

**TNG** LIMITED

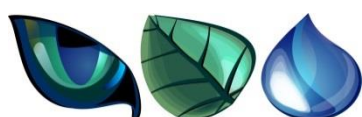
**NOVEMBER  
2017**

**MOUNT PEAKE PROJECT  
SOCIAL IMPACT MANAGEMENT PLAN**

**Wilora, Northern Territory**



Prepared on behalf of TNG Limited by:



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TNG003 – TNG Ltd – Mount Peake Project – Social Impact Management Plan

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**EXECUTIVE SUMMARY**

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## 1 INTRODUCTION

### 1.1 BACKGROUND

TNG Limited (TNG) is proposing to develop the Mount Peake Project (the Project) 235 km north-northwest of Alice Springs and 50 km west of the Stuart Highway in the Northern Territory.

The primary objective of the Project is to produce an intermediate feedstock (concentrate) for further processing to extract high value products.

The Mount Peake Project will comprise:

- Mining of a polymetallic ore body through an open-pit truck and shovel operation;
- Processing of the ore to produce a magnetite concentrate;
- Road haulage of the concentrate to a new railway siding and loadout facility on the Alice Springs to Darwin Railway near Adnera; and
- Rail transport of the concentrate to TNG's proposed Darwin processing plant located at Middle Arm, Darwin.

The Project will mine up to 9.4 million tonnes per annum (Mtpa) and following processing will produce up to 1.8 Mtpa of magnetite concentrate for shipping to Darwin.

The Northern Territory Environmental Protection Authority (NTEPA) developed a Terms of Reference for the Project, which incorporated considerations for social and economic impacts. A Draft Environmental Impact Statement (EIS) and supporting documentation have been developed to address issues identified in the Terms of Reference for the Project.

### 1.2 CONSIDERATION OF SOCIAL IMPACTS

Social impacts are required to be considered under the Terms of Reference for the Project. The Terms of Reference state:

*A Social Impact Management Plan should be prepared and included in the draft EIS which addresses any risks identified in the economic and social impact assessment.*

The NTEPA met with TNG representatives in June and August 2017 to further refine the scope for the SIMP. This appears below:

- Prepare a *Social Impact Management Plan* (SIMP) which at a minimum should include:
  - Stakeholder engagement strategies;
  - Potential economic and social impacts, with the following specifically addressed:
    - An assessment of potential social impacts from increased rail transport, including cumulative noise and traffic interruptions associated with the Project.
    - Consideration of potential social impacts from flights arriving and departing from Ti Tree airport.
    - Consideration of potential social impacts from the diversion of Stuart Highway during construction of the underpass.
    - Identification of both positive and negative implications of the Project on economic and social aspects.

- Mitigation and management strategies for all identified risks including a register of agreed activities and commitments;
- A mechanism for monitoring any identified potential socio-economic and cultural impacts (including opportunities for review), for example producing an *Annual Sustainability Report*;
- Mechanisms to resolve emerging issues and incorporate these changes into the SIMP; and
- Outcome and threshold criteria that will give early warning that management and mitigation measures are failing.

The following document addresses the requirements of the Terms of Reference and the refined scope of the NTEPA.

### 1.3 SOCIAL AND ECONOMIC ASSESSMENT TO DATE

The SIMP draws on and elaborates on the body of work already completed for the Draft EIS.

The Mount Peake Project Draft EIS provided a Chapter devoted to Stakeholder Engagement (Chapter 6 Draft EIS) and a supporting Stakeholder Consultation Report (Appendix E of the Draft EIS).

An Economic and Social Impact Assessment (ESIA) was undertaken and summarised in Chapter 12 of the Draft EIS and appears in full as Appendix L of the Draft EIS.

## 2 STAKEHOLDER ENGAGEMENT STRATEGY

### 2.1 INTRODUCTION

A Stakeholder Consultation Plan (SCP) was developed for the Project, to provide structure and rigour to communications and consultation. Whilst the stakeholder consultation is focussed on the development of the EIS, TNG is committed to continuing to engage and consult with stakeholders throughout the life of the Project, including through the future construction and operation of the mine, which is reflected in the approach developed in the SCP.

The approach to stakeholder consultation during the EIS process was developed with reference to the following documents, guidelines and industry standards:

- Guide to the Environmental Impact Assessment Process in the Northern Territory (NT EPA 2014a);
- Guidelines for the Preparation of an Economic and Social Impact Assessment (NT EPA 2013);
- Mount Peake Project Notice of Intent (TNG 2013);
- Terms of Reference for the Preparation of an Environmental Impact Statement: Mount Peake Project, TNG Limited (NT EPA 2014); and
- International Association for Public Participation (IAP2).

