



# Port Kembla Gas Terminal

## Construction Traffic Management Plan Early Enabling Works

Australian Industrial Energy

27 May 2021

→ The Power of Commitment





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<b>Printed date</b>	27/05/2021 11:54:00 AM
<b>Last saved date</b>	27 May 2021
<b>File name</b>	G:\21\27477\Tech\MP update\SCSB Management Plans\Converted plans\Stage 1\Updated plans\Traffic Management Plan\PKGT-AIE-CTMP_Construction Traffic Management Plan.docx
<b>Client name</b>	Australian Industrial Energy
<b>Project name</b>	East Coast Gas Project
<b>Document title</b>	Port Kembla Gas Terminal   Construction Traffic Management Plan Early Enabling Works
<b>Revision version</b>	Rev 00
<b>Project number</b>	2127477

**Document status**

Revision	Author	Reviewer		Approved for issue		
		Name	Signature	Name	Signature	Date
00	Sophy Townsend	Karl Rosen		Karl Rosen		30.4.2021
01	Emily Kate Marsh	Karl Rosen		Karl Rosen		27.5.2021

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# Acronyms

Acronym / Definition	Description
ACM	Asbestos Containing Material
AIE	Australian Industrial Energy
CPT	Cone Penetration Testing
CSSI	Critical State Significant Infrastructure
CTMP	Construction Traffic Management Plan
DICL	Ductile Iron Cement Lined
EIS	Environmental Impact Statement
EMS	Environmental Management Strategy
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence
FSRU	Floating Storage Regassification Unit
HVNL	<i>Heavy Vehicle National Law</i>
KPIs	Key Performance Indicators
LNG	Liquefied Natural Gas
MBD	Marine Berth Construction and Dredging
NGP	Pipeline Installation including tie-ins
ORF	Onshore Receiving Facilities
PANSW	Port Authority of NSW
PKCT	Port Kembla Coal Terminal
PKGT	Port Kembla Gas Terminal
PKGT EIS	Port Kembla Gas Terminal Environmental Impact Statement
PKHD	Port Kembla Height Datum
QHSE	Quality, Health, Safety Environment
RMS	Roads and Maritime Services
ROL	Road Occupancy Licences
SRD SEPP	State Environmental Planning Policy State and Regional Development
TTE	Tertiary Treated Effluent
VMP	Vehicle Movement Plans



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# 1. Introduction

## 1.1 Overview

This Construction Traffic Management Plan (CTMP) for Early Enabling Works of the Marine Berth Construction and Dredging (MBD) package of work has been developed as a sub-plan to the Port Kembla Gas Terminal Project (the Project) Environmental Management Strategy (EMS).

This CTMP was prepared by the SCSB JV on behalf of Australian Industrial Energy (AIE) to apply to construction activities associated with the Project. GHD Pty Ltd (GHD) has updated this CTMP on behalf of AIE for application to traffic management during the Early Enabling Works of the MBD. This CTMP does not cover traffic management associated with Marine Berth Construction and Dredging or the construction of Onshore Receiving Facilities, or Pipeline Installation.

This CTMP interfaces with the other associated sub-plans, which together describe the proposed overall management system for the Project. This CTMP addresses the requirements of the Project Infrastructure Approval (SSI 9471) and has been prepared in consultation with NSW Ports, RMS and Wollongong Council.

## 1.2 Background

AIE are developing the Project which involves the development of a liquefied natural gas (LNG) import terminal at Port Kembla, south of Wollongong, NSW. The Project will be the first of its kind in NSW and will provide a simple and flexible solution to the State's gas supply challenges.

NSW currently imports more than 95% of the natural gas it uses from other eastern states. In recent years, gas supplies to the Australian east coast market have tightened, resulting in increased natural gas prices for both industrial and domestic users.

The Project provides an immediate solution to address the predicted shortages and will result in significant economic benefits for both the Illawarra region and NSW. The Project will have a capacity to deliver 100 petajoules of natural gas, equivalent to more than 70% of NSW gas needs and will provide between 10 to 12 days of natural gas storage in case of interstate supply interruption. LNG will be sourced from worldwide suppliers and transported by LNG carriers to the gas terminal at Port Kembla where it will be re-gasified for input into the NSW gas transmission network.

