



Environmental Management System
Chain Valley Colliery
Road Transport Protocol

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Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 1 of 22

TABLE OF CONTENTS

1	Introduction.....	3
1.1	Introduction	3
1.2	Purpose	3
1.3	Scope.....	3
1.4	Background	3
1.5	Consultation	3
2	Statutory requirements.....	6
3	Procedural requirements	8
3.1	Overview	8
3.2	Annual tonnage.....	8
3.3	Truck movement.....	8
3.4	Transport route.....	8
3.5	Haulage hours	8
	Public roads	8
	Private roads	9
3.6	Trucking schedule	9
3.7	Haulage records	9
3.8	Minor deviations	9
3.9	Contingency plans	10
3.10	Signage.....	10
3.11	Overloading of trucks.....	10
3.12	Covering of loads.....	10
3.13	Dust management.....	10
4	Roles and responsibilities	11
4.1	Overview	11
4.2	Implementation of Driver Code of Conduct.....	12
5	Communication	13
5.1	Overview	13
5.2	Internal communication.....	13
5.3	External communication	13
5.4	Complaints and incidents.....	14
5.5	Dispute resolution.....	14
6	Training, awareness and competence.....	15
6.1	Training	15
6.2	Incident reporting and non-compliance	15
	On-site incidents.....	15
	Off-site incidents	15
7	Audit, review and document control	16
7.1	Overview	16
7.2	Internal audits	16
7.3	External audits	16
7.4	Revisions	16
7.5	Document Control.....	17
8	References.....	18
9	Abbreviations	19
	Appendix 1 – Consultation.....	20
	Appendix 2 – Driver Code of Conduct	22

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 2 of 22

DOCUMENT UNCONTROLLED WHEN PRINTED

1 Introduction

1.1 Introduction

Chain Valley Colliery (CVC) and Mannering Colliery (MC) is an underground coal mine on the southern side of Lake Macquarie, approximately 60 kilometres (km) south of Newcastle and 80 km north of Sydney (**Figure 1**). Delta Power & Energy Pty Ltd (trading as Delta Coal (DC)) took over as owner and operator of CVC on 1 April 2019. Prior to the purchase by Delta Power Energy Pty Ltd, CVC was owned and operated by LakeCoal Pty Ltd (LakeCoal).

CVC operates under Development Consent SSD-5465, as modified, which was originally granted on 23 December 2013 by the then Minister for Planning and Infrastructure under Part 4, Division 4.1 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act), which relates to State significant development (SSD). The consent permits underground miniwall mining in the Fassifern Seam at a maximum rate of 2.1 million tonnes per annum (Mtpa) of run-of-mine (ROM) coal, with all secondary extraction confined to areas under the Lake Macquarie water body.

An underground linkage within the Fassifern Seam between CVC and Mannering Colliery (MC) was constructed in 2017 and enables coal extracted at CVC to be transferred and handled at MC. As a result of this linkage and the change of ownership, all coal extracted at CVC is transported to Vales Point Power Station (VPPS) via overland conveyor from MC. This linkage is currently used preferentially in place of transport via private haul road.

Product coal from CVC is also approved to be hauled by truck to the Port Waratah Coal Services (PWCS) Carrington Coal Terminal where it is loaded onto ships destined for international customers. However, no coal extracted during 2018 or 2019 from CVC was hauled by truck to the PWCS Carrington Coal Terminal for export.

1.2 Purpose

The purpose of this RTP is to ensure that should road haulage of coal extracted at CVC recommence, it is undertaken in a manner consistent with the relevant conditions of SSD-5465.

1.3 Scope

This RTP applies to the haulage of coal from CVC to the PWCS Carrington Coal Terminal via public roads or Vales Point Power Station (via private roads with exception to emergencies) by truck.

1.4 Background

As noted above, product coal from CVC is approved to be hauled by truck to the PWCS Carrington Coal Terminal where it is loaded onto ships destined for international customers. However, no coal extracted at CVC is currently hauled by truck to the PWCS Carrington Coal Terminal for export.

If road haulage recommences, it will be undertaken in accordance with this RTP. The contractor responsible for the haulage of coal would employ a site supervisor at CVC to manage transport activities and DC will nominate a direct point of contact for this person.

1.5 Consultation

In accordance with Schedule 3, Condition 3 of SSD-5465, as part of the preparation of this RTP, DC has consulted with the local community (via the CVC and MC Community Consultative Committee (CCC) and a number of regulatory agencies.

A copy of the draft RTP was provided to the following stakeholders on 1 December 2019:

- NSW Department of Planning, Industry and Environment (DPIE);

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 3 of 22

- Resource Regulator
- Lake Macquarie City Council;
- Central Coast Council;
- NSW Roads and Maritime Services (RMS); and
- CVC and MC CCC members.

Following the 2025 IEA, this NMP was again reviewed and minor administrative updates made. As such, the plan was only submitted to NSW Department of Planning, Housing and Infrastructure (DPHI) for comment.

A summary of the comments received and amendments made to the document prior to finalisation is detailed in **Table 1**. Evidence of consultation is provided in **Appendix 1**.

Table 1 Consultation summary

Stakeholder	Comments	Response
DPHI	• Nil	• Nil
Resource Regulator	• Nil	• Nil
Lake Macquarie City Council	• Update information relating to the John Renshaw Drive / M1 intersection, which is no longer a roundabout	• Route updated
Central Coast Council	• Nil	• Nil
RMS	• Nil	• Nil
CCC members	• Nil	• Nil

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 4 of 22

Figure 1 – Local context



FIGURE 1.1
 Locality and Site Context

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 5 of 22

DOCUMENT UNCONTROLLED WHEN PRINTED

2 Statutory requirements

Relevant sections of SSD-5465 that detail the requirements of this RTP are reproduced in **Table 2** below along with identification of where the requirements have been addressed in this document.

Table 2 Requirements from SSD-5465

Condition	Requirement	Reference
Schedule 3 Condition 3	The Applicant shall prepare a Road Transport Protocol to the satisfaction of the Secretary. This protocol shall:	This document
a)	be prepared in consultation with RMS, NCC, WSC, DRE and CCC and submitted to the Secretary for approval within 6 months of the date of this consent;	Section 1.5
b)	describe the designated haulage routes to be used (as shown in Appendix 5); the maximum number of road movements proposed and the haulage hours permitted under this consent;	Chapter 3 Appendix 2
c)	include a Traffic Management Plan, which includes:	
	<ul style="list-style-type: none"> procedures to ensure that drivers adhere to the designated haulage routes; 	Section 4.2 Section 6.1
	<ul style="list-style-type: none"> measures to maximise the use of a low frequency (regular) trucking schedule rather than an intermittently-high frequency (campaign) trucking schedule, especially during the morning peak hour; 	Section 3.6
	<ul style="list-style-type: none"> contingency plans to apply when (for example) the designated haulage route is disrupted, including procedures for notifying relevant agencies and affected communities of the need to implement such contingency plans; 	Section 3.9
	<ul style="list-style-type: none"> procedures to ensure that all haulage vehicles associated with the development are clearly distinguishable as Chain Valley Colliery coal haulage trucks; 	Section 3.10
	<ul style="list-style-type: none"> details of procedures for receiving and addressing complaints from the community concerning traffic issues associated with truck movements to and from the site; 	Section 5.4
	<ul style="list-style-type: none"> measures to ensure that the provisions of the Traffic Management Plan are implemented, eg driver training in the heavy vehicle driver's Code of Conduct and contractual agreements with heavy vehicle operators; and 	Section 4.2
	<ul style="list-style-type: none"> procedures for ensuring compliance with and enforcement of the heavy vehicle driver's Code of Conduct; 	Table 3
d)	include a Code of Conduct for heavy vehicle drivers that addresses:	Appendix 2 – Driver Code of Conduct
	<ul style="list-style-type: none"> travelling speeds; instructions to avoid grouping or convoying of trucks; instructions to drivers not to overtake each other on the haulage route, as far as practicable, and to maintain appropriate distances between vehicles; 	

