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## **SECTION 1 – INTRODUCTION**

No commitments for Section 1.

## **SECTION 2 – PROJECT DESCRIPTION**

No commitments for Section 2.

## SECTION 3 – LAND

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| <p>3.1 In collaboration with Traditional Owners, RTA will develop a land access strategy to manage access for Traditional Owners to specific areas (including Hey Point, Boyd Bay, Pera Head, Amban, Norman Creek, Waterfall and Six Ti-Tree) in accordance with its obligations outlined within the Western Cape Communities Co-existence Agreement (WCCCA). This will be monitored on a regular basis in line with the mine plan, safety requirements and the needs of Traditional Owners of the Project area during construction, operational and non-active mining phases.</p> <p>3.2 RTA will work with Traditional Owners and other relevant stakeholders to develop an effective permit system to protect significant cultural heritage sites and environmental values and allow controlled access for recreational purposes. The administration of such a system by Traditional Owners would be subject to discussions between Traditional Owners, RTA and other stakeholders.</p> <p>3.3 The economic bauxite reserves from the Boyd tailings storage facility and the Norman Creek tailings storage facility will be mined or used in construction before tailings are deposited so as not to sterilise economic reserves.</p> <p>3.4 The following proposed erosion and sediment control measures will be employed throughout the life of the Project:</p> <ul style="list-style-type: none"> <li>• Restrict clearing to areas essential for mining and associated facilities.</li> <li>• Vegetation clearing and topsoil stripping will occur following the wet season where possible.</li> <li>• Backfilled pits will be revegetated as soon as is practicable.</li> <li>• In the event that active or backfilled pits are not fully internally draining, storm water runoff will be directed via a sediment pond.</li> <li>• Disturbed areas around construction sites will be rehabilitated promptly.</li> <li>• Sediment traps will be included as part of the drainage designs at points where haul roads cross watercourses.</li> </ul> <p>3.5 An erosion monitoring procedure will be developed and implemented for the Project which would include the beach and cliff in areas that have been disturbed by the Project.</p> | <p>3.6 RTA has commitments under the WCCCA to surrender parts of the mining lease after their rehabilitation. Such surrendering of parts of the mining lease will be undertaken where it is practical to do so, and will be subject to Government approvals.</p> <p>3.7 Consultation regarding rehabilitation and post-mining land use will continue to be undertaken with the Traditional Owners and the relevant Western Cape Communities Coordinating Committee (WCCCC) sub-committee.</p> <p>3.8 RTA will jointly develop a rehabilitation process with the Traditional Owners and relevant WCCCC Sub-committee prior to the commencement of mining. RTA will continue to report annually to the relevant WCCCC sub-committee on rehabilitation programs.</p> <p>3.9 Nominated draft rehabilitation objectives, indicators and completion criteria will be developed further through stakeholder consultation, research, on-going monitoring, and site specific trials and included in a Rehabilitation Management Plan which will be submitted to DERM within 3 years of the commencement of mining.</p> <p>3.10 The final landform will not have any out of pit dumps of excavated overburden or soil.</p> <p>3.11 The tailings storage facility embankments and surface will be revegetated after decommissioning and minor earthworks are undertaken to install suitable water management features.</p> <p>3.12 Rehabilitation will commence progressively as areas become available and in accordance with the Plan of Operations. The Plan of Operations will be provided to the relevant WCCCC Sub-committee in accordance with the WCCCA.</p> <p>3.13 A detailed operational rehabilitation procedure, including a quality assurance process, will be developed and implemented. Procedures for topsoil stripping, stockpiling and placement activities, including a quality assurance process will be included in the site rehabilitation procedure.</p> <p>3.14 Soil will be stripped and directly placed on mined out areas in readiness for regeneration, where possible, or otherwise stockpiled.</p> |
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| <p>3.15 Any soil stockpiled for more than one year will be sown with a native local seed mix to control weeds and erosion.</p> <p>3.16 Native species seed mixes would be tailored to the anticipated post-mining conditions of the area to be rehabilitated.</p> <p>3.17 On-site revegetation trials will be undertaken to test selected species, seeding rates and establishment methodologies. RTA will also undertake a trial, to determine if use of some felled timber for fauna refuge in rehabilitation areas is feasible, including monitoring to determine increase of faunal recolonisation/utilisation.</p> <p>3.18 Controlled burning of rehabilitation will be accompanied by a monitoring program in selected representative areas. This may include a pre- and post-burn vegetation survey, fuel load estimations and fire intensity calculations, and spatial data of burnt areas and degree of vegetation removal, including canopy scorch. The impacts of both controlled burning and wildfire on rehabilitation areas will be monitored.</p> <p>3.19 A Final Rehabilitation Report, which includes a contaminated site assessment, will be prepared prior to surrender of the Mining Lease.</p> | <p>3.20 A contaminated site register will be maintained for the operation.</p> <p>3.21 Any contaminated sites will be managed using methods developed on a case by case basis in accordance with DERM guidelines.</p> <p>3.22 On the completion of mining, subject to agreement with relevant regulators and Traditional Owners, the barge/ferry terminals, port, water storage dams and certain roads may be left in place. Otherwise, RTA shall remove these facilities.</p> <p>3.23 RTA will jointly develop an initial mine closure plan with the Traditional Owners and relevant WCCCC Sub-committee prior to the commencement of mining and update this plan every five years.</p> <p>3.24 RTA will provide Traditional Owners with the opportunity to purchase decommissioned construction camp accommodation once the construction phase is complete.</p> |
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## SECTION 4 – CLIMATE