The Project has been declared Critical State Significant Infrastructure (CSSI) in accordance with Section 5.13 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) (NSW) and Schedule 5 of the State Environmental Planning Policy State and Regional Development (SRD SEPP). The Project received Infrastructure Approval from the Minister for Planning and Public Spaces on 29 April 2019.

The construction of the Project is primarily associated with the establishment of a new berth facility at Port Kembla to enable an LNG carrier to berth alongside the Floating Storage Regassification Unit (FSRU) and new infrastructure to connect the terminal to the existing gas network.

The development has progressed to the early works stage at Berth 101 (the site), which includes the demolition and removal of all existing surface infrastructure, and disconnection and removal of all underground services. The Early Enabling Works phase is required to facilitate all future stages of development and to meet an obligation in the lease of the site to demolish existing wharf infrastructure by September 2021.

## 1.3 Purpose

This CTMP has been prepared in accordance with the Port Kembla Gas Terminal Environmental Impact Statement (PKGTEIS) and associated Infrastructure Approval (SSI 9471) and describes how Liberty Industrial propose to safely manage vehicular, marine, cyclists and pedestrian traffic during early enabling works for the MBD. Specifically, this plan includes requirements for:

- The provision for the safe movement of vehicular and pedestrian traffic.
- The protection of workers and pedestrians from passing traffic.



- The provision for access to properties located within the limits of the works.
- The design, construction, maintenance and removal of any necessary temporary roadways and detours.
- The provision of traffic controllers, where required.
- The installation of temporary signs, road markings, lighting, and safety barriers.

AIE and its contractors acknowledge the safety of port and road users and understands the effective management of traffic is paramount to the successful day-to-day activities during the construction phase of this Project.

This CTMP is applicable to all staff, employees, subcontractors, and any statutory service authorities undertaking service relocations throughout the duration of the Early Enabling Works for the MBD. The CTMP's implementation and on-going development will be managed by the Project team.



## 2. Project overview

### 2.1 Site description

The site of the Project is situated at Port Kembla within the Illawarra region of NSW, about 80 kilometres south of Sydney. Port Kembla is mainly characterised by the existing import and export terminal and multiple other business, cargo, logistics, bulk goods, and heavy industrial facilities in the vicinity.

Port Kembla is situated about two kilometres south of the centre of Wollongong. Other localities surrounding Port Kembla and the Project site include Mangerton, Mount St. Thomas and Figtree to the north-west; Unanderra to the west; Berkeley to the south-west; and Cringila, Lake Heights, Warrawong, and the residential region of Port Kembla to the south.

The zoned land use in the region includes special use and industrial use at Port Kembla and a mix of primarily residential and commercial uses in the surrounding localities. Major infrastructure in the region of Port Kembla includes the Princes Highway, which is a major state and regional highway connecting Sydney and Wollongong and regional areas further south. The Princes Highway provides access to Port Kembla through turnoffs at Masters Road, Five Islands Road and Northcliffe Drive and is broadly utilised including by heavy vehicles from the port.

The South Coast railway line runs along the periphery of Port Kembla including the stations Port Kembla, Port Kembla North, Cringila, and Lysaghts. The rail line services commuters and is also used to transport bulk solid goods such as coal, grain, copper, and steel from Port Kembla. The environmental features of Port Kembla and the surrounding region are limited given the extensive industrial, commercial, and residential development. Waterways in the region include the Gurungaty Waterway, Allans Creek, American Creek and Byarong Creek. Green space includes JJ Kelly Park and Wollongong Golf Club to the north and a larger open area to the south west.

The Project will be predominantly located within land zoned for dedicated port and industrial uses. Berth and wharf facilities and the FSRU would be situated at Berth 101 at the Inner Harbour while the gas pipeline would extend around the periphery of port operations from Berth 101 to a tie-in point at Cringila.

A site overview is provided as Figure 2.1.





Figure 2.1 Site overview



## 2.2 Project construction scope of work

The Project construction scope of work has been divided into the three main packages (with associated activities), as outlined in Table 2.1. This CTMP applies only to the Early Enabling Works associated with the MBD.

