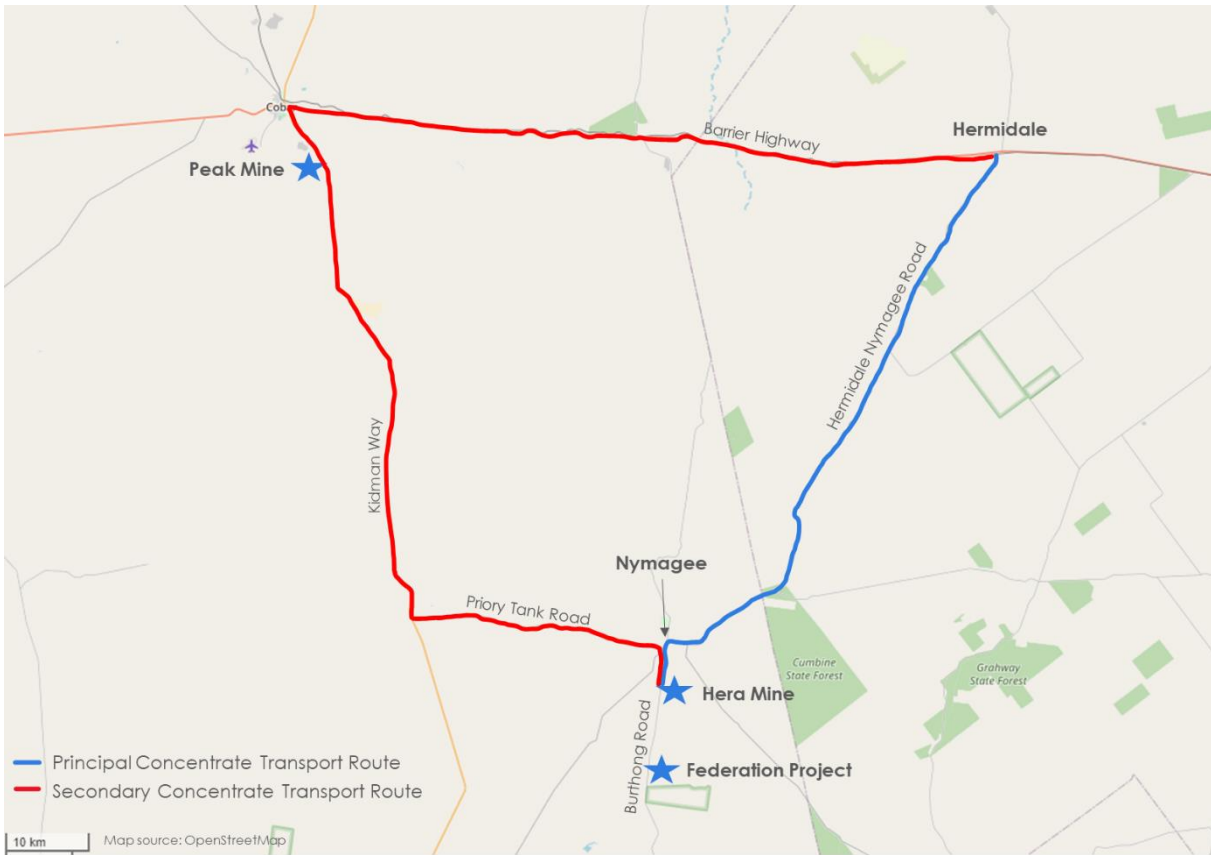
In the event of a public complaint, the complaint will be handled as per the Traffic Management Plan. All complaints regarding driver behaviour will be investigated.