- 4.1 The proposed port has been designed to 1:500 year ARI maximum breaking wave height. On-shore product stockpile pad levels will also be above this level.
- 4.2 The proposed Humbug barge terminal, Hornibrook ferry terminal, and Hey River barge/ ferry terminal have fixed facilities designed to at least the Highest Astronomical Tide level. Floating pontoons and ramps have been designed to move down to Lowest Astronomical Tide level and up to a level higher than the 1:100 year ARI level. The facilities will incorporate foreshore protection designed to withstand water levels in excess of the 1:200 year ARI level. Car parking access for the ferry terminals are above the 1:100 year ARI level.
- 4.3 RTA will adopt best practice safety design for major infrastructure to minimise impact caused by extreme events.
- 4.4 The RTA Cyclone Emergency Procedure will be updated as required for the Project area.
- 4.5 The floating pontoon on the temporary passenger jetty would be designed such it could be removed in the event of a cyclone warning.



## SECTION 5 – WATER RESOURCES

- 5.1 Land-based infrastructure will be designed to appropriate criteria for storms (the current criteria are shown in tables below.)

Relevant Infrastructure	Flood Design Criteria (ARI)		
Mine Infrastructure Areas	1:100yr		
Mine Access Road	>300mm over top once in 10yr		
Creek crossings for conveyor and for water pipelines	1:100yr		
Water Storage Dam – spillway	1:2,000 yr		
Tailings Storage Facility Design Criteria			
Location	Design Storage Allowance	Spillway Critical Design Storm	Mandatory Reporting Level
Boyd Tailings Storage Facility	0.05 AEP, 2 month wet season plus other net inputs for the 2 month wet season, to be available on 1 <sup>st</sup> November each year	0.001 AEP	72 hour 0.01 AEP
Norman Creek Tailings Storage Facility	0.05 AEP, 2 month wet season plus other net inputs for the 2 month wet season, to be available on 1 <sup>st</sup> November each year	0.001 AEP	72 hour 0.01 AEP
AEP = Average Exceedance Probability			

