Waste Receipt and Vehicle Control Plan

For
Woodlawn Mechanical Biological Treatment Facility

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QUALITY INFORMATION

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0	Initial draft for internal review	A Brar Environmental Planner	R Bachu NSW Environment Officer	C Hodgkiss General Manager Strategic Planning, Development and Projects	18 Oct 2016
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Contents

DEFINITIONS/ABBREVIATIONS

BRS	Biological Refining System
BTT	Banksmeadow Transfer Terminal
CLC	Community Liaison Committee
CTT	Clyde Transfer Terminal
DPE	Department of Planning and Environment
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EP&A Act	Environmental Planning and Assessment Act 1979
EPL	Environment Protection Licence
IMF	Crisps Creek Intermodal Facility
MBT	Woodlawn Mechanical Biological Treatment
MP	Major Project
NIMS	National Integrated Management System
NMI	National Measurement Institute
OEMP	Operational Environmental Management Plan
POEO Act	Protection of the Environment Operations (Act and Regulations
PTS	Paperless Truck System
PWS	Paperless Weighbridge System
SCADA	Supervisory control and data acquisition
SHEQ	Safety, Health, Environment & Quality
SMA	Sydney Metropolitan Area
TPA	Tonnes per Annum
WHS	Work Health and Safety (Act and Regulation)
WRVCP	Waste Receipt and Vehicle Control Plan
Veolia	Veolia Australia and New Zealand

SECTION 1 INTRODUCTION

1.1 Overview

Veolia Australia and New Zealand (Veolia) will operate the Mechanical Biological Treatment (MBT) Facility, which is located at 619 Collector Road, Tarago.

The MBT Facility has been approved to receive up to 240,000 tonnes per annum (TPA) of mixed waste and 40,000 TPA of garden waste from within the Sydney Metropolitan Area (SMA). The waste will be containerised and loaded onto rail wagons for transportation from Sydney to the Woodlawn Eco Project Site (also owned and operated by Veolia), in the Southern Tablelands (approximately 250 kilometres southwest of Sydney) for processing and production of mixed waste organic outputs (herein referred to as compost).

The MBT Facility includes the following infrastructure:

- An access road for waste trucks (entering and exiting the facility from Collector Road);
- Car parking, weighbridge and amenities;
- Reception building and associated infrastructure;
- Biological Refining System (BRS) drums;
- Refining building;
- Organic buffer storage area;
- Fermentation building; and
- Compost storage area.

The NSW Department of Planning and Environment (DPE) assessed this State Significant development and granted Project Approval (MP 06 0239) for the 'State Significant' development on 6 November 2007, in accordance with section 75J of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

To incorporate current best available MBT technology and improve environmental controls in line with the NSW Environment Protection Authority (EPA) requirements, Veolia sought a modification to the development consent in December 2013. A Notice of Modification (MP 06_0239 MOD 1), issued under section 75W of the EP&A Act on 17 June 2014, reflects the revised site layout and infrastructure, waste processing technologies and operating hours of the MBT Facility.

An Environment Protection Licence (EPL) 20476 has been issued by the EPA, under the *Protection of the Environment Operations Act 1997* (POEO Act).

This Waste Receipt and Vehicle Control Plan (WRVCP) details waste management infrastructure, system and procedures to be implemented during the operational phase of the MBT facility. This WRVCP also includes tdetails of all vehicle entry and exit points including emergency exits.

1.2 Scope and Objectives

The purpose of this WRVCP is to provide, in accordance with Consent Conditions, relevant legislation and as part of Veolia's National Integrated Management System (NIMS), the waste receipt and vehicle flow control plans to form part of the Woodlawn MBT Operational Environmental Management Plan (OEMP).

This WRVCP provides information on the key waste management requirements for the MBT facility, including the following:

- Weighbridge infrastructure and systems;
- Details of vehicle flow controls including the entry and exit points where waste is transported into and out of the waste facility; and
- Record keeping, measurement and monitoring of the waste and other material received at the facility.

1.3 Legal and Other Requirements

The following regulatory framework applies to this WRVCP:

- MP 06_0239 under Section 75J of the EP&A Act (issued by DPE);
- MP 06_239 MOD 1 under Section 75W of the EP&A Act (issued by DPE), and;
- EPL 20476 issued under the POEO Act.
- POEO Act and POEO (Waste) Regulation 2014;

1.3.1 National Measurement Act 1960

The *National Measurement Act 1960* establishes a national system of units and standards of measurement, and provides for the uniform use of those units and standards throughout Australia to ensure traceability of measurement. It also establishes a framework for the regulation of measuring instruments used for trade, and provides for a system of verification of utility meters used for trade.

1.3.2 Conditions of Development Consent

The Consent Conditions relating to waste receipt and vehicle control require the preparation and implementation of a WRVCP. The requirements considered relevant to this WRVCP are detailed in Table 1.1 below.

Table 1.1 Development Consent Requirements

Relevant Conditions	Requirement	WRVCP Reference
PROJECT APPROVAL (PA 06_0239)		
Schedule 3		
Waste Management		
Limits of Inputs		
1	The Proponent shall only receive waste on site that has been railed to the Crisps Creek Intermodal Terminal from the Sydney Metropolitan Area. However, with the written approval of the Director-General the Proponent may receive waste on site from LGAs outside the Sydney Metropolitan Area. In seeking this approval, the Proponent shall submit a detailed assessment of the potential impacts associated with the receipt of this waste, including the potential traffic and traffic noise impacts.	Noted

Relevant Conditions	Requirement	WRVCP Reference
2	The Proponent shall not receive : a) more than 240,000 tonnes of mixed waste a year on site; and 40,000 tonnes of garden waste on site; and b) waste on site that is: • contaminated by chemicals and/or pathogens that would not be rendered harmless by operations on site, or that may constitute a health or environmental risk, including clinical and related waste and diseased carcasses; and • classified as hazardous waste or industrial waste	Section 1.1, Section 4.2.1 Section 4.2.2
Waste Acceptance & Screening		
3	The Proponent shall: (a) implement suitable procedures to: • ensure that the site does not accept waste that are prohibited ;and • screen incoming waste loads; and (b) ensure that: • all waste sludges and wastes that are controlled under a tracking system have the appropriate documentation prior to acceptance at the site; and • staff receive adequate training in order to be able to recognise and handle any hazardous or other unapproved waste	Section 4.2
Limits of Outputs		
4	Except for the following , the Proponent shall dispose of all outputs produced on site to the Woodlawn Landfill: • recyclable extracted and delivered off-site for resource recovery purposes; • restricted solid waste and hazardous waste extracted from the input waste stream and lawfully disposed of off-site; and • compost output products approved for use under the POEO Act and Regulations *Note – This approval does not alter the restrictions on input rates in the current approval for the Woodlawn Landfill in any way*	Section 3.1.3

Relevant Conditions	Requirement	WRVCP Reference
5	Within 3 years of commissioning the plant on site , or directed by the Secretary, the Proponent shall: a) review the criteria in condition 4c above in consultation with the EPA with a view to moving to approved criteria under the POEO Act and Regulations or establishing criteria that are specifically appropriate for the use in mine rehabilitation at the joining Woodlawn mine; and b) comply with any revised criteria set under the POEO Act and Regulations or by the Secretary	Noted
Monitoring		
6	The Proponent shall prepare and implement a Waste Monitoring Program for the Project to the satisfaction of the Secretary. This program must: a. be prepared in consultation with EPA by a suitably qualified and experienced expert; and b. include a suitable program to monitor the : • quantity , type and source of waste received on site; and • quantity, type and quality of the outputs produced on site.	Section 5
Transport		
Road Works		
30	Prior to carrying out any development on site, the Proponent shall: a) construct an BAL/BAR type bitumen sealed intersection at the site entrance; and b) upgrade Collector Road from the site entrance to the entrance of the Woodlawn Landfill to provide a 9 metre wide sealed pavement and matching formation, to the satisfaction of Palerang Council.	Noted
Onsite Parking & Access		
31	The Proponent shall: a) provide sufficient car parking on site to accommodate the parking demand of the project; b) construct sealed road from Collector Road to the gatehouse/waste reception area; and c) ensure that the: • car parking is constructed in accordance with the relevant requirements of Australian Standards AS 2890.1-2004; and • internal road network is constructed in accordance with the relevant requirement of Australian Standards AS 2890.2-2002	a) Section 3.2 b) Noted c) Noted

Relevant Conditions	Requirement	WRVCP Reference
Road Maintenance Contributions		
32	The Proponent shall contribute to both Palerang Council and Goulburn Mulwaree Council for the maintenance of the relevant sections of Collector and Bungendore Road that are used by the project. These Contributions are to be paid quarterly and must be in general accordance with my relevant Sections 94 Contributions Plan	Noted
Heavy Vehicle Restrictions		
33	Unless the Secretary approves otherwise (see condition 1 in schedule 3), the Proponent shall ensure that: a) all heavy vehicles associated with the project use the designated heavy vehicle route between the site and the Crisps Creek Intermodal Terminal; b) heavy vehicles entering or leaving the site with loads are suitably covered; and c) heavy vehicles leaving the site are cleaned of material that may fall on the road before they are allowed to leave the site.	Section 3.2.2
34	The Proponent shall prepare and implement a Transport Code of Conduct for the project to the satisfaction of the Secretary. This protocol must: (a) Be submitted to the Director-General for approval prior to construction; (b) Be prepared in consultation with PC and GMC;and (c) Describe the measures that would be implemented to: • Minimise the impacts of the development on the local and regional road network,including traffic noise;and • Ensure that no heavy vehicles use the designated heavy vehicle route during school bus operations on the route.	Road Transport Code of Conduct

Relevant Conditions	Requirement	WRVCP Reference
34A	The Proponent shall prepare and implement a Waste Receipt and Vehicle Control Plan for the project to the satisfaction of the Secretary. The plan shall; a) be approved by the Secretary prior to the commencement of operation b) be prepared in consultation with the EPA c) include details of the infrastructure, systems and procedures, that will be implemented to ensure compliance with the requirements of Section 88 of the POEO Act and Clauses 12 and 15 of the Protection of the Environment (Waste) Regulation 2005; d) include details of all vehicle entry and exit points, including emergency exits; and e) be incorporated into the Operational Environmental Management Plan for the project.	WRVCP

1.3.3 Veolia's Statement of Commitments

In addition, the operational mitigation measures appended to the Consent Conditions for waste management are presented in Table 1.2 below.

Table 1.2 Operation Mitigation Measures Requirements

Mitigation Requirement	WRVCP Reference
The Development will only receive Municipal Solid Waste, commercial waste and green waste. Each container of waste delivered to the Development will be weighed, recorded and tipped into the Development's receival area where it will be visually inspected prior to being processed in the MBT Facility. Any material that is not suitable for recycling, composting or other reuse will be separated from the remainder of the waste stream and stored for subsequent disposal at a suitably approved waste handling facility. The remaining material that is not recycled, composted or otherwise reused will be transported to the Woodlawn Bioreactor for disposal.	WRVCP
Veolia will maintain a permit issued by Department of Primary Industries (DPI), under Section 16 of the Plant Diseases Act 1924, allowing the movement of solid waste (including source segregated green waste) from Sydney to the Woodlawn Bioreactor and the Development and the use of compost for mine rehabilitation.	Noted
Compost derived from mix waste will be produced to satisfy the physical and chemical contaminant thresholds specified in the General and site Specific Resource Recovery Exemptions, in accordance with Clause 51 and 51A of the POEO (Waste) Regulations for the application of any compost output from the Development to land. Veolia has an agreement with Heron (formerly TriAusMin) regarding the use of compost for mine site rehabilitation and will continue to work with Heron to ensure relevant amendments are made to the Woodlawn Mining Operations Plan (MOP) with respect to the use to compost for mine rehabilitation.	Noted

Residual from the Development will not be used as daily cover in the Woodlawn Bioreactor without prior approval from the EPA.	Noted
Alternative fuel derived from the Development will not be used at any offsite facility without prior approval from the EPA.	Noted
Disposal of material from the Development in the Woodlawn Bioreactor will be carried out in accordance with consent for the Woodlawn Bioreactor.	Noted

1.3.4 Environment Protection Licence

EPL No 20476 stipulates the environmental obligations for Veolia to not cause, permit or allow any waste to be received at the MBT Facility site, except for what is permitted under the licence.

Conditions set out requirements in relation to the management of waste on site as detailed in Table 1.3 below.

