

# Driver's Code of Conduct

## Port Kembla Coal Terminal



Issue/ Review Date	Comment	Version
20 <sup>th</sup> February 2009	Submitted to DPE	Version 3
31 <sup>st</sup> July 2013	Review/ minor changes	Version 4
19 <sup>th</sup> September 2013	Reviewed/ minor changes after DPE feedback	Version 5
8 <sup>th</sup> August 2014	Reviewed/ minor changes (n.b.2014 Independent audit findings)	Version 6
30 <sup>th</sup> November 2015	Reviewed/no changes made.	Version 6
4 <sup>th</sup> April 2017	Reviewed/minor change made to speed limit on Appin Road	Version 6
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12 <sup>th</sup> August 2019	Major review, including the incorporation of the PKCT Truck Driver Rules	Version 8

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## 1) INTRODUCTION

The DCC requires that specific measures are developed and implemented by PKCT, Shippers and their Road Transport Providers to focus on opportunities to minimise, mitigate and manage traffic volume, traffic safety and acoustic impact. The DCC applies to heavy haul traffic movements to and from the PKCT, and on the PKCT site itself.

As part of the Environmental Assessment for “Existing Operations and Increased Road Receival Hours at Port Kembla Coal Terminal (PKCT)”, a commitment was made that PKCT shall prepare and implement a Driver's Code of Conduct (DCC) for haulage trucks delivering to the PKCT road receival areas.

The DCC has been developed in consultation with PKCT, Shippers and their associated Road Transport Providers, Roads and Maritime Services (RMS) (formerly the Roads and Traffic Authority), the Environment Protection Authority (EPA) (formerly the Department of Environment & Climate Change) and the PKCT Community Consultative Committee (CCC).

By letter of the 20<sup>th</sup> February 2009, the DCC was submitted by PKCT to the Director General of the New South Wales Department of Planning (now the Department of Planning and Environment (DP&E)). The DCC formed part of the subsequent DP&E Project Approval 08\_0009.

## 2) REFERENCES

The following documents were reviewed in the formulation of this DCC.

- ◆ PKCT Truck Driver's Rules Procedure
- ◆ PKCT Traffic Management Plan
- ◆ Bulktrans Driver's Handbook
- ◆ Bohud Transport employment and Safety handbook for Drivers
- ◆ Illawarra Coal haulage hazards awareness workbook
- ◆ Port Kembla Port Corporation Transport Code of Conduct
- ◆ Heavy Vehicle Driver's Handbook
- ◆ Transport Accident Commission Safe Driving Policy
- ◆ New South Wales road rules.
- ◆ Workplace Health and Safety Act 2011
- ◆ Heavy Vehicle National Law NSW 2018
- ◆ MP.MA.297 Traffic Management Plan

- ◆ MP.HS.453 Driver's Code of Conduct
- ◆ JI.OP.993 Road Reveal Coal Tipping Protocol
- ◆ Illawarra Coal Heavy Haulage Induction

### 3) DEFINITIONS

PKCT refers to Port Kembla Coal Terminal's leased premises

Project Approval 08\_0009 was granted on the 12th June 2009 and included a condition for PKCT to develop a Drivers Code of Conduct Implementation Program (DCCIP). A DCCIP (Version 1) was submitted to the DPE on the 10th December 2009. The DCCIP was approved by the DPE on the 25th March 2010 (Version 2).

### 4) PURPOSE

This document provides a concise outline of PKCT's requirements relating to trucking operations to/from and when on our site. It is provided in support of and shall be read in conjunction with the PKCT Site Induction.

Additionally, this procedure outlines the rules which apply to the truck transport of bulk materials within Port Kembla Coal Terminal's site in support of the Port Kembla Coal Terminal Traffic Management plan.

### 5) SCOPE

This procedure applies to truck transport companies engaged by PKCT's customers, contractors, PKCT and other operators undertaking transport operations on PKCT's site.

It is noted that truck drivers also have obligations under the Drivers Code of Conduct which is reflected in the Illawarra Coal Heavy Haulage Inductions.