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| <p>5.2 RTA will continue to extract water from the artesian aquifer in accordance with existing Water Act licence conditions. These include restricting drawdown at designated monitoring bores.</p> <p>5.3 A network of shallow groundwater bores will be maintained. Water levels will be measured manually on a monthly basis (subject to site access).</p> <p>5.4 Ongoing monitoring of geomorphic assessment sites in Norman Creek will be conducted. In addition, baseline monitoring sites will be established in the Ward River.</p> <p>5.5 Stream flow gauging stations will be used to monitor stream flows upstream and downstream of Dam C, as well as two Norman Creek sub-catchments (one to be mined and one non-mined).</p> <p>5.6 Stormwater runoff from product stockpiles will be directed to sediment ponds sized to a volume equivalent to the runoff volume from a 1:10 ARI 24 hour rainfall event, plus 20% for sediment storage.</p> <p>5.7 Water from the heavy and light vehicle wash bays will be treated in oil water separators prior to recycling.</p> | <p>5.8 Treated effluent from the construction camp sewage treatment plant would be recycled in dust suppression and compaction during construction in the Boyd infrastructure area, the mine access road, the infrastructure corridor and Dam C as well as irrigation for gardens around the construction camp. Treated effluent from the Boyd and Norman Creek sewage treatment plants would be recycled as process water. The sludge drying beds would be covered and would therefore not release water to the environment.</p> <p>5.9 Dam C spillways will be at a low gradient and be designed to facilitate fish passage during spillway flow events. RTA will collaborate with Traditional Owners and the Department of Employment, Economic Development and Innovation (Fisheries Queensland) to ensure the most appropriate and best final design is selected for the circumstances.</p> <p>5.10 Relevant aspects of the Engineering Guidelines for Queensland for Soil Erosion and Sediment Control will be followed.</p> <p>5.11 Dam C water storage dam will be fitted with a low level outlet pipe which will permit the controlled release of environmental flows when required following cessation of spillway flows. Sufficient water will be reserved for</p> |
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- environmental flows to enable continued release in the driest months (August to October) of up to 25% of dam inflows. The release pipe will be sized to enable peak discharge of up to 1,000L/s, if required. When dam inflows cease, environmental flow releases will cease. If environmental flow releases are required during the wet season, they will commence after the dams are full. These criteria will be subject to change based on operation experience and the results of monitoring.
- 5.12 The annual volume of water pumped from the Ward River will be capped at 1% of mean annual river flow at the pump station (2.67GL). In addition, no pumping will occur when Ward River flow is less than 1,000L/s and the rate of pumping at all times will be less than 20% of the river flow rate.
- 5.13 A surface water monitoring program is proposed to provide an early indicator of potential impacts. Locations will be monitored monthly until a statistical baseline is established (consistent with ANZECC requirements) and then quarterly thereafter. Project-specific trigger values will be developed for key water quality parameters.
- 5.14 Quarterly vertical salinity profiling of Norman Creek upper estuary is proposed to evaluate if the Project has had any impact on the fresh/salt water interface.

## SECTION 6 – MARINE

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| <p>6.1 All vessels owned and contracted by Rio Tinto will manage ballast water through a Ballast Water Management Plan which will comply with Australian mandatory requirements and the <i>International Convention for the Control and Management of Ships Ballast Water and Sediments</i>.</p> <p>6.2 There will be no hull cleaning at the proposed port.</p> <p>6.3 RTA will undertake regular mussel trap monitoring in the vicinity of the new port when overseas ships are used.</p> <p>6.4 RTA will designate a safe passage underneath the proposed jetty for the Port for small recreational and charter boat users to prevent the need to travel around the Port, in accordance with Maritime Safety Queensland (MSQ) requirements.</p> <p>6.5 A Dredge Management Plan will be developed and implemented prior to commencement of any capital or maintenance dredging activities.</p> <p>6.6 No bulk fuel or chemicals will be unloaded at the proposed operating port facilities.</p> <p>6.7 RTA will work with Traditional Owners and the relevant WCCCC Sub-committee on design principles for port lighting. Monitoring, review and evaluation of port lighting will be included as part of the Community, Heritage and Environmental Management Plan (CHEMP) development.</p> <p>6.8 RTA will implement a lighting plan at the port to mitigate the potential effects of lighting on sea turtle hatchlings. RTA will work with the Department of Environment and Resource Management (DERM) through an adaptive approach to minimise the impacts of changes to the light regime during both the construction and operation phases of the proposed port on marine turtles, while still allowing a safe working environment. The following factors will be considered:</p> <ul style="list-style-type: none"> <li>• ensuring lighting is minimised overall to that which is essential for safe and efficient operation of the facility;</li> <li>• installation of timer switches or movement sensors where applicable;</li> </ul> | <ul style="list-style-type: none"> <li>• shielding and/or recessing of lights to minimise light spill;</li> <li>• installation of long wavelength lights; and,</li> <li>• any other lighting options that further reduce impacts to marine turtles while allowing for the safe and efficient operation of the port facility ensuring lighting is minimised overall to that which is essential for safe and efficient operation of the port facility.</li> </ul> <p>6.9 RTA will work with DERM to reduce threats to marine turtles in the Project area and assist with marine turtle research programs.</p> <p>6.10 RTA will document any injury or death of marine turtles (e.g. animals entangled in ghost nets), dugong or other threatened marine fauna and report these to DERM for inclusion in the Wildlife Stranding database. Any injury or death that may be attributable to RTA operations would be investigated to determine appropriate mitigation measures.</p> <p>6.11 RTA will work with Traditional Owners on a program to reduce feral pigs in the Pera Head to Boyd Point area as well as areas used for nesting further north of Boyd Point and/or south of Pera Head and remove ghost nets from beaches adjacent to the port area.</p> <p>6.12 A sea turtle monitoring program will be developed with consideration of turtle nesting activities (number, type, predation, success), behaviour (hatchling activity) and incident reporting.</p> <p>6.13 Field surveys will be undertaken to confirm the absence of seagrass or coral in the vicinity of the proposed disturbance for the temporary seaborne access. If seagrass or coral is present, the location will be reviewed or mitigation measures will be discussed with relevant regulatory agencies.</p> <p>6.14 RTA will monitor for scouring of the sea bed at the temporary barge access near Pera Head and will implement mitigation measures if required, this may include extending the concrete matting under where the barge would enter and leave the facility or conducting localised repair work.</p> |
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- 6.15 The following factors would be considered for lighting at the temporary seaborne facilities:
- ensuring lighting is minimised overall to that which is essential for safe and efficient operation of the facility;
  - reducing lighting when there are no vessels at berth or being piloted in the area;
  - shielding and/or recessing lights to minimise light spill;
  - installing long wavelength lights.