Table 1.3 Environment Protection Licence Requirements

<table>
<tr><th>Relevant Conditions</th><th>Requirement</th><th>WMP Reference</th></tr>
<tr><td colspan="3">Limit Conditions</td></tr>
<tr><td colspan="3">L3 – Waste</td></tr>
<tr><td>L3.1</td><td>The licensee must not cause, permit or allow any waste to be received at the permises, except the wastes expressly referred to in the column titled “Waste” and meeting the definition, if any, in the column titled “Description” in the table below.

Any waste received at the premises must only be used for the activities referred to in relation to that waste in the column titled “Activity” in the table below.

Any waste received at the premeises is subject to those limits or conditions,if any,referred to in relation to that waste contained in the column titled “Other Limits” in the table below.

This condition does not limit any other conditions in this licence.
<table>
<tr><th>Code</th><th>Waste</th><th>Description</th><th>Activity</th><th>Other Limits</th></tr>
<tr><td>NA</td><td>General or Specific exempted waste</td><td>Waste that meets all the conditions of a resource recovery exemption under Clause 51A of the Protection of the Environmen Operations (Waste) Regulation 2005.</td><td></td><td></td></tr>
</table>
</td><td>Noted</td></tr>
</table>

Operating Conditions		
O1 – Activities must be caried out in a competent manner		
O 1.1	Licensed activities must be carried out in competent manner This includes: a) The processing,handling,movement and storage of materials and substances used to carry out the activity;and b) The treatment,storage ,processing,reprocessing,trasport and disposal of waste generated by the activity.	Noted

1.4 Stakeholder Consultation

As part of an ongoing commitment to stakeholder engagement, Veolia has implemented a program of communication and consultation during the preparation of this WRVCP. Veolia has consulted with government agencies and other key stakeholders.

1.4.1 Government Bodies

The following government agencies have been consulted with in relation to the requirements of this WRVCP:

- DPE;
- EPA;

1.4.2 Community

Veolia's communication may include the following where applicable:

- the Community Liaison Committee (CLC) (an open forum to interface between the residents of Tarago and Veolia to proactively resolve issues that impact on local amenity potentially from operations at Woodlawn Eco Project Site);
- publication in the the Tarago Times;
- other public notices and announcements;
- meetings and correspondence with appropriate regulatory authorities; and
- discussions with adjoining land owners/neighbours who may be affected by the MBT Facility.

The key objectives of the community focused communication and consultation program include:

- Educating stakeholders regarding key aspects of the the MBT Facility;
- Informing community groups and neighbours to help Veolia understand concerns;
- Access to information about the MBT Facility via Veolia's website, including published monitoring data, and;

  http://www.veolia.com.au

- Community telephone line:

Location	Contact
Woodlawn MBT facility 24 hour feedback line	1800 241 750

SECTION 2 GOALS OF WRVCP

The specific goals of the WRVCP are to document operational strategies for the MBT Facility to detail:

- measurement of the waste on site using weighbridges;
- waste acceptance and screening;
- vehicle flow control plan including the entry and exit points where waste is transported into and out of the waste facility.
- record keeping, measurement and monitoring of the waste and other material recived at the facility.

2.1 Roles and Responsibilities

Table 2.1 Roles and Responsibilities - WRVCP

Action	Responsibility
Overall implementation of the WRVCP.	Woodlawn MBT Manager.
Identify non conforming waste and notify Facility Manager.	Plant Operator(s) or Weighbridge Operator.
Training and communication.	Woodlawn MBT Manager or Safety, Health, Environment and Quality (SHEQ) representative(s).

SECTION 3 EXISTING ENVIRONMENT AND OPERATIONAL IMPACTS

3.1 Existing Environment

3.1.1 Site features

The MBT Facility includes the following infrastructure:

- An access road for waste trucks entering and exiting the facility from Collector Road.
- Weighbridge to check the waste type and weight of the waste being delivered to the facility.
- Reception building.
- BRS drums.
- Refining building.
- Organic buffer storage.
- Fermentation building.
- Compost storage area.

Additional details of the MBT Facility infrastructure and process are provided in Section of 3.2 of the OEMP.

3.1.2 Weighbridge

A Mettler Toledo weighbridge is installed at the entrance to the MBT Facility to weigh incoming waste and outgoing residual material for disposal in the MBT Facility or recyclables being sent off site. Each of the vehicles that enters or leaves the waste facility is weighed at the weighbridge on entering and on leaving the facility. The weighbridge is verified under the *National Measurement Act 1960* at least once a year.

Veolia utilises the same integrated weighbridge management system, across all sites. This involves the connection of Veolia's own Paperless Weighbridge System (PWS) with the SAP accounting and record keeping software/database

3.1.3 Waste operations

The operation of the MBT Facility includes receipt of solid waste from municipal, commercial and industrial sources within the Sydney Metropolitan Area (SMA) as follows:

- waste is accepted, weighed and unloaded on the reception building pit of the waste processing building, where it is screened for conforming waste.
- The waste is then loaded to the BRS drums in batches to ensure maximum residence time of 3-4 days.

- The waste from BRS drums is transferred to refining building for mechanical sorting with equipment, such as trommels to separate waste into different sized fractions, magnets to remove ferrous material and ballistic separators to segregate light, organic material from inorganic material for composting.
- The organic material is transferred to the fermentation building for composting. Aerated stockpiles of the organic material are formed in specially designed cells through an automated delivery system. The height of the stockpiles is not to exceed 4.5 m inclusive of the Biokap® fermentation system. (A system called BioKap® is Veolia patented technology, and will be used to enhance fermentation and treat odour emissions from the compost. BioKap® works by placing a layer of mature compost, normally 200 mm, on-top of a fresh windrow). Oxygen, temperature and moisture levels will be regulated through the SCADA system to ensure optimum and controlled conditions for composting to occur. The process of fermentation will effectively create a biological stable product, at the end of which, the compost produced will be moved into the compost storage area, located adjacent to the fermentation buildings, until required for use around the Eco Project Site.
- Recovered ferrous metals will be stored in the bin located outside the refining building for transport offsite and any residual material sent to the Bioreactor for disposal.

Other activities related to, but not operated as part of the MBT Facility include:

- Unloading of containers at the IMF and transporting them by road on quad axle trailers to the Woodlawn Eco Project Site, approximately 8 km from the township of Tarago for either disposal in the landfill or for processing as compost; and
- Loading of empty containers back onto the train to return to the BTT or CTT for reloading.

3.1.4 Vehicle Control Plan

All waste delivering vehicles enter the MBT Facility from Collector Road and an internal access road, and then via the weighbridge. Vehicles accessing the waste area of the reception building drive in and reverse back into the tipping platform to unload. The vehicles then travel back over the weighbridge and exit the facility onto Collector Road via the internal access road. Emergency exit is located to the west of the Fermentation building**(Attachment 2.3)**

Employees and visitors also use the Collector Road entrance and internal access road. However, they are directed to use the driveway to access the parking provided adjacent to the MBT administration building rather than the weighbridge. There are 21 car parking spaces provided for staff and visitors.

3.2 Traffic Impacts

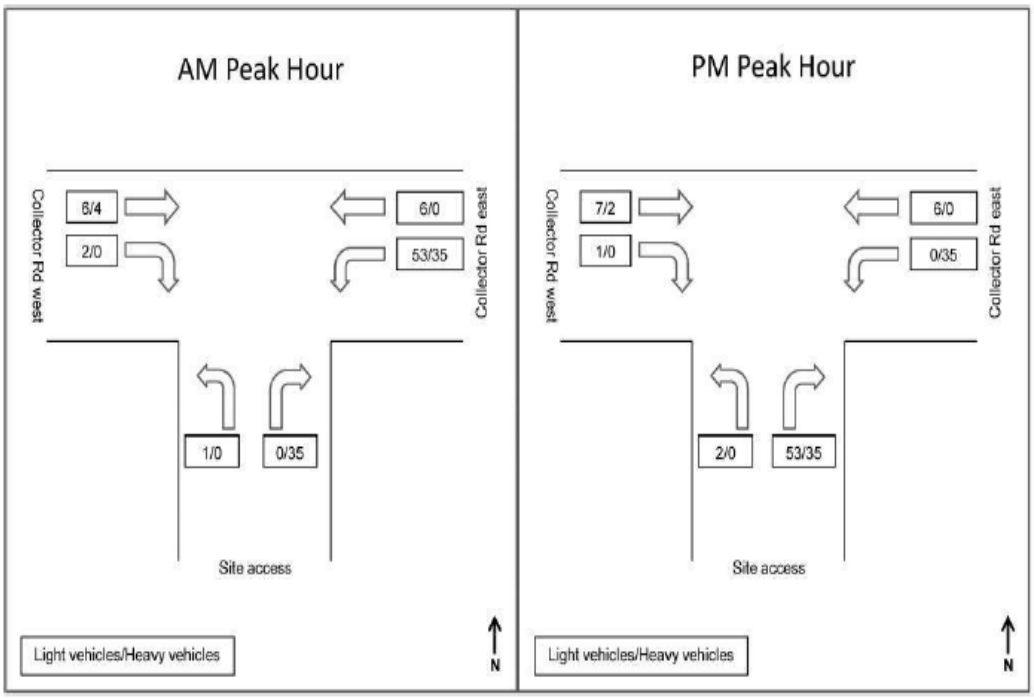
3.2.1 Vehicle Flow Control Impacts

An assessment of the traffic impacts due to waste receipt operational hours, capacity of the containers transporting the waste and site access to the MBT facility, was undertaken for the operation phase (at year of opening and at a 10-year horizon) of the MBT facility. The report has been prepared in accordance with the Guide to Traffic Generating Developments (RTA, 2002).

Operational traffic

flow at the site intersection is shown in **Figure 3.1**

Figure 3.1-Site access intersection traffic flow



The site access intersection was found to operate at a very good level of service in all assessment periods. The haulage route and surrounding roads were also assessed and found to operate at a very good level of service. Therefore, the MBT facility is likely to have a minimal impact on traffic operations and road safety.

SECTION 4 MANAGEMENT MEASURES

All waste records are filed, stored and archived in accordance with the relevant document control procedures found on Veolia's National Integrated Management System. Copies of invoiced weighbridge dockets from waste transported off site are filed and provided to the Woodlawn MBT Manager.

The following information in relation to the storage, treatment and disposal of waste is recorded in accordance with EPA requirements:

- Amount and type of waste transported;
- Name and licence plate number of the transporter;
- Date of transportation; and
- Name and location of the receiving waste facility.

4.1 Waste Management System

All waste transport vehicles entering the facility are required to go via the incoming weighbridge. Waste transport vehicles exiting the site are weighed on the outgoing weighbridge to confirm the weight of waste deposited at the site.

Veolia will maintain records of waste transport for submission to the EPA and quantification of the waste levy payable.

4.1.1 Waste tracking

The weighbridge is the primary location on site for tracking waste, including monitoring the quantity, type and source of waste received on site, and the quantity, type and quality of the outputs produced on site.

Veolia utilises the same integrated Weighbridge Management System, across all sites. This involves the connection of Veolia's own Paperless Weighbridge System (PWS) with the SAP accounting and record keeping software/database. The PWS architecture is designed for 24/7 operation, store and forward technology is used in all components to ensure data is not lost, and once connectivity is established, queued SADA following information:

- Date
- Vehicle Registration
- Customer
- Waste type
- Gross and Tare Weight
- Gross and Tare Time
- PWS Docket Number

The following figures show details of this system.

