

Transport



ERA

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ERA has been transporting materials and its product to and from the Ranger mine for more than 30 years. ERA recognises transport and travel as one of the highest safety risks of the operation and has taken a proactive approach to traffic risk management and continuous improvement. In 2012, this approach was nationally recognised with ERA receiving the Australian Road Safety Foundations Award for Outstanding Achievement at the Australian Road Safety Awards.

The Project will deliver uranium bearing ore, via a different mining technique to the existing processing plant, and so the range of consumables required will not change although the quantities will vary. ERA engaged external specialists to undertake a traffic impact assessment.

Current transport arrangements

Personnel working at Ranger either live locally in Jabiru or fly-in/fly-out on chartered aircraft between Darwin and Jabiru. Personnel are also encouraged to prioritise air travel for business trips between the two centres, and thus light vehicle transport of personnel accounts for only about eight daily round trips between Darwin and the Ranger mine.

Consumables for the processing plant are transported by heavy vehicles to the Ranger mine along the Stuart, Arnhem or Kakadu Highways. These consumables originate from both within the NT and interstate. Typically consumables

originating within the NT travel out of Darwin and via the Arnhem Highway. Interstate deliveries pass through Mataranka, which is situated on the Stuart Highway 200 km south of the Kakadu Highway intersection at Pine Creek. Consumables are sometimes re-routed along the Stuart and Kakadu Highways to the Ranger mine when sections of the Arnhem Highway become flooded during the wet season.

The transport of consumables is undertaken using a variety of heavy vehicle configurations including rigid large body trucks, or single and multiple trailer arrangements. In all cases hazardous materials are transported according to regulatory requirements, consistent with leading industry practice.

Heavy vehicle movements, averaging about six daily round trips, occur at various times and are dependent on the needs of Ranger and transport provider scheduling. Combined heavy and light vehicles average 14 daily round trips.

Project transport requirements

The Project will use the current road transport network and vehicle types to transport the same range of consumables and product. Quantities of some consumables will increase, such as diesel for power generation, while others will decrease, such as explosives consistent with the reduced scale of underground compared to open pit mining.

Most of the new personnel will be fly-in/fly-out employees, and so there will be little change in light vehicle traffic. On average, at the peak of Project activity (2017) the total number of daily round trips (heavy and light vehicles combined) will have increased by approximately six.

Traffic impact assessment

A traffic impact assessment was undertaken by GHD Pty Ltd to evaluate the potential impact on transportation routes due to changed traffic volumes. The assessment showed that across all major transport routes, the cumulative ERA traffic (existing and Project) represents less than 4% of the traffic



Transport

volume. These routes have ample capacity to accommodate the very small increase associated with the Project.

A detailed quantitative risk assessment considered risks to public health and safety, the environment and wildlife including threatened and migratory species, drawing on expertise in transport logistics and ecological impact assessment. This assessment identified locations along the transport corridors that are of greater environmental sensitivity to a spillage of consumables/product or associated with greater than average crash rates.

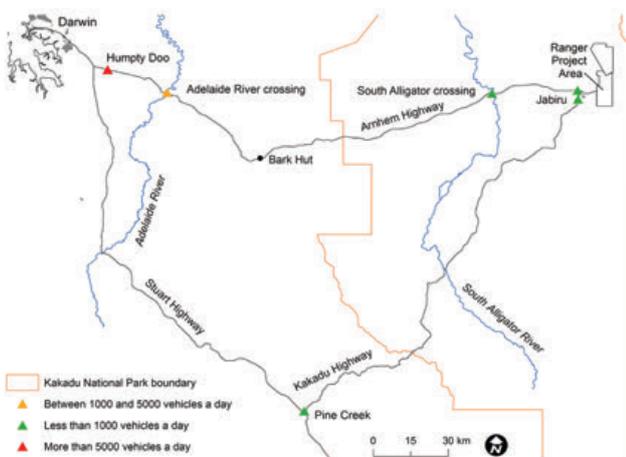
Scenarios considered events, such as tank rupture and spillage for each major consumable at designated ecologically sensitive locations, calculating probability of the incident and considering the environmental and/or safety consequences should it occur. This analysis included review of the existing controls and mitigations employed to manage transportation risks.

The study concluded that the Project does not materially change the traffic risk profile – the risks remain the same

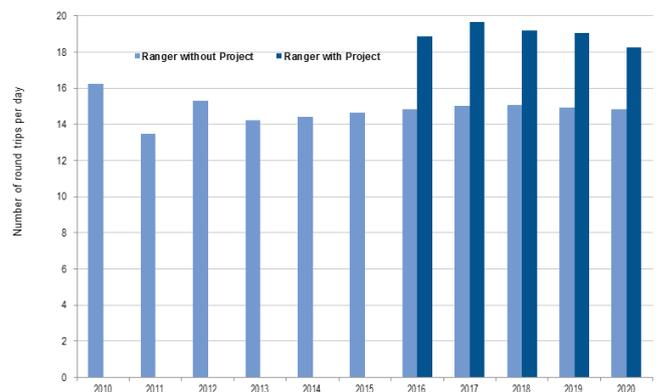
whether the Project proceeds or not. ERA's current controls will continue to be maintained for the Project, providing a high level of ongoing protection to the public and the environment.

Fast Facts

- ERA has a thorough understanding of its transportation and travel risks.
- ERA has a comprehensive transport management system that will be maintained for the Project.
- The majority of personnel will continue to travel to and from Jabiru by plane.
- The range of consumables will not change, although the quantities will vary.
- The Project does not materially change the current transport risk profile.
- The Project does not significantly impact the capacity of the road network.



Current road transport network



Historical and projected traffic

Further reading:

Refer to Chapter 12 of the *ERA Ranger 3 Deeps Draft Environmental Impact Statement*.