

Appendix G - Traffic Management Plan

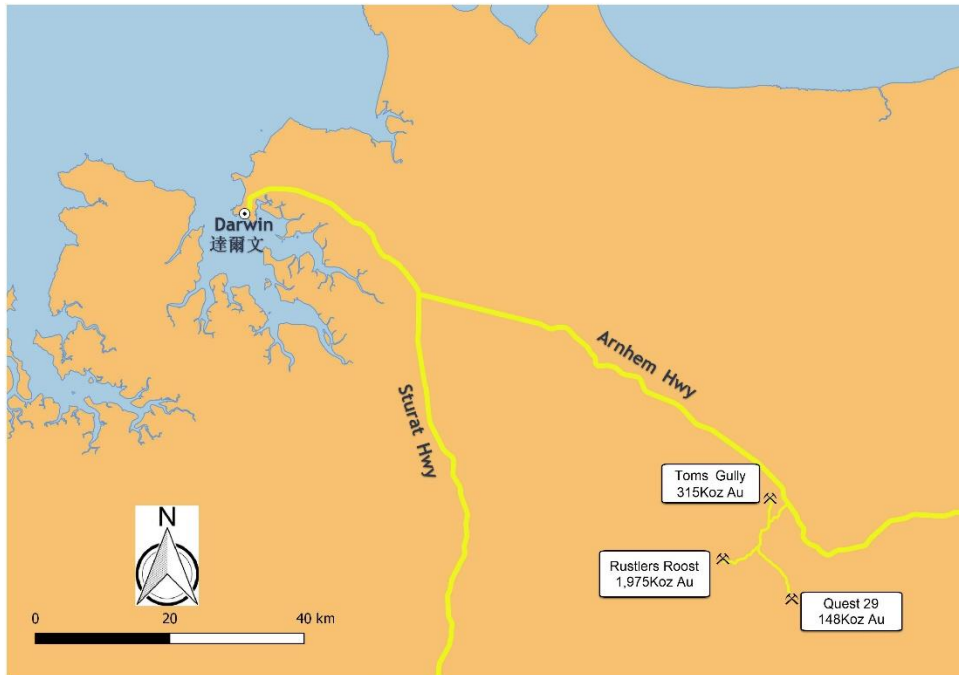
Table of Contents

1	Purpose.....	3
2	Location & Production Overview.....	3
3	Operations History.....	3
4	Current Traffic Management & Traffic Flow.....	4
5	Future Traffic Management & Traffic Flow	4
6	Existing Site Entrance and Approach	5
7	Traffic Management Risk Controls	7
8	Management Plan Review	7
	Appendix A - Photographs.....	8

1 Purpose

Primary Gold Pty Ltd (Primary Gold), a subsidiary of Hanking Australia Pty Ltd, is proposing to re-start gold mining operations at Rustlers Roost, Quest29 and Toms Gully. These 3 gold deposits are collectively referred as “Mt Bundy Gold project”. This document describes the key aspects of traffic management and controls associated with safe operation.

All traffic to Mt Bundy Gold project will go through the existing junction to Toms Gully from the Arnhem Highway. All ores from Mt Bundy will be hauled along existing haul road within the tenements owned by Primary Gold and will be processed on site. Traffic volume changes along the Arnhem Highway will be minimal as demonstrated within this Traffic Management Plan (TMP). As part of the EIS, the Tom’s Gully TMP was approved in February 2020. This latest update is extracted from the new PFS and EIS being prepared.



2 Location & Production Overview

Toms Gully is an existing, non-operating mine, located within the Old Mount Bundey Station, approximately 90 km south-east of Darwin. The mine was operational for periods from 1988 and has most recently been in care and maintenance since February 2011. Existing mine infrastructure comprises of an open pit and underground mine, access roads, 22 kv power reticulation, processing facility, two waste rock dumps (WRDs), two tails storage facilities (TSFs), two evaporation dams, drains and sumps, maintenance shed and lay-down yard, stores shed and yards and administration offices.