### 6) OBJECTIVES

The objectives of the DCC are to:

- ◆ Ensure compliance with the conditions associated with the DP&E Project Approval 08\_0009 with consideration of matters raised during the consultation process.
- ◆ Ensure compliance with the DCC and therefore the PKCT conditions of consent by all heavy haul road users with PKCT's DP&E Project Approval 08\_0009.
- ◆ Minimise impacts on the community as much as possible.

- ◆ Encourage an environment for safe operations associated with PKCT road delivery operations.
- ◆ Maximise public safety by adhering to the Australian road rules and ensure all potential road safety issues are reported to the RMS Transport Management centre 131700.

### **7) LEGAL REQUIREMENTS**

Drivers shall comply with the Work Health and Safety Act NSW 2011 and the associated Regulation, the Heavy Vehicle National Law (NSW) No 42a together with all other relevant statutory regulations including but not limited to the following:-

- ◆ Drivers shall be appropriately and currently licensed;
- ◆ Compliance with the PKCT Traffic management plan and the stipulated PKCT road rules, signs and signals;
- ◆ Where fitted, seat belts must be worn at all times whilst operating equipment;
- ◆ Parking shall be in designated areas in accordance with posted signage and road line marking where provided;
- ◆ At all times drivers shall maintain a safe speed whilst taking into account nominated speed limits, weather conditions and site signage;
- ◆ Drivers shall comply with signposted load limits;
- ◆ Drivers shall be aware of pedestrian crossings and give way to pedestrians.

### **Environment Protection Authority**

- ◆ Drivers shall deliver product only at authorised delivery times.
- ◆ Drivers shall ensure truck passes through an operating truck wash, after delivery to Coal Berth Road Reveal, or prior to leaving Bulk Products Berth stockyard. Trucks are not permitted to leave site without passing through a functioning truck wash. Any truck wash observed to be not functioning is to be reported to the PKCT Shift Supervisor (0418238817) immediately and alternate truck washing arrangements made.
- ◆ Drivers shall ensure loads are covered when delivering product or leaving site with a full load.

- ◆ Manual trailer covers are not permitted for use on the PKCT site. There should be no need for a truck driver to exit the truck cabin to remove or re-instate a trailer cover.
- ◆ Drivers shall arrange for the clean-up of any spillage emanating from the truck eg. due to overloading, sprung tail gates.
- ◆ Drivers shall ensure there are no unauthorised discharges into adjacent drains or waterways.

### **Department of Planning and Infrastructure**

- ◆ Drivers shall comply with the Drivers Code of Conduct
- ◆ Compression brakes must not be used on the approach to Port Kembla Rd/Springhill Rd lights when entering or exiting PKCT.
- ◆ Drivers shall ensure that following tipping, the tailgate is engaged.
- ◆ No trucks are permitted to queue on Springhill Road.

### **8) HAULAGE ROUTES**

All haulage trucks travelling to and from PKCT will do so by using major arterial roads as outlined in the sections below. Primarily, the major arterial roads associated with deliveries to PKCT are as follows;

- ◆ Mt Ousley Road;
- ◆ Bellambi Lane;
- ◆ Northern Distributor;
- ◆ F6 Freeway;
- ◆ Masters Road;
- ◆ Springhill Road;
- ◆ Port Kembla Road;

Additionally, it provides a concise outline of PKCT's requirements relating to trucking operations when on the PKCT site. It is provided in support of and shall be read in conjunction with the PKCT Site Induction.

### **Appin Road**

Appin Road is a combination of divided and undivided road with a speed limit of 90km/hr. Frequent overtaking lanes are found along this route.



### **Mt Ousley Rd**

Mt Ousley Road traverses through hilly country with steep grades and tight curves. The speed limit is 80Km/hr however the truck speed limit down Mt Ousley is 40km/hr, with trucks being restricted to the outer 2 lanes. Emergency stopping bays are provided in both directions. As Mt Ousley is close to residential receivers, drivers are requested to limit noise wherever possible.

RMS advise - Peak hour traffic 0600-0800 Mon –Fri northbound 1500-1900 Mon-Fri southbound.