*Table 2.1 Construction work packages and applicability to this CTMP*

Stage	Package	Proposed commencement	Activities	Applicability to this CTMP
1	Early Enabling Works	May 2021	Early Enabling Works. Demolition of Berth 101, removal of structures and land-based excavation works, and Cone Penetration Testing (CPT) in the Outer Harbour to inform Emplacement Cell design.	Applicable.
2	MBD	November 2021	Quay wall construction.	Not applicable.
			Excavation/dredging.	Not applicable.
			Wharf facilities construction including mooring system, navigational aids, and associated works.	Not applicable.
	Onshore Receiving Facilities (ORF)		Construction of the ORF, which comprises of three areas: Wharf Topside Area; Utility Area; and Common Area.  Installation of a small section of pipeline within the Berth 101 site boundary.	Not applicable.
3	Pipeline Installation including tie-ins (NGP)	March 2022	Construction of an 18" onshore natural gas pipeline approximately 6.3km in length from the Berth 101 site boundary to Tie-in Facility at Cringila.	Not applicable.

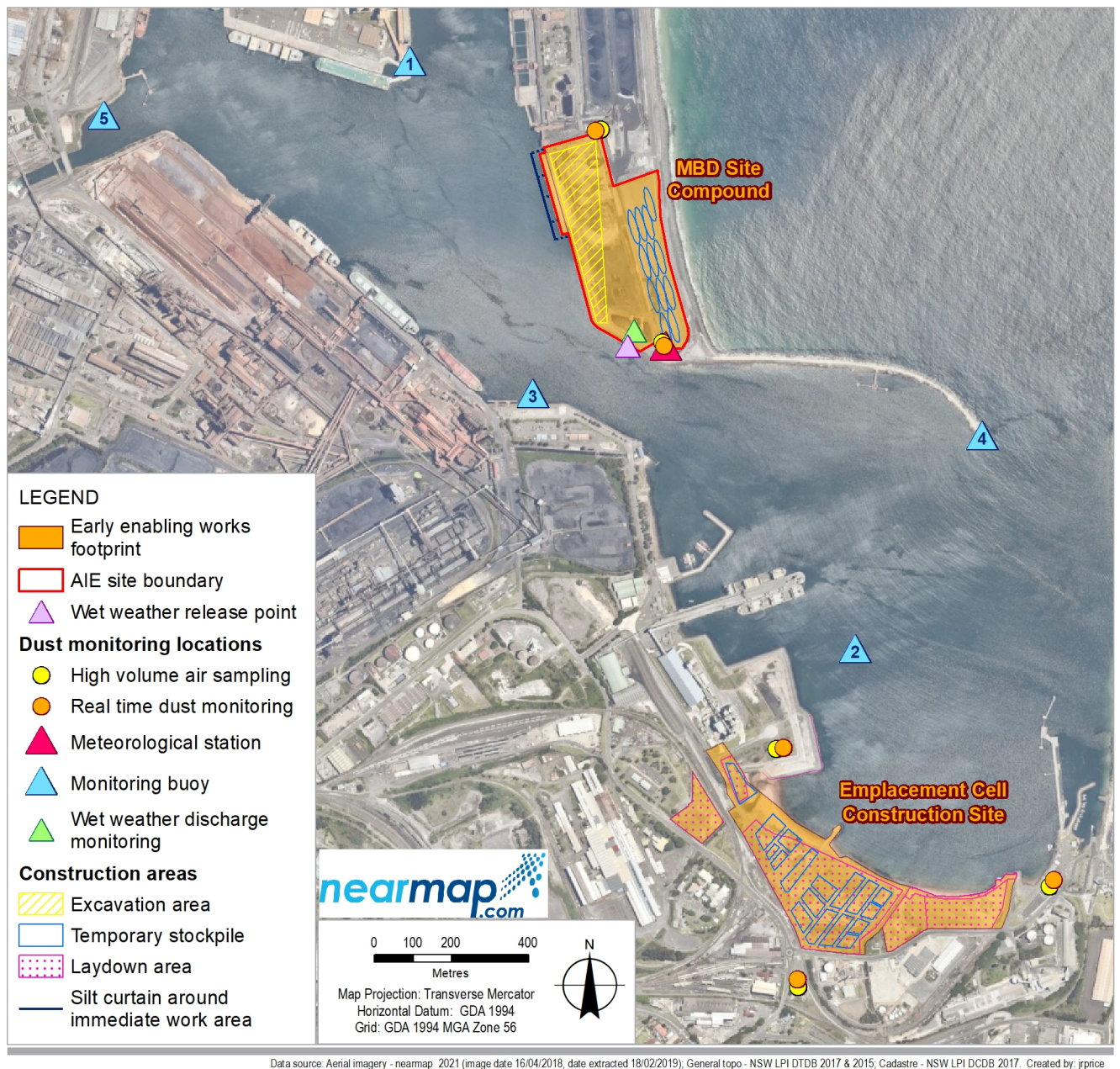
## 2.3 Early Enabling Works for MBD

The site of the MBD is the former Port Kembla Coal Terminal (PKCT) Bulk Products Berth. The removal of existing structures and services is required to facilitate subsequent development stages of the Project. The scope of the Early Enabling Works will involve the following tasks:

- Excavation down to level of RL +2.5 metres Port Kembla Height Datum (PKHD) to allow removal of existing structures and services and facilitate construction of the quay wall.
- Demolition/removal of Berth 101 and aboveground structures.
- Demolition/removal of aboveground and underground services.
- Removal of existing stockpiles from site.
- Transport of spoil via road from the MBD Site Compound to the Emplacement Cell Construction Site.
- Platform excavation and stockpiling.
- Processing demolished materials (for re-use or recycling) by others.
- CPT in the Outer Harbour.

An outline of the tasks associated with the Early Enabling Works is provided in Section 2.3.1 through Section 2.3.5. The Early Enabling Works site includes the MBD Site Compound and the Emplacement Cell Construction Site, as shown in Figure 2.2.





Data source: Aerial imagery - nearmap 2021 (image date 16/04/2018, date extracted 18/02/2019), General topo - NSW LPI DTDB 2017 & 2015, Cadastre - NSW LPI DCDB 2017. Created by: jprice

