



Kooragang Coal Terminal Construction Traffic Management Protocol

120 Mtpa Capacity Project

March 2008



Kooragang Coal Terminal Construction Traffic Management Protocol 120 Mtpa Capacity Project

Prepared by

Umwelt (Australia) Pty Limited

on behalf of



Project Director:	Barbara Crossley		
Project Manager:	Tim Crosdale		
Report No.	2541/R04/V2/Final	Date:	March 2008



2/20 The Boulevard
PO Box 838
Toronto NSW 2283

Ph: 02 4950 5322
Fax: 02 4950 5737
Email: mail@umwelt.com.au
Website: www.umwelt.com.au

TABLE OF CONTENTS

1.0	Introduction	1
2.0	Context	2
3.0	Purpose	2
4.0	Objectives	2
5.0	Scope.....	2
6.0	References	3
7.0	Protocol.....	3
8.0	Responsibilities	4
9.0	Review	5

FIGURES

1.1	Location of Kooragang Coal Terminal	1
-----	---	---

1.0 Introduction

Port Waratah Coal Services Limited (PWCS) owns and operates the Carrington and Kooragang Coal Terminals in the Port of Newcastle in New South Wales (NSW). These terminals receive, assemble and load Hunter Valley coal onto ships for export to customers around the world.

Kooragang Coal Terminal (KCT) operations are located on Kooragang Island on the lower reaches of the Hunter River approximately 2 kilometres north of Newcastle (refer to **Figure 1.1**). As shown on **Figure 1.1**, the nearest urban areas are Fern Bay located approximately 1.7 kilometres to the east; the suburb of Stockton (North), located approximately 1.5 kilometres to the south-east of the site; and Mayfield located 1.7 kilometres to the south-west. The former BHP steelworks and current OneSteel operations are located to the south and south-west, across the South Arm of the Hunter River.

PWCS was granted Project Approval from the Minister for Planning on 13 April 2007 for the increase in throughput capacity of KCT from 77 Million tonnes per annum (Mtpa) to a nominal 120 Mtpa (Project Approval). The works associated with the approved increase to the throughput capacity will be undertaken as part of the 120 Mtpa Capacity Project (the Project).

Condition 7.3(c) of the Project Approval requires the preparation and implementation of a Construction Traffic Management Protocol for heavy vehicle movements associated with the Project. This condition is outlined in **Table 1.1**

Table 1.1 – Condition 7.3(c) of KCT Project Approval

Condition Number	Condition Detail	Section of Plan
7.3	(c) Construction Traffic Management Protocol to detail how heavy vehicle movements associated with the project will be managed during construction, including Site preparation and fill/ preloading activities. The Protocol shall specifically address the movement of oversize loads to and from the Site, the management of construction traffic, restrictions to the hours of heavy vehicle movements to avoid road use conflicts, and the transport of construction waste materials. In addition to approval from the Director-General, the Construction Traffic Management Protocol shall be submitted for the approval of the RTA and Council	Whole of plan



Legend

 Kooragang Coal Terminal

FIGURE 1.1

Location of Kooragang Coal Terminal

2.0 Context

Heavy vehicles will be delivering equipment and materials to KCT periodically for construction activities associated with the 120 Mtpa Capacity Project (the Project). Heavy vehicle movements have the potential to impact on normal traffic flow external and internal to the KCT site.

The scope of the project does not include the construction of additional stockpiles and so does not engage in the activities associated with site preparation and site fill/preload. These activities will therefore not be addressed as part of the protocol.

3.0 Purpose

The purpose of the Construction Traffic Management Protocol is to outline the appropriate processes to be followed for the management of heavy vehicle loads as part of construction activities associated with the Project. The Protocol has been prepared in accordance with the requirements of the Guideline for the Preparation of Environmental Management Plans (DIPNR 2004).

4.0 Objectives

The objective of the Construction Traffic Management Protocol is to manage heavy vehicle movements during construction activities associated with the Project to ensure:

- Road safety requirements are identified and managed as a priority, and;
- Impacts to external and internal road users are controlled and minimised.