All breakdowns must be reported to the RMS Transport Management Centre (TMC) 131700 and the vehicle protected in accordance with the Heavy Vehicle Drivers handbook.





### **Bellambi Lane**

Receival of coal from Wollongong Coal (formerly Gujarat NRE No 1 mine) at PKCT is only permitted from 7.30am onwards and until 10.30pm Monday to Friday and from 8.30am to 6.30pm on weekends and public holidays.

The speed limit on Bellambi Lane is 60km/hr... As Bellambi Lane has a high number of commuter vehicles, drivers are required to be vigilant regarding separation distances. As Bellambi Lane is close to residential receivers, drivers are requested to limit noise wherever possible.

### **Northern Distributor**

The Northern Distributor links Bellambi Lane with the Southern Freeway. The speed limit along the Northern Distributor varies between 80km/hr & 90Km/hr. Several traffic lighted intersections are found along this route.

RMS advise - Peak hour traffic 0600-0900 Mon –Fri southbound 1500-1800 Mon-Fri northbound.

### **Southern Freeway**

The Southern Freeway forms part of the arterial link between Sydney and Wollongong. The speed limit varies from 80km/hr to 100km/hr on this route. Caution should be observed around merging lanes.

RMS advise - This section of freeway between North Wollongong and Masters Road is heavily congested between 0600 and 1000 and 1500- 1800 in both directions.

RMS advise - Wollongong University session 1 commences in March and potential traffic queues in lane 2 northbound and lane 1 southbound can be expected between 0815 and 0845 weekdays approaching the Gwynneville Interchange.

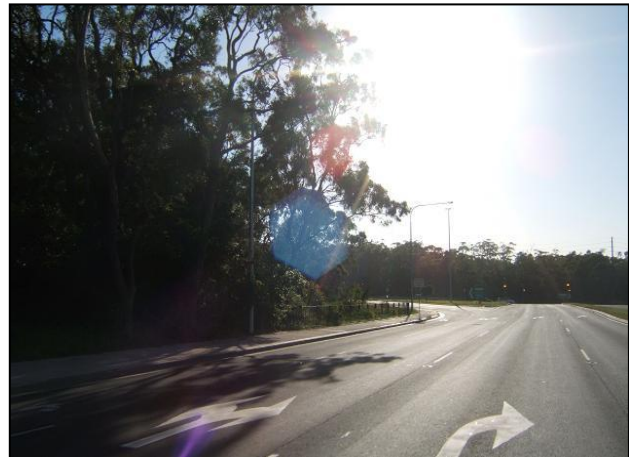
### **Masters Road Northbound On Road Ramp**

The northbound exit to Figtree and Wollongong is located within 200 metres south of the 'The Avenue, Figtree' overpass of the location shown in the image below. The on-road ramp can experience morning peaks.



### **Masters Road**

Masters Road is a 1.3 km road with three lanes in either direction separated by a centre median island. The speed limit on Masters Road is 80Km/hr. Traffic lights are located in the left hand turning lane which allows vehicles to turn onto Springhill Road. Compression braking on this route should be avoided due to community disturbance. Interactions with other heavy vehicle users will be frequent in this area.



### **Springhill Rd**

The section of Springhill Road between Masters Road and Port Kembla Road is 2.3Km in length, is 3 lanes wide and divided by a median strip. The speed limit is 80km/hr. Several traffic lights and intersections are found along this section of road and drivers are required to pay particular attention to other vehicles crossing the traffic flow. Due to the close proximity to residents, compression brakes are not to be used on the approach to the lights

at Springhill and Port Kembla Road wherever possible. Interactions with other heavy vehicle users will be frequent in this area.



### **Port Kembla Road**

Port Kembla Road is a two lane undivided road. The speed limit on Port Kembla Road is 50km/hr. Port Kembla Road is a public road and drivers should ensure that they remove any residual coal on their vehicles prior to entering the road from PKCT.

## **9) NOISE MINIMISATION CONTROLS**

This section designates the specific noise mitigation measures which must be adhered to. This will include rules on compression braking, tipping practices and speed limits for the approach to PKCT, when travelling on the site, tipping and leaving the site.