The proposed Mt Bundy Gold Project comprises of the following works:

- Three gold mines;

- One existing small Process plant at Toms Gully;
- A proposed new process plant at Rustlers Roost;

3 Operations History

The Toms Gully gold deposit was originally discovered in 1986 by Carpentaria Exploration Company, a subsidiary of Mount Isa Mines. Toms Gully was developed by Carpentaria in 1988 as an open cut mine, with an associated ore treatment plant, and later extended to an underground operation by Renison Consolidated Mines. In addition to Carpentaria, Toms Gully has had several owners and operators including Kakadu Resources, Sirocco Resources who changed their company name to Renison Consolidated Mines, GBS Gold Australia, and Crocodile Gold Australia Operations, who then sold to Primary Gold in 2013. Currently the Toms Gully site is in care and maintenance.

4 Current Traffic Management & Traffic Flow

With the site currently being in care and maintenance, the site entrance is occasionally being used by the pastoralist and for site visits by various technical consultants engaged by Primary Gold.

Annual traffic data for Counter RDVDP007 and RCVCP018 published by the Department of Transport in conjunction with Territory Asset Management Services (TAMS) Pty Ltd is provided in Table 1 below to provide an indication of the level of traffic flow on Arnhem Highway in the vicinity of the Toms Gully once the Mt Bundy Gold Project is in operation. This table is extracted out of forthcoming Draft EIS prepared by CDM Smith on behalf of Primary Gold.

Table 1: Counter RDVDP007 and RCVCP018 Traffic Data

Traffic Counter	Direction	Annual Average Daily Traffic Movements									
		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Arnhem Highway – 2 km west of Adelaide River Bridge (RCVCP007)	Inbound	485	620	577	694	628	630	629	599	588	567
	Outbound	584	629	689	702	639	634	657	621	613	559
	Both	1069	1249	1266	1396	1267	1264	1286	1220	1201	1126
Arnhem Highway – 9.5 km east of Point Stuart Road (RCVCP018)	Inbound	180	177	167	164	155	165	165	166	168	119
	Outbound	196	192	186	183	177	189	182	180	194	127
	Both	376	369	353	347	332	354	347	346	362	246

5 Future Traffic Management & Traffic Flow

A workforce of a maximum of 204 people will be required at any one time for the Toms Gully, Rustlers Roost and Quest 29 Projects and will be sourced predominantly from the nearby towns. The town of Humpty Doo is approximately 60km from the Mt Bundy Gold Project, Palmerston approximately 80km and the centre of Darwin approximately 100km. Primary Gold will offer a bus service to transport employees to and from work, thereby considerably reducing mining light vehicle traffic on the public road.

Mt Bundy Gold Project traffic flow on and off site is estimated at an average of six delivery trucks per day, and ten light vehicles daily.

Due to the small numbers of Mt Bundy Gold Project traffic expected; the Mt Bundy Gold Project is not expected to adversely impact on current traffic flow in the Toms Gully Mine turnoff vicinity.

6 Existing Site Entrance and Approach

A layout of the existing site entrance is illustrated in Figure 1. Past operations have used this entrance without incident and therefore no modifications are proposed to the entrance as part of the Mt Bundy Gold Project. All traffic will go through Toms Gully then on to Rustlers Roost and Quest 29 as required. Toms Gully mine will be scheduled to be mined last and will provide access to the other Mt Bundy Gold Projects on private haul systems.