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 6 of 22

	<ul style="list-style-type: none"> • instruction to drivers to adhere to the designated haulage routes; • instruction to drivers to be properly safety conscious and to strictly obey all traffic regulations; and • appropriate penalties for infringements of the Code. 	
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Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 7 of 22

3 Procedural requirements

3.1 Overview

As noted previously, product coal from CVC is approved to be hauled by truck to the PWCS Carrington Coal Terminal where it is loaded onto ships destined for international customers. However, no coal extracted at CVC is currently hauled by truck to the PWCS Carrington Coal Terminal for export.

This chapter details the procedural requirements should haulage of product coal via truck recommence. If road haulage recommences, it will be undertaken in accordance with this RTP. The contractor responsible for the haulage of coal would employ a site supervisor at CVC to manage transport activities and DC will nominate a direct point of contact for this person (herein referred to as the job coordinator).

3.2 Annual tonnage

The site supervisor will maintain communication with the nominated job coordinator to ensure that no more than the approved tonnage of product coal is transported from CVC to PWCS within a calendar year (refer Schedule 2, Condition 8 of SSD-5465).

3.3 Truck movement

Maximum laden coal truck movements from CVC will not exceed:

- 270 per day;
- 32 per hour; or
- an average of 16 per hour during peak hour periods (calculated monthly).

The site supervisor will ensure that truck departure times and transport routes are allocated to ensure a regular schedule is maintained.

The site supervisor and job coordinator will ensure that records are maintained of all weighbridge transactions at CVC.

A Road Coal Delivery Form will be maintained by each driver and submitted to the site supervisor at the completion of each day of haulage.

Additional controls are also listed in the Driver Code of Conduct (**Appendix 2 – Driver Code of Conduct**).

3.4 Transport route

All truck movements between CVC and PWCS and return will be via the approved route (refer Appendix 5 of SSD-5465). The Driver Code of Conduct (**Appendix 2 – Driver Code of Conduct**) will be provided to all drivers during training and clearly defines the approved transport route.

No deviations from the designated route will be tolerated except under approved contingency arrangements (Section 3.9) or the provisions for minor deviations (Section 3.8). Records of any deviations to the approved transport route (aside from minor deviations) will be maintained by the job coordinator and site supervisor.

These restrictions do not apply whilst travelling to and from CVC for the commencement or completion of each shift provided any DC signage is removed.

3.5 Haulage hours

Public roads

Coal haulage from CVC on public roads will only occur Monday to Friday. No coal haulage on public roads will occur on Saturdays, Sundays or public holidays. The site supervisor will ensure that:

- laden coal trucks do not leave CVC prior to 5.30 am; and

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 8 of 22

- laden coal trucks do not leave CVC after 5.30 pm.

Private roads

Private roads can be used for the transport of coal by truck to VPPS (except in an emergency). In an emergency, product coal may be transported by public roads, with the prior written approval of the Secretary, and subject to any restrictions that the Secretary may impose.

As noted previously, an underground linkage within the Fassifern Seam between CVC and MC was constructed in 2017 and enables coal extracted at CVC to be transferred and handled at MC. As a result of this linkage, all coal extracted at CVC is transported to VPPS via overland conveyor from MC. This linkage is currently used preferentially in place of transport via private haul road.

If coal transport via private haul road to VPPS is required, CVC will restrict truck movements between 10.00 pm and 5.30 am to 16 laden trucks per hour in March, April, May, September, October and November. No truck movements will occur between 10.00 pm and 5.30 am in June, July and August.

3.6 Trucking schedule

Daily contact will be maintained between the site supervisor and job coordinator to align PWCS's coal requirements and DC's production schedule and help ensure that a low-frequency regular trucking schedule is achieved, as far as practical. To achieve this:

- truck movements will be undertaken over the entire 12 hour delivery window available each day (ie as opposed to utilising less hours at a higher frequency); and
- the number of delivery days that the total required volume of coal can be delivered will be maximised, wherever possible (ie to increase the number of days available to transport the volume of coal, thereby reducing the maximum delivery requirement on any individual day).

In addition to the above, DC will utilise a storage facility adjacent to PWCS to permit the storage of coal, thereby allowing deliveries to a storage facility at times when no stockpile availability exists at PWCS.

Once shipping requirements are known and stockpile space becomes available at PWCS, coal will be short hauled to PWCS and supplemented with direct deliveries from CVC to PWCS to meet volumes required for shipment.

The purpose of this additional stockpile and short haul activity is to accommodate low intensity deliveries between shipping times, thereby reducing the peak delivery demands caused by shipping requirements and limited stockpile capacity at PWCS.

3.7 Haulage records

The site supervisor and job coordinator will ensure that the following records are maintained at CVC:

- truck weighbridge transactions;
- truck details;
- any deviations from designated routes;
- any incidents or issues reported by drivers; and
- a summary of monthly coal transport from CVC.

Quarterly summaries of coal transported from CVC will be made publicly available on DC's website.

3.8 Minor deviations

A driver may temporarily deviate from the approved transport route for:

- rest breaks;
- refuelling; and

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 9 of 22

- bathroom stops.

In all instances the driver shall immediately and directly return to the approved transport route.

3.9 Contingency plans

If the approved transport route is temporarily disrupted through road closures or traffic accidents, drivers will:

- respond to instructions from Police, RMS or other authorities on alternative routes;
- seek approval from the job coordinator on alternative routes in the absence of instructions from authorities;
- following approval from the job coordinator, drivers can follow the alternative route;
- alternative routes should be selected based on the following criteria:
 - established trucking routes;
 - shortest practical route (subject to load limits); and
 - avoid housing (wherever possible);
- resume operations on designated routes as soon as possible;
- document all deviations from designated routes, other than minor deviations, on Road Coal Delivery Form.

In the event that a designated route is unavailable for a sustained period (ie greater than 24 hours), alternative arrangements will be submitted to the appropriate authorities for consideration.

3.10 Signage

Signs will be displayed on trucks indicating that they are hauling coal for DC along with a contact phone number. A copy of the sign is provided as **Appendix 2** – Driver Code of Conduct of Driver Code of Conduct.

These signs are to be removed whilst travelling to and from CVC for the commencement and completion of each shift. Signs will be provided by the job coordinator and will be replaced if/when illegible.