Due to the relatively close proximity to residential areas, drivers are requested to limit the noise created in this area as much as possible.

### **Compression braking noise**

Compression brakes can be extremely noisy and adversely impact on public amenity. Wherever possible, use of engine brakes near residences and in built up areas should be avoided. Compression brakes must not be used on the approach to Port Kembla Rd/ Springhill Rd lights when entering or exiting PKCT wherever possible.

### **Tailgate Noise**

Drivers must ensure that, following tipping, the tailgate is locked before leaving PKCT.

### **Speed hump noise**

When traversing the speed hump at the gate of PKCT, drivers are to approach slowly to ensure that excessive noise is not created.

### **Queuing**

Queuing at the truck receival area is permitted on Tom Thumb Road and Port Kembla Road. No trucks are permitted to queue on Springhill Road.

### **Braking**

Brakes must be applied so as not to create excessive noise that could disturb local residents. Compression braking on Springhill and Masters Road should be avoided, and are not to be used at the intersection of Port Kembla Road and Springhill Road wherever possible.



## **10) SAFE DRIVING AT PORT KEMBLA COAL TERMINAL**

The gates at the end of Port Kembla road denote the start of the PKCT Road Receival Area. The speed limit is 40KM/hr in this area. A boom gate is installed at the crest of the hill to prevent unauthorised public vehicles entering the area. Drivers should slow down as they approach the gate to allow it to automatically open.



### 11) PKCT PPE REQUIREMENTS

The minimum PPE requirements for truck drivers when outside of their trucks is as stipulated in the PKCT Induction;

- ◆ Safety hard hat
- ◆ Safety glasses
- ◆ Long sleeve day-night hi-vis shirt (with sleeves rolled down) or a long sleeved shirt with a day-night hi-vis safety vest worn in accordance with manufacturers specifications
- ◆ Long pants/trousers
- ◆ Safety footwear

### 12) GENERAL PKCT HEALTH AND SAFETY REQUIREMENTS

The following rules apply when working at PKCT

- ◆ Drivers shall not to exit the truck cab at any time while the Road Receival circuit is active;
- ◆ No queuing within area from amenities to bin top boom gate;
- ◆ The dumping of rubbish of any form is prohibited;
- ◆ Drivers are authorised to enter the site to carry out their allocated tasks. Access to other areas of the plant is prohibited;
- ◆ Drivers shall take care to ensure product being delivered isn't contaminated with rubbish or other foreign objects eg. timber, tarps. Contamination may be observed at the mine site during loading or during delivery and discharge at PKCT's premises. If sighted in coal, the truck driver shall notify his/her supervisor, relevant mine personnel or PKCT Shift Supervisor, as appropriate, and arrange for such objects' safe removal and offsite disposal;
- ◆ Where necessary, liaise with PKCT personnel on site. Report any safety, environmental or other incidents;
- ◆ Walk, don't run; beware of slip, trip and fall hazards, especially when exiting a vehicle;
- ◆ Standing between the trailer body and the tail gate with the hoist raised is not permitted;

- ◆ Lowering Trays: take care to ensure trays are lowered after unloading;
- ◆ If trucks/trailers are required to be inspected on the PKCT site, the truck shall be parked in a designated parking area. The vehicle shall be fundamentally stabled prior to inspection. Maxi brakes in addition to chocks shall be used to secure any vehicle that is to be stabled.
- ◆ Standing or working under raised trailers is not permitted. Trailer bodies requiring inspection shall be appropriately propped before accessing the equipment;
- ◆ Climbing or standing on trailers is not permitted.
- ◆ Standing behind Tailgate Grain Doors is not permitted when the trailer contains material.

### **13) SPEED LIMITS**

All drivers shall observe and comply with the speed limits posted at PKCT. Where conditions dictate, reduced speed limits shall be used.

### **14) ROAD DELIVERY STANDARDS**

Road delivery standards, as specified by PKCT and legislation, which require attention when delivering to the PKCT road receipt, are highlighted in this section.