8 Disciplinary Procedure

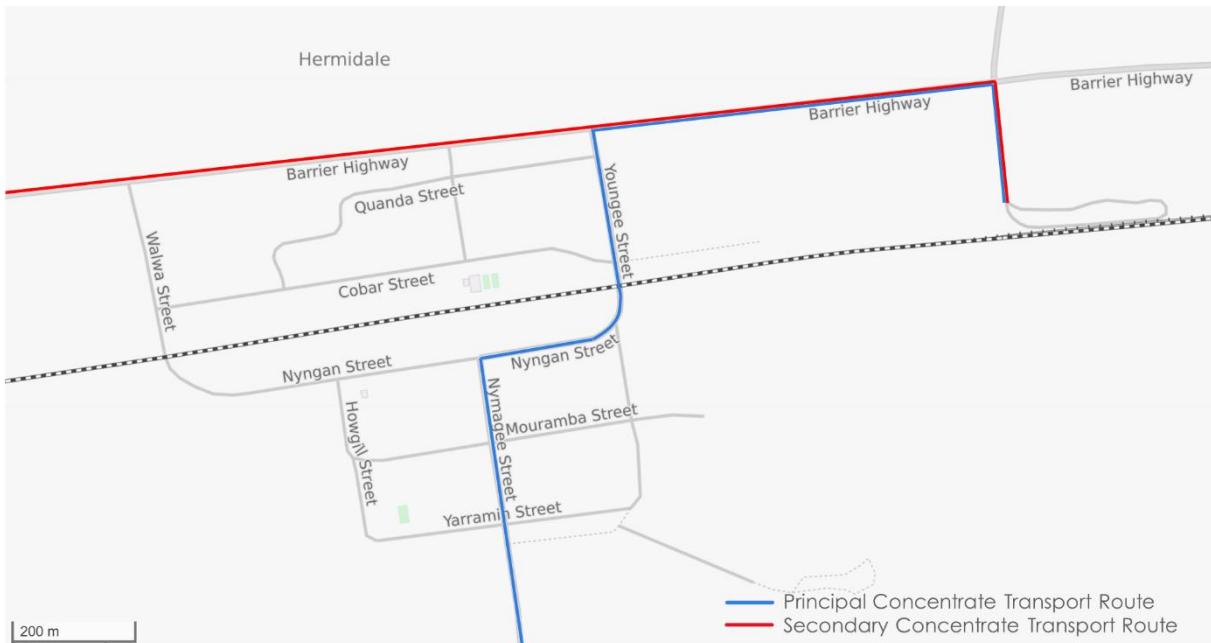
In the event that an incident requires disciplinary action; the following will be implemented:

- For Employees, existing HR processes will be implemented.
- For contractors, the trucking contractor will be requested to initiate their disciplinary procedure and liaise with Hera Resources as to the outcomes.

Principal and Secondary Concentrate Transport Routes



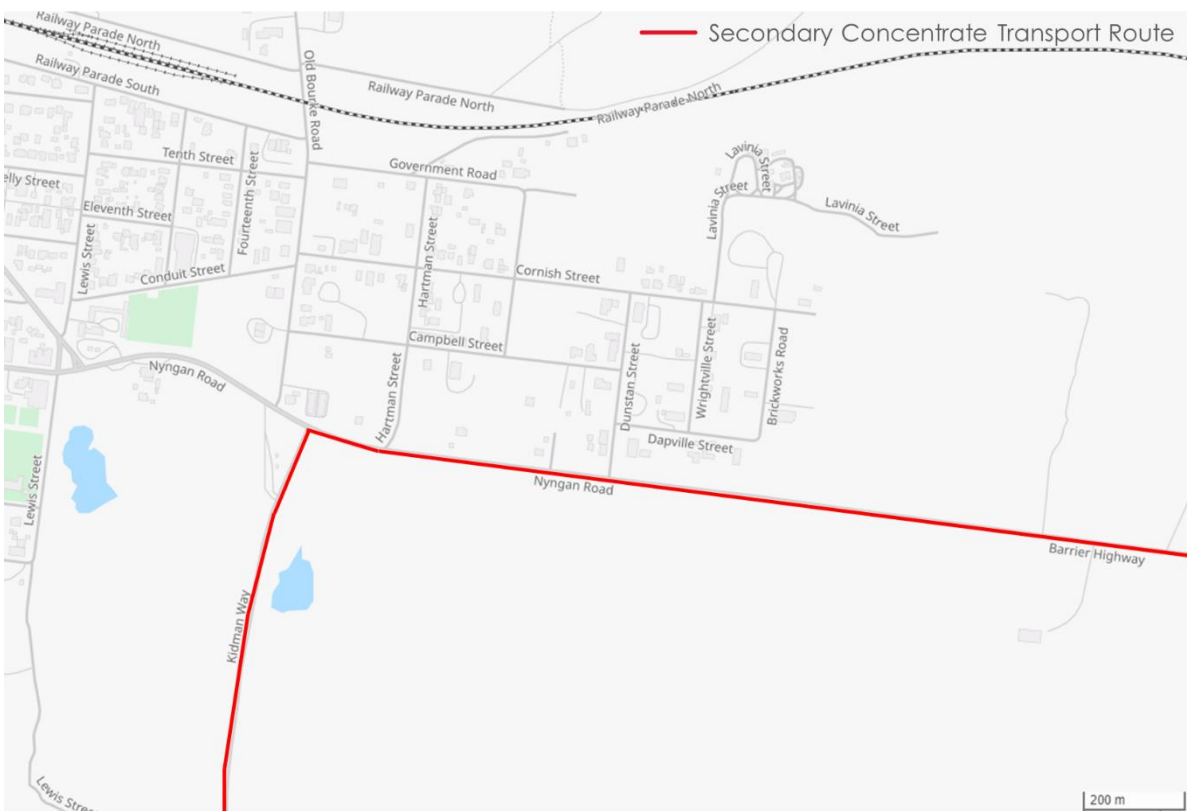
Principal and Secondary Concentrate Transport Routes at Hermidale