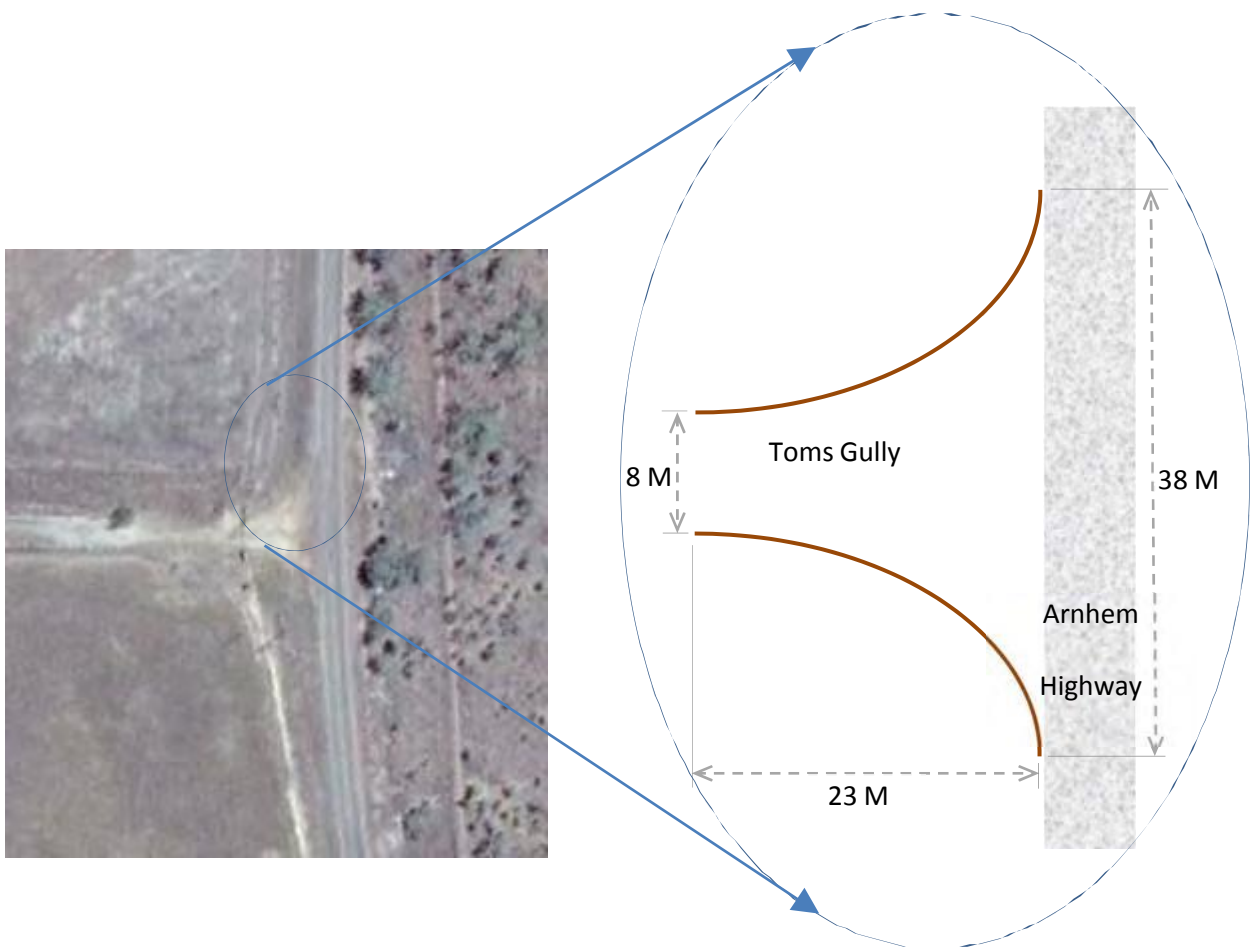


Figure 1: Project Site Entrance Layout

Figure 2 illustrates the North and South direct line of sights along Arnhem Highway from the Toms Gully mine site entrance.



Figure 2: Direct Line of Sight on Arnhem Highway

The section of Arnhem Highway adjacent to the site entrance consists of a two lane road with an approximate paved width of 8 m. This section of road is subject to a speed limit of 110 km/hr. As illustrated above, there is a direct line of sight from the entrance to the North of 800m and to the South of 400m.