#### **Tipping**

Trucks shall be positioned over the tipping grates (Zones) before commencing tipping. Any spillage that occurs during tipping is to be reported to PKCT to enable efficient clean up. Tipping in other areas shall be done as directed by PKCT requirements and supervisors. The area used for tipping shall be risk assessed to determine whether tipping can proceed safely, with particular attention being paid to the cross slope and evenness of the area.

#### **Load Covering**

All loaded trucks entering or leaving the premises must have their loads covered. The load cover may be removed upon arrival at the PKCT road receipt area. Manual trailer covers are not permitted for use on the PKCT site, eliminating the need for a truck driver to exit the truck cabin to remove or re-instate a trailer cover.



### **Truck Wash**

All trucks are to pass through a truck wash when leaving the client mine and also after tipping at PKCT, before leaving the site. To ensure effective washing, trucks must obey the truckwash's traffic signals and signage at entry and proceed through the truckwash at an appropriate speed, no faster than 5km/h.

### **Equipment Performance**

It is the driver's responsibility to report all vehicle faults and it is the owner's responsibility to ensure that the vehicle is maintained to ensure safe vehicle operations.

## **15) COAL BERTH ROAD RECEIVAL**

### **Truck Unloading**

- ◆ Remain in the truck at all times
- ◆ Ensure you are unloading in the correct zone.
- ◆ Ensure your truck is aligned centrally on the road receival bin.
- ◆ Find a location along the grid where there is sufficient room in the bin to accommodate the load.
- ◆ Raise tray in a controlled fashion at a speed that ensures that coal isn't deposited on the adjacent roadway or pedestrian access way.
- ◆ Do not unload at a location where the bin is full.
- ◆ Do not tip load directly onto the main cross beam in bins.
- ◆ Do not reverse over reversing over unloaded material on the hopper grids with their trailers raised.

NB Water sprays are installed on the western side of the roadway adjacent to the road receival bins. These sprays may be activated from time to time to control dust.

## **16) TRAFFIC LIGHTS AND BIN SENSORS**

Road receival bins have a traffic light/ bin sensor system for guiding truck drivers on where best to tip. A red light provides an indication that the bin is full. Drivers should do a visual check to confirm. Inadvertent unloading when the bin is full will cause difficulties for trucks following and also result in increased coal deposits on adjacent roadways.

## **17) LIGHT VEHICLE INTERACTIONS**

If for any reason a light vehicle needs to access the bin top, communication with trucks in the area must be made via UHF Channel 10 silent is required.

### **18) CLEARWAYS**

At various locations along the entry road and road receival road, the road is marked by hatched lines. Do not park or stop across these areas as this will impede access to adjacent driveways and access ways.

### **19) DESIGNATED PARKING**

There is a designated parking area for access to amenities is located adjacent to the amenities block. This area allows for no more than three (3) trucks to park at any one time. At the designated parking area, truck drivers must secure their vehicle (including the application of the park brake) prior to egressing the cab. All drivers are to egress the cab on the kerb side of the roadway.

### **20) BOOM GATE**

A boom gate is installed to control traffic and may be lowered by the Main Control to prevent access to the grids. This may be needed for clean-up or maintenance purposes. Wherever possible, consideration shall be given to truck arrivals to minimise impact on traffic flows.

### **21) MOBILE PLANT**

At times when PKCT is using the water cart or front end loader around the road receival grids, trucks must wait for PKCT direction to dump.

NB The road receival area is often to unmanned by PKCT personnel. In case of an operational requirement, contact PKCT personnel in the vicinity or notify PKCT's Main Control Tower on 4221 1807.

### **22) TRUCK WASH**

Drivers must ensure that trucks pass through an operating truck wash after unloading and exiting site. If the truck wash is not operating, report immediately.

To ensure, effective truck washing, drivers are to assist be proceeding through the truck wash slowly and stopping if necessary if build up on tail gates and draw bars is particularly heavy or if the coal is sticky.

