

SAINT ELMO PROJECT

FACTSHEET: TRAFFIC

OCTOBER 2019

Epic Environmental Pty Ltd (Epic) are working with Multicom Resources Limited (Multicom) on the approvals process for the Saint Elmo Project (the Project), including the Environmental Impact Statement (EIS).



TRAFFIC GENERATION

Construction phase

The construction workforce will be supplemented with drive-in drive-out (DIDO) and / or fly-in fly-out (FIFO) workers from across QLD, as needed. It is anticipated that up to 75 percent of worker movements from Julia Creek will be Bus-in-bus-out (BIBO) and the remainder by private vehicle.

General construction equipment and materials will be transported via the road network from the east coast. On average there will be two truck deliveries, or four total truck movements, per day. During construction it is estimated the site will be serviced by a total of more than 900 trucks.

The average daily traffic volume generated during the construction phase on a normal working day is estimated to be 96 vehicle movements (two way) per day based on average construction operations¹.

Operation Phase

A new intersection will be created on the Flinders Highway, to safely facilitate site entry and exit (**Figure 1**). The operational workforce will be sourced from nearby residential areas and supplemented with DIDO / FIFO workers where required. The workforce will be encouraged to utilise a bus service to and from the site. The worst-case scenario estimates that there are approximately 54 vehicles entering and exiting the site during the shift changes (26 in, 26 out) and 134 in total throughout a 24 hour period.

All mine processing activities will be contained within the boundary of the site during operation. It is proposed to transport the majority of chemical reagents, diesel fuel and the finished product by rail between the site and the Port of Townsville. Therefore, only the regular service requirements (e.g. food, water and replacement / maintenance equipment) used during mining, and products not originating in Townsville, will be part of the road haulage task.

Occasional infrequent trips which include operators, additional maintenance personnel, authorities and visitors among other purposes are also expected during the operational phase.

There will be a total of 29 mining fleet vehicles that will require specialist transport to the site. It is expected that these vehicle movements will be carried out over several weeks to minimise the impacts on other road users.

The average daily traffic volume generated during the operational phase on a normal working day is expected to equate to 136 vehicle movements (two way) per day¹.



Figure 1: Flinders Highway at new site access

Decommissioning phase

A workforce of approximately 75 will be required during decommissioning. Up to 60 percent of worker movements from Julia Creek will be via bus with the remainder by private vehicle.

It is anticipated that the decommissioning stage heavy vehicle trip generation and distribution will follow the same profile as the construction phase, with the exception of the construction material requirements (400 B-doubles) as the access road and foundation infrastructure is expected to remain in place.

The average daily traffic volume generated during decommissioning is expected to be no more than 46 vehicle movements (two way) per day¹.

¹ excluding DIDO / BIBO / FIFO transfer movements as they are not a daily occurrence.

NEW RAIL SPUR INTO SITE

The Project's proposed rail spur pathway (**Figure 2**) will adjoin the Mount Isa Line (also referred to as the existing Northern Rail Line) from the south eastern frontage of the site to the Port of Townsville. The rail operation will require up to four train movements per week.

TRAFFIC IMPACT ASSESSMENT (TIA)

A summary of the key TIA results are as follows:

- The level of traffic generated by all stages of the Project is not expected to have a significant impact on the local, state or national road network;
- The peak traffic impacts are expected to be during 2020 during the main onsite construction activities;
- The new intersection will ensure that Project traffic will not significantly worsen the operational capacity of the Flinders Highway;
- Impacts from workforce traffic are likely negligible due to roster and shift patterns and the operation of bus transport to and from site;
- The traffic generation during all stages of the Project is not likely to worsen the level of service of the Flinders Highway and roads within the immediate vicinity of the Project (i.e. Bourke Street and Punchbowl Road);
- The use of rail freight over road freight transport for the movement of chemical reagents, diesel fuel and finished product imposes fewer costs to the community than road in terms of CO₂ emissions,

accidents, congestion and infrastructure provision;

- The safety, efficiency and operational integrity of Mount Isa Airport has been considered for FIFO requirements for the Project; and
- The varying use of transport modes (air, rail, road) for different components of the Project ensures that community exposure to environmental emissions (i.e. noise, vibration, air particulates and light) are reduced to acceptable levels.

ROAD TRAFFIC MITIGATION MEASURES

Mitigation of traffic impacts will include measures such as:

- Limiting road use during wet weather;
- Ensuring Project personnel strictly adhere to speed limits;
- Driver education related to safety awareness;
- Management of driver behaviour to ensure Project traffic is operating in a safe manner;
- Where possible, a significant proportion of (if not all) fuel will be transported to site via rail to limit impact on the existing road network; and
- Ongoing monitoring of pavement to ensure any deterioration does not cause road failure.

Further information

If you would like further information on the Project, please:

- Email saintelmo@epicenvironmental.com.au; or
- Freecall 1800 270 844; or
- Visit <http://saintelmoproject.com.au>



Figure 2: Proposed Rail Line from Port of Townsville to Project Site