3.11 Overloading of trucks

All loaded trucks are dispatched from CVC via a weighbridge. The weighbridge software was upgraded in December 2010 to prevent any truck recording a weight over the legal parameters for that truck. The details of each individual truck (and/or trailer combination) are loaded onto the weighbridge system prior to the commencement of any coal haulage work, including registration number/s, tare and gross weight. This information is retained on the weighbridge system for current and future use and can only be adjusted by the site supervisor or job coordinator. Each weighbridge transaction is also captured via a camera at the weighbridge, which can confirm that the registration number of the truck is consistent with the details already on file for any specific truck.

3.12 Covering of loads

Drivers are responsible for ensuring that every loaded coal truck that leaves CVC is covered to prevent coal from being blown out of, or spilling from, the truck or trailer. No uncovered transport of coal on public or private roads is permitted (including transport of coal to VPPS).

3.13 Dust management

Drivers are responsible for notifying the site supervisor if dust levels associated with haulage operations reach an unacceptable level. Drivers are also responsible for adhering to internal private road speed limits to help reduce fugitive dust emissions. The site supervisor is responsible for coordinating water cart operations and modifying haulage operations to minimise dust levels, where required.

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 10 of 22

4 Roles and responsibilities

4.1 Overview

All employees and contractors at CVC are responsible for environmental management. Roles and responsibilities are defined, documented and communicated in order to facilitate effective environmental management.

Roles and responsibilities for the implementation of this RTP are summarised in **Table 3**.

Table 3 Roles and responsibilities for the implementation of this RTP

Role	Responsibilities
Mine Manager	<ul style="list-style-type: none"> Ensure that adequate financial and personnel resources are made available for the implementation of this RTP.
Site Supervisor (to be appointed on recommencement of road haulage)	<ul style="list-style-type: none"> Liaise with the job coordinator to ensure the allowed tonnage to be transported from CVC is not exceeded within a calendar year. Ensure truck departure time restrictions and transport routes are adhered to. Ensure records are maintained. Ensure adherence to the approved transport route as per the Driver Code of Conduct and SSD-5465. Ensure haulage vehicles do not leave CVC prior to 5.30 am or after 5.30 pm. Ensure records are maintained and available for truck weighbridge transactions, details, deviations from designated routes and any incidents or issues reported by drivers. Assist with and assess the circumstances of any incidents and liaise with the job coordinator to determine if any actions are required. Responsible for the day-to-day management of drivers and the implementation of the Driver Code of Conduct. Ensure that all haulage vehicles are weighed at CVC's weighbridge and that all loads are within the legal weight limits for the trucks. Ensure that individual transaction records are completed for each load taken offsite. Ensure that every loaded coal truck that leaves CVC is suitably covered. Ensure that internal haulage routes are adequately watered and maintained to minimise the potential for wheel-generated dust and that drivers are adhering to internal private road speed limits. Ensure that each coal haulage driver attends an induction and is issued a copy of the Driver Code of Conduct and signs a declaration to acknowledge their understanding of this code and their willingness to abide by it.

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 11 of 22

Role	Responsibilities
Job-coordinator (to be appointed on recommencement of road haulage)	<ul style="list-style-type: none"> • Liaise with the site supervisor to ensure the allowed tonnage to be transported from CVC is not exceeded within a calendar year. • Consult with the site supervisor to confirm that this RTP and Driver Code of Conduct are implemented effectively. • Ensure that any deviations from the approved transport route are adequately documented. • Ensure records are maintained and available for truck weighbridge transactions, details, deviations from designated routes and any incidents or issues reported by drivers. • Assist with and assess the circumstances of any incidents and liaise with the site supervisor to determine if any actions are required. • Ensure a valid contract is in place with the haulage contractor that specifies that the requirements of this RTP and Driver Code of Conduct must be adhered to by the haulage contractor and any sub-contractor.
Environment & Community Coordinator	<ul style="list-style-type: none"> • Coordinate the annual coal haulage audit as required under SSD-5465 and provide a copy of the final audit report to all relevant stakeholders. • Make coal transport records publicly available on DC's website at the end of each calendar quarter. • Assist with and assess the circumstances of any incidents and liaise with the site supervisor and job coordinator to determine if any actions are required.
Drivers responsible for coal transport	<ul style="list-style-type: none"> • Attend an induction to learn about the content of this RTP and the Driver Code of Conduct. • Undertake the coal haulage induction assessment and sign a declaration to acknowledge their understanding of the code and their willingness to abide by it. • Ensure compliance with the Driver Code of Conduct.

4.2 Implementation of Driver Code of Conduct

All drivers responsible for coal transport at CVC will attend an induction to learn about the content of this RTP and will be issued a copy of the Driver Code of Conduct.

The content of the Driver Code of Conduct will be discussed in detail and each participant will undertake a Coal Haulage Induction Assessment and sign a declaration to acknowledge their understanding of the Code and their willingness to abide by it.

Copies of this RTP and the Driver Code of Conduct will be displayed in weighbridge crib rooms and every driver will receive a copy of the Driver Code of Conduct.

The site supervisor and job coordinator are responsible for the day-to-day management of this RTP and monitoring compliance with the Driver Code of Conduct.

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 12 of 22

5 Communication

5.1 Overview

All DC employees can access this RTP via DC's internal document control system.

Communication requirements at CVC and MC are described in DC's Information and Communication Health and Safety Standard.

5.2 Internal communication

DC encourages a constructive and consultative approach to environmental management and active participation by all employees in the environmental management of its operations. Primary internal communication channels include:

- toolbox talks;
- safety committee meetings;
- notice boards;
- emails; and
- verbal communication.

As noted in Section 5.1, all DC employees can access this RTP via DC's internal document control system. In addition, all employees and contractors receive notification of significant environmental matters via team meetings and electronic/hard copy bulletins.

A hard copy of this RTP will be made available in CVC's weighbridge office during haulage activities.

5.3 External communication

DC is committed to communicating and engaging with the community and other stakeholders regarding its activities. Consistent with this commitment, community consultation for CVC and MC is ongoing.

External communication is undertaken through the following:

- DC's website (<http://www.deltapae.com.au>) – this is the primary avenue for information dissemination to the community and other stakeholders. It provides a significant amount of information regarding CVC and MC (eg approvals, EMPs, monitoring results, complaints, project details, CCC minutes and contact details). DC's Environmental Compliance and Approvals Coordinator is responsible for website updates.
- CCC meetings – the CCC operates in accordance with the Community Consultative Committee Guideline (DPE 2019) and provides a forum for stakeholders to provide feedback on DC's operations, obtain up-to-date information, communicate directly with DC representatives and raise concerns. Meeting minutes are available on DC's website.
- Community newsletters – DC distributes a newsletter via post to surrounding suburbs and intends to circulate these to the community at least once a year. All newsletters are available on DC's website.
- Community information line (1800 687 260) – the information line allows enquiries to be directed to a representative from DC and also serves as a complaints line. General enquires are responded to directly and complaints are recorded and followed up. A complaints summary is compiled and uploaded to DC's website to inform community members of complaints received and responses.
- Annual reviews – completed each year, annual reviews summarise and document the environmental management, compliance, monitoring results and performance of CVC and MC throughout the previous year. Annual reviews are made available on DC's website for all stakeholders to review.

