



# Ellensfield Coal Mine Project

## Road Use Management Plan

Ellensfield Coal Management

Job No. 60040320  
November 2008

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Prepared for

**Ellensfield Coal Management**

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ABN 20 093 846 925

14 November 2008

60040320

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# Quality Information

Document Ellensfield Coal Mine Project

Ref 60040320

Date 14 November 2008

Prepared by Ben McMaster

Reviewed by Warren Williams

## Revision History

Revision	Revision Date	Details	Authorised	
			Name/Position	Signature
A	14/11/2008	Final Copy	Mark Pettigrew Manager - Transport	Original signed by Mark Pettigrew

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# 1.0 Introduction

The Ellensfield Coal Mine Project (ECMP) is a proposed coal mine project located in the northern Bowen Basin approximately 35 kilometres (km) north east of the township of Moranbah and serviced by the major regional coastal city of Mackay, approximately 175 km to the north east. Currently the site is used for agricultural uses and exploration activities on numerous tenements.

The mine site lies on the northern side of the Peak Downs Highway approximately midway between the local towns of Coppabella and Moranbah. Site access will be gained via an approved Main Roads intersection on the Peak Downs Highway which is currently utilised by the nearby Carborough Downs Coal Mine (CDCM).

The Ellensfield Road Use Management Plan (RUMP) was completed in conjunction with the Ellensfield Environmental Management Plan and Assessment of Road Impacts reports. The findings of the relevant studies referenced to within the Environmental Management Plan and proposed works outlined in the Assessment of Road Impacts were incorporated into the RUMP.

The purpose of the following RUMP is to identify appropriate protection objectives and associated implementation strategies together with monitoring, auditing, reporting and corrective actions to be adopted if an undesirable impact or unforeseen level of impact occurs.

## 2.0 Road Use Management Plan

The road use management plan that will be adopted for the ECMP is provided in **Table 1.1**. It is noted that the RUMP will be reviewed and periodically updated, if necessary, to reflect knowledge gained during the detailed design process, construction and the course of operations.

**Table 1.1 – Road Use Management Plan**

<b>Policy</b>	To minimise any impacts on the State Controlled Road (SCR) and site roads associated with traffic generated by the Project, including the transportation and handling of materials.
<b>Protection Objectives</b>	<ul style="list-style-type: none"> <li>To minimise the impact on the efficiency of the State Controlled Road (SCR).</li> <li>To ensure safe operation of vehicles on site and off site.</li> <li>To minimise traffic-related complaints and incidents.</li> </ul>
<b>Implementation Strategy</b>	<ul style="list-style-type: none"> <li>Dangerous goods will be transported in accordance with the Australian Code for the Transport of Dangerous Goods by Road and Rail and in accordance with the requirements of the Queensland <i>Transport Operations (Road Use Management – Dangerous Goods) Regulation 1998</i> and the <i>Transport Infrastructure Act 1994</i>.</li> <li>The transport of heavy, indivisible or excessively dimensioned loads by road vehicles will comply with all relevant local government, DMR and Queensland Department of Transport (QDT) guidelines – particularly, <i>QDT Form 4 – Guideline for Excess Dimension Vehicles Carrying Indivisible Articles in Queensland</i> and <i>QDT Form 10 - Guideline for Higher Mass Limits for Vehicles with Road Friendly Suspensions</i>.</li> <li>Where road escorts are deemed necessary by the relevant guidelines, <i>QDT Form 7 – Performance Guideline for Pilot and Escort Vehicles and Drivers</i> and <i>QDT Form 6 – Performance Guidelines for Excess Dimension Vehicles Carrying Indivisible Articles Requiring Pilots/Escorts</i> and any other relevant guidelines will be complied with and approvals will be obtained from both the Department of Main Roads and the Police.</li> <li>The management of spills during transit will comply with all appropriate requirements – particularly the Australian Standard (AS), <i>AS 1678 Emergency Procedure Guide - Transport</i> and the Hand Book (HB), <i>HB76 – Dangerous Goods – Initial Emergency Response Guide</i>.</li> <li>The design of new structures built over or near railway tracks shall comply with Queensland Rail's Technical Standards. Provision should also be made for the foreseeable development of railway infrastructure, particularly regarding track layout and structural clearances. Consultation with Queensland Rail is necessary.</li> <li>The transport of heavy equipment loads will be in accordance with a Road Transport Plan developed in conjunction with the Department of Main Roads.</li> <li>All heavy vehicles travelling to and from the site will follow specified routes to avoid built-up areas where possible.</li> <li>Where possible, truck deliveries will be restricted to daytime working hours.</li> <li>If feasible, the transportation of any oversized loads will be restricted to non-peak periods to avoid traffic disruptions.</li> <li>All mobile equipment should be well maintained and kept in good working order. All mobile equipment should also be fitted with appropriate silencing devices, which must also be kept in good working order. A program of regular maintenance checks should be established and any noticeable increase in noise should be addressed.</li> <li>The developer is to contribute the required funds that are necessary to ameliorate the pavement impacts on the SCR due to the development.</li> <li>Adequate sediment control and dust suppression will be undertaken during the construction and operation of the Project. Regular watering of the haul roads will be undertaken to suppress dust and additionally prevent the mobilisation of sediment.</li> <li>Use of carpooling and shuttle bus services to transport workers to and from the site to the accommodation camps will be implemented where possible to reduce vehicle numbers and congestion on the SCR.</li> <li>The use of coaches to transport workers to and from Mackay at the beginning and</li> </ul>