### 2.2 STAKEHOLDER IDENTIFICATION

A stakeholder can be defined as any individual, group of individuals, organisation or political entity with an interest in the outcome of a decision or action. They may be, or perceive that they may be, affected directly or indirectly by the outcome of a decision.

Stakeholders were identified during the EIS process by consultation between TNG and NT Government, local Government and by assessment of those with interests. They include Traditional Owners via the Central Land Council, Pastoral Lease holders, residents, service providers and businesses in the Ti Tree and Barrow Creek areas, conservation groups and the wider Alice Springs community. Identified stakeholders appear in Table 2-1.

**Table 2-1: Stakeholders Identified with an Interest in the Mount Peake Project**

<b>Stakeholder Category</b>	<b>Stakeholders</b>
Traditional Owners	Central Land Council – representing Traditional Owners Aboriginal Areas Protection Committee
Pastoral Lease Holders	Stirling pastoral lease Anningie pastoral lease
Local residents	Ti Tree and Barrow Creek residents Wilora, Ti Tree, Barrow Creek, Wauchope, Willowra and Alice Springs Aboriginal communities Alice Springs residents
Businesses	Ti Tree Roadhouse and Caravan Park Ti Tree General Store Barrow Creek Hotel Alice Springs businesses
Emergency Services	Ti Tree Police Station Northern Territory Emergency Service – Ti Tree Volunteer Unit Alice Springs Rural Fire Brigade Royal Flying Doctor Service – Alice Springs Base
Other Community Services	Ti Tree Health Clinic Ti Tree School
Industry / business representative groups	Chamber of Commerce Northern Territory – Alice Springs / Tennant Creek Regional Development Australia Northern Territory Tourism NT – Alice Springs
Conservation Groups	Territory Natural Resource Management Environment Centre NT Arid Lands Environment Centre
Commonwealth Government	Department of Environment and Energy
Northern Territory Government – Elected Representatives	Member for Stuart Member for Barkly Member for Namatjira Member for Fong Lim
Northern Territory Government – Departmental Ministers	Minister for Primary Industry and Resources Minister for the Environment and Natural Resources Minister for Aboriginal Affairs Minister for Infrastructure, Planning and Logistics
Northern Territory Government – Departments and Agencies	Northern Territory Environment Protection Authority Department of Primary Industry and Resources - Mines and Energy Aboriginal Areas Protection Authority Department of Environment and Natural Resources Department of Infrastructure, Planning and Logistics Darwin Port Corporation
Local Government	Central Desert Regional Council MacDonnell Regional Council Alice Springs Town Council City of Darwin



## 2.3 STAKEHOLDER CONSULTATION

A stakeholder consultation program was set out in Chapter 6 of the Draft EIS which outlined the program for consultation during the Environmental Impact Assessment. In this SIMP the Program for the span of the Project is presented; Table 2-2 below displays methods for engagement with stakeholders for the Project. This uses the International Association for Public Participation (IAP2) *Spectrum for Public Participation*.

Some methods of engagement that appear in the **Inform** and **Consult** level of consultation may be applied to all other levels of consultation. For example, letters, emails, Project information sheets, Project website, Project telephone number and public meetings are available to engage all stakeholders.

**Table 2-2: Methods for Stakeholder Consultation**

Level of Consultation	Stakeholder	Engagement methods
Empower	NA	NA
Collaborate	Traditional Owners (Central Land Council) Pastoral Lease holders NT Government Departments and Agencies	Targeted Project design and planning meetings, consensus building, participatory decision-making.
Involve	Local Government Emergency Services Other Community Services Industry/ business representative groups	Targeted meetings
Consult and Inform	Local residents / businesses /  Conservation Groups	Public meetings Public comment on approvals documents Project dedicated telephone number and email address Project Information Sheet Community Notice Board Project Website
Inform	NT Government Elected representatives, Departmental Ministers Commonwealth Government	Letters/emails to Stakeholders Project Information Sheet Community Notice Board Project Website

The program below outlines consultation throughout the latter assessment, construction phase and during operations and closure of the Project (Table 2-3). The methods of engagement will generally be in accordance with those outlined above.

TNG will adaptively manage the communications and engagement with stakeholders throughout the Project to ensure that methods of engagement remain relevant and beneficial to both stakeholders and TNG.