5.0 Scope

The protocol:

- Outlines construction traffic management actions for heavy vehicles accessing KCT during construction activities associated with the Project; and
- Encompasses transportation activities including:
 - Transportation of construction equipment and materials to KCT from local and interstate suppliers;
 - Transportation of construction equipment and materials to KCT from the wharf to the stockyard area; and
 - Transportation of construction waste materials from KCT.

6.0 References

Kooragang Coal Terminal Increase to Throughput Capacity Environmental Assessment
(Umwelt 2006)

Roads Act 1993

7.0 Protocol

The Construction Traffic Management Protocol will, where possible, adhere to the following principles for heavy vehicle and oversize loads:

- Approach Kooragang Island from the north to relieve congestion at the Tourle Street Hunter River Bridge construction area. Access to the site will then be by use of Teale Street, Cormorant Road and Curlew Street.
- Use Egret Street/Raven Street for access to KCT for deliveries from the K7 wharf area;
- Use Raven Street for the transportation of waste concrete construction materials to Boral's recycling plant on Kooragang Island.
- Heavy vehicle loads are only to use designated entry and exit points at KCT;
- Heavy vehicle loads are to be delivered outside peak traffic hours, where possible
- Oversize loads will be transported according to the requirements of the RTA and police, and have the appropriate approvals and escorts as required
- Temporary road closures, if required, will be undertaken with the approval of RTA and police , and in accordance with any specific requirements of such approval;
- Power line management, if required for oversized loads, will be in consultation with Energy Australia, and in accordance with any specific requirements; and
- Work method statements are to be completed for all heavy vehicle and oversize loads being transported to KCT to identify all hazards and controls to manage the associated risks.

8.0 Responsibilities

Specific responsibilities under the Protocol are as follows:

PWCS General Manager

- Provide direction for environmental management in accordance with the PWCS Environmental Policy.
- Provide for review of the PWCS Environmental Policy.
- Provide for review of the Construction Traffic Management Protocol.

Senior Project Manager

- Ensure that adequate resources are available to implement the requirements of the Protocol.

Engineering Manager – Expansion

- Ensure that the Protocol is relevant to current construction activities.
- Advise the media, for communication to the public, of any disruptions to normal traffic flow due to oversized loads.
- Co-ordinate investigations of any enquiries and implementation of relevant mitigation and control measures.
- Co-ordinate periodic review of the Protocol.

Specialist Advisor Environment

- Co-ordinate the ongoing community enquiry system and incident reporting program of KCT and notify the Engineering Manager of any traffic management related enquiries or incidents associated with construction activities.
- Assist the Engineering Manager in the investigation of any traffic management related enquiries and/or incidents associated with construction activities, where required.

Construction Manager

- Ensure that the heavy vehicle oversize loads have all necessary approvals in place.
- Ensure the Construction Traffic Management Protocol is communicated and complied with.
- Review construction activities in response to enquiries and modify construction activities as appropriate.
- Report to the Engineering Manager on responses to enquiries.
- Assist the Engineering Manager with investigation of enquiries and the implementation of any relevant controls and / or procedures.

Other Employees and Contractors

All employees and contractors are required to comply with the requirements of this Protocol.

9.0 Review

The Protocol is to be reviewed at least every year or as otherwise directed by the Director-General of DoP. The review process is to reflect changes in legislation and guidelines and changes in technology or operational procedures.

In accordance with the Project Approval PWCS will commission an Independent Environmental Audit to the satisfaction of DoP on an annual basis. The Audit will include an assessment of the adequacy of the implementation of this Protocol. Where necessary following the audit, the Protocol will be updated and action taken to improve performance and management practices.

**Umwelt (Australia) Pty Limited
2/20 The Boulevard
PO Box 838
Toronto NSW 2283**

**Ph. 02 4950 5322
Fax 02 4950 5737**