The truck wash uses recycled water which is recirculated with recycled water top up. Recycled water is high quality. Visually, it is clear and doesn't have any notable odour. Through recirculation, the water will have some suspended solids content. If water is dark, report to the Main Control Room immediately.



### **23) MANUAL TRUCK WASH STATION (TEMPORARY)**

A manual truck wash station is available for cleaning of coal build-up from the truck's dolly, drawbar and tailgate. The manual truck wash station is located downstream of the truck wash.

**AT NO STAGE** shall a truck driver exit the truck cabin while on the active road receipt circuit. The truck driver shall contact the Truck Wash Operator on UHF Channel 10 (silent) to commence visual inspection and manual wash.

Once the Truck Wash Operator confirms that all coal build-up has been removed the truck, the truck driver may proceed to the eastern truck wash lane. If all coal build-up cannot be removed readily and requires extensive washing, the Truck Wash Operator will instruct the truck driver to proceed to an alternative wash down point.

### **24) AREA HOUSEKEEPING AND MAINTENANCE**

Where truck drivers identify a need for housekeeping (cleaning of coal build-up on the grids) or maintenance (blocked sprays on truck wash, etc) they are to notify PKCT personnel.

### **25) OPERATIONAL PLANS**

PKCT has various operational plans in place covering trucking operations on site. Plans are developed through risk assessment and by undertaking Job Safety and Environment Analysis (JSEA). Tool box meetings are used for communications.

Compliance with the plans is required. These are being reviewed to determine whether any improvements are required. Implementation of new plans or changes shall be done in consultation with trucking companies. The plans cover the following operations:

- ◆ Backloading to Coal Berth Road Receipt: Bulk Products Berth.

### **26) INCIDENT MANAGEMENT AND REPORTING – NON-PKCT ROADS**

To ensure that traffic impacts are minimised in the event of an incident, rapid response from the Road Transport Provider is required.

The following flowchart shows the steps that must be followed to ensure that any incident is cleared as quickly as possible



To ensure quick response, all incidents must be reported immediately to your shift supervisor. For incidents on the public road network contact emergency services and RMS as required and others if support is needed. For incidents at the mine site and PKCT, the site controller shall be contacted (i.e. mine site or PKCT as appropriate).

## 27) CONTACT NUMBERS

	Emergency Contact Numbers
Emergency Services	000
RMS Transport Management Centre	131700
Port Kembla Coal Terminal Emergency Number	0242-211812
Shipper	The mine site's emergency number as advised

## 28) MANAGEMENT OF NON COMPLIANCES

Trucking Companies shall ensure their drivers (including sub-contractors) are instructed on PKCT's requirements and provide the necessary supervision and corrective actions to ensure compliance. Where non compliances with these procedures are observed PKCT representatives will:-

- (1) **1<sup>st</sup> Occasion:** Where possible approach the driver involved, draw attention to the non-compliance and advise of the behaviour required. Take the registration number of the truck and the fleet number (large number displayed on rear of trailer) of the truck and advise that the incident will be recorded as a warning under this procedure in the PKCT Event Management System and that three warnings will result in the driver being precluded from entering PKCT. If unable to approach the driver, communication should be made with both the trucking company's supervisor on site and/or PKCT management to progress this issue in a timely manner. A PKCT event will be created by a PKCT Representative to record and track this issue.

The relevant Shipper will be notified of the incident in writing and requested to do the following:-

- a) Formally advise the person of the warning.
  - b) Counsel the person involved and advise of the consequences of further non compliances.
  - c) Reinstruct the person of PKCT's requirements.
  - d) Notify PKCT of the driver's name for PKCT's records.
- (2) **2nd Occasion:** Where possible approach the driver involved, draw attention to the non-compliance and advise of the behaviour required. Take the registration number of the truck and the fleet number (large number displayed on rear of trailer) of the truck and advise that the incident will be recorded as a warning under this procedure in the PKCT Event Management System and that three warnings will result in the driver being precluded from entering PKCT. If unable to approach the driver, communication should be made with both the trucking company's supervisor on site and/or PKCT management to progress this issue in a timely manner. A PKCT event will be created by a PKCT Representative to record and track this issue.