**Table 2-3: Stakeholder Consultation Program for the Mount Peake Project**

Stakeholder	Project Stage – Consultation Activities			
	Assessment	Construction	Operation	Closure
	October 2017 – March 2018	April 2018 March 2020	April 2020 – 2025	2025+
<b>Traditional Owners</b>	<p>Consultation with Central Land Council on behalf of Traditional Owners regarding culturally significant sites, land access and archaeological/ethnographic status at Project sites.</p> <p>Consultation on development of Workforce Management Strategy.</p>	<p>Traditional Owners made aware of employment and training opportunities.</p> <p>Observation of construction activities by Traditional Owners.</p>	<p>Traditional Owners made aware of employment and training opportunities.</p> <p>Consultation with Traditional Owners regarding closure concepts for the site, particularly rehabilitation relating to culturally significant sites.</p>	<p>Traditional Owners made aware of employment opportunities.</p> <p>Closure progress reports.</p>
<b>Pastoral Lease holders</b>	<p>Inform and consult on biological survey and access issues.</p> <p>Collaborate on design of haul/ access road, fencing.</p>	<p>Notification of works occurring.</p> <p>Updates on Project progress.</p> <p>Open communication regarding station access issues.</p>	<p>Notification of works occurring.</p> <p>Updates on Project progress.</p> <p>Open communication regarding station access issues.</p> <p>Consultation with Pastoral Lease holders regarding closure concepts for the site, particularly relating to station access issues, fencing, bores.</p>	<p>Endorsement of closure concepts through an accepted Mine Closure Plan that outlines what (if any) infrastructure will remain at closure and responsibility for it transferred to the Pastoral Lease holder.</p>
<p><b>NT Government Departments and Agencies/Departmental Ministers</b></p> <p><b>Commonwealth Government</b></p>	<p>Project meetings and production of documentation that addresses issues identified during previous assessment and consultation.</p>	<p>Annual Reporting requirements</p> <p>Specific communication regarding construction activities as required – e.g. Traffic management during turn-out construction and fly-over construction.</p>	<p>Annual Reporting requirements</p> <p>Consultation with Departments and Agencies in development of closure concepts for the site.</p>	<p>Endorsement of closure concepts through an accepted Mine Closure Plan.</p>

Stakeholder	Project Stage – Consultation Activities			
	Assessment	Construction	Operation	Closure
	October 2017 – March 2018	April 2018 March 2020	April 2020 – 2025	2025+
<b>Local Government</b>	Targeted meetings regarding Local Government regulated issues including accommodation Camp buildings, messing, sewage management.  Consultation on development of Workforce Management Strategy.	Local Government site visits/inspections as required.  Project updates throughout construction period.	Local Government site visits/inspections as required.  Project updates throughout operations period.  Consultation with Local Government in development of closure concepts for the site.	Endorsement of closure concepts through an accepted Mine Closure Plan.  Project updates throughout closure period including transitioning workforce requirements.
<b>Emergency Services</b>	Targeted meetings regarding emergency management planning required for site.  Endorsement of emergency management planning documentation/procedures and processes for construction/operational phases of the Project.	Updates on any changes to emergency management on site as required.	Updates on any changes to emergency management on site as required.	Endorsement of emergency management planning documentation/ procedures and processes for closure phase of the Project.
<b>Industry/ business representative groups</b>	Targeted meetings regarding business and employment opportunities arising from the Project.	Project updates throughout construction period.	Project updates throughout operations period.	Project updates throughout closure period including transitioning workforce requirements.
<b>Local residents/ businesses/ operators</b>	Public meetings during Project assessment and planning.  Consultation on development of Workforce Management Strategy.	Advertisement of contracts for construction activities, materials and support.  Advertisement of employment opportunities.	Advertisement of contracts for operations activities, materials and support.  Advertisement of employment opportunities.	Advertisement of contracts for closure activities, materials and support.  Advertisement of employment opportunities.
<b>Conservation Groups</b>	Public meetings during Project assessment and planning.  Response on public submissions in Project documentation.	Annual reporting requirements.	Annual reporting requirements.	Annual reporting requirements.

### 3 ECONOMIC AND SOCIAL IMPACTS

TNG commissioned an Economic and Social Impact Assessment (ESIA) for the Draft EIS, conducted in accordance with the following documents:

- Terms of Reference for the Preparation of an Environmental Impact Statement: Mount Peake Project (NTEPA 2014);
- Guidelines for the Preparation of an Economic and Social Impact Assessment (NTEPA 2013); and
- International Principles for Social Impact Assessment (IAIA 2003).

Chapter 12 of the Draft EIS outlined the findings of the ESIA, with the full ESIA report appearing as Appendix L of the Draft EIS.