Figure 2.2 Early Enabling Works



## 2.3.1 Excavation

Excavation is required to facilitate the removal of existing aboveground and underground structures and services within the MBD Site Compound to a level of RL +2.5 metres on PKHD.

The proposed excavation zone generally extends from Road No. 7 at the northern end of the West Stockyard to the South Ponds and across to Road No. 9 as shown by the yellow shaded area in Figure 2.3.



Figure 2.3 Proposed excavation zone within MBD Site Compound

It is proposed to segregate, manage, stockpile and transport excavated materials into the following categories:

- Fill materials and concrete suitable for re-use for wharf construction will be crushed on-site and stockpiled at the East Stockyard (refer to Figure 2.3).
- Excess materials suitable for placement in the Outer Harbour will be transported to the Emplacement Cell Construction Site (refer to Figure 2.2).
- Revetment rock armour will be stockpiled for reuse, if removed.
- Recyclable material such as steel, cables, etc. will be transported off site for recycling.

Waste materials that are unsuitable as fill or for recycling will be disposed off-site at an approved landfill facility.

### 2.3.1.1 Demolition/removal of structures

All structures, foundations, piling, paving, site services, etc. within the excavation zone require demolition and removal. The proposed structures for demolition are summarised in Table 2.2.

Table 2.2 Structures to be demolished/removed during Early Enabling Works for MBD

Structure	Works required
Tower T1	Remove any remaining miscellaneous steel work as necessary (e.g., handrails and guardrails)
Tower T2 and T3	Demolish headstock and cut-off any piles at RL+1.5 m PKHD.
Tower T1, T3, T4 and T6 Clean Out Pits/ Drains	Demolish any remaining miscellaneous steel work, the Clean Out Pit, and associated drains.
Conveyor C3	Demolish any pavement/gutter and cut-off any piling in the excavation zone
T3 Pond	Demolish any remaining miscellaneous steel work, the pit and associated drain.
Tower T5 gantries	Demolish the remaining footings and headstock and cut-off piles at RL +1.5m PKHD. The two southern gantries require complete removal of the headstock and piles.
Conveyor C5 Gantry Walls	Demolish the remaining West Stockyard walls (inverted precast concrete T sections).