- 6.16 RTA will support the establishment of a local recreational fishing reference group to provide a forum to develop and help implement the establishment of artificial reefs. The reference group would comprise representatives from charter operators and the Weipa Sportsfishing Club. RTA would cover the costs of materials, transport and placement at sea.

## SECTION 7 – TERRESTRIAL FLORA AND FAUNA

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| <p>7.1 The following vegetation types will be protected from mining by an environmental buffer system; riparian, wetland, estuarine, vine forest and coastal vegetation on sand. The buffer system will meet or exceed the minimum requirements of the Queensland Government's Regional Vegetation Management Codes as they relate to clearing set-back distances from watercourses and wetlands.</p> <p>RTA will work with Traditional Owners and the relevant WCCCC Sub-committee on establishment of environmental buffers as part of the CHEMP.</p> | <p>7.8 If constructed access road crossings of Winda Winda Creek and the southern branch of Norman Creek require culverts, the design will incorporate 'dry culvert' cells to maintain habitat continuity along the riparian corridor.</p>  |
| <p>7.2 Surveys will be carried out to define the boundaries of mapped sensitive vegetation types in the field prior to disturbance.</p>   | <p>7.9 Surveys for Red Goshawk nests will be undertaken in parts of the mine plan and water supply dams located within 1km of permanent water supporting riparian gallery forest of Paperbark wetland, seasonally inundated Paperbark wetlands, seasonal water courses supporting riparian gallery forest, or an estuary.</p> <p>If any active Red Goshawk nests are found within mining areas, a 200m buffer around the nesting tree would be excised from the mining plan until the end of the breeding season.</p>                                     |
| <p>7.3 Authorisation for clearing would be managed through a ground disturbance approval system.</p>  | <p>7.10 Targeted pre-clearing surveys will be undertaken to determine the presence of the Bare-rumped Sheathtail Bat within the Dam C disturbance area, and if present, disturbance of habitat trees would be avoided until after the breeding season (i.e. clearing to commence no earlier than May and be completed by end of November). If the species is present, all potential roost trees will also be identified within the Dam C disturbance area and pushed over in a manner that would allow any bats present to leave the roosts unharmed.</p> |
| <p>7.4 A vegetation monitoring program will be developed and implemented to assess mining impacts. The monitoring program will include monitoring sites in representative areas of sensitive vegetation units adjacent to and downstream of mining areas, as well as control sites away from mining and infrastructure areas. Monitoring would be undertaken periodically and specimens will be collected for herbarium identification if the plant cannot be identified.</p>   | <p>7.11 If a mature crocodile needs to be relocated due to safety concerns, RTA would consult with DERM on appropriate relocation method.</p>   |
| <p>7.5 A weed management program will be developed and implemented prior to commencement of construction, and will include weed surveys annually (post wet season) targeting operational areas and site access. The weed management program will be developed in cooperation with Traditional Owners and the relevant WCCCC Sub-committee as part of the CHEMP.</p>   | <p>7.12 A flora and fauna survey will be undertaken for clearing associated with the upgrade of the Beagle Camp and Pera Head Access Roads as soon as access permits in 2012.</p>   |
| <p>7.6 A fire management program will be developed in cooperation with Traditional Owners and the relevant WCCCC Sub-committee as part of the CHEMP.</p>  | <p>7.13 Stormwater drainage from the Hornibrook terminal car park would be directed away from the mangrove area wherever practicable and flood lighting of the car park would be oriented such that it does not directly illuminate the mangrove area. Some replacement mango trees will be incorporated into the final landscaping.</p>  |
| <p>7.7 Clearing of vegetation for mining and infrastructure will be restricted to the minimum required for the safe operation of mining equipment and infrastructure.</p>   |   |