The relevant Shipper will be notified of the incident in writing and requested to do the following: repeat the steps (a) to (d) advise the driver that this is the their second warning and that a third will result in the driver being precluded from entering PKCT of the second warning.

- (3) **3<sup>rd</sup> Occasion:** If a PKCT employee observes a non – compliance and it is found that a driver has received two previous warnings, the trucking company shall do (a) and (d) and advise the driver he is banned from the site.

### **29) TRUCK BREAKDOWN RESPONSE**

In the event that a truck driver needs to exit the cab at PKCT site for any reason (outside the designated parking area) the following process steps apply:

1. The truck driver is to make their truck safe, secure as per the parking procedure and stay in the cab.
2. Truck driver to notify other drivers in the area.
3. Truck driver to notify the Road Supervisor and communicate the current situation.
4. The Road Supervisor is to notify immediately PKCT's Main Control Tower on 4221 1807 to dispatch the PKCT representative and isolate the circuit if required.
5. A PKCT representative will attend the site to ensure the area is made safe and make any necessary PKCT operational decisions.
6. Truck driver only to exit the cab at the direction of the Road Supervisor / PKCT representative and upon confirmation that the truck is secure. Chock vehicle as required.
7. For any services that the trucking companies organise to attend site in response to the break down, the following protocols should be complied with:
  - a. The person attending site will need to be inducted to PKCT site (or be escorted on site by a PKCT representative).

- b. Prior to any work on our site an Authority to Work form will need to be generated and authorised by a PKCT representative, inclusive of a JSEA for that specific work on PKCT site.
- c. While on our site ensure all road signs and PKCT Truck driver rules are followed as per this procedure.

In the event that a truck breaks down outside of PKCT site boundary, but within the inner harbour terminal boundary, the same level of safety and environmental standard is recommended as that stated above. When not on PKCT site, i.e. Port Kembla Rd or seawall Rd, trucking company employees will need to work with PKCT to mitigate any safety, environmental and operational implications in these areas.

### **30) SPILLS**

If there is a product spill while loading/unloading or en-route the driver must;

- ◆ Put out warning triangles where it is safe to do so
- ◆ Immediately warn persons in the area who may be at risk. If there is flammable material, all people should be warned.
- ◆ Inform the Shift Supervisor immediately so that emergency services can be contacted, where applicable, and clean up can be initiated. All spills must be adequately cleaned up and waste disposed of in an acceptable environmental manner. The Road Transport Provider shall include PKCT and/or Shipper in notifications as part of the emergency response where support is needed or subsequently as part of incident reporting (refer DCCIP).

### **31) HAZARD REPORTING**

Road conditions and traffic hazards can impact on road safety and increase noise impacting on residential area. Items such as potholes and poor sequencing of traffic lights shall be reported by drivers to shift supervisors. Road Transport Providers shall notify Shippers who shall investigate and action as appropriate.

### **32) IMPLEMENTATION, COMPLIANCE MONITORING AND REVIEW**

Under this DCC it is proposed that regular audits of the DCC will be carried out to monitor performance, particularly in relation to noise minimisation around PKCT.

Audits will be completed regularly by PKCT, Shippers and Road Transport Providers checking compliance against the DCC including the following activities:

- ◆ Speed of trucks
- ◆ Compression braking
- ◆ Truck washing and correct use of truckwash
- ◆ Load covering

In addition to the above audits, formal observations will be made of compliance by the Road Transport Providers, Shippers and PKCT.

Audits and observations will cover road transport in the following areas;

- ◆ En-route from mine to PKCT.
- ◆ At PKCT and
- ◆ At mine site

The Driver's Code of Conduct Implementation Program MP.BM.453 sets out the means by which the Code of Conduct is applied.

This Implementation Program:

- ◆ Incorporates the key elements of the DCC.
- ◆ Clarifies the process for management implementation of the DCC.
- ◆ Provides transparency for responsibilities by all stakeholders including PKCT, Shippers and their Road Transport Providers.