Structure	Works required
Reclaim conveyors C6 and C7	Demolish all remaining parts including the reclaim hopper, paving and any foundations/piling/footings.
West shore clean out pit	Demolish any remaining miscellaneous steel work, the pit and associated drain.
West Stockyard Hardstand Area	Demolish and excavate the hardstand to RL + 2.5 m PKHD. The excavation of the hardstand shall extend to 3 m beyond the tie rod anchors (the hardstand area is constructed of 300 mm heavily bound base course (road building material), 340 mm lightly bound base course (80% blast furnace slag and 20% granulated blast furnace slag) and 200 mm of engineered fill.
Light Towers	Demolish the foundations and remove associated cabling. Demolish and remove all other light towers from the site.
Berth 101	<p>Berth 101 comprises a concrete deck supported by 568 concrete and timber piles, tie rods and dead man blocks. There is also a fendering system comprising timber piling, timber waling and rubber fenders, various utilities, and a sheet pile cut-off wall (approximately 175 m long) along the landside of the berth.</p> <p>Works required include cut and remove the concrete deck, remove tie rods, and anchor blocks. Removal of piles will be via a crane positioned on a barge immediately adjacent to the wharf structure. Silt curtains will be positioned surrounding the work area during the removal of piles. AIE has an obligation under its lease agreement to demolish the Wharf at Berth 101 by 29 September 2021.</p>
Substation	<p>Undertake asbestos containing material (ACM) inspections and testing of materials prior to demolition (as required). Where ACM is confirmed, remove and dispose off-site by licensed contractor with clearance certificate.</p> <p>Demolish building and transformer bays including underground foundations and conduits. Remove and dispose of any remaining cables from Substation within the site.</p>
Mooring lines	Remove lines and blocks.
Sewer tanks	Two underground concrete sewer tanks are located on the south side of Tower TS8. Demolish the tanks following pump out and flushing.

### 2.3.1.2 Demolition/removal of services

Numerous services are currently located in the excavation zone and will be demolished and removed generally down to RL +1.5 metres PKHD as part of the excavation process. The services that will be demolished/removed are summarised in Table 2.3.

*Table 2.3 Services to be demolished/removed during Early Enabling Works for MBD*

Structure	Works required
Bunker oil pipeline	<p>The existing bunker oil pipeline extends from storage facilities on the southern shore of Port Kembla, under The Cut to the oil berth at the northern breakwater. A 300 mm carbon steel pipeline extends underground (approximately 600 mm clear cover) along the western shore of the site to Berth 101. An above ground section then passes under Berth 101 and on to Berth 102 to the north.</p> <p>The pipeline sections, both underground and running under Berth 101 require removal with management and disposal of any residual hydrocarbons. It is proposed to cut the pipeline into transportable lengths and removed from site to an appropriate and approved location. Beyond the excavation zone, the pipeline will remain in-situ and will be capped at both ends with suitable identification.</p>
Domestic water pipeline	<p>An underground potable water supply pipeline currently runs underground on the eastern side of Tower TS8 to supply Berth 101 and a ductile iron cement lined (DICL) pipeline continues along the western shore of Berth 101 supplying the Port Authority of NSW (PANSW) meter compound at the south of the site.</p> <p>An abandoned pipeline formed from ACM runs parallel to the DICL pipeline. A licenced removal company shall be engaged to remove and transport the asbestos material in a safe manner to an approved disposal site. An asbestos clearance certificate shall be provided following removal.</p>



Structure	Works required
	All abandoned domestic water piping is to be removed within the excavation zone. Beyond the excavation zone, the pipeline shall remain in the ground and be capped at both ends.
Electricity supply	Electricity is supplied from the PKCT 11 kV South Substation and distributed in Substation B (south of Berth 101). These supplies include: An underground 11 kV electricity cable (approximately 900 mm cover) from Substation B to the PANSW pad-mounted transformer at the southern end of the site. Several 415 V cables from Substation B to Pumps 01 at the South Ponds, to Pumps 09 and 17 at drain pit sumps and to light poles across the site Control cabling for pumps, lights, and water spray nozzles. The substation building will be demolished with all cables in the excavation zone removed.
Telecommunications	The telecommunications cable extends from a pit near PKCT South Substation to a pit near the PANSW meter compound. The route of the cable is uncertain; however, it is understood to follow the western shore. During demolition works, the cable is required to be removed and disposed of. Any cable beyond the excavation zone, is to remain in-situ.
Tertiary treated effluent	Tertiary Treated Effluent (TTE) is supplied to PKCT for firefighting and dust suppression sprays. An interconnected ring main circles around both the East and West Stockyards supplying dust suppression sprays and fire hydrants. The pipelines and sprays serving the West Stockyard will be demolished and removed. The western incoming supply shall be capped near Tower TS7 and at the branch from West Stockyard to the PKCT truck wash. The spray system for the East Stockyard is not required and will be demolished. The TTE pipeline along the eastern side (Seawall Road) is to remain in-service. The TTE pipeline along Road No. 9 shall be capped on the western side of PANSW meter compound.