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 13 of 22

5.4 Complaints and incidents

As noted above, DC has a community information line through which members of the public can lodge complaints and concerns or raise issues associated with the operation of CVC and MC. This service aims to promptly and effectively address community concerns and environmental matters. All complaints are recorded and responded to. Information recorded in the complaint register includes:

- date and time the complaint was lodged;
- personal details provided by the complainant;
- method by which the complaint was made;
- nature of the complaint;
- action taken or, if no action was taken, the reason why; and
- follow up contact with the complainant.

Where a complaint relates specifically to coal haulage, a Coal Haulage Incident Report Form must also be completed.

The job coordinator, in consultation with DC's Environment and Community Coordinator, will assess the circumstances of each incident/complaint and determine what (if any) course of action is required as soon as reasonably practical. Where required, the job coordinator will be responsible for liaising with the complainant and will provide updates on progress and outcomes of subsequent investigations being completed (where required).

A summary of all incidents/complaints and the actions undertaken will be included in quarterly reports which will be uploaded to DC's website.

5.5 Dispute resolution

Any disputes that are not adequately addressed by the complaints handling process will be handled by DC's Environmental Compliance and Approvals Coordinator. If the response is still not considered by the complainant to satisfactorily address their concern or the matters raised, a meeting will be convened with the Mine Manager and Environmental Compliance and Approvals Coordinator together with the complainant.

The complainant will be advised in writing of the outcomes of the meeting and the actions to be implemented as a result. After implementation of the proposed actions, the complainant will be contacted and feedback sought as to their satisfaction or otherwise with the measures taken.

If an agreed outcome cannot be determined or the complainant is still not satisfied by the actions undertaken by DC, then an independent review can be requested by the complainant to determine whether further actions should be implemented by DC to resolve the matter. Condition 2 of Schedule 5 of SSD-5465 lists the requirements for an independent review.

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 14 of 22

6 Training, awareness and competence

6.1 Training

Training is an essential component of the implementation of this RTP. Each driver will attend an induction and will be issued a copy of this RTP and Driver Code of Conduct.

During the induction, the content of the Driver Code of Conduct will be discussed in detail and each participant will undertake an assessment and be asked to sign a declaration to acknowledge their understanding of the Driver Code of Conduct and their willingness to abide by it.

Training records will be managed in accordance with the DC's Training and Competency Standard.

6.2 Incident reporting and non-compliance

On-site incidents

Incidents and hazards at CVC are reported through DC's incident management reporting system.

Reported incidents are investigated and corrective and/or preventative actions are identified in accordance with DC's WHSMS.

Resulting investigations and actions will also be recorded.

Off-site incidents

Consistent with Condition 7 of Schedule 6 of SSD-5465, DC must notify the Secretary and relevant agencies as soon as practicable after DC becomes aware of any incident that has caused, or threatens to cause, material harm to the environment. Within seven days of the date of an incident, DC must provide the Secretary and relevant agencies with a detailed report on the incident.

All haulage incidents and complaints that occur from off-site activities must still be addressed by completing the Coal Haulage Incident Report Form and should be recorded on DC's complaint register.

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 15 of 22

7 Audit, review and document control

7.1 Overview

This RTP and associated documents (eg Driver Code of Conduct) will be reviewed every three years.

The procedures for internal and external audits of this RTP are described below. Where possible, internal and external audits will be objective and conducted by a person or organisation independent of the document being audited. Where relevant, DC's document review checklist will be used.

All audits will be carried out by personnel who have necessary qualifications and experience to make an objective assessment of the issues. Non-conformities will be investigated and corrective and preventative actions will be implemented and their effectiveness reviewed to avoid recurrences.

7.2 Internal audits

Internal audits of this RTP and supporting documents will be undertaken every three years. In addition, should road haulage of coal recommence, regular reviews will be undertaken to track progress towards the objectives and targets and corrective actions required to address non-conformances, exceedances and/or community complaints.

7.3 External audits

External audits will be performed by external specialists and will consider this RTP and supporting documents. External auditors will be selected based on their skills and experience.

External audits may be required in response to significant incidents. In addition, an Independent Environmental Audit (IEA) will be undertaken for CVC every three years by an audit team whose appointment has been endorsed by the Secretary.

Any actions arising from external audits and/or IEAs that are of relevance to this RTP will be loaded into DC's actions database to ensure actions are assigned to relevant people and completed in a timely manner.

In addition, in accordance with Condition 4 of Schedule 3 of SSD-5465, DC will commission a suitably qualified person to conduct an Independent Traffic Audit, which will:

- be undertaken without prior notice to DC, and in consultation with RMS, Newcastle City Council, Central Coast Council and the CCC;
- assess the impact of the development on the performance and safety of the road network, including a review of:
 - haulage records;
 - accident records on the haulage route, infringements relating to the code of conduct and any incidents involving haulage vehicles; and
 - community complaints register;
- assess the effectiveness of this RTP; and
- if necessary, recommend measures to reduce or mitigate any adverse (or potentially adverse) impacts.

Within one month of receiving the audit report, or as otherwise agreed by the Secretary, DC must submit a copy of the report to the Secretary, with a detailed response to any of the recommendations contained in the audit report, including a timetable for the implementation of any measures proposed to address the recommendations in the audit report. A summary of the audit report must be included in the Annual Review.

7.4 Revisions

This RTP and associated documents are maintained in DC's document control system.

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 16 of 22

DOCUMENT UNCONTROLLED WHEN PRINTED

Within three months of the submission of an annual review, incident report, audit report or modification to the conditions of SSD-5465, DC will review and, if necessary, revise this RTP and supporting documents to the satisfaction of the Secretary.

Where this review leads to revisions in any such document, then, within four weeks of the review, the revised document will be submitted for the approval of the Secretary.

This RTP will also be reviewed at the recommencement of road haulage activities at CVC.

7.5 Document Control

The Environmental Compliance and Approvals Coordinator is responsible for the maintenance of this RTP and supporting records including:

- auditing results;
- incident reports;
- community complaints register; and
- licences and permits.

All records are maintained in a legible, readily retrievable format and are stored in a secure location to prevent damage, deterioration and loss. Records are maintained for a minimum of four years or as otherwise required under relevant legislation, licences, leases, permits or approvals.

Details on document history for this RTP are provided in **Table 4**.

Table 4 Document history

Version	Date	Details of Revision	Company	Reviewed by/ Authorised by
1	09/09/08	Original TMP	Centennial Coal	P. Williams/ M. Fellowes
2	26/04/16	Various reviews by Lake Coal	Lake Coal	C. Ellis/ W. Covey
3	01/12/19	Updated to Delta Coal format and site coal haulage arrangements	Delta Coal	K. Weekes/ D. Richards/ C. Armit
4	25/09/20	Updated for SSD5465 Modification 3	Delta Coal	C.Armit L.McWha
5	12/10/22	Review following 2022 Independent Environmental Audit	Delta Coal	L. McWha
6	13/01/2026	Review following 2025 Independent Environmental Audit	Delta Coal	N Van Bezouwen

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 17 of 22



TITLE Road Transport Protocol
DOC ID
SITE Chain Valley Colliery

8 References

DPE (NSW Department of Planning and Environment) 2019, *Community Consultative Committee Guideline*.