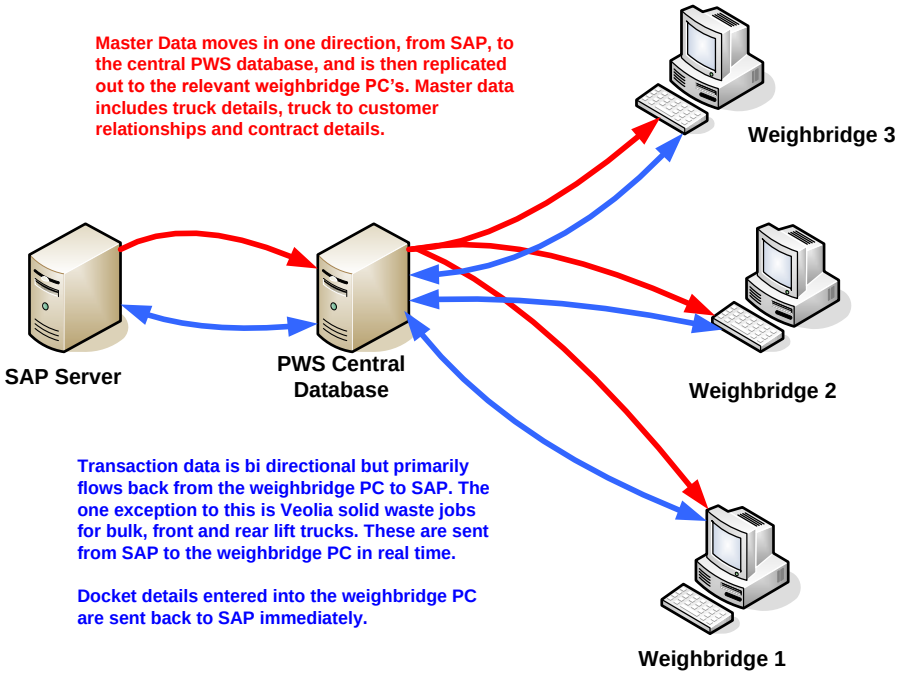


Figure 4.1 SAP and PWS Interface

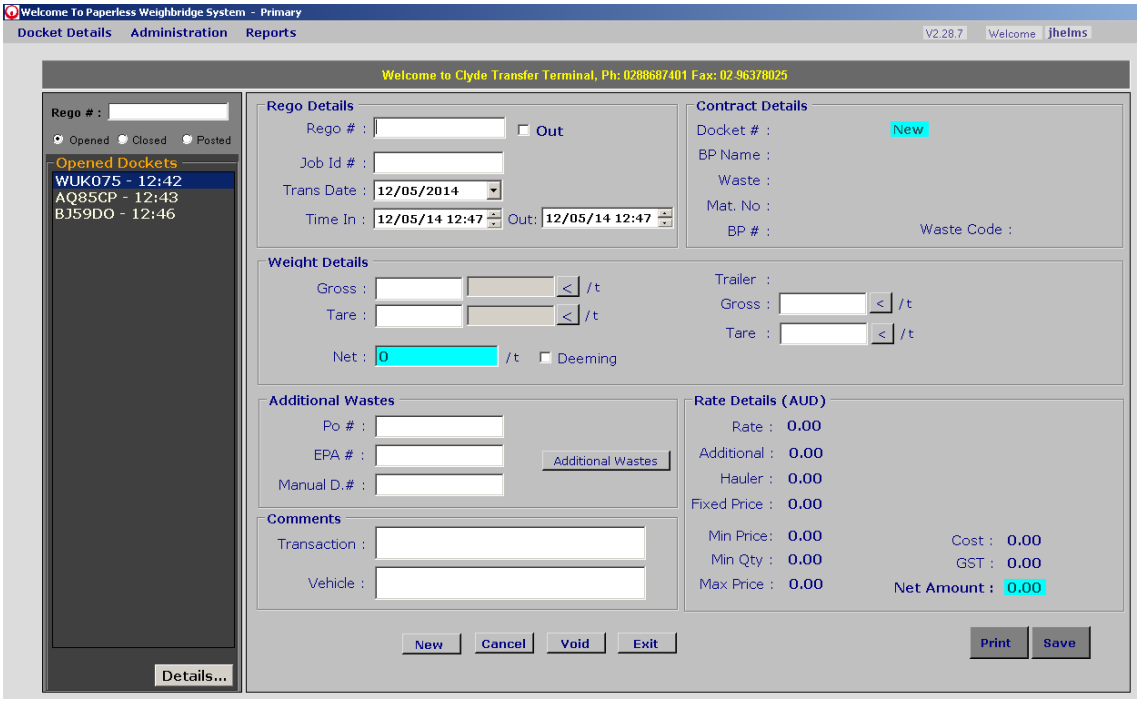


Figure 4.2 PWS Data Entry System

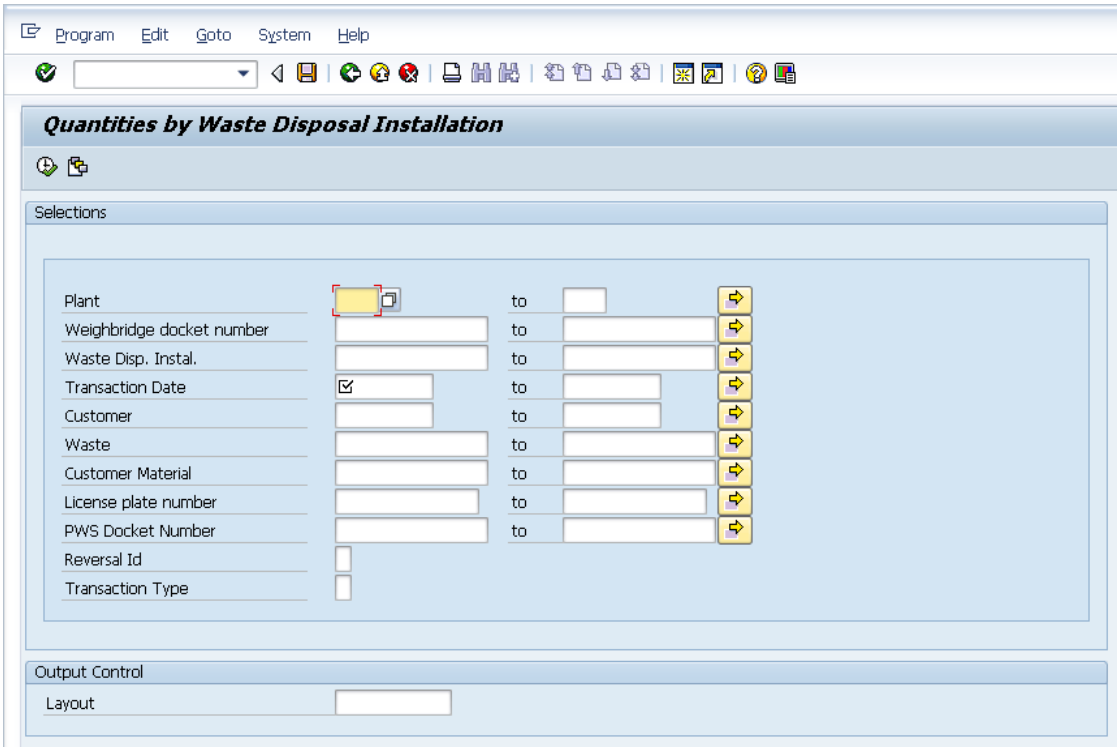


Figure 4.3 SAP Report Generation System

4.2 Waste Classification and Screening

The MBT Facility EPL 20476 includes the following scheduled activities:

- Composting;
- Resource recovery of general waste;
- Waste processing (non thermal treatment);and
- Waste storage.

4.2.1 Waste Classification

These waste types are defined in the NSW EPA Waste Classification Guidelines Part 1: Classifying Waste as follows:

Putrescible waste

The following wastes (other than special waste, liquid waste, hazardous waste or restricted solid waste) have been pre-classified by the EPA as 'general solid waste (putrescible)':

- *household waste that contains putrescible organics*
- *waste from litter bins collected by or on behalf of local councils*
- *manure and night soil*
- *disposable nappies, incontinence pads or sanitary napkins*
- *food waste*
- *animal waste*

- *grit or screenings from sewage treatment systems that have been dewatered so that the grit or screenings do not contain free liquids*
- *any mixture of the wastes referred to above.*

Non-putrescible waste

The following wastes (other than special waste, liquid waste, hazardous waste, restricted solid waste or general solid waste (putrescible)) are pre-classified as 'general solid waste (non-putrescible)':

- *glass, plastic, rubber, plasterboard, ceramics, bricks, concrete or metal*
- *paper or cardboard*
- *household waste from municipal clean-up that does not contain food waste*
- *waste collected by, or on behalf of, local councils from street sweepings*
- *grit, sediment, litter and gross pollutants collected in, and removed from, stormwater treatment devices and/or stormwater management systems, that has been dewatered so that they do not contain free liquids*
- *grit and screenings from potable water and water reticulation plants that has been dewatered so that it does not contain free liquids*
- *garden waste*
- *wood waste*
- *waste contaminated with lead (including lead paint waste) from residential premises or educational or child care institutions*
- *containers, previously containing dangerous goods, from which residues have been removed by washing3 and/or vacuuming*
- *drained oil filters (mechanically crushed), rags and oil-absorbent materials that only contain non-volatile petroleum hydrocarbons and do not contain free liquids*
- *drained motor oil containers that do not contain free liquids*
- *non-putrescible vegetative waste from agriculture, silviculture or horticulture*
- *building cavity dust waste removed from residential premises or educational or child care institutions, being waste that is packaged securely to prevent dust emissions and direct contact*
- *synthetic fibre waste (from materials such as fibreglass, polyesters and other plastics) being waste that is packaged securely to prevent dust emissions, but excluding asbestos waste*
- *virgin excavated natural material*
- *building and demolition waste*
- *asphalt waste (including asphalt resulting from road construction and waterproofing works)*
- *biosolids categorised as unrestricted use, or restricted use 1, 2 or 3, in accordance with the criteria set out in the Biosolids Guidelines (EPA 2000)*
- *cured concrete waste from a batch plant*

- *fully cured and set thermosetting polymers and fibre-reinforcing resins*
- *fully cured and dried residues of resins, glues, paints, coatings and inks*
- *any mixture of the wastes referred to above*

Less desirable waste

The following waste types have the potential to limit the effectiveness of the operations and therefore will be targeted for separation from the general waste stream for recycling or reuse, where possible and/or disposal:

- Timber waste;
- Bricks;
- Concrete;
- Batteries;
- Ferrous metals; and
- Non-ferrous metals.

Unacceptable waste

Hazardous, liquid and restricted waste will not be allowed at the MBT Facility. The following are to be designated as 'non-conforming waste';

- Radioactive wastes
- Toxic wastes including any:
  - Material containing arsenic, cyanide or sulphide
  - Toxic soluble salts of the following metals: barium, boron, cadmium, copper, chromium, lead, manganese, mercury, selenium, silver or zinc.
- Pesticides, in particular any of the following:
- Chlorinated hydrocarbons
- Fluorinated hydrocarbons
- Organophosphates
- Carbamates
- Phenols.
- Soluble acid or alkali or acidic or basic compounds.
- Liquid wastes
- Hazardous wastes, for example asbestos
- Any flammable liquid or material deriving from grease, oil, tar petroleum, shale or coal
- Any sludge or material (unless it can be shown to be innocuous and harmless) being the refuse from any industrial process carried out in any:

- Tanning or leather processing plant
- Petroleum or petrochemical plant
- Chemical plant
- Paint manufacturing plant
- Metal treatment plant
- Vegetable oil or mineral oil processing plant
- Pharmaceutical or drug manufacturing plant.
- Medical and quarantine wastes
- Dead animals.

4.2.2 Waste Acceptance & Screening

Waste will be screened in accordance with the NSW Resource Recovery Screening and Recording of Waste Procedure (PRO-NSW-000-325)**(refer to Appendix 2.1)** at the CTT and BTT sites before the loading of waste into containers for the transportation to the MBT facility. This procedure covers the waste screening and recording requirements at the NSW Resource Recovery Facilities. These facilities each have Environment Protection Licenses which need to be complied with when receiving waste at the facilities. Whilst the types of waste accepted at each of these facilities can vary, the process for screening and recording waste are substantially the same

If any waste is detected that is not acceptable through the screening process, it will be rejected and will not be loaded into the containers.

Veolia's Control of Non-conforming Waste Procedure (PRO-COL-000-112)**(refer to Appendix 2.2)** provides details regarding the identification of any unacceptable wastes and how to deal with these materials, which is accessible on site.

Once the waste is received at the MBT facility, the operator of the grapple crane inspects the waste as it is discharged from the vehicle, to check for non-conforming waste. In the event that easily extractable, bulk recyclable waste is detected this waste will be separated from the general waste stream and set aside for removal from the facility to another facility licensed to receive this type of waste for processing or recycling. This includes waste types identified as less desirable in Section 4.2.1.

4.2.3 Waste Generation

Waste is generated on site through offices, lunch rooms and maintenance activities. These waste streams could potentially include:

- General solid waste (putrescible) – mixed residual waste.
- General solid waste (non-putrescible) – recyclable materials (such as paper, plastic containers, glass containers and aluminium cans), cardboard and plastic packaging, and maintenance items consumables.

Appropriate waste receptacles are provided throughout the site to enable the segregation of recyclables and general waste on site. General waste is processed through the facility and recyclable material is transported off site to an appropriately licenced facility for recycling.

4.3 Traffic Management

4.3.1 Vehicle Flow Control Plan

The vehicle flow control plan **(refer Attachment 2.3)** has been designed such that the risk of collisions and accidents between moving vehicles is minimised. The design also ensures that no heavy or light vehicles on site will come in contact with waste, with exception to the specific vehicles used for waste management. This ensures that no waste is tracked offsite onto public roads. The plan also includes the entry and exit points where waste is transported into and out of the MBT facility.