During demolition, stormwater from the site will be directed to settling ponds or gross pollutant traps or oil separators before being discharged to the harbour. The overflow pipes at the Southern Pond are AIE's licensed discharge point into Port Kembla Harbour.

As the demolition work proceeds, the contractor will ensure stormwater runoff always flows to the Southern Pond in accordance with AIE's Environment Protection Licence (EPL) conditions.

## 2.3.2 Removal of stockpiles

Two large stockpiles, approximately 700 metres<sup>3</sup> to 800 metres<sup>3</sup> of mixed sandy gravel material are present in the south-western section of the MBD Site Compound. The stockpiles also contain inclusions of slag gravel, cobbles, concrete, and boulders. Both stockpiles will be removed as part of the Early Enabling Works and will be characterised (visual and sampling, as required) for re-use as part of the Project.

## 2.3.3 Transport of spoil from MBD Site Compound to Emplacement Cell Construction Site

Approximately 50,000 metres<sup>3</sup> of spoil will need to be transported via road from the MBD Site Compound and stockpiled at the Emplacement Cell Construction Site.

The activities associated with this task will involve loading, road transportation via truck and trailer (approximately 30 tonne capacity), unloading, stockpiling, and management of the stockpiles.

Spoil will be characterised prior to transport based on the source location, the availability of any existing data and additional sampling and analysis, as required.

## 2.3.4 Processing of demolished materials (reuse and recycling)

Demolished materials which are suitable may be re-used in the works, subject to approval by AIE and the Auditor. Materials for re-use may include:



- Uncontaminated excavated material as fill.
- Crushed concrete as fill.

Excavation of a platform to stockpile up to 70,000 metres<sup>3</sup> of material will be undertaken in the East Stockyard.

Materials for re-use are to be stockpiled and stored in the southern end of the East Stockyard until further stages of the works proceed.

Materials suitable for recycling will be preserved during the demolition works and removed and stored on-site in the eastern stockyard as directed by AIE until collected or removed from site by appropriate contractors.

### 2.3.5 Cone Penetration Testing

CPT will be undertaken at 50 to 60 locations within the Outer Harbour to inform the design and alignment of the Emplacement Cell. CPT locations will target alignment of Emplacement Cell and proposed fill area. Works comprise of surveying the seabed level and geotechnical testing (including CPT) via a purpose-built CPT rig attached to a small jack barge, portable 15t CPT rig and jack up barge.

## 2.4 Traffic controlled work areas during Early Enabling Works of MBD

The Early Enabling Works of the MBD will be confined to the MBD Site Compound and the Emplacement Cell Construction Site (refer to Figure 2.2).

### 2.4.1 MBD Site Compound

Most of the Early Enabling Works will occur within the MBD Site Compound. The excavation zone is shown in Figure 2.3. The locations of offices, parking, sheds, a laydown area, and a stockpile area is shown in Figure 2.4.

Traffic generated by the Early Enabling Works will be controlled through the gate on Sea Wall Road. Heavy vehicle movements will be generated by the delivery of materials, equipment and plant to the MBD Site Compound. In addition, heavy vehicle movements will be generated by transporting approximately 50,000 metres<sup>3</sup> of spoil from the excavation zone in the MBD Site Compound to the Emplacement Cell Construction Site.

Light vehicle movements will be generated from construction workers accessing the MBD Site Compound. Parking will be provided for up to 150 workers on the MBD Site Compound (refer to Figure 2.4).