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 18 of 22

DOCUMENT UNCONTROLLED WHEN PRINTED

9 Abbreviations

CCC	Community Consultative Committee
CVC	Chain Valley Colliery
DC	Delta Coal
DPHI	Department of Planning, Housing and Infrastructure
EP&A Act	NSW <i>Environmental Planning and Assessment Act 1979</i>
IEA	independent environmental audit
MC	Mannering Colliery
ROM	run-of-mine
RTP	Road Transport Protocol
Secretary	Secretary of DPHI (or nominee)
SSD	State significant development
VPPS	Vales Point Power Station
WHSMS	Work Health and Safety Management System

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 19 of 22

Appendix 1 – Consultation

Department of Planning, Housing and Infrastructure



Our ref: SSD-5465-PA-190

Sean Pigott
Environment and Approvals Manager
Chain Valley Colliery
Construction Road
Manning Park, NSW, 2259

01/05/2026

Subject: Road Transport Protocol

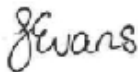
Dear Mr Pigott

I refer to the Road Transport Protocol submitted in accordance with Condition 3, Schedule 3 of the consent for the Chain Valley Extension Project (SSD-5465). The Department has carefully reviewed the document and is satisfied that it meets the requirements of the relevant conditions of consent. Accordingly, as nominee of the Planning Secretary, I approve the Road Transport Protocol (dated January 2026).

You are reminded that if there are any inconsistencies between the Protocol and the conditions of consent, the conditions prevail. Please ensure you make the document publicly available on the project website at the earliest convenience.

If you wish to discuss the matter further, please contact James McDonough on 02 9585 6313.

Yours sincerely



Jessie Evans
Director, Resource Assessments
Resource Assessments

As nominee of the Planning Secretary

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 20 of 22



TITLE Road Transport Protocol
DOC ID
SITE Chain Valley Colliery

Chain Valley Colliery Road Transport Protocol and Code of Conduct - Message (HTML)

Chris Armit - 892 CD Mines Environment HubBox, Info@deltacoal.com.au; Margaret MacDonald HR; David.Alden@deltacoal.com.au; mcawell@deltacoal.com.au; Colin Phillips; Katie Westall

Chain Valley Colliery Road Transport Protocol and Code of Conduct

CVC RTP - Coal Haulage Drivers Code of Conduct.pdf (1 MB)
 CVC Road Transport Protocol.pdf (449 KB)

Hi All,

Please find attached updated the CVC Road Transport Protocol and Drivers Code of Conduct for your review. After 14 days I'll compile comments and add to the DPIE portal for finalisation.

During 2019 all of CVC Run of Mine coal has been conveyed underground to Manning Colliery surface, screened, crushed and conveyed to Vales Point Power Station which has removed the requirement of accessing public roads. Given the April 2019 update in the co-ownership of the power station and coal mines this coal haulage into Newcastle for export is unlikely.

There is approx. 10kT from the old CVC surface stockpile that is that is being recovered to be hauled via private haul road to Vales Point power station.

regards,
 Chris

Delta coal
 Chris Armit
 Environmental and Community Coordinator
 Phone: 02 4355 9800
 Mobile: 0420 979 233
 Chain Valley Colliery
 0F Construction Rd Off Bullocky Rd,
 Manning Park NSW 2209

Chris Armit - Geoffrey Seeth Melissa Sawatzke Chris Nicholas -

RE LMCC response to Delta Coal Manning Colliery and Chain Valley Colliery management plans consultation

Thanks heaps Geoffrey for taking the time to make the detailed reviews, really appreciate it.

I will make your changes with the other stakeholders and forward the MPs to DPIE.

I have saved your note on file re: council email address and title to address the email in the future (will do a review of the plans again if S505465-CVC Mod 3 and PAD6_0311 MC Mod 5 are approved in the new year) and have cc'ed Chris Nicholas (Delta Coal Technical Services Manager) who has been a stalwart for site mine planning/management plan matters if you need an alternative site contact in the future.

Cheers,
 Chris

From: Geoffrey Keach [mailto:gkeach@lakemac.com.au]
Sent: Thursday, 12 December 2019 3:41 PM
To: Chris Armit
Cc: Melissa Sawatzke
Subject: LMCC response to Delta Coal Manning Colliery and Chain Valley Colliery management plans consultation

Hi Chris,

Thankyou for providing Council the opportunity to comment on your management plans. I provide the following feedback:

Plan	LMCC Comments
CVC Rehabilitation Management Plan	Any infrastructure (slabs, pits, pipes, etc.) that is to be abandoned and covered over should be mapped and this map made available to any future user or purchaser of the site. Spelling mistake "microbat"
CVC Benthic Communities Management Plan	No comments
CVC Seagrass Management Plan	Page 25, Table 5 – Environment and Community Coordinator "Send annual Seagrass Monitoring Reports to DPI Fisheries and..." there is information missing here with respect to who the reports would be sent to.
MC Land Management Plan	No comments – the MC surface infrastructure is not within LMCC boundary
CVC Built Features Management Plan	No comments – no identified built features fall within the LMCC boundary or jurisdiction. Central Coast Council should provide comment for the dwellings at Summerland Point.
Delta Coal Environmental Management Strategy	Part 3.5 spelling mistake "evaction" Part 3.8 missing text
CVC RTP Coal Haulage Code of Conduct	Update information relating to the John Renshaw Drive / M1 intersection, which is no longer a roundabout (page 8)
CVC Road transport protocol	No comments

For future iterations of these plans, could you please send the plans to Council@lakemac.com.au addressed to "Development Assessment and Certification officer." The plans will be allocated to a DAC officer to coordinate comments from the relevant sections of Council. It would help us if you can include a note about the purpose of the consultation (as per the "Audit and Review" section of the management plans), and ideally send a copy that has been marked up with the changes that have occurred, as this allows us to focus quickly on the relevant changes.

Geoffrey Keach
 Development Planner
 T 02 4921 0025 M 0420 124 904
 E gkeach@lakemac.com.au
 lakemac.com.au

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 21 of 22

DOCUMENT UNCONTROLLED WHEN PRINTED



TITLE Road Transport Protocol
DOC ID
SITE Chain Valley Colliery

Appendix 2 – Driver Code of Conduct

Review Date	Next Review Date	Revision No	Document Owner	Page
13/01/2026	13/01/2029	5	Environment & Community Coordinator	Page 22 of 22

DOCUMENT UNCONTROLLED WHEN PRINTED

This Code of Conduct relates to personnel involved in the transport of coal from Chain Valley Colliery (CVC) to the Port Waratah Coal Services (PWCS) Carrington Coal Terminal, Vales Point Power Station (VPPS) and other points of delivery as required.

1 Traffic rules and speed limits

Drivers must abide by Delta Coal's (DC) and Vales Point Power Station's (VPPS) private internal road rules and all NSW Roads and Maritime Services (RMS) public road rules and speed restrictions.