4.3.2 Transport Code of Conduct

A Transport Code of Conduct (TCC) **(refer Attachment 2.4)** has been prepared for the Woodlawn and Crisps Creek operations and was approved prior to the commencement of the construction. The TCC describes the measures that implemented to minimise the impacts of the Eco Project site (including MBT Facility) on the local and regional road network including traffic noise; and ensure that heavy vehicles use the designated heavy vehicles route.

4.3.3 Heavy Vehicle Restrictions.

- All heavy vehicles associated with the project use the designated heavy vehicle route between the site and the Crsips Creek Intermodal terminal;
- Heavy vehicles entering or leaving the site with loads are suitable covered
- Heavy vehicles leaving the site are cleaned of materials that may be fall on the road before they are allowed to leave the site.

4.4 Training Programs

4.4.1 Drivers

All drivers accessing the site are trained in the conditions of site entry. The induction program is supported by the following measures:

- Verbal advice from crane operator;
- Tool box meetings; and
- Site entry signage.

4.4.2 Operators

As part of the site induction requirements, and in addition to operational training requirements, employees are also trained in a range of waste processing related areas including:

- waste tracking
- waste classification
- control of non-confirming waste

This training ensures that staff receive adequate training to be able to recognise and handle any hazardous or other prohibited waste.

SECTION 5 MONITORING AND REPORTING PLAN

5.1 Monitoring Program

The Monitoring Program refers to how materials will be tracked from the time they enter the facility via the weighbridge, through the processing stage and then to the product stage, i.e. the production of compost and the recovery of recyclables.

5.1.1 Waste

The program is divided into incoming waste and output materials.

- **Incoming Waste**

Incoming waste enters the MBT Facility via the weighbridge. The weighbridge system records all of the relevant information concerning the material including customer, vehicle details, date, time, weight (gross and tare) and waste type. Consistent with current Veolia operations, a waste classification and coding system devised from the EPA's material composition codes will be utilised for the MBT Facility.

- **Output Material**

Output material (compost, recyclables and residual material) will similarly be weighed using onsite weighbridge systems. The weighbridge system records all of the relevant information concerning the material including customer, vehicle details, date, time, weight (gross and tare) and waste type. Consistent with current Veolia operations, a waste classification and coding system devised from the EPA's material composition codes will be utilised for the MBT Facility.

  - **Compost:** Compost output products for land rehabilitation will be processed such that they comply with requirements of the Woodlawn organic outputs derived from mixed waste order 2015. Should any contaminant exceed the desired level, the initial action will be to investigate blending to achieve the desired level, or as a last resort, will send the compost to Bioreactor.
  - **Metals:** During the process, metals will be separated out, stored in bins or bunkers and sold to the market as a beneficial product.
  - **Residual material:** Residual material, which cannot be reused, will be deposited in the adjoining Bioreactor.

5.1.2 Traffic

Traffic monitoring will under taken as outlined in Table 5.1

Table 5.1 TMP Monitoring Program

Parameter	Monitoring Required	Frequency	Standard	Criteria/ Performance Measure/Trigger	Response
Traffic Flow	Congestion	As Required		Complaints Detection	Respond according to result.

5.2 Inspection and Testing

Inspection and testing will be undertaken at the MBT Facility, in accordance with site specific Inspection and Testing requirements. The outcomes of the monitoring will be recorded in appropriate forms/checklists as detailed in Section 5.1.1 of the OEMP.

Inspection and monitoring checklists for waste management during the operational phase of the MBT Facility are held on Veolia's document management system.

The Woodlawn MBT Manager is responsible for monitoring the effectiveness of all waste management measures on site.

Regular environmental inspections are undertaken by the MBT Facility personnel to ensure that environmental controls have been implemented, meet specification, and are maintained in accordance with the NSW Inspection and Testing Program (PRO-NSW-000-228) as summarised in 2 below.

Table 5.2 Waste Monitoring Program

Item	Type of Inspection/ Testing	Frequency of Inspection	Responsibility
Weighbridge	Certification and/or calibration	Annual	Plant Maintenance Manager
Waste volume monitoring	Inspection	Daily	Woodlawn MBT Manager, Leading Hands
Site Inspection and Housekeeping Checks	Inspection	Weekly	Leading Hand or Nominated person
Compost	Testing for the analytes as listed in table 1 of the Woodlawn organic outputs derived from mixed waste order 2015	Ongoing	Woodlawn MBT Manager, Environmental Officer or nominee

5.3 Performance Reporting and Review

Annual management reviews of the environmental performance of the MBT Facility will assess the continuing suitability, adequacy and effectiveness of the on-site environmental management measures. This review will include performance against the goals of the WRVCP. This review will include consideration of any reasonable and feasible measures that may improve the management of waste at the site and prioritisation of any recommendations for implementation.

Where performance reporting is required under the Consent Conditions or the EPL, all relevant information will be recorded and maintained on site. This will include, but not limited to, the following:

- Sampling dates, times and name of sampler;
- Chain of Custody, analysis and results;
- Complaints received and corrective actions taken; and
- Copy of the EPL, development consent and other relevant approvals.

Veolia will use monitoring data to review and identify any exceedances against the adapted goals with the appropriate corrective actions applied as discussed below.

Details of compliance reporting requirements are provided in Section 5.1.2 of the OEMP.

5.4 Exceedances and Corrective Actions

Handling of any waste related complaints will be managed in accordance with the process outlined in Section 4.3.4 of the OEMP. The Woodlawn MBT Manager, or their site nominee, will record and manage all complaints in accordance with Veolia's complaints handling, notification and reporting procedures.

Any waste related incidents will be managed in accordance with Veolia's Non Conformance Procedure (PRO-COL-000-137). Investigations will be undertaken in accordance with the NSW Incident Investigation Procedure (PRO-NSW-000-130) or on a case-by-case basis depending on the severity of the incident as described in Section 5.1.1 of the OEMP.

Notification, emergency response and reporting requirements relating to incidents are detailed in Section 4.4 of the OEMP.

At completion of any investigation, any required corrective actions will be recorded in the Vault and managed in accordance with the NSW Corrective Action Procedure (PRO-NSW-000-132) in a timely manner as described in Section 5.1.1 of OEMP.

5.5 Publishing of Monitoring Data

Where required, Veolia will publish the results of any environmental monitoring required under the EPL on the following website:

http://www.veolia.com.au

REFERENCES

- Umwelt Environment Consulting. (2006). *Environmental Assessment: Woodlawn Expansion Project Volume 1 – Main Report.*
- Veolia Environmental Services. (2014). *Construction Environmental Management Plan.*
- NSW EPA. (2014). *Waste Classification Guidelines Part 1: Classifying Waste.*

APPENDICES

APPENDIX 2.1 NSW RESOURCE RECOVERY SCREENING AND RECORDING OF WASTE PROCEDURE (PRO-NSW-000-325)

Aim and Scope

This procedure covers the waste screening and recording requirements at the NSW Resource Recovery Facilities. These facilities each have Environment Protection Licenses which need to be complied with when receiving waste at the facilities. Whilst the types of waste accepted at each of these facilities can vary, the process for screening and recording waste are substantially the same.

Acts, Regulations, Codes of Practice and Australian Standards

Protection of the Environment Operations Act 1997

Accountabilities and Responsibilities

The Operations Manager is accountable for ensuring that this procedure is implemented onsite.

All workers onsite are responsible with following this procedure. All customers are also responsible in following these procedures where they apply to the transport and tipping of their waste.

Procedure

Site inductions and Customer Contracts

There are three types of customers that will tip waste at NSW Resource Recovery facilities:

1. Internal Customers (VES NSW)
2. External Account Customers
3. one-off COD customers (where applicable)

All account customer's waste taken directly to site needs to be preapproved by the NSW Resource Recovery Sales Team or Site Management to ensure that it meets the site Environment Protection License requirements. Sites have induction materials available for all drivers coming onsite, including pamphlets and videos. Inductions include the site safety requirements as well as the environmental requirements, including waste types permitted by the Environment Protection License.

Waste Screening and Inspection

There are two main screening points when waste is delivered to the site:

- At the Weighbridge, site staff confirm the source of the waste material and provide access to the site, before allowing vehicle to proceed to the tipping facility. All details of the waste accepted onto site are recorded.
- At the Tipping area, Site staff inspection of waste as it is discharged from vehicle at the tipping area, to check for non-conforming waste. Site operators are trained to recognise wastes that are not to be accepted at the site. If the site operator sees a non-conforming waste, the truck driver will be

informed and asked to wait. The site manager will be immediately informed who will arrange for the customer to be notified.

Where a non-conforming waste is identified, if appropriate, the site operator will isolate the load, either by leaving it or by moving it to a separate place so as not to cause hazard or disruption to others. The operator should follow the Procedure for Waste Rejection.

Should there be any reason to not permit the load onto the site, the customer will be informed and a record of waste rejected will be kept. The Procedure for Waste Rejection will be followed.

Inspection at Unloading Point

If the operator is in any doubt as to the contents of the load, the load will be left in place and the Site Manager consulted. If possible, the driver will be asked to provide any further information on the contents. In the event that part or the entire load is to be rejected, Procedure for Waste Rejection will be followed.

Recording of Waste

The customer details are verified on PWS. If there are any concerns or queries, the site manager will be contacted and the driver's office may be contacted.

Once VES staff are satisfied that the waste is acceptable, the following details are recorded on PWS:

- Date
- Time
- Vehicle Registration
- Customer
- Gross weight
- Waste type

Once the load has been tipped the vehicle will proceed to the weighbridge and a tare weight will be recorded. A transaction docket will be produced confirming the key details above, and the weighbridge operator will obtain the driver's signature (where applicable) to confirm the details. A copy will be given to the driver.

Procedure for Waste Rejection

If a load of waste is rejected at the facility, one of the following processes will take place:

1. If it can be loaded easily and safely, the load will be reloaded into the same vehicle to allow the driver to dispose of the waste material at another facility.
2. If it cannot be reloaded into the same vehicle, the waste will be segregated and reloaded into a suitable vehicle.

Any costs associated with Waste rejection will be borne by the customer.

End of Procedure

APPENDIX 2.2 VEOLIA'S CONTROL OF NON-CONFORMING WASTE PROCEDURE (PRO-COL-000-112)

VES Control of Non Conforming Waste Procedure

Aim

To outline the process for identifying and rejecting non conforming waste / materials received at a VES facility or collected from a Client site, ensuring these meet all legislative requirements, protect the health and safety of VES employees and minimise potential impact to the surrounding environment.

Scope

This procedure applies to all VES operations, employees and contractors, involved in the collection and transport of liquid and solid waste and materials for resource recovery / recycling. The procedure covers circumstances where non conforming waste is identified at VES treatment facilities and transfer stations as well as at the point of collection from a Client site. Where site-specific operations must be detailed that would not also apply on a national level, these are to be recorded in a Work Instruction document.

Responsibility

Site / Transport Manager

It is the responsibility of the Site Manager (or appointed representative) to:

- ensure this procedure is conveyed to and understood by all Operators / Drivers and/or VLO's;
- ensure all Operators are trained to recognise non conforming waste/materials;
- ensure all incidents of non conforming waste are logged in the internal Incident Management System.

Sales

It is the responsibility of Sales Representatives / Managers to:

- ensure that wastes are properly classified prior to quoting;
- ensure that clients understand responsibility regarding providing consistent waste streams;
- ensure that any special requirements are communicated to Site / Transport Managers and / or Operations, as appropriate.

Landfill / Treatment Facility Operators

It is the responsibility of Facility Operators to:

- follow this procedure;
- ensure all waste loads (and accompanying paperwork) delivered to the site are correctly checked for any non conforming waste at the weighbridge and disposal point or by sampling and testing of liquid wastes;
- report incidents of non conforming waste to the Site Manager (or equivalent);

- apply the appropriate controls outlined below to ensure non conforming waste is correctly isolated and not removed from the premises unless authorised by relevant management.

Drivers

It is the responsibility of the Drivers to:

- follow collection and transport procedure;
- reasonably and adequately check waste loads to ensure non-conforming waste is identified;
- report incidents of non-conforming waste to Site Manager (or equivalent);
- not pick up non-conforming waste;
- not pick up waste that deviates from classification/service agreement.

Procedure

Licences

Where applicable, an Environment Protection Licence, issued by the relevant state / territory government environmental authority must be held by the VES waste storage / treatment / disposal facility. This facility licence prescribes the types of waste able to be received at the facility.

Where applicable, a Waste Transport Licence, issued by the relevant state / territory government environmental authority must accompany a VES vehicle/driver and waste types able to be transported by VES trucks / Drivers. Where VES uses contractors they must ensure that they hold appropriate permits and licences.