## SECTION 8 – AQUATIC ECOLOGY

8.1 Aquatic ecology monitoring will include:

- Seasonal salinity regimes in upper Norman Creek estuarine reaches and their relationship to surface base flows, groundwater inflows and reach habitats (quarterly vertical salinity profiling and macrophyte community monitoring at upper estuary water quality sampling sites);
- Baseflow water quality in receiving reaches and their relationship to ambient dissolved oxygen levels, soluble aluminium, iron and manganese concentrations (at least quarterly water quality monitoring);
- Salt water/freshwater interface mapping will be undertaken downstream of Dam C. Mapping of representative vegetation ecotonal boundaries (e.g. sclerophyll,

riparian/wetland/estuarine) from aerial photography to detect any long-term (decadal) shift, and surface water will be monitored for salinity; and

- Maintenance of aquatic faunal communities in receiving reaches and Dam C (fish and other aquatic fauna surveys on a 3-5 yearly frequency).

8.2 RTA would undertake additional surveys at the end of the 2012 wet season for the unidentified crab and Mysid species found in baseline surveys.

## SECTION 9 – AIR QUALITY

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| 9.1 | Conventional haul road watering will be undertaken.  | 9.4 | Energy use will be metered and an inventory of greenhouse gas emissions and sinks will be developed and maintained.  |
| 9.2 | Water sprays will be used at the chutes where trucks dump crude ore into the beneficiation plant. Water is used in the beneficiation to remove fine material from the bauxite. | 9.5 | Regular energy audits will be conducted to identify inefficient equipment or operating procedures in order to assist with minimising greenhouse gas emissions. |
| 9.3 | Water sprays will also be used to clean the ship-loading conveyor belt which will reduce build-up of any fine material.  |     |  |

## SECTION 10 – NOISE AND VIBRATION

- 10.1 Baseline noise monitoring will be undertaken at Napranum prior to the commencement of construction. A noise monitoring campaign, including attended monitoring at Napranum, will also be conducted after operation commences to validate the noise model.
- 10.2 It is proposed that an exclusion zone be established and monitored by an observer around pile driving activities and that a “soft start” approach be undertaken prior to normal pile driving. Normal pile driving would not

be conducted while threatened marine fauna species are identified within the nominated exclusion zone. The extent of the exclusion zone would be defined based on further literature review and quantitative analysis of the potential underwater noise impacts from pile driving relating to threatened marine fauna. The final extent of the exclusion zone would be defined in consultation with DSEWPac.



## SECTION 11 – CULTURAL HERITAGE

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| <p>11.1 Further management work will be undertaken in accordance with the WCCCA process to fully assess the impact of the proposed Project on Aboriginal cultural heritage and development mitigation strategies where required. This will include progressive detailed surveys of all areas identified for future development which have not already been surveyed.</p> <p>11.2 RTA will work with Traditional Owners and the WCCCA SoE Sub-Committee to develop a CEMP. The CEMP shall be developed as a long term strategy for the management of land access, fire, flora and fauna, signage, feral animals, weeds, environmental buffer establishment and management, land and sea management, ballast water management, environmental monitoring and cultural heritage.</p> <p>11.3 The CEMP will include protocols for managing culturally sensitive information and procedures to manage the accidental discovery of cultural heritage materials, including human remains, in the Project area. These procedures will be developed in consultation with the Traditional Owners through the relevant WCCCA Sub-Committee and will comply with relevant requirements of the <i>Aboriginal Cultural Heritage Act 2003</i>. The procedure will take into consideration the DNRM (2005) guidelines on <i>The Discovery, Handling, and Management of Human Remains</i>.</p> <p>11.4 RTA is committed to ensuring no impacts from mining on story places and to consult with Traditional Owners regarding their management.</p> | <p>11.5 Impacts on scarred trees and stone artefact scatters will be mitigated in consultation with Traditional Owners.</p> <p>11.6 The Hey River barge/ferry terminal will be positioned to avoid large shell mound complexes. If any shell material is uncovered during construction works mitigation measures will be developed through consultation with Traditional Owners and the relevant WCCCA Sub-committee.</p> <p>11.7 RTA will take a proactive approach to the management of places of cultural significance and initiate discussions with the WCCCA and the Traditional Owners to establish separate heritage action plans for each location.</p> <p>11.8 The dispute resolution process outlined in the WCCCA will apply if RTA, the Traditional Owners and the WCCCA representatives fail to negotiate a Site Protection Plan.</p> <p>11.9 RTA will evaluate options to work collaboratively with WCCCA and Traditional Owners to develop a knowledge database of flora and fauna species of cultural significance in the region.</p> <p>11.10 In the event that previously unidentified non-indigenous heritage sites are located within the Project area during the course of mining activity, an unanticipated discovery process would be implemented.</p> |
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## **SECTION 12 – VISUAL AMENITY**