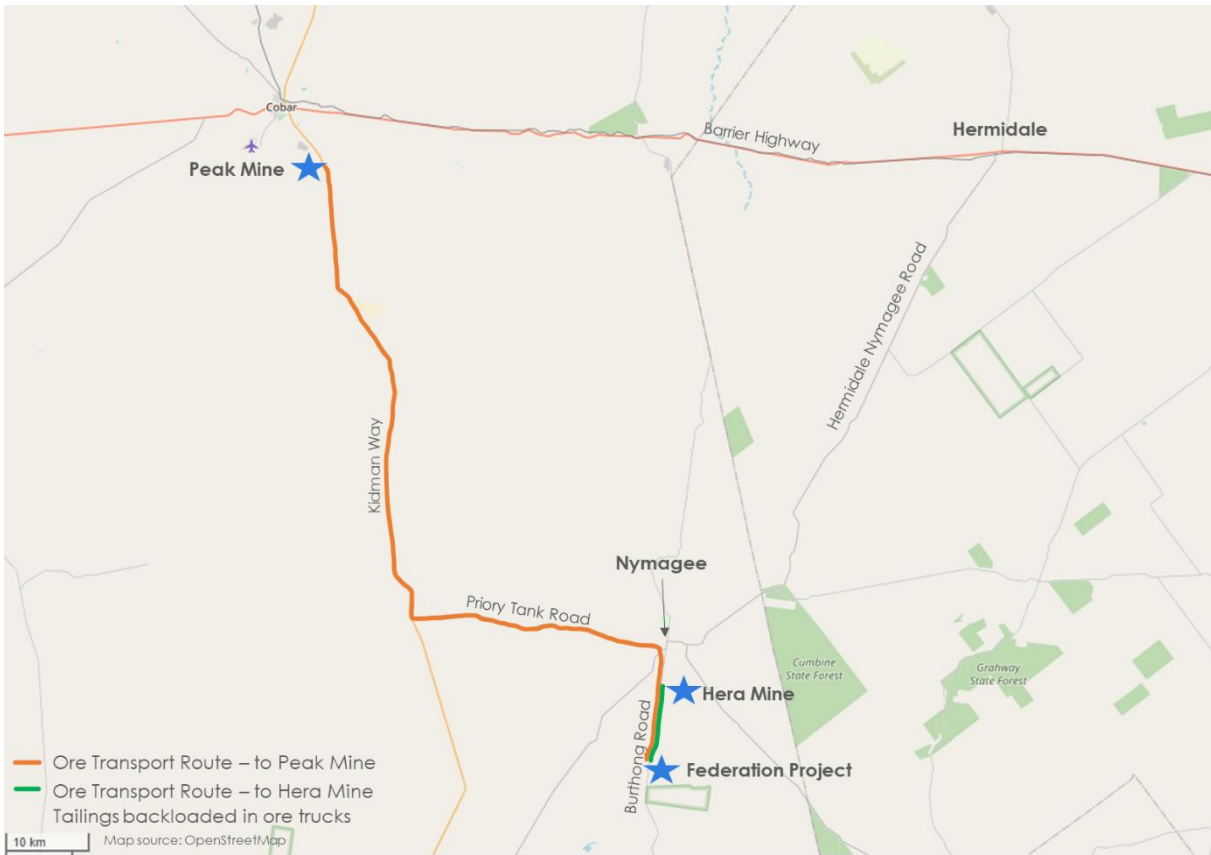
Principal and Secondary Concentrate Transport Routes at Nymagee