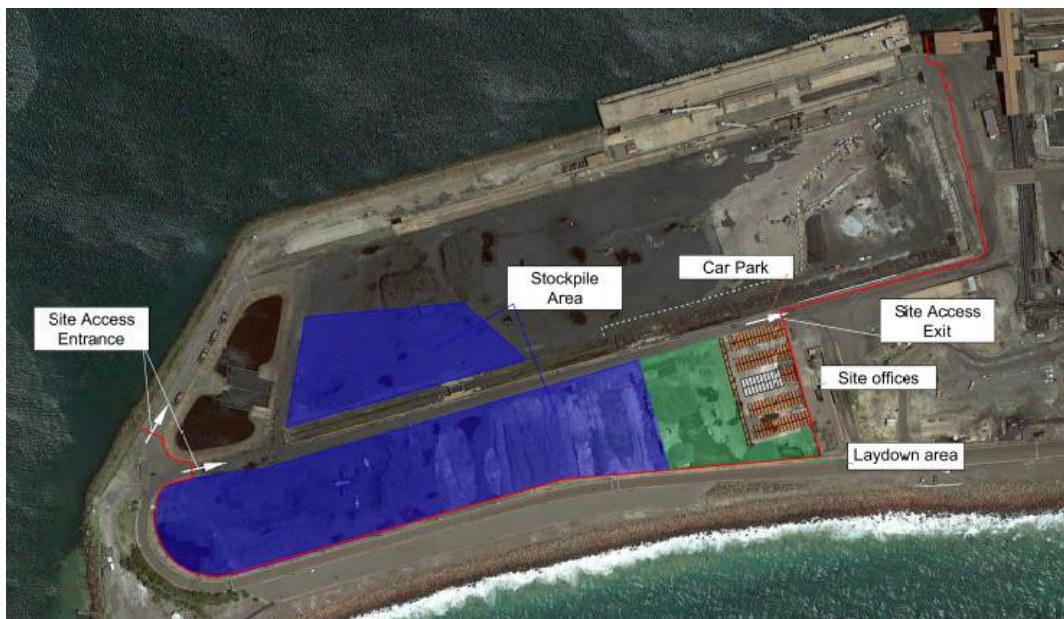


Figure 2.4 Layout of MBD Site Compound



## 2.4.2 Emplacement Cell Construction Site

As discussed above, heavy vehicle movements will be generated by transporting approximately 50,000 metres<sup>3</sup> of spoil from the excavation zone in the MBD Site Compound to a stockpile area within the Emplacement Cell Construction Site (refer to Figure 2.5).



Figure 2.5 Emplacement Cell Construction Site

## 2.5 Vehicle movements generated during Early Enabling Works of MBD

Vehicle movements have been estimated based on materials required for Early Enabling Works, work force requirements, and transport of spoil from the MBD Site Compound to the Emplacement Cell Site. They are as follows:

- Light vehicles: 80 movements per day (based on up to 40 employees accessing MBD Site Compound).
- Heavy vehicles:
  - 10 movements per day (materials, plant, equipment needed at MBD Site Compound).
  - 112 movements per day (30-tonne trucks moving approximately 50,000 metres<sup>3</sup> of spoil from MBD Site Compound to Emplacement Cell Construction Site).

## 2.6 Program for Early Enabling Works of MBD

Early Enabling Works for the MBD is anticipated to commence in May 2021. It is estimated to be completed in six months.



### 3. Roles and responsibilities

AIE and the Project team is responsible for all activities associated with the Early Enabling Works, including the implementation and maintenance of the various traffic management arrangements outlined in the CTMP. Relevant roles and responsibilities for the CTMP are outlined in Table 3.1.