- 12.1 Where possible, the port approach jetty, wharf and ship loaders would be painted in a colour that minimises visual impacts, while adhering to marine safety standards.
- 12.2 Lighting at the barge/ferry terminals will be designed to minimise nuisance lighting (e.g. shielding, low intensity sodium lighting).

## SECTION 13 – WASTE MANAGEMENT

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| 13.1 Waste streams will be assessed regularly for potential reuse and if a feasible reuse option is not available the waste will be transported to a licensed disposal facility by a licensed waste transporter. | 13.4 The construction camp sewage treatment plant will be designed and operated to treat water to meet Class A Recycled Water quality. Treated effluent will be recycled on-site. |
| 13.2 RTA will consult with the relevant WCCCC Sub-committee about waste management strategies for the Project.   | 13.5 All vessels owned and contracted by Rio Tinto will manage ballast water through a Ballast Water Management Plan which will comply with mandatory requirements.               |
| 13.3 Wastes will be separated to allow for recovery where feasible, and will be stored appropriately to prevent pollution until they are transferred off-site.   |   |

## SECTION 14 – TRANSPORT

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| <p>14.1 The PDR/Hornibrook ferry terminal intersection will be upgraded.</p> <p>14.2 The Kerr Point Road/Humbag barge terminal intersection will be upgraded.</p> <p>14.3 Materials will be brought in via the Aurukun Road only when the road is declared open by the Police and Department of Transport (i.e. not during wet season closures).</p> <p>14.4 RTA will monitor the road condition and repair any damage to the PDR or Aurukun Road resulting directly from project-related haulage, but will not be responsible for general wear and tear from normal use. In consultation with the Manager of the DTMR Far North Regional Office, RTA will prepare a road impact assessment (RIA) and a road use management plan (RMP). Any mitigation measures for the state-controlled road reserve of the PDR shall be submitted for approval by the DTMR Far North Regional Office prior to construction. RTA will also consult with Aurukun Shire Council to develop a suitable monitoring approach.</p> <p>14.5 The following management plans would be developed in accordance with the <i>Maritime Safety Queensland guidelines for major development proposals</i> (Sept 2010):</p> <ul style="list-style-type: none"> <li>• Aids to navigation management plan (ANMP);</li> <li>• Ship-sourced pollution prevention management plan (SSPPMP);</li> <li>• Vessel traffic management plan (VTMP); and</li> <li>• Dynamic and static ships under keel clearance management plan.</li> </ul> | <p>The plans will be developed in consultation with the relevant authorities including Maritime Safety Queensland (MSQ) and the Regional Harbour Master (RHM) prior to construction commencing.</p> <p>14.6 RTA would provide the locations and arrangements for safe mooring of construction craft and dredging plant prior to construction commencing. Marine aspects of the Emergency Management Plan will be developed for the Project in consultation with MSQ and include mooring arrangements and procedures to mitigate risks during cyclones during construction.</p> <p>14.7 Port operational rules will be developed for the proposed Port in consultation with MSQ. This document will incorporate the results of ship simulations, minimum and maximum size ships, fendering and mooring arrangements, operational aspects of lines handling and details of tug capacity and capability, and appropriate response to severe weather.</p> <p>14.8 RTA will consult with MSQ to determine how pilotage services can be provided to meet demands associated with the proposed facility.</p> |
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## SECTION 15 – CONSULTATION

RTA will continue to implement a comprehensive stakeholder engagement schedule that includes regular points of engagement through different mechanisms to ensure accessibility of information to a wide audience. The detail of ongoing consultation and associated commitments can be found in Section 6 of the Social Impact Management Plan (SIMP).