Drivers are responsible for any traffic infringements. DC will not accept liabilities for RMS infringements.

2 Departure times

2.1 Public roads to PWCS Carrington Coal Terminal

Coal haulage from CVC to PWCS Carrington Coal Terminal on public roads will only occur Monday to Friday (ie no coal haulage on Saturdays, Sundays or public holidays) and will abide by the following rules:

- laden coal trucks will not leave CVC prior to 5.30 am; and
- laden coal trucks will not leave CVC after 5.30 pm.

2.2 Private roads to Vales Point Power Station

If coal transport via private haul road to VPPS is required, CVC will restrict truck movements between 10.00 pm and 5.30 am to 16 laden trucks per hour in March, April, May, September, October and November.

No truck movements will occur between 10.00 pm and 5.30 am in June, July and August.

If coal transport via private haul roads to VPPS is required a preferred route will be similar to the Appendix 2 CVC / Vales Point Power Station route to reduce interaction on public roads.

3 Staggered departures

The site supervisor will allocate tasks, the route to be taken, and departure times to ensure a regular trucking schedule is maintained each day. Drivers will depart from CVC at intervals as directed by the site supervisor with a minimum separation of two minutes.

LAST REVIEW DATE	NEXTREVIEW DATE	REVIEW NO	DOCUMENT OWNER	PAGE NO
01/12/2022	01/12/2025	6	EC Coordinator	1 of 10
DOCUMENT UNCONTROLLED WHEN PRINTED				

Drivers must maintain adequate separation between trucks throughout the journey to PWCS Carrington Coal Terminal and the return to CVC. Drivers will also be required to take all practicable measures to reduce bunching on the journey to and from the terminal.

Departure times will be recorded when each vehicle is weighed at the weighbridge.

4 Load weight management

Drivers are responsible for ensuring that every loaded coal truck that leaves CVC is weighed at the designated weigh bridge and that all loads are within the approved gross ratings for their truck. Individual transaction records must be completed for each load taken off-site.

5 Covering of loads

Drivers are responsible for ensuring that every loaded coal truck that leaves CVC is covered to prevent coal from being blown out of, or spilling from, the truck or trailer. No uncovered transport of coal on public or private roads is permitted, which includes transporting coal to VPPS.

6 Dust management

Drivers are responsible for notifying the site supervisor if dust levels associated with haulage operations reach an unacceptable level. Drivers are also responsible for adhering to internal private road speed limits to help reduce fugitive dust emissions.

The site supervisor is responsible for coordinating water cart operations and modifying haulage operations to minimise dust levels, where required.

7 Overtaking

Drivers should avoid overtaking other heavy vehicles (other than in accordance with this document). Other than when overtaking, drivers must maintain the RMS minimum distance between large vehicles (ie 60 metres(m)).

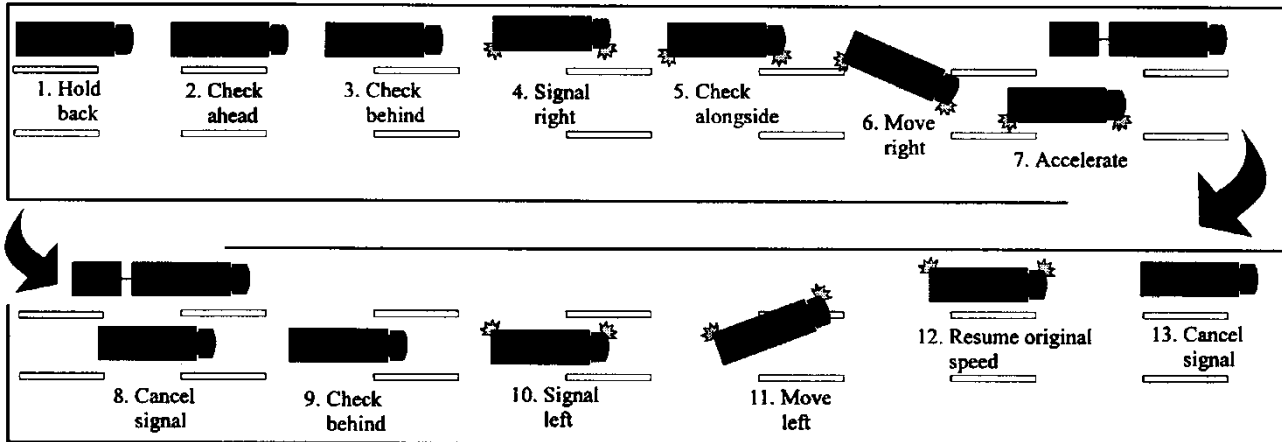
Unavoidable queuing or convoying must be noted on timesheets with an explanation to assist in identifying potential trouble spots.

7.1 Overtaking manoeuvre

The following is an extract from the *Heavy Vehicle Driver Handbook* (RMS no date):

Before pulling out, check your mirrors and glance down to make sure that no other vehicle is beside your cabin. The air movement caused by a large vehicle travelling fast can force a small vehicle off the road or draw it into the side of a large vehicle.

LAST REVIEW DATE	NEXTREVIEW DATE	REVIEW NO	DOCUMENT OWNER	PAGE NO
01/12/2022	01/12/2025	6	EC Coordinator	2 of 10
DOCUMENT UNCONTROLLED WHEN PRINTED				



Steps to safe overtaking when driving a heavy vehicle

The diagram below illustrates safe overtaking manoeuvres.

8 Designated haulage route

The following route must be strictly adhered to when transporting coal to the PWCS Carrington Coal Terminal (refer Appendix 1):

- On exiting CVC, turn left onto Ruttleys Road, then south along the Pacific Highway and the Motorway Link Road to the M1 Pacific Motorway (previously known as the F3 Freeway) interchange at Sparks Road.
- The route then follows the M1 Pacific Motorway to its northern end then easterly on John Renshaw Drive and the New England Highway, then south to PWCS via the Pacific Highway (Maitland Road), Industrial Drive and Elizabeth Street (refer Appendix 1).
- No road haulage is permitted along the Newcastle Link Road.
- All drivers will use the transport route as detailed above and this pattern will only be altered on instructions from the site supervisor or an instruction from the Police, RMS or other authority.
- This route will not apply whilst travelling to and from CVC for the commencement or on completion of each shift (DC signage removed). However, contract haulage companies will be encouraged to use the designated haul route wherever practicable.

A driver may deviate from the designated transport route temporarily for rest breaks, refuelling and/or bathroom stops. In all instances the driver shall, immediately and directly, return to the designated transport route following a minor deviation.

LAST REVIEW DATE	NEXTREVIEW DATE	REVIEW NO	DOCUMENT OWNER	PAGE NO
01/12/2022	01/12/2025	6	EC Coordinator	3 of 10
DOCUMENT UNCONTROLLED WHEN PRINTED				

9 Contingency plans

If the approved transport route is temporarily disrupted through road closures or traffic accidents, drivers will:

- respond to instructions from Police, RMS or other authorities on alternative routes;
- seek approval from the job coordinator on alternative routes in the absence of instructions from authorities;
- following approval from the job coordinator, drivers can follow the alternative route;
- alternative routes should be selected based on the following criteria:
 - established trucking routes;
 - shortest practical route (subject to load limits); and
 - avoid housing (wherever possible);
- resume operations on designated routes as soon as possible;
- document all deviations from designated routes, other than minor deviations, on Road Coal Delivery Form.

