



APPENDIX L

BOTANY TRAFFIC MANAGEMENT PLAN

Ixom Botany Traffic Management Plan

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Scope of Application: Botany CAP

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REVISION HISTORY

REV	STATUS	DATE	PREPARED	CHECKED	APPROVED
A	Preliminary Issue	August 07, 2012	Nadeem Akram	Hartono Wijaya	Hartono Wijaya
B	New Salt Pad Modifications	July 20, 2016	Nick Brazil	Steven Barclay	Steven Barclay
C	Ferrous load bay entry for B doubles	November 28, 2018	Nick Brazil	Steven Barclay	Steven Barclay
D	Delivery vehicle control and update to mobile phones on site	April 16, 2019	Nick Brazil	Steven Barclay	Steven Barclay
E	Repack facility traffic management	December 2, 2019	Nick Brazil	Steven Barclay	Steven Barclay
F	Repack facility traffic management	May 23 rd 2023	Thomas Posenauer	Carl Byron	Carl Byron

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Site Description

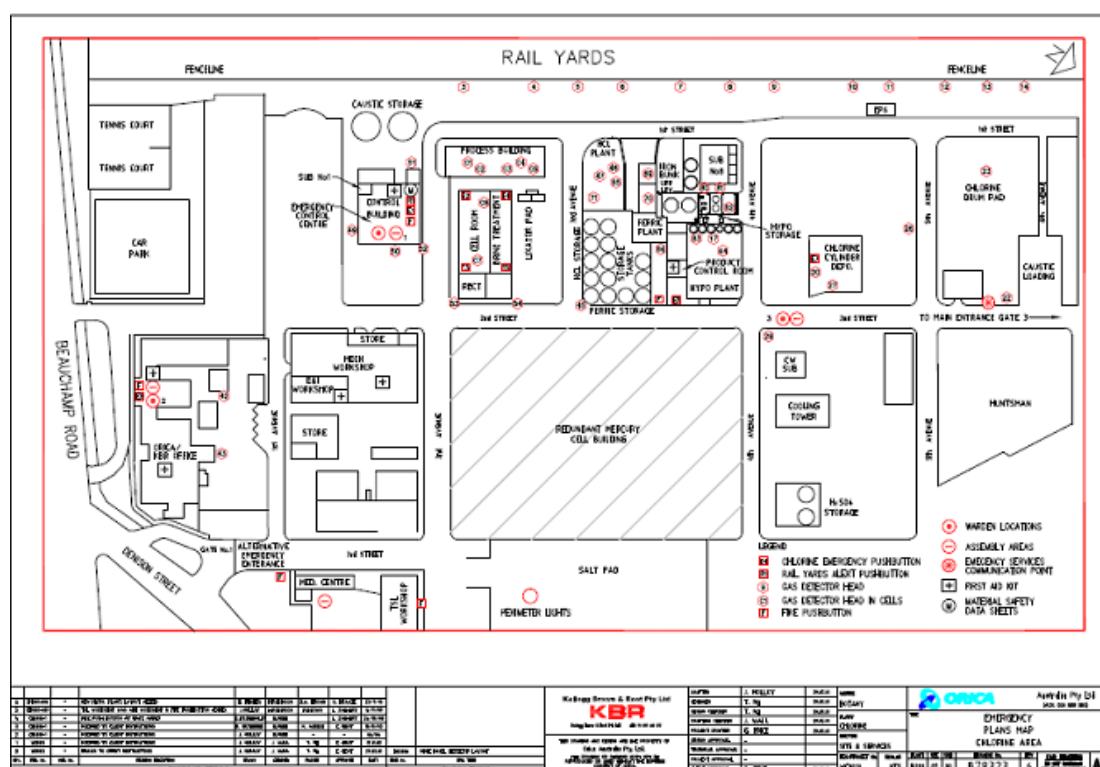
The ChlorAlkali Facility occupies approximately 10 hectares with the main access from Gate 3 on Denison Street and along internal roads on the BIP, west along 10th Avenue and south along 2nd Street.

Access is also possible from Gate 1 at the southern end of the BIP site and Gate 4 at the northern end. Emergency access is also possible from other gates on the BIP boundary.

Location

The Botany ChlorAlkali Facility is located at the southern end of the Botany Industrial Park at 16-20 Beauchamp Road, Matraville. The facility shares the site with Huntsman who manufacture surfactants and Qenos who produce ethylene as a feedstock to the two polyethylene plants they operate on the site.

Site Map



Responsibilities

Site Manager

Ensure compliance with the requirements of this procedure.

Operations Manager

Review & approve requests for vehicle access to Site.

Employees

Monitor compliance of drivers

Site Entry Policy

- Protective clothing
- All drivers/visitors **MUST** wear the appropriate protective clothing
- Long Pants, Hi Vis, LONG Sleeve Shirt or Vest, Protective Glasses,
- Safety Boots, hard hat, chlorine escape respirator

Smoking

Ixom Botany is a non-smoking site except for nominated area near old canteen

Food & Drink

Consumption of food and drink is not permitted on site except of lunch room and dedicated offices due to possibility of chemical contamination.