#### 3.1 ESIA METHODOLOGY

The key steps in the ESIA methodology are noted below.

- Identification of the social study area, where the local study area was determined to be the area under the Project footprint, the regional study area including the Central Desert Shire and the key localities of Ti Tree, Wilora, Stirling Station and Anningie Station, and the wider area of social influence from where the Project would attract some of the workforce and goods and services (was considered to be Alice Springs and Darwin);
- Scoping of social issues in the study area and those likely to arise from the Project;
- A social baseline for the study area was established, against which the impacts would be assessed including a detailed description of the socio-economic characteristics of the study area communities. Data and information was gathered from various sources including:
  - Australian Bureau of Statistics (ABS) Census 2011 data;
  - Websites and publications of local governments in the regional study area, NT agencies covering health, education, housing, communities and emergency services;
  - Real estate websites;
  - Media reports; and
  - Stakeholder consultations.
- Identification and assessment of social and economic impacts that may be generated from Project construction and operation activities; and
- Recommendation of management strategies to avoid/minimise negative impacts and enhance the positive benefits.

#### 3.2 SOCIAL BASELINE

A regional social baseline was established to describe the community characteristics of the study area including the Central Desert Local Government Area, with a focus on communities closest to the Project area (Ti Tree State Suburb (SSC) and Wilora Indigenous Location (ILOC). Detailed information appears in Chapter 12 and Appendix L of the Draft EIS.

A summary of key findings of the social baseline appears below.

- A large Indigenous population within the regional study area (80% in the LGA, almost 50% in Ti Tree SSC and the entire Wilora ILOC community);

- Generally younger population with higher percentage between 25 – 44 years of age and communities mostly made up of ‘couple families with children’;
- Ti Tree SSC reported no unemployment, Central Desert LGA recorded 14.5% and a high level of unemployment was noted in Wilora (35.7%) and among the Indigenous population of Central Desert LGA (26.3%);
- Public administration and safety were the key industries of employment in both Ti Tree SSC and Central Desert LGA;
- The majority of dwellings in the study area were rented and a high percentage of dwellings were unoccupied compared to the NT average; and
- Basic social infrastructure is located within the communities, with higher order services provided from Alice Springs.

### **3.3 IMPACT IDENTIFICATION, ASSESSMENT AND TREATMENT**

#### **3.3.1 Identification of Impacts**

The ESIA identified the following impacts that may occur as a result of the Project.

- Economic impacts;
- Demographic changes and impacts on community values;
- Impacts on housing and social infrastructure;
- Impacts on property;
- Amenity impacts and
- Traffic and safety impacts.

Once the impacts were identified, they were categorised based on the type or nature of each impact, as follows:

- Positive impact – where the impacted stakeholders would be ‘better off’ due to the proposed development;
- Neutral impacts – where there would be no change to the function of the stakeholder impacted; and
- Negative impacts – where the impacted stakeholders would be ‘worse off’ due to the proposed development.

#### **3.3.2 Assessment of Impacts**

An assessment has been completed to consider impacts identified in the ESIA and as identified by the NTEPA at meetings during June and August 2017. The Draft EIS Chapter 12 and Appendix L establishes the context for economic and social impact management for the project.

The priority of a social or economic impact is identified through the rating of the assessment outlined below. Risk is rated by assessing the likelihood and consequence of the activity causing an impact to a particular social or economic aspect. The impact significance matrix in Table 3-1 below shows how an impact rating is determined. Likelihood and consequence criteria appear in Appendix L of the Draft EIS.

**Table 3-1: Impact Significance Matrix**

		Severity of Consequence				
		Critical (5)	Major (4)	Significant (3)	Moderate (2)	Minor (1)
Likelihood of Consequence	Almost Certain (5)	Extreme	Extreme	High	High	Medium
	Likely (4)	Extreme	High	High	Medium	Medium
	Possible (3)	Extreme	High	Medium	Medium	Low
	Unlikely (2)	High	Medium	Medium	Low	Very Low
	Rare (1)	Medium	Medium	Low	Low	Very Low

### 3.3.3 Impact Treatment

To arrive where a negative impact is as low as reasonably practicable, the impact must be addressed with management or treatment. In order of preference, treatment will be undertaken as follows:

1. Elimination of the impact – avoiding the activity that causes the impact.
2. Substituting a different activity that has a lower impact rating.
3. Controlling the impact with an engineering solution.
4. Mitigation of the impact with a management control or administrative procedure.

Residual impact is the impact rating following implementation of the treatment and should be controlled to a reasonable level or as low as reasonably practicable.