## **SECTION 16 – SOCIAL IMPACT ASSESSMENT**

In order to demonstrate ongoing mitigation of the identified social impacts, RTA has developed a Social Impact Management Plan (SIMP). The SIMP summarises key commitments and details the ongoing RTA stakeholder engagement initiatives, issue-specific Action Plans to address the issues of most significance to stakeholders, and clear reporting and governance structures to provide transparent monitoring of mitigation measures.

## SECTION 17 – ECONOMICS

- 17.1 RTA's current obligations under WCCCA related to the Weipa operations will also apply to the Project, these commitments include:
- proactively consider tenders which involve local Indigenous people and/or local Indigenous enterprises;
  - work collaboratively with key regional stakeholders, including the WCCT, Western Cape Chamber of Commerce and the RPA Steering Committee to identify and support the ongoing development of Indigenous and non-Indigenous businesses;
  - examine applicable contracts for local and Indigenous business opportunities, including the breakdown of larger contracts to smaller jobs to increase the potential opportunities for awarding contracts to local providers of goods and services;
  - provide updates to the WCCT on the status of Indigenous business spending across the RTA Weipa operations in line with RTA's existing reporting requirements for employment and training;
  - in collaboration with key local and regional stakeholders, RTA will identify opportunities to support the implementation of a range of business development programs and support services;
  - initiatives targeting pre-work development, employment and training for local Indigenous people;
  - continuation of partnership with the Western Cape College to provide supportive school-to-work pathways and effective case management for students looking to pursue careers at all levels in the mining industry; and
  - continuation of support the implementation of the Rio Tinto Graduate Program.
- 17.2 RTA will work with Weipa Town Authority to develop additional subdivisions as required to allow for the construction of additional houses.
- 17.3 RTA will work with Weipa Town Authority to expand the town boundary and develop industrial lots if required.

## SECTION 18 – HEALTH AND SAFETY

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| <p>18.1 RTA will implement a Health Safety and Environment (HSE) Management System as part of the Project which will align with RTA Weipa's existing integrated CLASSIC HSE Management System.</p> <p>18.2 Rio Tinto-owned vessels will operate under the MarineSafe system developed by Rio Tinto Marine.</p> <p>18.3 Control programs for disease vectors such as rats, mosquitoes and other insects will be undertaken on a regular basis by a licensed Pest Control Technician.</p> <p>18.4 Water storages and other impoundments of water constructed on the Project site will be greater than 60cm deep and not conducive to mosquito breeding, in accordance with the Queensland Health <i>Guidelines to minimise mosquito and biting midge problems in new development areas</i>.</p> <p>18.5 RTA will regularly monitor potable water quality to ensure compliance with the <i>Australian Drinking Water Guidelines</i>.</p> <p>18.6 Recycled water will be managed in accordance with the <i>Water Supply (Safety and Reliability) Act 2008</i> and relevant environmental and health regulatory guidelines. This will include monitoring to ensure water quality meets the DNRW (2008) <i>Water quality guidelines for recycled water schemes</i>.</p> <p>18.7 Clinical waste will be segregated and disposed of at the Evans Landing Landfill (in accordance with the existing Licence).</p> <p>18.8 Regular testing for Legionella bacteria at at-risk water sources (e.g. beneficiation plant, hot water storages etc) will be carried out and the water treated where required.</p> <p>18.9 A register of all approved chemicals will be maintained.</p> | <p>18.10 Training on chemical use and storage will be provided to employees and contractors through the site induction and specific chemical awareness programs will be undertaken for relevant workers.</p> <p>18.11 To minimise the hazards associated with fuel oil leaking during road tanker unloading, the following controls will be implemented to reduce risks to health and safety of site personnel and potential adverse impacts to the environment:</p> <ul style="list-style-type: none"> <li>• equipment inspection and testing programs will be undertaken to ensure reliable performance of fuel tanks and bunds;</li> <li>• Standard Operating Procedures (SOPs) will be prepared to address the refilling of fuel storage tanks and mine vehicles, maintenance and spill response;</li> <li>• Operator training will be provided in the safe operation of the equipment and knowledge of emergency response procedures in the event of a fuel oil leakage;</li> <li>• Spill containment bunds will be installed to contain any spillage of liquids;</li> <li>• Sumps will be constructed to collect any spillage and allow recovery;</li> <li>• Ignition sources will be strictly monitored and maintained to avoid fire;</li> <li>• Appropriate fire fighting facilities and suppression systems will be installed, maintained and available to extinguish fires;</li> <li>• An approved fire protection system is to be installed and maintained around hydrocarbon storage areas; and</li> <li>• Inspections of all storage facilities shall be carried out on a regular basis.</li> </ul> <p>18.12 Where relevant, vessels will comply with the National Standard for Commercial Vessels, which defines safety equipment standards for various classes of commercial ships.</p> |
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## SECTION 19 – HAZARD AND RISK