Mobile Phones

Mobile phones may be carried on site by Ixom employees and embedded contractors (not in hazardous areas). The use of mobile phones on site is limited to camera use. If personnel need to make a call they must exit the plant area to do so. Mobile phones must NOT be used while operating mobile plant equipment including cars.

BIP & Chlor-Alkali Plant Roadways

Botany Industrial Park has a north/south and east/west road grid.

All vehicles must operate on designated roads only. No vehicle is to move onto unsealed areas of the site. Roadways through operational plant areas have restricted access. (Most BIP plants are hazardous areas and access for vehicles is controlled by boom gates). Vehicles must not be taken onto operational areas without clearance from the appropriate control room.

Employees / contractors vehicles must have authorisation to travel on the Site. An application form can be obtained from Gate 3 security. When approved by the Operations Manager, a "parking sticker" will be provided for attachment to the windscreen of the vehicle. Vehicles that do not display a "parking sticker" will require the permission of a host / line manager to gain access to the site and will be required to be signed in as visitors at Gate 3.

All vehicles entering the site must have cigarette lighters removed and stowed in the glove box.

Parking

Employees will use the employee car parks provided externally to the site. On back-shifts, for increased security, employees (with approved vehicles) may enter the Site at Gate 3 and park in designated areas.

Visitor parking is provided outside the site security fence. All visitors must report to reception.

Contractors bringing vehicles into the plant area for authorised activities must endeavour to park their vehicles, so they do not impede traffic flow or create other hazards.

Emergencies

Each plant has peripheral flashing lights to indicate a site emergency. Do not proceed past flashing lights. Park vehicle (to not obstruct emergency vehicles etc), turn off engine, wind up windows and await instructions from wardens.

Road Rules

The site speed limit of 25 km/h must not be exceeded when driving on site. Otherwise all other standard road rules apply on the site.

Delivery Vehicles

Delivery vehicles are no longer permitted to enter the one-way section of 2nd St (at the chlorine stores) from the 2nd St/ 2nd Ave intersection against the conventional direction of traffic flow. This is due to risk of collision with a down packing plant vehicle.

Courier and delivery vehicles must turn left onto 2nd Ave and drive around the block to access the chlorine store. Alternatively, delivery vehicles can park on and unload to the side of 2nd Ave with use of the portable and retractable barricade to control other traffic flow.

Trucks and Road Tankers

Trucks are to predominantly use the main arterial roads. This condition is to be acknowledged by the transport companies.

If there is a need for a road tanker to park on site, this must be reported to the Control Room and Logistics team so details can be tracked. Use the "Road Tanker Onsite Time Record" spreadsheet which is in Botany SharePoint document management system, for recording the duration. DA35/98 condition 17 indicates the requirement that the time a full road tanker spends on site does not exceed 4380 hours in any 12-month period.

Site Height Restriction

The site height restriction is 6 meters. This is governed by height of the pipe bridge on 10th Ave. Vehicles exceeding this height will be stopped at Gate 3.

Pedestrians

Pedestrian traffic on site should use designated walkways and pedestrian crossings where possible. If walking on shared roadways is required, pedestrians should keep to the edges of the roadways.

Motorised or Manual Bicycles

Motorbikes and bicycles may be used on site roads, following the normal road rules (including helmets etc.). They are not allowed into operational plant areas.

Loading/Unloading of vehicles

Only vehicles loading or unloading are to enter loading bays or loading areas. General traffic must not pass through loading bays or loading areas.

Standing or walking on the top of loads is not permitted. In the event that access to the top of a load is required a risk assessment of the task must be done and alternate ways of access investigated.

Chains are not to be thrown over loads when chaining down containers. If the chain cannot be placed over the load a rope may be thrown over the load to pull the chain into position.

Ferrous Load Bay

The ferrous load bay at 10th Ave must be entered in the conventional direction for all trucks other than B doubles; entering at the Chemtrans carpark driveway and driving into the load bay from the turning circle. B doubles must enter in the reverse direction; directly turning into the load bay from 10th Ave. This is to avoid the cab of B doubles extending onto 10th Ave and creating a hazard while loading.

B doubles are required to cross over into the oncoming lane on 10 Ave to allow a large enough turning circle to enter the bay. Care must be exercised when completing this manoeuvre ensuring that the lane is clear, if not the B double must wait until the opposing traffic has passed.

If there is already a truck in the loading bay when a B double approaches, the B double must wait on the left-hand side of 10th Ave (before the Chemtrans driveway) until the bay becomes available.

Caustic Load Bay

Hypo B doubles may enter the caustic load bay in the reverse direction for access to the hypo load bay. If there is a caustic truck loading in the bay the B double must wait on 2nd St.

Repack Facility

Vehicles may enter the repack facility from the South end of 2nd St as shown in the map below. There is a traffic light system at the entry to the repack building which will show red if the loading bay sump level and conductivity is high. Trucks are not to proceed into the facility under these conditions. This ensures a spill during loading of the truck will not result in incompatible mixing in the sump or an overflow event. Trucks may proceed into the facility if the traffic light is green and permission to enter has been granted by the repack engineers.