Sight distance requirements are given in Austroads Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections. The required distances assuming a reaction time of 2.5 seconds and a travelling speed of 110 km/hr are:

- Safe Intersection Sight Distance (SISD) (value for trucks at night has been used) – 385m;
- Approach Sight Distance (value for trucks has been used) – 293m; and
- Minimum Gap Sight Distance (MGSD) – 305m for a right turn (this is the maximum distance given in Austroads).

The available distances are all greater than the direct line of site distances and are therefore acceptable.

Photographs of the approach roads and the site entrance are provided in Appendix A.

7 Traffic Management Risk Controls

To mitigate the risks associated with MT BUNDY GOLD Project traffic, Table 2 identifies the management measures proposed to be implemented to minimise any adverse impacts:

Table 2: Traffic Management Measures

Action	Timing	Responsibility
All drivers shall have the appropriate driving licences in place	Life of MT BUNDY GOLD Project	EH&S Manager
All drivers on site shall have their competency confirmed through competency based training or verification of competence	Life of MT BUNDY GOLD Project	EH&S Manager
All drivers on site shall undertake the MT BUNDY GOLD Project site induction which shall contain a section on driving requirements	Life of MT BUNDY GOLD Project	EH&S Manager
A bus shall be made available to transport employees to and from the MT BUNDY GOLD Project site	Life of MT BUNDY GOLD Project	EH&S Manager
Road signage shall be installed on the Northern and Southern approaches of Arnhem Highway warning of the mine entrance and the potential for entering and exiting vehicles. This signage shall be in accordance with Austroad requirements and to the satisfaction of the Northern Territory Department of Transport	Prior to commencement of MT BUNDY GOLD Project	EH&S Manager
Signage shall be installed along the site entrance road warning of the upcoming intersection with the Arnhem Highway. A stop sign shall also be installed on the entrance road at the intersection point	Prior to commencement of MT BUNDY GOLD Project	EH&S Manager
The site access road shall be regularly maintained and sprayed with water to minimise dust generation.	Life of MT BUNDY GOLD Project	EH&S Manager
Vehicle speed limits shall be set and signposted within the MT BUNDY GOLD Project site	Life of MT BUNDY GOLD Project	EH&S Manager
On site demarcation of heavy equipment, light vehicles and pedestrians shall be implemented where appropriate and practicable	Life of MT BUNDY GOLD Project	EH&S Manager
All vehicles shall be regularly serviced and maintained	Life of MT BUNDY GOLD Project	EH&S Manager
All loads shall be safely secured prior to departure and regularly checked	Life of MT BUNDY GOLD Project	EH&S Manager
Transport, storage, handling, and use of hazardous materials shall be in accordance with relevant Northern Territory legislation	Life of MT BUNDY GOLD Project	EH&S Manager
Traffic incidents for MT BUNDY GOLD Project related traffic shall be managed in accordance with the Project Incident Reporting and Management System	Life of MT BUNDY GOLD Project	EH&S Manager

8 Management Plan Review

As part of the EIS assessment, the Tom's Gully TMP was approved in February 2020. This latest update is extracted from the new PFS and EIS being prepared. This TMP shall be reviewed if a number of traffic near misses and/or incidents are recorded. Upon review, the document shall be revised where appropriate and consultation undertaken with the Northern Territory Department of Transport where required.

Appendix A - Photographs



Figure 3: Site entrance West side of Arnhem Highway looking South



Figure 4: Site entrance West side of Arnhem Highway looking North



Figure 5: East side of Arnhem Highway looking West along site access road



Figure 6: Site entrance East side of Arnhem Highway looking South



Figure 7: Site entrance East side of Arnhem Highway looking North



Figure 8: Arnhem Highway North of entrance looking South



Figure 9: Arnhem Highway South of entrance looking North