Table 3-2: Economic and Social Impacts Assessment

Aspect	Description	Impact	Inherent Nature of Impact	Likelihood	Consequence	Impact Rating	Mitigation/Management/Treatment	Residual Impact Rating	Residual Nature of Impact
Economic	Business opportunities	The Project has an estimated capital expenditure of \$310 million during construction and total operational expenditure of \$2,000 million over the life of the Project.	Positive	Almost certain	Significant	High	Where possible the Project will source goods and services from local suppliers in nearby communities.  Conduct a 'Opportunities for local businesses' expo at Wilora, Ti Tree, Barrow Creek and Alice Springs.	High	Positive
	Employment opportunities and flow on benefits	Expected to be 225 construction and 170 operational jobs.	Positive	Almost certain	Significant	High	Developing a Workforce Management Strategy to manage the Project workforce, maximise benefits for local employment and manage cumulative impacts on demand for local workers.  A proportion of the Project workforce may be recruited locally for activities such as environmental works (monitoring, reporting and rehabilitation), road construction, plant/machinery operation, bus drivers, camp staff and administration staff.  Target of 15% indigenous workforce.  TNG is committed to long term employment, skills training and mentoring of Aboriginal people for the Mount Peake Project. Through their Indigenous Relations Policy, TNG will maintain ongoing communication with the local Indigenous communities to optimise Project related opportunities.	High	Positive
	Workforce draw from other industries	Skilled workers in existing jobs taking up employment at the Project creating some workforce shortfall in existing industries	Negative	Possible	Significant	Medium	Developing a Workforce Management Strategy to manage the Project workforce, maximise benefits for local employment and manage cumulative impacts on demand for local workers.  TNG is committed to long term employment, skills training and mentoring of Aboriginal people for the Mount Peake Project. Collaboration between TNG, McMahon Services Australia, Intract Australia and the Central Desert Regional Council has created more skilled potential employees by running a Certificate III in Civil Construction Plant Operations course. This training will help provide more skill creation than skill drawdown in the region.	Medium	Neutral
	Social impacts	Increased disposable income within local communities has potential to create impacts associated with financial management and consumption choices.	Negative	Likely	Significant	High	Establishment of TNG Community Benefit Fund to recognise the long-term relationship with the regional communities by providing support for social infrastructure (for example counselling or support services), education programs (financial literacy) or other suitable development activities in the regional area.	Medium	Neutral
Demographic	Demographic change and impacts on community values and lifestyle	Predominantly FIFO workforce utilising self-contained accommodation village; it is unlikely that workers will visit Ti Tree or other regional centres.	Neutral	Unlikely	Moderate	Low	Locally employed workforce may have positive or negative impacts in local community. Potential for more disposable income within local communities.  Establishment of TNG Community Benefit Fund to recognise the long-term relationship with the regional communities by providing support for social infrastructure or other suitable development activities in the regional area.	Low	Positive

Aspect	Description	Impact	Inherent Nature of Impact	Likelihood	Consequence	Impact Rating	Mitigation/Management/Treatment	Residual Impact Rating	Residual Nature of Impact
		Potential to attract workers from within the region to local communities bringing alternate language, values and lifestyle expectations.	Negative	Unlikely	Significant	Medium	<p>Developing a Workforce Management Strategy to manage the Project workforce, maximise benefits for local employment and manage cumulative impacts on demand for local workers.</p> <p>Cultural awareness training to make TNG staff aware of different language groups and cultural sensitivities relevant to the Traditional Owners of the Project area, surrounding language groups and Indigenous communities.</p>	Low	Neutral
Housing and Social Infrastructure	Impacts on housing, accommodation and other community services	Limitation of accommodation or housing availability.	Neutral	Unlikely	Moderate	Low	<p>Locally employed workforce is likely to already be accommodated and not require different access to community services.</p> <p>Predominantly FIFO workforce utilising self-contained accommodation village. The Project is unlikely to generate demand for local accommodation, housing or community services.</p>	Low	Neutral
	Health Services	Potential to draw on local health services	Neutral	Unlikely	Moderate	Low	<p>The Project will maintain an on-site medical facility and ambulance to service the workforce.</p> <p>If personnel need to be medically evacuated they will be conveyed to Ti Tree for airlift by the RFDS.</p> <p>Local medical and health services not expected to be accessed by Project workforce except where they already reside within the community.</p>	Low	Neutral
	Emergency services – fire and rescue services and police	Potential to draw on local emergency services.	Negative	Unlikely	Significant	Medium	<p>The Project will develop and implement safety protocols, incident management and emergency procedures.</p> <p>A Health and Safety Plan and Emergency Response Plan will be established.</p> <p>Mine rescue team established to address mine-site emergencies.</p>	Low	Neutral
	Improvements to social infrastructure	Implementation of Community Benefit Fund	Positive	Almost certain	Significant	High	<p>Potential of bringing extra services to the communities.</p> <p>Potential of funding programs to assist community to meet some of their social goals/requirements.</p>	High	Positive
Impacts on property	Access within the Pastoral Leases	<p>Access to strategic areas of Stirling Station such as pastoral bores and gates restricted by Project activities.</p> <p>Cattle at risk of being hit by mining vehicles.</p>	Negative	Possible	Significant	Medium	<p>Locating transport corridor predominantly along the southern boundary of Stirling Station to minimise disruption to the operation of the property.</p> <p>Fencing the access road to exclude cattle.</p> <p>Committing to engage with the station owners to maintain access to strategic areas of the station.</p>	Low	Negative