Semis or tall rigids will not be able to follow the conventional loop into the repack facility due to tight corners and low hanging tree branches. These vehicles will need to enter the facility by carefully backing down 2nd St then entering at the normal entry point as per the below map. B doubles are not permitted due to length restrictions.





A “STOP” sign is installed at the exit onto 2nd Ave in addition to a solid yellow line and “STOP” painted on the ground. “BEWARE OF VEHICLE” signs are installed on 2nd Ave facing the pedestrian path, one in each direction of travel.

Pedestrians may only enter the repack facility with permission from the repack engineers if there are no vehicles operating in the area.

Salt Movement

The Salt Front End Loader operates twice daily, between the Salt Pad and the Lixators. This includes crossing 2nd Street. The loader operates at a speed limit of no more than 10km/h. Salt movements may occur more frequently on occasion due to plant requirements.

A sign is located on 2nd Street at the Loader crossing point to warn of the loader operations. During Loading hours, a flashing light on top of the sign notifies vehicles to reduce speed to 10km/h.

FEL driver requirements

Before beginning work at the Chlorine plant, all FEL drivers must have a valid FEL license (where applicable) and have completed the BIP Site Induction and Chlorine Plant Induction.

While on site, the FEL drivers must also be wearing the appropriate PPE (ie High Visibility Clothing/Vest, Safety Boots, Helmet, Safety Glasses/Goggles and must carry a Chlorine Escape Respirator).

Arrival at the ChlorAlkali plant

On arrival at the Botany ChlorAlkali plant the FEL driver must place their name on the attendance board and inform the control room operator that they are ready to begin salt loading.

The control room operator must ensure:

- ✓ There are no forklift activities in the vicinity of the lixator area
- ✓ There is no confined space activity in progress in the lixator area
- ✓ There are no scaffold or maintenance activities that may be affect the FEL operation
- ✓ And, other plant operators are aware of the presence of the FEL

At the end of loading, the control room operator must be informed so that above activities can be resumed.

Pre-start checks

Before beginning FEL operations, the FEL driver shall conduct the following daily checks:

- All pre start up checks as per the 962G wheel loader maintenance manual. This manual is locate in the salt loaders atco hut.

- Assess the area in which the FEL machine will travel to ensure safe operations
- Headlights are operational
- Flashing warning lights are operational

The following items shall be checked weekly / monthly:

Water Management

Salt may become entrained on the wheels of the FEL. This will dry and cause salt dust to be produced, causing a hazard to other vehicles in the area. Washing down of the roadways should be minimised as this is likely to cause serious erosion of the sand beneath the concrete roadway, causing them to become unstable.

An automatic water spray at the exit of the salt pad contained area will wash off any salt from the FEL tyres. This water will be contained within the salt pad and directed towards effluent.

Salt Loading

Prior to commencement of filling the lixators the FEL driver will activate the salt loading warning lights. This is done by a remote-control switch, which is in the FEL. If the warning lights don't operate, the FEL driver must notify the plant control room technician and a work order must be raised to rectify the fault.

The operator will drive to the new salt pad area entering off 2nd St. The operator will fill a bucket from the East face of the salt pile, where possible, to reduce sound transmission to Dennison St. As the loader exits the contained area the wheel wash will activate automatically and wash the loaders wheels as it exits. The operator will drive down the ramp until they meet 2nd St where they will stop and check for traffic before crossing to the lixator area. The operator will unload into the lixator then turn around and exit the lixator pad ensuring that they stop before exiting onto 2nd St.

This process is repetitious and there may be multiple hazards to look out for while this operation is in process. These hazards include traffic on site, pedestrians and deliveries to the workshop. There is also a speed limit on the site and the FEL driver will adhere to this limit to ensure a safe operation. There are times when an overburden on the stock pile may occur. This is caused by the salt compacting and the loader not having the reach to break it down. When this occurs, an excavator is required to perform this operation as the salt pile could become unsafe and the potential for the salt to fall on the FEL. This part of the process is done in consultation with the operations manager. Due to truck and FEL movements, pedestrian access to the salt pad is restricted to authorised personnel following communication with the control room or Operations Lead.

The route for salt loading may change on occasion due to operational or site requirements. During these periods, a risk assessment is performed on any alternate route and appropriate communication is initiated.

Refuelling and parking of FEL

The FEL is parked and refuelled at its parking place behind the sulphuric acid tanks. It uses the 2nd street and 3rd avenue to travel to and from the parking area for the salt refills twice daily.

Pedestrian Management



Unless an alternative risk assessment has been performed, the salt FEL shall follow the designated path as per the traffic risk management study. Pedestrians are not allowed to pass through the salt pad.

Removal of Salt Overburden

Salt will form a hard-outer crust and, over time, become more solid. It will begin to form a steep wall with overhanging salt. This hanging overburden must be monitored by the salt contractor and removed safely before it becomes a hazard to the salt loading operation. This may require the use of additional hired equipment. Under no circumstance shall pedestrians be permitted to approach the raw salt face.

-= End of Document =-