

# Delivery Schedule Plan

As Required By: Mitigation Measure RC-TA-01

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**Prepared by:**

Rosemont Copper Company



Arizona Business Unit  
5255 E. Williams Circle, Suite 1065  
Tucson, Arizona 85711-7407  
tel 520-495-3500  
[Hudbayminerals.com](http://Hudbayminerals.com)

## Monitoring and Reporting Schedule

<i>Task Schedule</i>	<i>Purpose/Description/Timing</i>	<i>Pre-Mining Period/ Construction Phase</i>		<i>Operations Phase</i>		<i>Closure Phase</i>	
		<i>D</i>	<i>Q</i>	<i>D</i>	<i>Q</i>	<i>D</i>	<i>Q</i>
Delivery shipment monitoring	Record of deliveries made to the Project site	X		X		X	
Concentrate shipment monitoring	Record of concentrate shipments made from the Project site			X			
Reporting	To Forest Service		X		X		X

D = Daily; Q = Quarterly

## Revision Log

<i>Revision Number</i>	<i>Revision Lead</i>	<i>Purpose of Revision</i>	<i>Revision Date</i>
1	Rosemont	Based on Forest Service review of June 2017 MPO submittal.	March 2018
2	Rosemont	Based on Forest Service review of March 2018 MPO submittal.	June 2018
3	Rosemont	Added Data Management Language per FS	October 2018

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# 1.0 PLAN OBJECTIVE AND DESCRIPTION

This *Delivery Schedule Plan* (Plan) was developed as a mitigation and monitoring measure (Mitigation Measure) requirement of the U.S. Forest Service's (USFS, Forest Service) Coronado National Forest (Coronado) Final Environmental Impact Statement (FEIS; USFS, 2013) for the Rosemont Copper Project (Project). The Mitigation Measure requirement is specified as "RC-TA-01: Scheduling deliveries to the mine to take place during nonpeak traffic hours to avoid adding to traffic congestion" on pages B-97 and B-98 in Appendix B of the FEIS. Corrections to any of the mitigation measures listed in Appendix B are provided in an Errata to the FEIS (USFS, 2017a). The Record of Decision (ROD; USFS, 2017b) for the Rosemont Project also lists the required mitigation measures.

Monitoring for Mitigation Measure RC-TA-01 will begin after approval of the Mine Plan of Operations (MPO) at some point in the Pre-Mining Period when frequent construction related deliveries commence, continue through the Operations Phase, and then (as needed) into the Final Reclamation and Closure Phase (Closure Phase). Frequent deliveries are defined as greater than ten (10) semi-truck loads per week.

## 1.1 PLAN OBJECTIVE

The objective of Mitigation Measure RC-TA-01 is to:

- Minimize mine related delivery truck traffic on State Route (SR) 83 (SR 83) during peak traffic hours (6:30 to 7:30 a.m. for northbound traffic and 5:00 to 6:00 p.m. for southbound traffic). Scheduling of material deliveries outside these timeframes was defined in traffic studies for the FEIS (USFS, 2013).

Other Forest Service mitigation measures and/or other permits/requirements/certifications associated with traffic on SR 83 include:

- OA-TA-01: Repaving of SR 83. This Mitigation Measure includes repaving of SR 83 from Interstate 10 (I-10) to the intersection of the Primary Access Road (T-Intersection). Activities will include a 3-inch pavement overlay and three bus pullouts (see page B-90 in Appendix B of the FEIS); and
- RC-AQ-01: Transporting employees in natural gas buses. Although this Mitigation Measure is related to air quality, busing will also serve to reduce traffic congestion on SR 83 (see page B-91 in Appendix B of the FEIS).

Additionally, the Arizona Department of Transportation (ADOT) will issue encroachment permits for construction of the T-Intersection and for upgrading the Rosemont Junction entrance. The T-Intersection will serve as an entrance to the Primary Access Road, which leads to the Plant Site, while the Rosemont Junction upgrade will facilitate temporary site access during construction of the Primary Access Road.

## 1.2 PLAN DESCRIPTION

The remainder of this Plan includes the following sections:

- Section 2.0: Plan Details;
- Section 3.0: Monitoring and Reporting;
- Section 4.0: Closure and Bond Release;
- Section 5.0: Data Management; and
- Section 6.0: References.

## **2.0 PLAN DETAILS**

The details associated with this Plan are listed below.

### **2.1 LOGISTICS AND TRANSPORTATION MANAGEMENT SERVICES**

During the Pre-Mining Period, which includes the start of the Construction Phase of the Project, Rosemont Copper Company (Rosemont) plans to contract a construction management services company to provide logistics and transportation management during the majority of the Project's Construction Phase. Deliveries will either be routed directly to the Project site or will be managed from staging locations.

#### **2.1.1 Freight**

Suppliers will be responsible for the transportation and delivery of their equipment and materials to the Project laydown destinations (either on- or off-site) dependent upon the delivery. A freight forwarder or similar service may be engaged to manage critical packages or packages purchased from outside the USA.

The construction management agent will dispatch and manage shipments that are routed to the Project site and communicate with transporters to coordinate those deliveries. Trucks traveling directly to site may be staged at local truck stops, staging areas, or other "holding" locations, as needed, to manage traffic on SR 83. Delivery trucks leaving the Project site will also be managed to minimize travel on SR 83 during the peak traffic hours.