In the event that a designated route is unavailable for a sustained period (ie greater than 24 hours), alternative arrangements will be submitted to the appropriate authorities for consideration.

10 Signage

DC signage (Appendix 3) will be provided and should be displayed on the rear of the truck at all times whilst engaged in haulage of coal from CVC to PWCS Carrington Coal Terminal and also on the return trip to CVC for the next load.

11 Road coal delivery form

A Road Coal Delivery Form must be maintained by each driver and submitted to the Site Supervisor at the completion of each day of haulage. This form includes details on:

- departure times;
- load weights;
- any incidents or complaints; and
- checks for coal spillage, tarps, grain lock use and signage.

LAST REVIEW DATE	NEXTREVIEW DATE	REVIEW NO	DOCUMENT OWNER	PAGE NO
01/12/2022	01/12/2025	6	EC Coordinator	4 of 10
DOCUMENT UNCONTROLLED WHEN PRINTED				

12 Safety

As professional drivers, the driver's skills are on display at all times on public roads. All drivers are responsible for their own safety and the health and safety of others that may be affected by their acts and omissions. Drivers should always remain alert, expect the unexpected and exercise courtesy to other road users.

Drivers are to report any incidents or issues encountered while working for DC to the site supervisor or job coordinator prior to end of shift and complete a Coal Haulage Incident Report Form. Each incident/complaint will be investigated to determine what, if any, course of action is required as soon as reasonably practical.

13 Training

All drivers engaged in the transport of coal from CVC must attend an induction and information session where this Code of Conduct will be discussed in detail and each driver will undertake an assessment and sign a declaration stating their understanding of this Code of Conduct and their intent to comply.

Inductions are to be undertaken prior to commencement of employment and re-induction is required every 24 months.

14 Compliance with this code

All drivers are to comply with, and acknowledge, this code. Failure to abide by this Code of Conduct will reflect not only on the driver, but also on the contract haulage company and DC.

Drivers acknowledge that disciplinary action will be taken as a result of non-compliance with the code, such action, depending on the severity of infringement, may include:

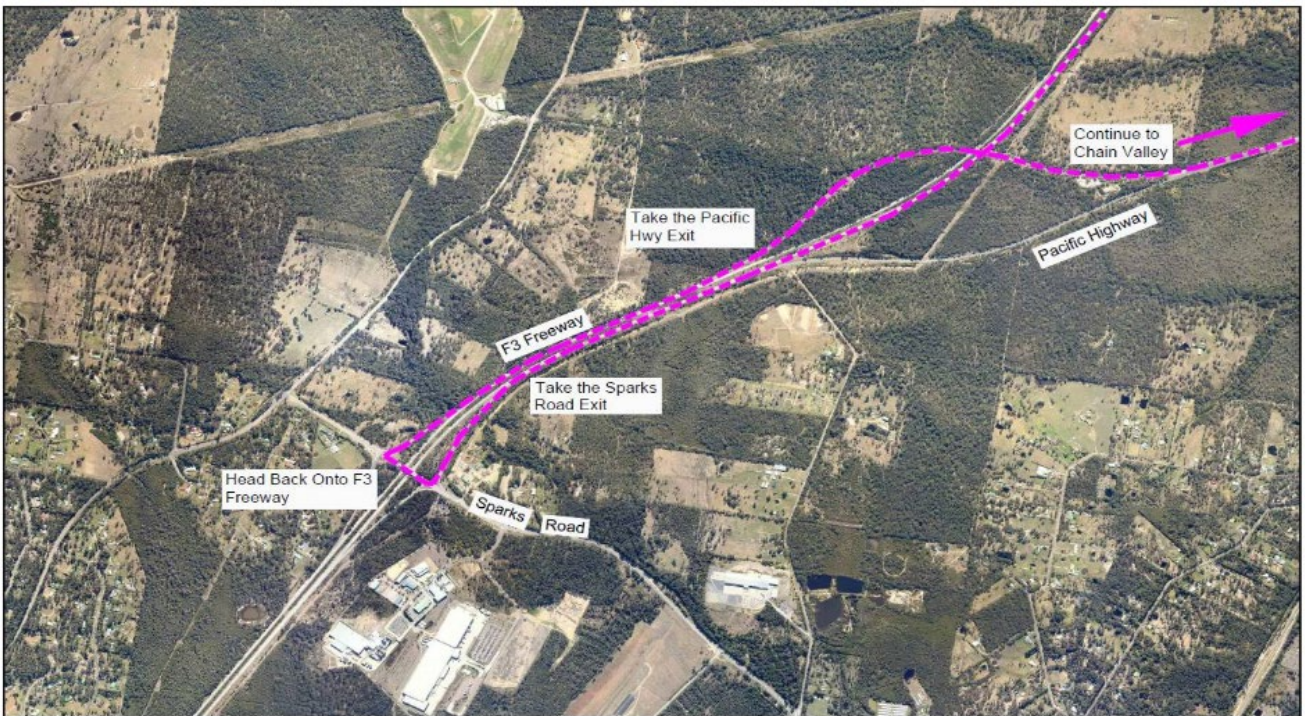
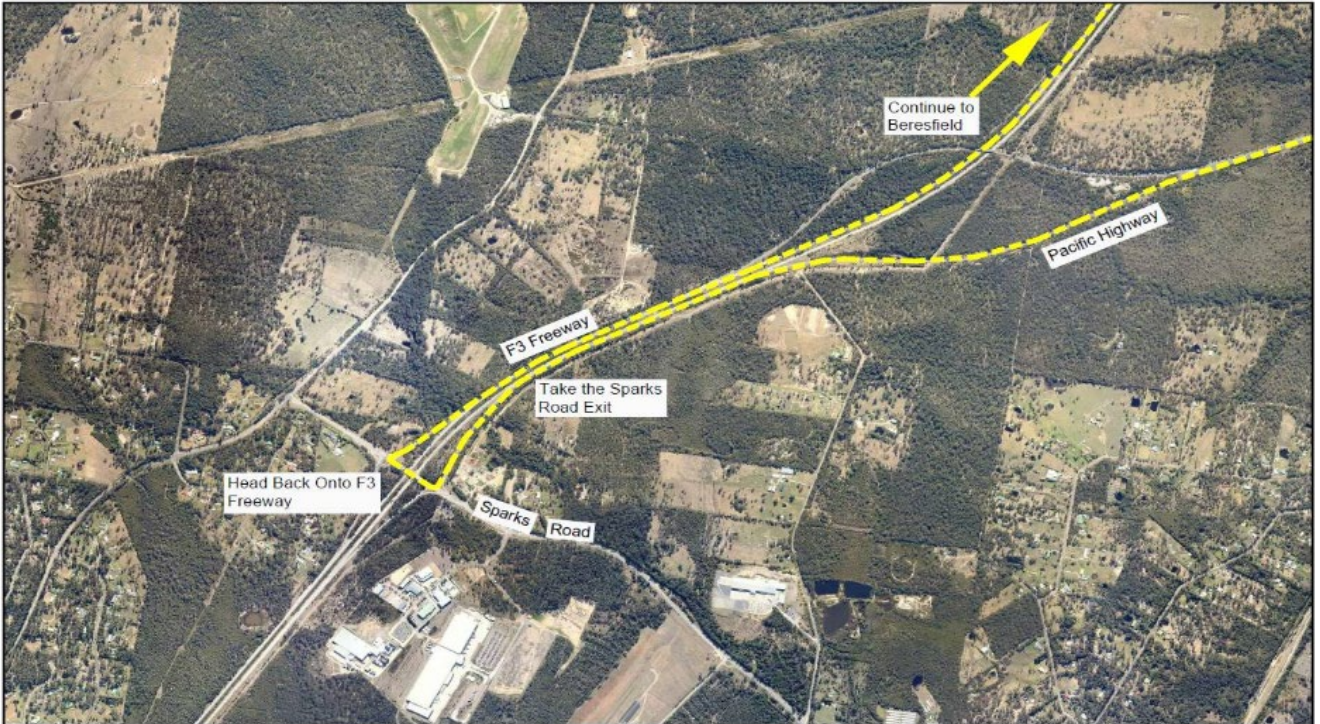
- short-term stand down; and/or
- permanent ban from CVC.