- 19.1 Strategies will be employed to minimise risks associated with dangerous goods and hazardous substances, including:
- Storage, handling and use in accordance with relevant Australian Standards;
  - Secondary containment will be utilised to reduce the risk of spills occurring as a result of accidental rupture of tanks or leaks from transfer points;
  - The transfer of dangerous goods and hazardous substances by barge will be carried out in accordance with relevant regulatory requirements;
  - Procedures will be developed for storage, handling, transfer and disposal of hazardous substances to minimise the risk of spills;
  - Relevant employees and contractors involved in the storage, handling use and disposal of hazardous substances and materials will be trained to ensure that they are aware of their responsibilities in relation to hazardous substances; and
  - Procedures will be developed for spill cleanup and appropriate emergency response equipment provided at key locations to reduce the risk of harm resulting from a spill.
- 19.2 Designated first aid and emergency rescue facilities and equipment will be available on-site during the construction and operation phases.
- 19.3 A paramedic and ambulance will be based at the Boyd infrastructure area (on shift).
- 19.4 A two kilometre section of the Mine Access Road near the Boyd infrastructure area will be designed to accommodate Royal Flying Doctor Service aircraft landings and take-offs and provision for temporary night-time lighting will be made. Helicopters will be able to land on this portion of the road as well.
- 19.5 The transfer of dangerous goods and hazardous substances by barge will be carried out in accordance with Australian Maritime Safety Authority guidelines. RTA will prepare an oil spill response plan for the barges storing or transporting bulk fuel.
- 19.6 Spill prevention measures will be implemented and the existing RTA spill response procedures will be utilised.
- 19.7 The existing Weipa Business Resilience and Recovery (BRR) Plan (otherwise known as an ‘Emergency Management Plan’) will be updated to include the Project area and updated regularly throughout each stage of the Project to ensure that it continues to appropriately manage risks. The plan would identify adequate access for fire fighting/other emergency vehicles, address flooding and bushfire risks, and provide for safe evacuation during each stage of the Project.
- 19.8 The site will have fire brigade-approved fire fighting equipment and fire alarms.
- 19.9 All fire fighting facilities and equipment will be installed, serviced, maintained and inspected by a certified body.
- 19.10 Stores, workshops and offices will be fitted with approved and certified fire detection systems (smoke and thermal detectors).
- 19.11 Permanent facilities, such as fuel storage areas, will have a dedicated fire alarm, suppression and fire fighting equipment.
- 19.12 The Project will maintain a Fire and Rescue Service trained and equipped to appropriately respond to fire risk.
- 19.13 The risk of bushfire damage to people and property shall be mitigated by:
- Appropriate siting of buildings;
  - Provision of fire breaks;
  - Provision of adequate vehicle access for fire-fighting; and
  - Provision of adequate water supplies for fire-fighting.
- 19.14 The Project will maintain a detailed Cyclone Emergency Procedure detailing specific requirements and responsibilities for each of the cyclone conditions for each operational area.
- 19.15 The proposed Port will have a rapidly deployable rescue boat and life saving apparatus, and each dolphin of the wharf will have a ladder that extends down to the water. The barge and ferry terminals will have fixed life saving apparatus and RTA will have a small shuttle boat that can be used for immediate response in the event of an incident. The Marine Rescue service, which is based in Weipa, would be utilised if necessary.
- 19.16 The construction camp and bulk hazardous materials storage areas would be located above the Q100 line.

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