	<p>end of each roster rotation will be implemented where possible in order to prevent fatigued workers from using the SCR network immediately following the completion of their shifts.</p> <ul style="list-style-type: none"> <li>• A Driving and Vehicle Policy will be implemented, which restricts travel times and duration.</li> <li>• A Fitness for Work Policy will be implemented, which includes prohibition of drugs, appropriate management of alcohol, limits working hours and provides for minimum rest periods to minimise fatigue.</li> <li>• All internal roads will have adequate drainage and pavement characteristics. Provision for emergency vehicles to access the site will be provided at all times.</li> <li>• Clear traffic signs and signals will be installed on-site to provide for safe traffic movement.</li> <li>• An appropriate site speed limit will be selected and clearly posted.</li> </ul>
<b>Monitoring and Auditing</b>	<ul style="list-style-type: none"> <li>• Road inspections will be undertaken at the required frequency and documented.</li> <li>• The project Environmental Representatives will monitor the number of incidents or complaints received in relation to project traffic.</li> <li>• Site speed limits will be enforced by the principal contractors through site security.</li> <li>• Dust monitoring will be undertaken at appropriate timings along the SCR and internal haul roads.</li> <li>• Auditing of monitoring results against any relevant approval conditions will be undertaken annually.</li> </ul>
<b>Reporting</b>	<p>The occurrence of any traffic incidents or complaints will be recorded within site safety and environmental management systems and reported to the Site Managers for corrective action.</p>
<b>Corrective Action</b>	<p>In the event of a complaint, an incident or failure to comply with a requirement set out in the implementation strategy, relevant corrective action will be taken which could include the following:</p> <ul style="list-style-type: none"> <li>• Traffic patterns will be investigated and traffic will be rescheduled or re-routed if possible;</li> <li>• Monitoring frequency will be increased;</li> <li>• Repeatedly offending personnel will be identified and educated in the desired mode of operation for the vehicle;</li> <li>• Appropriate approvals will be sought from relevant authorities where this was not done previously; and</li> <li>• All issues of non-compliance will be rectified.</li> </ul>

## 3.0 References

Standards Association of Australia, *Australian Standard: Emergency procedure guide – Transport*, (AS1678), Standards Australia, North Sydney.

Standards Association of Australia 2004, *Hand Book: Dangerous goods – Initial emergency response guide*, (HB76), Standards Australia, North Sydney.

Queensland Transport (QLD Transport) 2008, *Guideline for Excess Dimension (Vehicle carrying indivisible articles / special purpose vehicles) in Queensland - Form No. 4 Version 2.3*, QLD Transport, Brisbane.

Queensland Transport (QLD Transport) 1999, *Performance Guideline for Excess Dimension Special Purpose Vehicles and Vehicles Carrying Indivisible Articles Requiring Pilots/Escorts - Form No. 6 Version 1*, QLD Transport, Brisbane.

Queensland Transport (QLD Transport) 2008, *Performance Guideline for Pilot and Escort Vehicles and Drivers - Form No. 7 Version 2.1*, QLD Transport, Brisbane.