Aspect	Description	Impact	Inherent Nature of Impact	Likelihood	Consequence	Impact Rating	Mitigation/Management/Treatment	Residual Impact Rating	Residual Nature of Impact
	Property Viability	Organic certification by Anningie Station and possible certification by Stirling Station potentially threatened by Project activities.	Negative	Possible	Major	High	<p>No chemicals to be used in the production of magnetite concentrate – magnetite concentrate product is benign.</p> <p>Ammonium nitrate use in blasting to be confined to the pit area, contained in a magazine and transported in accordance with legislative requirements.</p> <p>All hazardous materials (primarily diesel) will be transported and stored in compliance with regulations. Diesel to be stored in self-bunded tanks.</p> <p>All waste to be appropriately treated and disposed on-site.</p> <p>Chemicals are not proposed to be used for dust suppression.</p> <p>The mine site and access road will be fenced to prevent vehicle access to Station lands not associated with the Project.</p>	Medium	Neutral
Amenity impacts	Air, noise and vibration	Potential air quality, noise and vibration impacts to receptors from Project location.	Neutral	Unlikely	Minor	Very Low	<p>Project location is remote from Stirling Station homestead, 50 km east of mine site and 22 km north of the transport corridor.</p> <p>Project location is remote from Anningie Station homestead, 30 km south west of the mine site.</p> <p>The Wilora Aboriginal Community is located 20 km to the north of the transport corridor and 50 km east of the mine site.</p>	Very Low	Neutral
	Noise, social relations	Potential noise and social impacts from increased frequency of flights from Ti Tree airport.  Passengers at Ti Tree airport causing negative social relations within Ti Tree.	Negative	Possible	Moderate	Medium	<p>Flights scheduled to cause minimum disruption to Ti Tree residents.</p> <p>Staff will be picked up and dropped off at the Ti Tree airport in order to alight and board flights. Time in Ti Tree will be minimised and predominantly restricted to the airport.</p>	Low	Negative
Traffic and Safety	Interaction with Stuart Highway traffic	Interaction between mine site vehicles and Stuart Highway traffic with potential for vehicle accidents.	Negative	Possible	Critical	Extreme	<p>Underpass of Stuart Highway for haul trucks carrying magnetite concentrate to avoid potential for traffic conflict.</p> <p>At-grade intersection will be established between Stuart Highway and access road to the mine site, designed in consultation with NT Department of Transport. Intersection will include acceleration and deceleration lanes and incorporation of appropriate signposting to avoid or minimise any impact on other road users.</p>	Medium	Negative
	Diversion of Stuart Highway during construction of haulage underpass	Interruptions of traffic including haulage and freight leading to economic impacts to businesses.	Negative	Possible	Moderate	Medium	<p>Diversion to be planned and traffic management deployed to a standard required by NT Department of Transport, so that minimum possible delays to traffic are required.</p>	Low	Negative

Aspect	Description	Impact	Inherent Nature of Impact	Likelihood	Consequence	Impact Rating	Mitigation/Management/Treatment	Residual Impact Rating	Residual Nature of Impact
		Interruptions of traffic impacting on individuals and families.							
	Frequency of rail movements	Increased frequency of rail movements associated with transport of magnetite ore to Darwin refinery, including increased interruptions to traffic at railway crossings.	Negative	Likely	Minor	Medium	Train movements are anticipated to be conducted 24 hours a day. The impact on a particular crossing at any given point in time is however anticipated to be intermittent.	Medium	Negative
		Potential for train-vehicle interactions.	Negative	Possible	Critical	Extreme	Trains operated by appropriately experienced and qualified personnel that comply with NT and Australian requirements.	Medium	Negative
		Cumulative noise impacts of rail movements.	Negative	Likely	Minor	Medium	Trains will be operated by experienced personnel and will be well maintained to ensure optimum function.	Low	Negative

### 3.4 REGISTER OF AGREED ACTIVITIES AND COMMITMENTS

TNG commits to manage, treat or mitigate the social impacts identified above by undertaking the work described in Table 3-3 below.