#### **2.1.2 Off-Site Storage and Staging**

The majority of equipment and materials will be received at an off-site location in order to reduce site congestion. These off-site locations will be situated once construction package bids or purchase arrangements are set and will be located in areas that will provide efficient management of the particular material. In accordance with Mitigation Measure requirements, deliveries will be scheduled to minimize traffic on SR 83 during peak traffic hours (6:30 am to 7:30 am for North bound traffic; and 5:00 pm to 6:00 pm for South bound traffic). Trucks will be scheduled for delivery and offloading at intervals to allow for proper spacing and traffic flow along SR-83 and the Project site access roads. Trucks will generally not be allowed to proceed to or from the site during the restricted hours of 5:00 pm to 6:00 pm for South bound traffic and 6:30 am to 7:30 am for North bound traffic.

Traffic and Logistics personnel will participate in construction meetings and will be responsible for daily reporting of cargo movements to the site. This reporting will keep field personnel, and Rosemont, informed on shipment specifics, thus facilitating timely preparation of receiving plans.

Morning runs will generally begin at 7:30 AM and will continue until all materials with a Required On-Site Date (ROS Date) on the following day have been delivered. Afternoon runs will generally begin at 1:00 PM and will continue until all materials with a ROS on the following day have been delivered.

Night runs will generally begin at 7:00 p.m. and will continue until all materials with a ROS on the following day have been delivered. Night trucking will be restricted to essential items only.

The off-site storage and staging location(s) may have a vehicle on "stand-by" that may be immediately dispatched for delivery of small urgent materials needed at site prior to the next scheduled run.

Exceptions to this mainly include oversize shipments of equipment for which specialized transport will be required that must be delivered directly to the site.

## **2.2 PURCHASE ORDER TERMS AND CONDITIONS**

Delivery schedules will be managed using purchase order and contracts.

The standard terms and conditions (T&C's) in Rosemont purchase orders and contracts will specify the daily hours that deliveries are to be accepted at the Project site such that the peak travel hours are avoided on SR 83. The T&C's will specify that delivery trucks are to avoid travel on SR 83 during the peak hours of 6:30 to 7:30 a.m. for northbound traffic and 5:00 to 6:00 p.m. for southbound traffic between I-10 and the Primary Access Road intersection. Exceptions may be granted depending on mitigating circumstances, such as emergencies, etc.

## **2.3 CONCENTRATE SHIPMENTS**

In addition to tracking deliveries, concentrate shipments will also be scheduled to minimize traffic on SR 83 during peak hours as per the general deliveries described in Section 2.1.2.

## **3.0 MONITORING AND REPORTING**

Monitoring and reporting components for Mitigation Measure RC-TA-01 are listed below.

### **3.1 MONITORING**

Monitoring for Mitigation Measure RC-TA-01 will consist of recording information on deliveries/shipments to and from the Project site. The following information will be included in the record:

#### **Deliveries**

- Carrier Information
- General Description of Goods
- Arrival Time
- Departure Time

#### **Concentrate Shipments**

- Departure Time (loaded)
- Arrival Time (unloaded)

### **3.2 REPORTING**

Reporting on Mitigation Measure RC-TA-01 will occur quarterly to the Forest Service will include the following information:

- Tabulation (by month) of delivery arrival and departure times;
- Percentage (by month) of deliveries occurring outside of designated peak hours;
- Tabulation (by month) of concentrate shipment departure (loaded) and arrival (unloaded) times; and
- Percentage (by month) of shipment traffic occurring outside of designated peak hours.

## **4.0 CLOSURE AND BOND RELEASE**

This section addresses closure activities associated with this Plan as well as the approach for funding of those activities and bond release of those funds. If bonding is set for one year or less (i.e., simply completing testwork or finalizing reporting) no bond release is proposed. For longer periods, the bonding terms and application for bond release, as well as the mechanism for that release, are included.

### **4.1 INTERIM CLOSURE**

There are no interim closure activities associated with this measure.

### **4.2 FINAL CLOSURE**

There are no final closure requirements associated with this measure.

### **4.3 BOND RELEASE**

There is no bonding associated with this measure.

## 5.0 DATA MANAGEMENT

Rosemont currently maintains data in various formats including logbooks, electronic logbooks, and spreadsheets, hardcopy, and database formats. Rosemont will collaborate with the Forest Service to ensure that the reporting format used will satisfy reporting requirements and that Forest Service concurs with the format prior to the first reporting deadline. It is Rosemont's intent that, ultimately, a robust database will be used to house all data collected for the various monitoring programs. Numeric data ultimately will be stored in a database and spatial data will be maintained in an ESRI database.

Depending upon the type of data to be reported, Rosemont will develop custom reports displaying required information in table or figure format. Electronic submittals will be provided in pdf format to provide a permanent record of the submittal and "raw" data will be maintained on-site for review by the Forest Service. If the Forest Service requests numeric data, it may include information such as cumulative results documenting the monitoring history and include baseline data for the resource.

Electronic submittals will be made on the reporting period specified. Reports will be submitted in hardcopy form with a duplicate electronic pdf file. Delivery of the electronic files will depend upon the size of the file and will either be made via email, via a CD/DVD or thumb drive, or via a website set up and maintained for delivery of files to the Forest Service. Details regarding access will need to be worked out so transmittals can take place seamlessly.

## 6.0 REFERENCES

USFS, 2013. *Final Environmental Impact Statement for Rosemont Copper Project, Appendix B Mitigation and Monitoring Plan*. December 2013.

2017a. *Errata – Rosemont Copper Project Final Environmental Impact Statement*. April 26, 2017.

2017b. *Record of Decision – Rosemont Copper Project and Amendment of the Coronado Land and Resource Management Plan*. June 2017.