The key elements of the Implementation Program include:

- ◆ Commitment to DCC
- ◆ Monthly Reports, Quarterly Meetings and Annual Review and Report
- ◆ Key operational focus areas
- ◆ Driver Induction Program
- ◆ Audits and Enforcement.

Review of the DCC and its associated Implementation Program shall be undertaken in accordance with DP&E Project Approval 08\_0009 and shall entail an annual review of DCC performance. Results shall be reported in the Annual Environment Management Report (AEMR).

AEMR's are submitted to the DP&E and made available to other regulators and the community through PKCT's web site [www.pkct.com.au](http://www.pkct.com.au). Reviews are also undertaken through the Independent External Audit (IEA) process, initially 2 years from the original DPI project approval date and 3 years thereafter.

## Driver Summary Sheet

The aim of the PKCT Driver's Code of Conduct is to minimise the impacts associated with deliveries to PKCT on the community. As a professional driver engaged to deliver product to PKCT, you are required to drive in a responsible manner and adhere to all requirements of the Driver's Code of Conduct.

### Travel Times

**Wollongong Coal No 1 Mine:** Despatch of road haulage of coal from Wollongong Coal via Bellambi Road is permitted to PKCT between 7am and 10pm Monday to Friday, and 8am to 6 pm on Saturday and Sunday or public holidays.

**West Cliff Coal Preparation Plant:** Road haulage of coal is permitted to PKCT on a 24 hour 7 day per week basis.

**Dendrobium Coal Preparation Plant:** Road haulage of coal is permitted to PKCT on a 24 hour 7 day per week basis.

### Haulage Routes

All haulage trucks travelling to and from PKCT will do so by using major arterial roads. Major arterial roads include those listed in the table below;

Mt Ousley Road	Bellambi Lane
Northern Distributer	F6 Freeway
Masters Road	Springhill Road
Port Kembla Road	

### PKCT Road Delivery Standards

Heavy Haulage Drivers will observe the following while en- route to PKCT or while on the PKCT site:

- ◆ Observe all road rules including speed limits as signposted
- ◆ Obey the sign posted speed limit on Bellambi Lane.
- ◆ Stay on the outer two lanes while travelling down Mt Ousley Rd and take care when merging
- ◆ Hold a valid driver's licence for the class of vehicle that you operate



- ◆ Where safe to do so, avoid applying compression brakes near residences and in built up areas
- ◆ Do not apply compression brakes approaching the intersection of Port Kembla Road and Springhill Road wherever possible. Compression braking on Masters Road should be avoided.
- ◆ Operate the vehicle in a manner that minimises vehicle noise
- ◆ Have the load covered from the mine to the PKCT road receival area. The gates at the end of Port Kembla Road denote the start of the PKCT Road Receival Area.
- ◆ Not queue on Springhill Road (Queuing is only permitted on Tom Thumb and Port Kembla Road)
- ◆ Position trucks over tipping grates before commencing tipping at PKCT
- ◆ Use the truck wash obeying signage and/ or traffic lights as applicable and pass through at an appropriate speed to ensure an effective wash (no greater than 5km/hr).
- ◆ After tipping, ensure tailgate is locked before leaving PKCT.
- ◆ Approach speed hump at the gate of PKCT slowly to avoid creating excessive noise.
- ◆ Report spills, (coal or hydrocarbon).
- ◆ Report hazards or poor road conditions e.g. potholes or poorly sequenced traffic lights which may present a traffic hazard or noise concern.
- ◆ It is the driver's responsibility to report all vehicle faults and the owner's responsibility to ensure the vehicle is maintained.

### **Incident Management**

To ensure quick response, all incidents must be reported immediately to your shift supervisor. For incidents on the public road network contact emergency services and RMS as required and others if support is needed. For incidents at the mine site and PKCT, contact the site controller (i.e. mine site or PKCT as appropriate).

**Contact Numbers:**

	Contact Number
<b>Emergency Services</b>	000
<b>RMS Transport Management Centre</b>	131700
<b>Port Kembla Coal Terminal</b>	42211812 (emergency number); 42211806, 42211807
<b>Shipper</b>	mine site's emergency number as advised