**Table 3-3: Social Impact Management Plan Register of Agreed Activities and Commitments**

#	Activity/Commitment	Timeline
1	Conduct an expo at Wilora, Ti Tree and Barrow Creek to highlight opportunities for local businesses during development and operation of the Project.	Prior to commencement of construction
2	Develop a Workforce Management Strategy including target for 15% Indigenous workforce with identified roles and training needs analysis. Plan to include scheduling for flights in and out of Ti Tree airport for FIFO workers and bus scheduling for ferrying to site to minimise residence time within Ti Tree.	Prior to selection of construction contractors
3	Maintain engagement with the local Indigenous communities in accordance with the Indigenous Community Engagement Strategy and Stakeholder Consultation Plan.	Life of Mine
4	Induct all construction and operations staff in Cultural Heritage Issues.	Life of Mine
5	Establish Community Benefit Fund to recognise the long-term relationship with the regional communities by providing support for social infrastructure or other suitable development activities in the regional area. Engage local stakeholders in the nomination of activities the fund is to support.	At commencement of construction and potentially continue throughout operations
6	Local health services to be supported by Community Benefit Fund at Ti-Tree prior to establishment of on-site facilities at the Project.	During construction
7	Health and Safety Plan and Emergency Response Plan to be established.	Prior to commencement of construction.
8	Maintain engagement with Pastoral Lease holders in accordance with the Stakeholder Consultation Plan, particularly with regard to access, fencing and property viability (Organic certification).	Life of Mine
9	Underpass of Stuart Highway constructed to avoid potential traffic conflict with mine-site vehicles. At-grade intersection established between Highway and access road to NT Government specification to minimise impact on other road users.	Life of Mine
10	Temporary diversion of Stuart Highway to be planned and traffic management deployed to a standard required by NT Government, so that minimum possible delays to traffic are required.	Construction
11	Train scheduling to coincide with times of low density road traffic where possible. Trains operated by appropriately experienced and qualified personnel that comply with NT and Australian requirements.	Operations

## **4 MONITORING AND EVALUATION**

### **4.1 MONITORING EVALUATION REVIEW AND IMPROVEMENT PLAN**

A monitoring, evaluation, review and improvement (MERI) plan will provide the mechanism to review social impacts associated with the Project and provide an avenue for adaptive management where emerging issues are identified.

The MERI will provide a framework for collection of data relating to social impacts. This data will be evaluated and reviewed annually with a view to adjusting activities or expectations where necessary. This adaptive management approach will enable TNG to continually improve their approach to addressing social and economic impacts of the Project.

A Program logic has been produced below (Table 4-1) to address expected SIMP outcomes, outputs, and associated data to be collected or targets to be achieved. The thresholds for action are set to address shortcomings in the achievement of targets. Interventions are measures to get the activities and commitments of the SIMP back on track.

### **4.2 REPORTING**

TNG will undertake annual reporting in accordance with its statutory requirements under Commonwealth and NT jurisdictions.

The annual reporting will include report against each of the eleven commitments that appear in the SIMP for as long as they remain relevant through the Project lifespan.

### **4.3 REVIEW AND IMPROVEMENT**

Review of the eleven commitments of the SIMP will be undertaken in conjunction with annual reporting. The SIMP will be updated as required after each annual review to continuously improve the functionality and effectiveness of the plan.