LAST REVIEW DATE	NEXTREVIEW DATE	REVIEW NO	DOCUMENT OWNER	PAGE NO
01/12/2022	01/12/2025	6	EC Coordinator	5 of 10
DOCUMENT UNCONTROLLED WHEN PRINTED				

Appendix 1 Designated haulage route for CVC to/from PWCT



LAST REVIEW DATE	NEXTREVIEW DATE	REVIEW NO	DOCUMENT OWNER	PAGE NO
01/12/2022	01/12/2025	6	EC Coordinator	6 of 10
DOCUMENT UNCONTROLLED WHEN PRINTED				



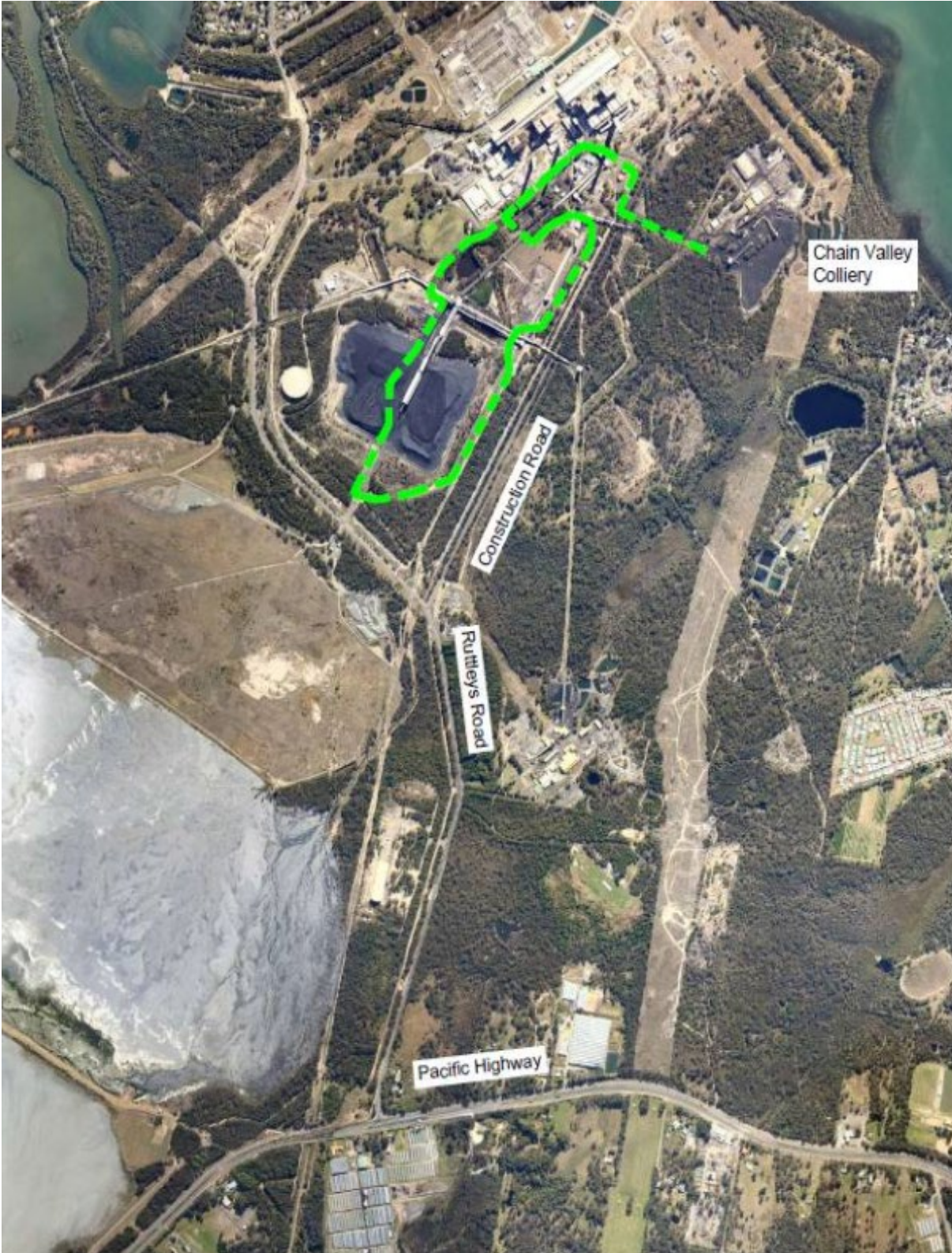
LAST REVIEW DATE	NEXTREVIEW DATE	REVIEW NO	DOCUMENT OWNER	PAGE NO
01/12/2022	01/12/2025	6	EC Coordinator	7 of 10
DOCUMENT UNCONTROLLED WHEN PRINTED				



LAST REVIEW DATE	NEXTREVIEW DATE	REVIEW NO	DOCUMENT OWNER	PAGE NO
01/12/2022	01/12/2025	6	EC Coordinator	8 of 10
DOCUMENT UNCONTROLLED WHEN PRINTED				

Appendix 2

Haulage route for CVC to/from Vales Point Power Station



LAST REVIEW DATE	NEXTREVIEW DATE	REVIEW NO	DOCUMENT OWNER	PAGE NO
01/12/2022	01/12/2025	6	EC Coordinator	9 of 10
DOCUMENT UNCONTROLLED WHEN PRINTED				

Appendix 3

Truck signage



CONTACT
02 4358 0800

LAST REVIEW DATE	NEXTREVIEW DATE	REVIEW NO	DOCUMENT OWNER	PAGE NO
01/12/2022	01/12/2025	6	EC Coordinator	10 of 10
DOCUMENT UNCONTROLLED WHEN PRINTED				