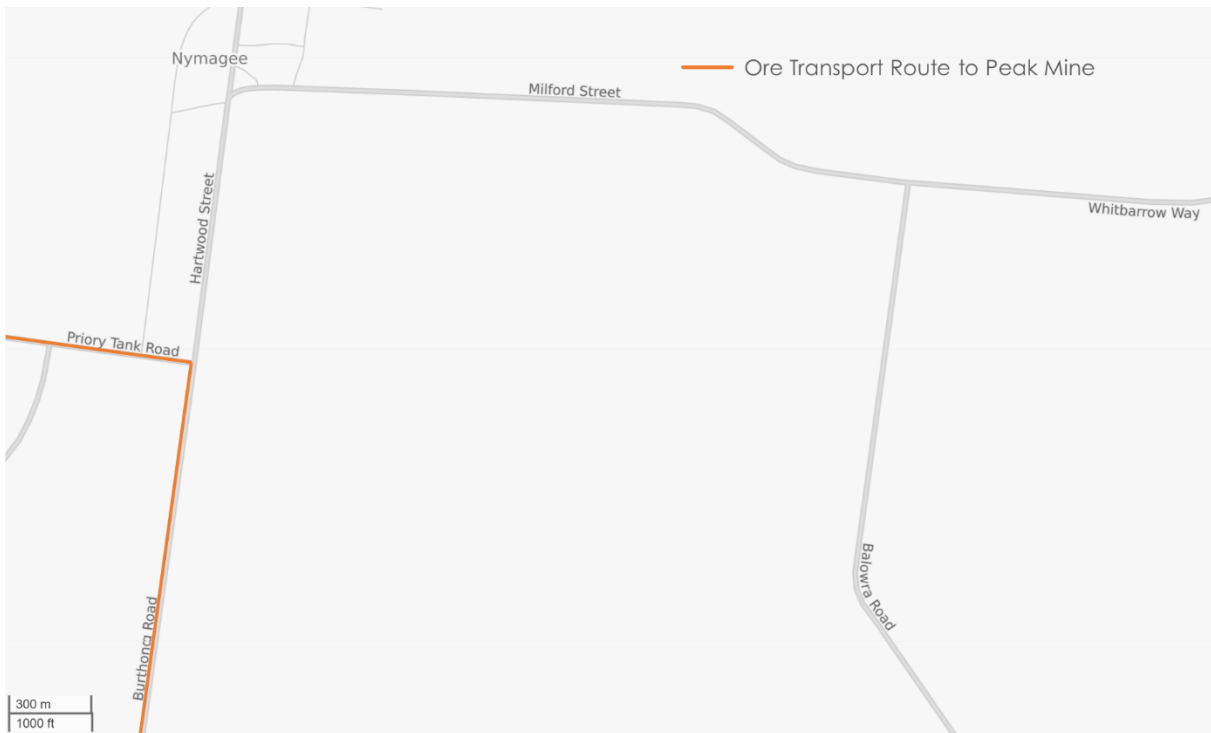
Secondary Concentrate Transport Route at Cobar



Ore and Tailings Transport Routes



Ore and Tailings Transport Route at Nymagee



Appendices

Appendix 1- Driver's Code of Conduct Sign-Off Sheet

Name:

Full Site Induction Complete:

Yes / No (circle one)

Mobile Number:

Transport Company:

Company Contact Name:

I, _____, have been provided with a copy of the Driver's Code of Conduct. I have read and understood this Code of Conduct and agree to abide by the conditions contained within it when operating on behalf of Hera Resources PtyLtd.

Print Name:

Signed:

Date:

APPENDIX C DEPARTMENT APPROVAL OF TMP