Signage and Registers at Receiving Facilities

Signage at the entrance of the receiving facility and weighbridge area (if applicable) must be clearly visible and state which types of waste / materials are permitted and not permitted at the facility. Each site must also have a register of acceptable (and unacceptable, if relevant) waste codes and a description of these materials. Both signage and the register are to be used as controls for waste acceptance facilities.

Transport Businesses are to have methods to determine acceptable storage / treatment / disposal facilities for the types of waste / material transported. Environmental licences (if applicable) will determine types of waste allowed to be transported.

Records Management

All paperwork related to these operations is to be maintained and filed as indicated in the relevant legislation. A copy of the *VES Non Conforming Waste Form* is to be issued to the Client and a copy is to be retained on file for the site's records. For sites using waste tracking systems, which allow rejection of wastes to be formally recorded, communicated to the client and filed, the *VES Non Conforming Waste Form* does not need to be used.

Training

All Operators / Drivers are to be trained to recognise non conforming waste (as detailed in site registers of acceptable waste codes). See *VES Collection and Transport of Controlled Waste Procedure* for additional areas of training.

Non Conforming Waste at Collection Point

The following outlines situations where a waste load is to be identified as non conforming prior to loading onto the vehicle:

The Driver is to reasonably inspect the waste load prior to loading and check to see if:

- it is inconsistent with the waste classification identified either on the run sheet or on the Waste Transport Certificate (or equivalent)as it contains other materials or if client advises to pick up other materials from different areas leading to mixing and contamination of load;
- packaging is inappropriate for the waste type e.g. asbestos, is not stored in sealed heavy duty polyethylene bag meeting EPA regulated weight and dimensions;
- packaging is defective i.e. containers show deterioration or damage (leaking), or where seals, clamps and lids are not secure, or show residues on the outside;
- labelling is inadequate or absent (e.g. especially in the case of DG); and / or
- there is any other doubt about the waste stream.

The driver must **not** load waste that is inconsistent with the Waste Transport Certificate or that result in mixing and/or contaminating waste loads, even if instructed to by Client on collection.

Where the waste is recognised as non conforming the Driver is **not** to proceed with the loading and transportation of the load and is to escalate the issue to the Site Manager and Supervisor.

The Site Manager and/or Supervisor must notify the Client, determine waste type and resolve uncertainties.

Classification of waste must be obtained prior to waste being loaded.

Waste is only be loaded once classification is confirmed and the appropriate conditions for transport are met. This includes correct waste transport certificates etc.

The Site Manager/Supervisor shall report to Group Services - Environment (or equivalent). All Incidents are to be logged on NIMS.

Non Conforming Waste Received at a VES Facility

The two main screening points for waste delivered to a VES site are at the Weighbridge and at the Storage / Treatment / Disposal point. The following procedure outlines the steps for identifying and handling non conforming waste at each of these points.

At the Weighbridge or Load Testing Point:

- **For solid waste / materials:** Upon arrival at the site, the weighbridge operator (where applicable) or site manager shall question the driver as to contents of load, visually inspect vehicle, checking the accompanying paperwork (Waste Transport Certificate etc.) the weighbridge operator (where applicable) is to ascertain whether the material is acceptable on

the site based on the Environmental Protection licence, other statutory requirements and also operational restrictions.

- **For liquid waste:** Upon arrival at the site, a sample is to be taken from the load and tested on site for:
  - Treatability
  - Consistency with the Environmental Protection Licence conditions
  - Consistency with the Waste Transport Certificate; and
  - Consistency with the initial waste sample provided to / by Sales.

  The sample must be labeled and kept for at least one month.
- **For storage sites:** All solid and liquid wastes received must be pre-determined before collection by way of sales feedback and controlled waste collection manifests or equivalent. Items not listed on controlled waste manifests or equivalent shall not be collected without confirmation from the site manager.
- Any concerns or queries are to be referred to the site manager, who will liaise with the transporter and generator, or consignment authorisation applicant as appropriate.
- If the waste is found to be unacceptable for the facility to process, then,
  - **For Solid waste/materials:** the transporter delivering the waste is to be notified using the *VES Non Conforming Waste Form,* and be instructed to remove the waste / material off site to an appropriate facility licensed to accept the waste or returned to the client.
  - **For Liquid waste:** The waste is to be rejected, once confirmed by authorised personnel, using the formal waste tracking process or equivalent. Other disposal / storage options are to be considered in liaison with the client. All testing results and reasons for rejection are to be filed with the Waste Transport Certificate where applicable.

At the Storage/Treatment/Disposal Point (excluding Liquid Waste):

In the event the waste is not identified at the weighbridge (or weighbridge is unmanned), and the load has proceeded to the storage / treatment / disposal area, an operator can establish the waste / material type as the waste is tipped.

- Site operators are to inspect loads of waste while they are being unloaded. Where waste does not meet the Environmental Protection Licence conditions and /or waste load documentation does not meet site requirements (classification, testing and assessment), the weighbridge operator must stop the driver immediately and notify the site manager and/or leading hand. The site manager and / or leading hand must then inspect the load to establish the type of waste.
- If waste is found to be nonconforming, the operator is to record the company, time of delivery and registration of the vehicle and ask the driver to wait on site.
- The transport company delivering the load is to be notified and arrangements made as per the *VES Non Conforming Waste Form*.

- A copy of this form is to be given to the driver and faxed to the Client immediately so that appropriate action may be taken and a copy is retained on site.
- If the non conforming waste cannot be taken off site immediately, the site operator is to segregate the non conforming waste to an isolated area and meet any temporary storage requirements (e.g. in the case of asbestos to be wetted and covered, leaking chemical drums contained) and all necessary and appropriate OHSE controls (dust control, PPE etc.) If the vehicle is still on site, the waste is to be reloaded.
- Where a facility handles more than one type of treatment, any waste detected in the wrong part of the site is to be isolated and moved to the correct location for processing. If a waste load is deposited in an area that is not licensed to receive it, the operator is to isolate the load. This is to apply in cases where, for example, waste is detected after discharge of the load in the recycling area, where the load should be disposed of in the landfill. The material is to be transported to the correct area of the site for storage / treatment / disposal.
- In the case where particular types of controlled wastes, such as asbestos, are found to be in a non conforming load, and it is a legislative requirement to report to State Environment Authorities, VES shall advise the Client and / or transport company and report to the State Environment Authority.
- The Site Manager must ensure that incidents are reported on the National Incident Management System on HIPPO Station.
- Should the Client for any reason not comply with direction specified in the *VES Non Conforming Waste Form*, VES is to arrange for the collection, transport and disposal of such waste at a cost to be borne by the Client. Any cost is to be clearly communicated to the Client.
- Management must inspect daily all recorded incidences of rejected loads and will advise Client of the incident by phone and reminded of permitted waste types. Further occurrences may result in this Client's Loads being banned from the site, at the discretion of Site Management.
- Normal operations may resume once the risks of non conforming waste have been controlled.

End of Procedure

Annex - Definitions

Non conforming waste

Is waste that is not permitted under the conditions of a VES EPL (Environmental Protection licence issued by State Environment Authority) to be transported by VES or received at a VES treatment facility. This may differ from facility to facility depending on the operations and legislative requirements in each state.

Licence and permit

A record of approval granted by an Agency in relation to vehicle for the purpose of moving controlled waste.

State Environment Authority

Refers to State or Territory government department or designated agency that oversees environmental laws and policies in that jurisdiction.

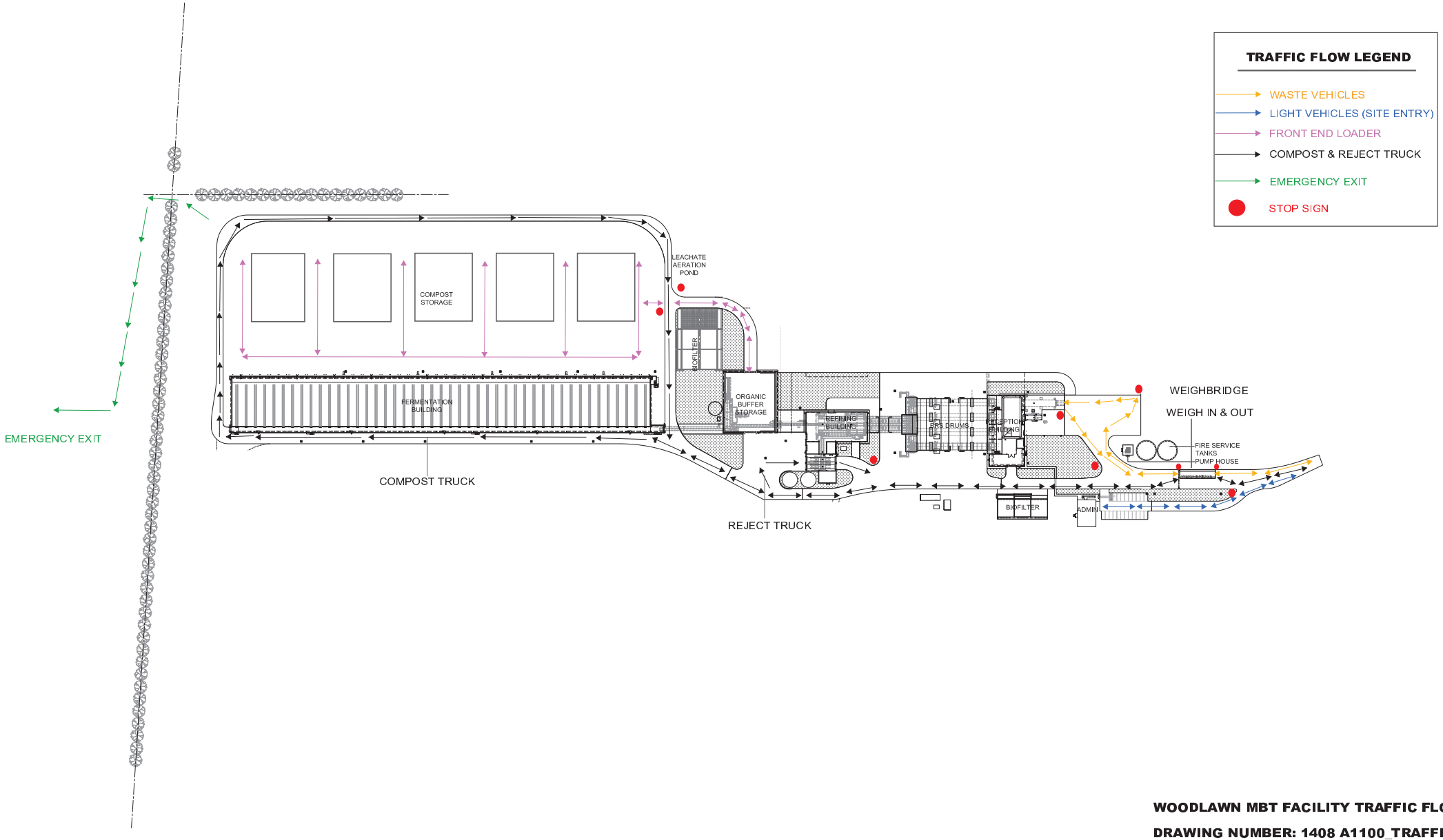
Waste Transport Certificate

A Waste Transport Certificate (WTC) records an individual waste movement. The WTC records details of the consignor (waste generator), transporter and disposal facility, the waste amount and waste characteristics, and the dates when the various stages in the waste movement occurred. It is a requirement that a paper WTC accompany all waste movements that must be tracked. Formerly called WDF in NSW.