**Table 4-1: Monitoring, Evaluation, Review, Improvement Plan for Mount Peake Project SIMP**

Commitment	Outcome	Associated target	Threshold criteria	Review	Intervention
1	Local businesses supply Mount Peake Project.	Yet to be determined percentage of construction capital expenditure and Project operational expenditure over construction and operation of the Project to be spent with local businesses	Spend of less than 50% of the mean per annum target:	Annually	<p>Planning award of contract where locally available skills and expertise will deliver desired outcomes.</p> <p>Facilitation of partnerships with established businesses to improve capacity to execute contracts.</p> <p>Provide training to improve capacity to execute contracts.</p>
2	Local Indigenous Employment.  Minimal social disruptions to Ti Tree associated with FIFO workforce and airport noise	15% Indigenous workforce.  Development and implementation of Workforce Management Strategy.	<5% Indigenous workforce.  Complaints regarding Project FIFO staff.  Significant complaints regarding airport arrivals or departures.	Annually  Upon receipt of complaint.	<p>Workforce Management Strategy to be reviewed in consultation with local Indigenous Stakeholders.</p> <p>Assessment of re-scheduling flight times to minimise disruption of local communities.</p> <p>Investigation of complaint.</p>
3	Productive and meaningful engagement with local Indigenous Communities.	Consult in accordance with schedules in Stakeholder Consultation Plan and Indigenous Community Engagement Plan.	Where during any Project phase the requirements of the SCP and IEP are not met.	Annually	Targeted consultation and engagement during the phase of the Project where targets were not met in the previous annual period.

Commitment	Outcome	Associated target	Threshold criteria	Review	Intervention
4	All staff aware of Cultural Heritage associated with Project.	All staff inducted in Cultural Heritage awareness.	Staff inducted within 12 weeks of commencement at Project.	Quarterly	<p>Run Cultural Heritage awareness inductions as required.</p> <p>Training of several staff (local Indigenous staff where possible) to build capacity to deliver Cultural Heritage awareness training.</p> <p>Facilitate training of (local Indigenous) contractors to build capacity to deliver Cultural Heritage awareness training.</p>
5	Community Benefit Fund providing support to community activities and social infrastructure.	Yet to be determined percentage of construction capital expenditure and Project operational expenditure over construction and operation of the Project allocated to Community Benefit Fund	Spend of less than 50% of the mean yearly per annum target:	Annually	Facilitate engagement and partnerships with local communities to develop Projects of benefit to the community.
6	Ti Tree Health Service remains sustainable throughout Project life.	Ti Tree Health Service capacity maintained to cater for Mount Peake Project Construction crew prior to establishment of on-site medical facilities.	Ti Tree Health service notification of request for resources during construction period.	Monthly	Provide material or monetary resources to maintain capacity at Ti Tree Health Service during the construction phase, prior to establishment of the on-site medical facilities.

Commitment	Outcome	Associated target	Threshold criteria	Review	Intervention
7	Staff work in a safe environment, are equipped to respond to emergencies and have emergency care if required.	Health and Safety Plan and Emergency Response Plan developed prior to commencement of construction, adopted and reviewed annually or after incidents.	Any presentation of staff/contractors at Health Services outside mine-site after establishment of on-site facilities.  Any notifiable work-place incident or emergency related incident.	Quarterly or after notifiable incident	Assessment of mine-site resources and response. Adequate resourcing for health, safety and emergency response.  Targeted training of mine-site staff in health, safety and emergency response.  Investigation of incident to resolution of issue.
8	Productive relationship with Pastoral Lease holders maintained.	Consultation in accordance with Stakeholder Consultation Plan.	Where during any Project phase the requirements of the SCP are not met.	Annually	Targeted consultation and engagement during the phase of the Project where targets were not met in the previous annual period.
9	Safe road transport in vicinity of mine-site access road infrastructure.	Construction of underpass and at-grade intersection to achieve specification of NT Government.	Any traffic incident attributable to constructed road infrastructure prior to handover to NT Government.	Weekly	As required to achieve design specification.
10	Minimum disruption to Stuart Highway users during construction of underpass and at-grade intersection.	Traffic diversion delays in accordance with Australian Standards.	Delays greater than recommended through Australian Standards for road traffic management	Weekly	Planning of diversion and delays to meet Australian Standard.  Notifying road users though Public Notices if longer than Australian Standard delays to traffic are required.

Commitment	Outcome	Associated target	Threshold criteria	Review	Intervention
11	Safe rail transport associated with haulage of Mount Peake commodities	<p>Trains scheduled to have minimum impact to road users.</p> <p>Appropriately qualified and experienced locomotive operators.</p>	<p>Any Mount Peake commodity train-road vehicle incident.</p> <p>Noise or nuisance complaints regarding train movements.</p>	<p>Annually or after incident or upon receipt of complaint.</p>	<p>Trains to be operated by experienced contractor.</p> <p>Investigation of incident or complaint.</p>



## 5 SUMMARY

The Mount Peake Project will contribute positively to the local, regional and State economies. Employment opportunities will be provided, along with direct and secondary business opportunities.

Mitigating measures will be implemented to reduce negative impacts, as described within this SIMP.

Annual review of the SIMP and reporting against commitments will be undertaken to ensure the applicability of the SIMP is maintained throughout the life of the Project.