Annex – References and Related Documents

Jurisdiction	Document Type	Issuing body	Title	Date
CTH	Act	CTH	National Environment Protection Act	1994
NSW	Act	NSW	Protection of the Environment Act (NSW) POEO	1997
NSW	Act	NSW	National Environment Protection Council (NSW)	1995
NSW	Regulation	NSW	The Protection of the Environment (Waste) Regulation	2005
NSW	Guidelines	NSW	Waste Classification Guidelines	2008
SA	Act	SA	Environment Protection Act	1993
SA	Act	SA	Zero Waste SA Act 2004	2004
SA	Policy	SA EPA	Environment Protection (Waste Management) Policy 1994	1994
TAS	Act	TAS	Environmental Management and Pollution Control Act (EMPCA)	1994
TAS	Regulation	TAS	Environmental Management & Pollution Control (Waste Management)	2000
VIC	Act	Vic EPA	Environmental Protection Act 1970	1970
VIC	Regulation	VIC	Environment Protection (prescribed waste) Regulations 1998	1998
WA	Act	DEC	Environmental Protection Act	1986
WA	Regulations	DEC	Environmental Protection (Controlled Waste) Regulations	2004
WA	Guidelines	DEC	Guideline for Controlled Waste Carriers	2004
National	Code	CTH	Australian Code for the Transport of Dangerous Goods by Road and Rail (ADG Code)	
NSW	Guidelines	NSW	Waste Classification Guidelines (2009)	2009
National	Standard	NOHSC	National Code of Practice for the Labelling of Workplace Substances [NOHSC: 2012]	1994
National	Standard	NOHSC	National Code of Practice for Preparation of Material safety Data Sheets [NOHSC: 2011]	2003
National	Form	VES	FOR-COL-000-113 VES Non Conforming Waste Form	
National	Element	VES	ELE-COL-000-015 VES Incident Reporting	
National	Element	VES	ELE-COL-000-023 VES Emergency Crisis Preparedness and Response	
National	Manual	VES	MAN-COL-000-010 VES Driver Manual	
National	Procedure	VES	PRO-COL-000-043 VES Heavy Vehicle Driver / Operator	
National	Procedure	VES	PRO-COL-000-086 VES Spills Response	
National	Procedure	VES	PRO-COL-000-104 VES Collection and Transport of Chemicals (Incl. DG)	
National	Procedure	VES	PRO-COL-000-109 VES Collection and Transport of Asbestos	
National	Procedure	VES	PRO-COL-000-023 VES Managing Contractors in the Workplace	
National	Procedure	VES	PRO-COL-000-024 VES Contractor Requirements and Guidelines	
National	Training	VES	TRG-COL-000-052 VES Non Conforming Waste Transport Awareness Presentation	
National	Training	VES	TRG-COL-000-051 VES Controlled Waste Transport Awareness Training Guidelines	
National	Training	VES	TRG-COL-000-112 VES Non Conforming Waste Transport Awareness Training Assessment	

APPENDIX 2.3 VEHICLE FLOW CONTROL PLAN



WOODLAWN MBT FACILITY TRAFFIC FLOW

DRAWING NUMBER: 1408 A1100_TRAFFIC FLOW

REVISION: B

DRAWING STATUS: FOR INFORMATION

DATE: 23/11/2016

NOTE:

REV:	DETAILS:	DATE:	BY:
P1	PRELIMINARY CLIENT REVIEW	17/7/14	AD
P2	PRELIMINARY ISSUE	17/7/14	AD
P3	LAYOUT REVISED	25/08/14	AD
P4	BIOFILTERS RELOCATED	19/09/14	AD
P5	DRAWING NUMBER REVISED	29/10/14	AD
P6	RLS ADJUSTED TO MATCH CIVIL	11/11/14	AD
P7	CONSTRUCTION CERTIFICATE ISSUE	05/01/15	AD
P8	20% EXPANSION ISSUE	19/10/15	AD

GENERAL NOTES:

1. DO NOT SCALE DRAWINGS, FOLLOW WRITTEN DIMENSIONS ONLY
2. ALL WORKS TO BE IN ACCORDANCE WITH BUILDING CODE OF AUSTRALIA (2014)
3. ALL DOORS IN THE PATH OF TRAVEL TO AN EXIT TO BE FITTED WITH LOCKS WHICH CAN BE OPENED AT ALL TIMES BY PERSON SEEKING EGRESS BY USE OF DOWNWARD ACTION ON LEVER LOCATED BETWEEN 900mm AND 1100mm ABOVE FLOOR
4. ALL STAIRS, WALKWAYS, FIXED LADDERS, BALUSTRADES AND HANDRAILS TO COMPLY WITH AS1657 UNLESS NOTED OTHERWISE
5. MINIMUM WIDTH OF ALL STAIRS AND WALKWAYS TO BE 650mm CLEAR FROM HANDRAIL TO HANDRAIL
6. STAIR HANDRAILS TO BE 980-990 ABOVE TREAD NOSING.
7. WALKWAY AND LANDING HANDRAILS/GUARDRAILS TO BE 1080-1090 ABOVE FFL.
8. ALL STAIR TREADS TO BE WEBFORGE HOT DIP GALVANISED GRATED STEEL STAIR TREADS. TREAD TYPE TO BE T5 OR T6. GRATING PATTERN TO BE TYPE A, SIZES TO BE AS MARKED ON DRAWINGS. NO SITE WELDS PERMITTED. NO WELDS PERMITTED AFTER HOT DIP GALVANISING TAKES PLACE.
9. ALL INTERNAL AND EXTERNAL STEEL TO BE HOT DIP GALVANISED. AFTER HOT DIP GALVANISING PROCESS, STEEL MUST NOT BE WELDED, GROUND, CUT, OR SUBJECT TO ANY OTHER PROCESS WHICH MAY COMPROMISE THE GALVANISING LAYER. IF THE GALVANISING LAYER IS COMPROMISED, THEN THE ELEMENT(S) MUST BE HOT DIP GALVANISED AGAIN BEFORE INSTALLATION.
10. ALL GLAZING TO BE TO AS1288
11. REFER TO DRAWING A1700 FOR LEGEND OF ALL DRAWING TAGS AND ABBREVIATIONS
12. INSTALL TREMCO 'PRESSTITE' PREFORMED BITUMEN SATURATED SEALING STRIP TO ALL ROOF RIDGES IN ALL BUILDINGS BETWEEN CAPPING AND ROOFING. INSTALL FULLY TO MANUFACTURER'S REQUIREMENTS.

LIPMAN the obvious choice

VEOLIA

PROJECT NORTH

TRUE NORTH

PROJECT: WOODLAWN MBT FACILITY	PROJECT NUMBER: 1408	DRAWING NUMBER: A1100	REVISION: P8
CLIENT: LIPMAN PTY LTD	DRAWING NAME: STAGING PLAN		
DRAWING STATUS: CONSTRUCTION CERTIFICATE ISSUE	SCALE: 1:1000 @B1 1:2500 @A3	DATE: 6/14	DRAWN: AD

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APPENDIX 2.4 TRANSPORT CODE OF CONDUCT

VEOLIA
ENVIRONMENTAL SERVICES

TRANSPORT CODE OF CONDUCT

WOODLAWN BIOREACTOR

DA31-02-99 Mod1

APRIL 2011

TABLE OF CONTENTS

1. Introduction

Veolia Environmental Services (Australia) Pty Limited (Veolia) own and operate the Woodlawn Bioreactor and Crisps Creek Intermodal Facility (IMF). Both facilities are an integral part of the Woodlawn Eco-Precinct, which is located in the Southern Highlands of NSW on approximately 6,000 hectares of land. Refer to Appendix 1 for a copy of the site plan.

The Eco-Precinct consists of two properties namely Woodlawn and Pylara and includes the area of the Special Mining Lease – Special Lease 20 (known as SML 20), encompassing Woodlawn Mine, a former lead, copper and zinc mine which ceased mining operations in 1998. The first stage of the Eco-Precinct developed by Veolia was the Woodlawn Bioreactor, a major putrescible landfill that services the Sydney region as well as surrounding local Councils. The Bioreactor is located within the void of the former Woodlawn Mine and commenced operations in September 2004.

This Transport Code of Conduct (TCC) has been prepared in accordance with condition 32B of the revised Conditions of Consent for the Woodlawn Bioreactor.

1.1. Conditions of Consent

The approval to receive waste by road from surrounding Local Councils was granted in August 2010.

32B. Prior to the receipt of waste from adjoining local government areas via road outlined in DA31-02-99 Mod1, the Applicant shall prepare and implement a Transport Code of Conduct for the project to the satisfaction of the Director-General. This protocol must:

(a) be prepared in consultation with the RTA, Goulburn Mulwaree and Palerang Councils, and be submitted to the Director-General for approval prior to the receipt of waste at the facility from adjoining local government areas via road; and

(b) describe the measures to be implemented to:

- minimise the impacts of the Development on the local and regional road network including traffic noise; and

- minimise conflicts with other road users e.g. school bus operators.

1.2. Objectives

The objectives of this document are to establish control strategies solely for the delivery of waste by road to the Woodlawn Bioreactor facility by Council Drivers, including minimising impacts on the local and regional road network, traffic noise and potential conflicts with other road users (e.g. school bus operators).

The transportation of containerised waste from the Crisps Creek IMF to the Woodlawn Bioreactor is managed separately from the delivery of waste by road from local Councils in accordance with current contractual arrangements and Conditions of Consent.

1.3. Definitions

Council Drivers – drivers from Local Councils and/ or their nominated contractor delivering waste to the Woodlawn Bioreactor by road.

Council Vehicles – vehicles delivering waste from Local Councils to the Woodlawn Bioreactor for disposal.

Designated Transport Routes – roads to be used by Council Vehicles in the vicinity of the site incorporating the following roads, as shown in Appendix 2:

- Braidwood Road - MR 79 (RTA owned);
- Bungendore Road (Tarago Road) – MR 268 (A regional road maintained by Palerang and Goulburn –Mulwarree Councils); and
- Collector Road (Goulburn Mulwaree Council owned).

Local Councils – includes Goulburn-Mulwaree, Palerang, Bega Valley Shire and Queanbeyan Councils.

Site Management – includes the Woodlawn Bioreactor's Site Manager, Operations Manager and Environmental Manager.

Council Representative(s) – Nominated contact from each Local Council.

2. Traffic Management

2.1. Site Access

The Woodlawn Bioreactor site is accessed via Collector Road, off Bungendore Road.

The access road to the Woodlawn Bioreactor connects to Collector Road via a controlled T-intersection. This intersection has a separate left turn, deceleration lane on the Collector Road east approach for trucks entering the site. The intersection connecting Collector Road and Bungendore Road also has a controlled T-Intersection with a separate right turn, deceleration lane on the Bungendore Road north approach for trucks entering Collector Road.

All Council Drivers are required to be inducted prior to entering the site. The induction covers all the site rules, weighbridge usage and site transport management procedures.

2.2. Operating Hours

The hours of delivery for all waste is as per the current operating hours of between 7 am and 6 pm, Monday to Saturday.

2.3. Road Network

All waste delivered by road to the Woodlawn Bioreactor from Local Councils is required to be via the Designated Transport Routes, as shown in Appendix 2).
Waste is transported to the Woodlawn Bioreactor from Goulburn Mulwaree Council in the north and from Palerang, Queanbeyan and Bega Valley Councils in the south.
Waste being transported from Goulburn Mulwaree Council travels along Braidwood Road, onto Bungendore Road before turning off onto Collector Road. Waste being transported from Palerang, Queanbeyan and Bega Valley Councils travels along Bungendore Road before turning off onto Collector Road.

2.4. School Bus Routes

There are a number of local school bus routes that overlap the Designated Transport Routes for Council Vehicles accessing the Woodlawn Bioreactor. Given the operating hours at the Woodlawn Bioreactor, school bus movements could potentially coincide with the delivery of waste from Local Councils to the Woodlawn Bioreactor facility.

All Council Vehicles delivering waste to the facility must exercise extreme caution at times when school buses are scheduled to travel on the Designated Transport Routes. Refer to Appendix 3 for a copy of the School Bus Service Maps.

All Council Vehicles are required to be fitted with a UFH communication system to allow Council Drivers to communicate with on-site personnel. Also, a designated channel could be established for communication with Tarago bus operators when approaching the local townships, in particular, when school buses are scheduled to travel along the Designated Transport Routes.

2.5. Traffic Movements

The maximum annual tonnage of waste generated from each Local Council and the resulting number of trucks movements are shown in Table 1. These figures are based on the modification assessment, and assume the truck capacity is 19 tonnes, and that deliveries would be made during the current hours of operation.

Table 1 – Assumed Annual Tonnages and Truck Movements

Council	Waste (tpa)	Annual Truck Movements	Daily Truck Movements (one-way)	Daily Truck Movements (two ways)
Goulburn-Mulwaree	20,000	1,053	4	8
Palerang	10,000	526	2	4
Queanbeyan	8,000	421	2	4
Bega Valley	12,000	632	2	4
Total	50,000	2,632	10	20

3. Vehicle Management

3.1. Vehicle Maintenance and Safety

A vehicle maintenance and safety program is required for all Council Vehicles.. This requirement aims to ensure that all Council Vehicles are roadworthy and meet the standards of the RTA. As a minimum, a daily time sheet and driver vehicle report is required to be provided to Veolia's Site Management on a monthly basis.

Further safety checks shall be undertaken by the Council Drivers and involve checks to ensure that loads are secured, waste materials hauled can not leak, and all waste material placed in the Council Vehicles are distributed evenly and do not exceed load limits. These safety checks need to be documented and copies provided to Veolia Management with each load delivered to the Woodlawn Bioreactor.

3.2. Vehicle Requirements

All Council Vehicles transporting waste to Woodlawn must be registered and fully maintained in accordance with the manufacturers' requirements and the relevant Council's maintenance program.

4. Driver Management

4.1. Professional Conduct

Council Drivers must maintain a high level of professional conduct, and as a minimum:

- Adhere to posted speed limits and road signs.
- Use of the horn only as a warning device.
- Avoid use of engine brakes in residential areas.
- Allow enough room between vehicles.
- Avoid travelling on the road shoulders where there is insufficient width to prevent and/or discourage unsafe overtaking movements by other drivers and damage to the seal edge.
- Respect and be watchful for pedestrians and other drivers on the dedicated transport routes (such as School Bus Operators).
- Follow instructions given by Police, Road and Traffic Authority (RTA) and other authorities.

4.2. Workplace Safety

Veolia has the responsibility to ensure that everything reasonably practicable is carried out to reduce the potential risk of injury and environmental harm, to employees, contractors, subcontractors and visitors. All employees, contractors and visitors have a duty to act in a responsible manner and to carry out works in such a way as to prevent injury to themselves and others and also to prevent environmental harm.

All accidents and incidents must be reported and recorded at on site, including environmental incidents and all accidents (including environmental accidents) must be reported to the Site Management as soon as practicably possible.

4.3. Drivers Licence Requirements

All Council Drivers must have the appropriate RTA Drivers Licences. Council Drivers must keep their Drivers Licence with them at all times and make it available to Veolia Management and relevant authorities upon request.

4.4. Driver Fatigue Management Plan

As part of the waste service agreements, Local Councils are required to have a Driver Fatigue Management Plan (DFMP) to ensure their obligations are met under the Occupational Health and Safety Regulation.

4.5. Drug and Alcohol Policy

A Drug and Alcohol Policy (Policy) has been developed as part of Veolia's Integrated Management System, which includes. In accordance with this Policy, it is the responsibility of each employee, contractor and visitor to the site, to ensure that they are not, by consumption of alcohol and or drugs, in such a state as to endanger their own safety at work or the safety of any other person at work.

The Veolia Drug and Alcohol Policy acknowledges that as part of its obligation to provide a safe and healthy working environment; it must address the impact in the workplace of drugs, medication and alcohol on other workers and the public.

A Fitness for Work Procedure (Procedure) applies to all of Veolia's NSW sites, and requires that all employees, contractors and visitors to the site acknowledge that they may be randomly selected to undergo a drug and alcohol test in accordance this Procedure.

Under this Procedure, Council Drivers are deemed to be in a Designated Safety Sensitive Position, which means they must return a Blood Alcohol Content level of below 0.02%.

5. Monitoring and Reporting

5.1. Implementation of the Transport Code of Conduct

The Transport Code of Conduct (TCC) will be implemented in the following manner:

- The TCC document is required to be referred to in the waste services agreements with the Local Councils;
- Training on the document is required to be carried out as part of the site induction process;
- Each Local Council is required to nominate a Council Representative who is responsible for day-to-day liaison and monitoring on the effectiveness of the TCC and advise Veolia Site Management regarding any non-compliance or problems.
- Requirements for Local Councils under the TCC are provided in the following table:

Description	Requirement	Responsible Person/s
Traffic Management		
– Induction	Induction prior to delivery of waste on site	Council Drivers / Veolia
– Designated Transport Routes	Use assessed routes (Appendix 2)	Council Drivers
– School Bus Service Maps	Observe transport routes	Council Drivers
– Two way radio	Install in all Council Vehicles	Local Councils
Vehicle Management		
– Maintenance Program	Provide records to Site Management monthly	Local Councils
– Safety Checks	Provide records to Site Management upon delivery of waste	Council Drivers
Driver Management		
– Driver Fatigue Management Plan	Develop and implement Plan	Local Councils

– Drivers Licence – Drug & Alcohol Testing	Keep on person at all times Adhere to Veolia's Policy	Council Drivers Council Drivers
Transport Code of Conduct	Keep a copy in Council Vehicles at all times	Council Drivers

5.2. Contact List

Goulburn-Mulwaree Council

Larry Meng

Office: (02) 4823 4559

Email: Larry.Meng@goulburn.nsw.gov.au

Palerang Council

Barry Osmond

Office: (02) 62388158

Mobile: 0428610381

Email: barry.osmond@palerang.nsw.gov.au

Roads and Traffic Authority (RTA) – Southern Region

Andrea Boes

Office: (02) 4221 2771

Email: Andrea_BOES@rta.nsw.gov.au

Veolia Site Management

Site Manager

Justin Houghton

Office: (02) 4844 6351

Mobile: 0448 830 798

Email: justin.houghton@veolia .com.au

Operations Manager

Henry Gundry

Office: (02) 4844 6352

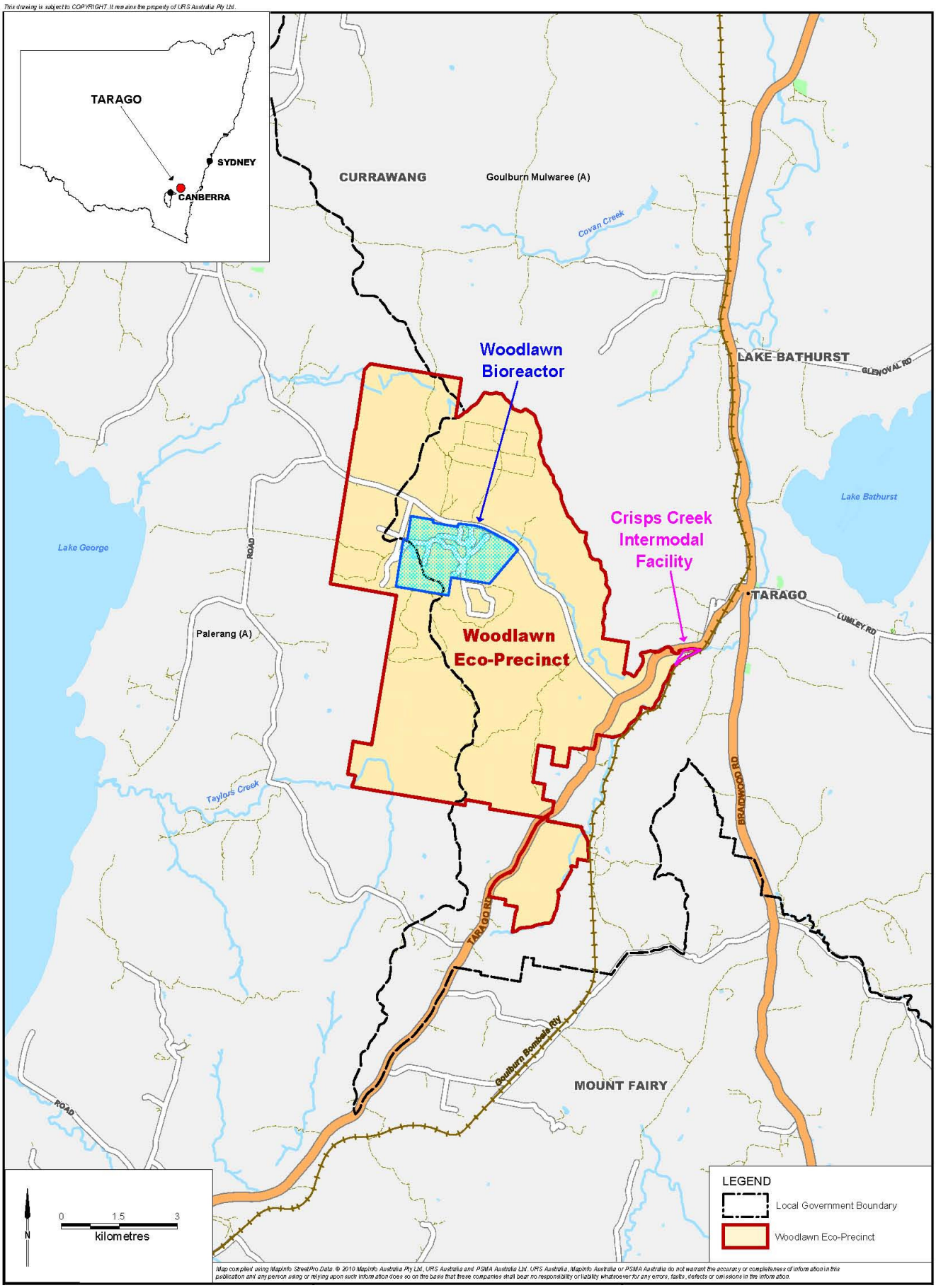
Mobile: 0400 233 592

Email: henry.gundry@veolia.com.au

Woodlawn Bioreactor 24 Hour telephone line

1800 241 750

Appendix 1 Site Plan

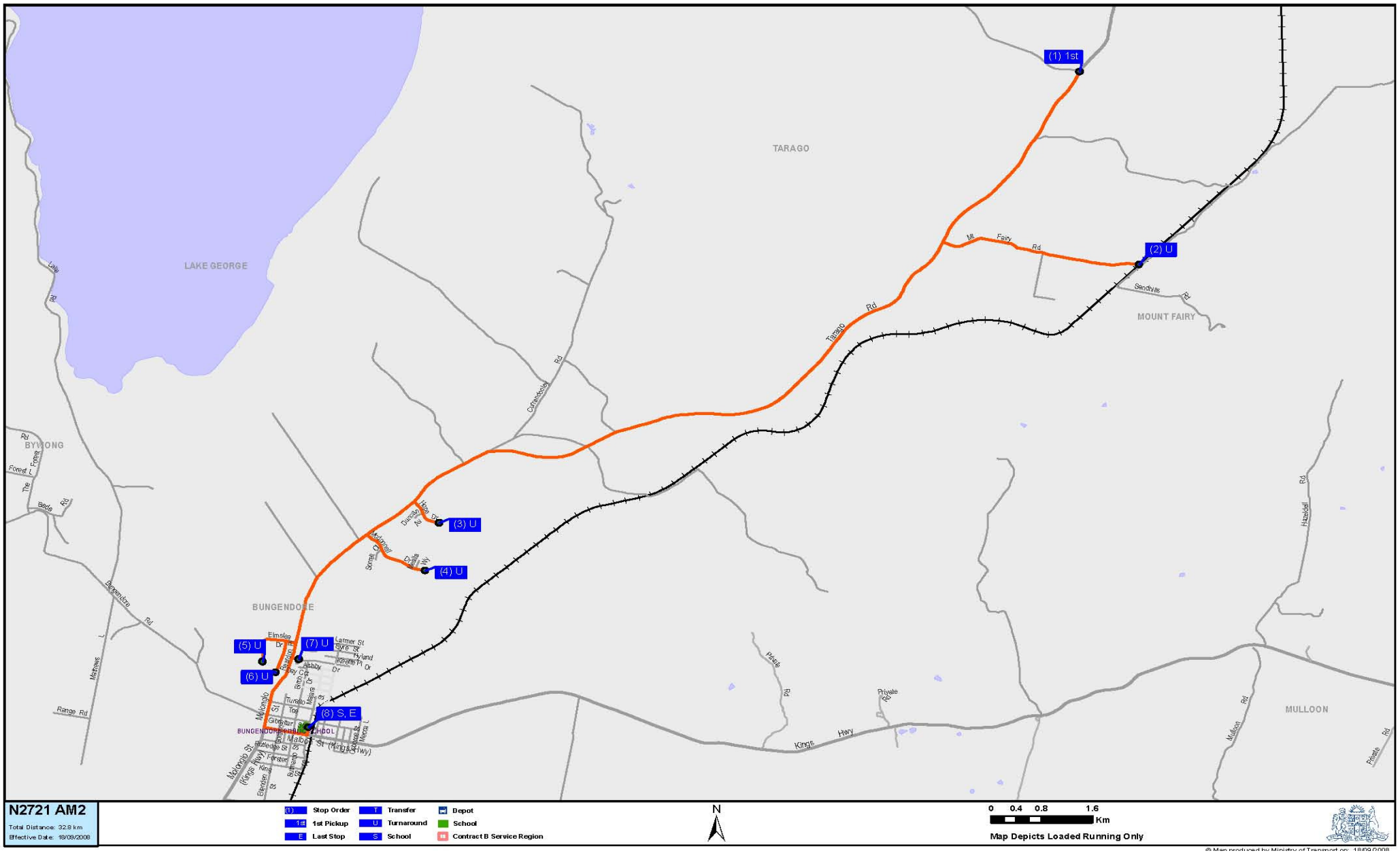


Source: Adapted from URS Woodlawn Expansion Project - Environmental Assessment August 2010 – Volume 1

Appendix 2 Designated Transport Routes

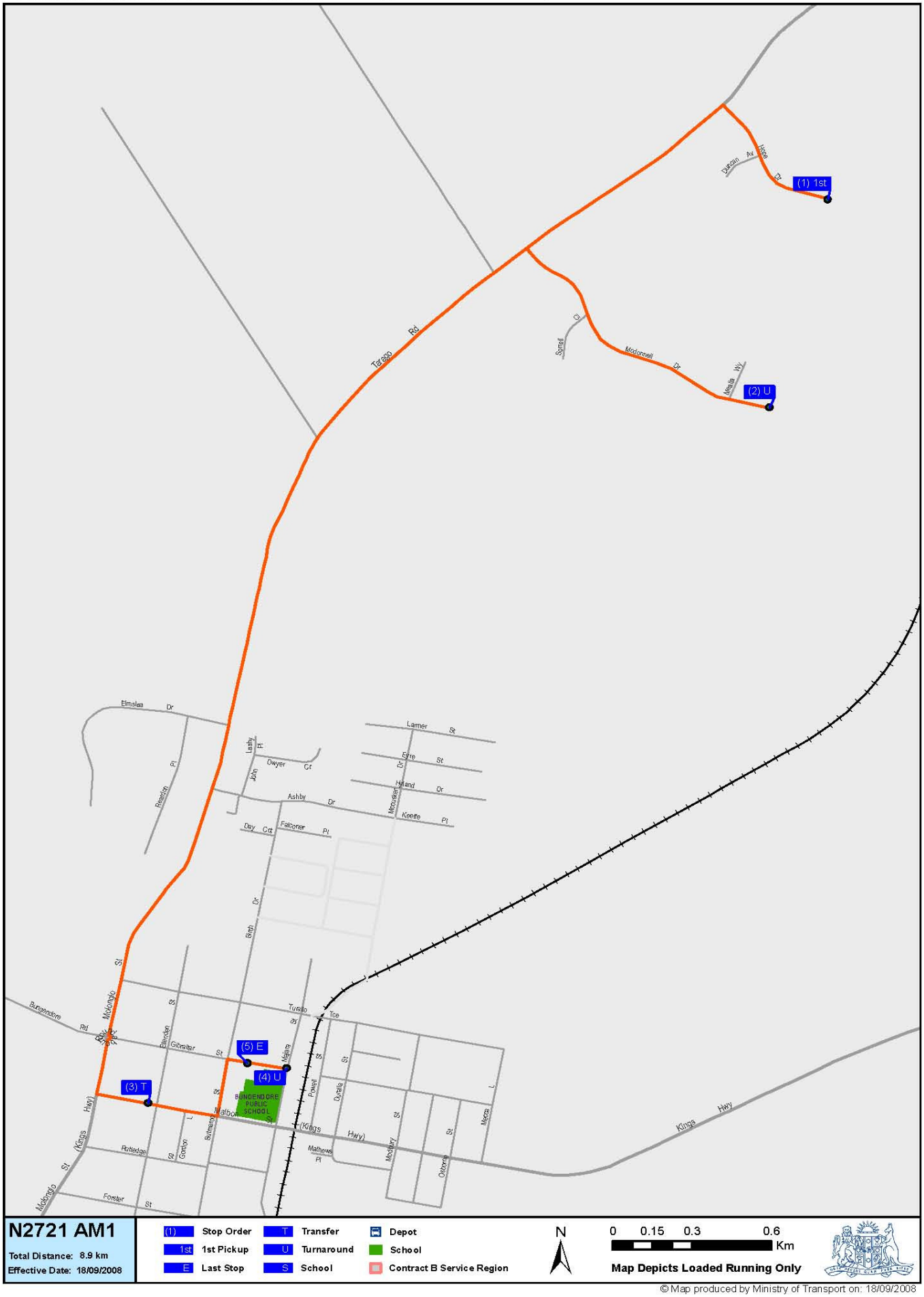
Source: Adapted from AECOM Traffic Impact Assessment, February 2010

Appendix 3 School Bus Service Maps



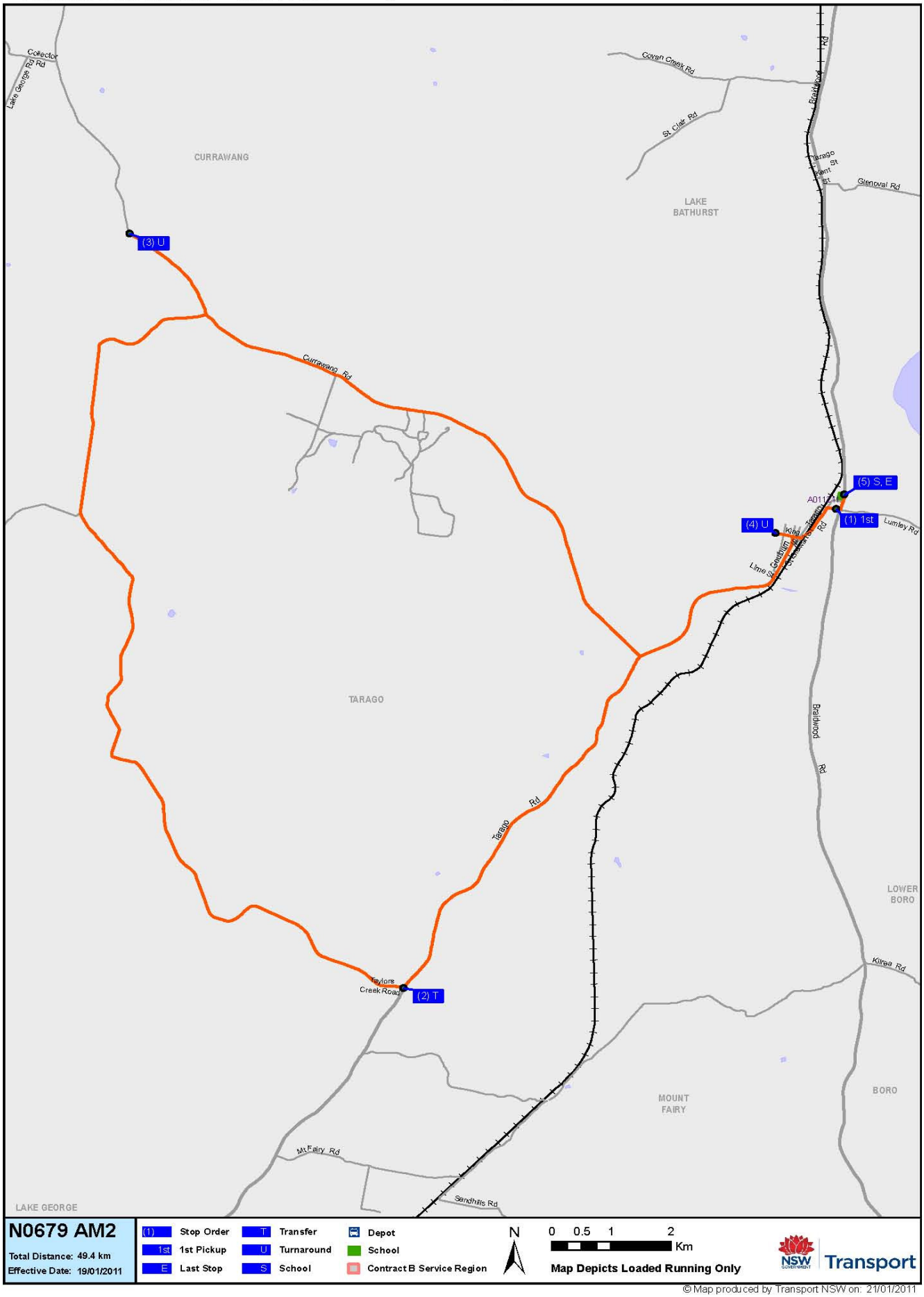
Source: Transport NSW

Schedule 5A Service Map - N2721 AM1 - Bungendore-Mount Fairy



Source: Transport NSW

Schedule 5 Service Map - N0679 AM2 - Tarago-Willeroo-Taylors Creek



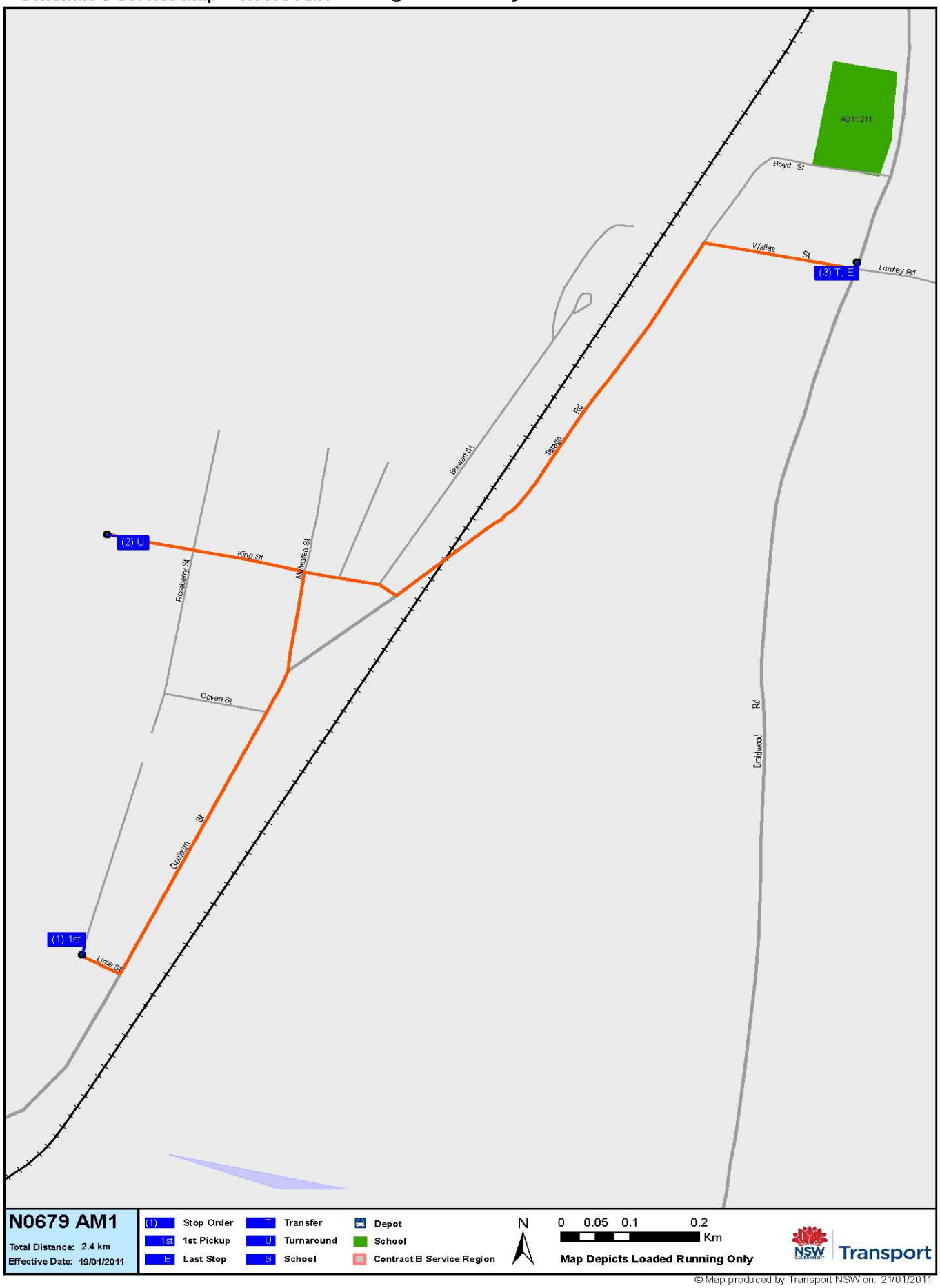
N0679 AM2

Total Distance: 49.4 km
Effective Date: 19/01/2011

(1)	Stop Order	T	Transfer		Depot
1st	1st Pickup	U	Turnaround		School
E	Last Stop	S	School		Contract B Service Region

Source: Transport NSW

Schedule 5 Service Map - N0679 AM1 - Tarago-Willeroo-Taylors Creek



N0679 AM1

Total Distance: 2.4 km
Effective Date: 19/01/2011

(1)	Stop Order	T	Transfer		Depot
1st	1st Pickup	U	Turnaround		School
E	Last Stop	S	School		Contract B Service Region

Transport

Source: Transport NSW