*Table 3.1 Traffic roles and responsibilities*

Project Role	Responsibility
AIE Project Director	<ul style="list-style-type: none"> <li>– Responsible for the overall funding and direction of the Early Enabling Works.</li> <li>– Ensuring provision of adequate resources to achieve the environmental objectives for the project including ensuring sufficient resourcing for the Environmental Team, Engineering and Construction Teams.</li> </ul>
AIE Construction Manager	<ul style="list-style-type: none"> <li>– Proactively stewards the effective implementation of the Early Enabling works in accordance with requirements of the Infrastructure Approval (SSI9471), Environmental Strategy and all related sub-plans</li> <li>– Demonstrate proactive support for environmental requirements</li> </ul>
AIE HS&E Manager	<ul style="list-style-type: none"> <li>– Implementation and updates of all Health, Safety and Environmental Management Strategies and sub-plans</li> <li>– Ongoing liaison and engagement with government agencies and point of escalation for any environmental incidents</li> <li>– Identifying environmental issues as they arise and proposing solutions</li> <li>– Environmental Reporting</li> </ul>
Liberty Industrial Project Manager	<ul style="list-style-type: none"> <li>– On-site Project management and control.</li> <li>– Decision-making authority relating to environmental performance of the construction program</li> <li>– Authority over Project construction and site activities in accordance with the EMS.</li> <li>– Ensure relevant training is provided to all Project staff prior to commencing individual activities.</li> <li>– Reports to AIE Construction Manager on environmental matters.</li> <li>– Ensures appropriate Contractor resources are allocated to implement the environmental requirements.</li> <li>– Responsible for planning and scheduling of construction, and to ensure operations are conducted in accordance with statutory requirements and the EMS.</li> <li>– Monitors performance against environmental Key Performance Indicators (KPI's).</li> <li>– Ensures that all environmental objectives associated with the Project are achieved.</li> <li>– Day-to-day decision-making authority relating to environmental performance of construction activities and direct site activities and construction.</li> <li>– To provide resources to ensure environmental compliance and continuous improvement.</li> <li>– Ensure all personnel are aware of any changes to EMS, CTMP and improved procedures.</li> <li>– Ensure this CTMP is implemented for the duration of the Early Enabling Works.</li> </ul>
Liberty Industrial Construction Foreman	<ul style="list-style-type: none"> <li>– Implement requirements contained in the EMS and Sub-Plans, work procedures and standard drawings.</li> <li>– Maintaining open and transparent communication with other Project discipline managers and other areas of the Project.</li> <li>– Reporting of hazards and incidents and implementing any rectification measures.</li> <li>– Ensures appropriate contractor resources are allocated.</li> <li>– Orders STOP WORK for any environmental breaches and reports incidents to the Project Manager.</li> <li>– Ensure daily truck movements are recorded and do not exceed movement limits.</li> <li>– Ensure total truck movements are tabulated and do not exceed traffic limits.</li> <li>– Responsible for the management of a traffic incident, management of emergency services, police and tow vehicles if required.</li> <li>– Ensure this CTMP is implemented for the duration of the Early Enabling Works.</li> </ul>



Project Role	Responsibility
Liberty Industrial Environmental Representative	<ul style="list-style-type: none"> <li>– Delivers environmentally focussed toolbox talks.</li> <li>– Provides environmental advice, assistance, and direction to Project Manager to ensure construction activities are conducted in accordance with regulatory legislation and this CTMP.</li> <li>– Develop strong working relationships with the AIE team and Consultants.</li> <li>– Ensure environmental risks are appropriately identified, communicated, and effectively managed.</li> <li>– The Environmental Rep can order Stop Work for any unacceptable environmental risk or breach of conditions.</li> <li>– Ensure communication of relevant environmental information to Project personnel.</li> <li>– Provide specialist advice and input as required</li> <li>– Ensure construction manager, superintendents and field supervisors fully understand the environmental constraints and how construction practices must ensure any such constraints are considered and mitigated against during construction.</li> <li>– Orders STOP WORK for any environmental breaches and immediately reports incidents to Liberty Industrial Project Manager and AIE HS&amp;E Manager.</li> </ul>
Traffic Control (Sub Contractor)	<ul style="list-style-type: none"> <li>– Develop Vehicle Movement Plans (VMPs)</li> <li>– Establish and maintain site signage in accordance with the approved VMP</li> <li>– Implement manned traffic controls</li> <li>– Set out of signage as per the VMP</li> <li>– Monitoring effectiveness of VMP and compliance with this CTMP. Regularly reviewing the continuing suitability, adequacy, and effectiveness, of all the plans</li> <li>– Reporting of traffic and pedestrian incidents, assist in incident investigation and close out</li> <li>– Refer any public or media enquiries to the Community Consultation Hotline.</li> </ul>
AIE Environmental Representative	<ul style="list-style-type: none"> <li>– Develop strong working relationships with the Demolition Team and Consultants.</li> <li>– Ensure environmental risks are appropriately identified, communicated, and effectively managed.</li> <li>– Instruct and advise management team on compliance issues.</li> <li>– Provide specialist advice and input as required.</li> <li>– Co-ordinate internal audits of the CTMP.</li> <li>– Conduct audit review as required.</li> <li>– Reports on the performance of the CTMP and recommends changes or improvements to Project Manager.</li> <li>– Orders STOP WORK for any environmental breaches and immediately reports incidents to the AIE Construction Manager and AIE HS&amp;E Manager.</li> <li>– Conducts investigation and response to environmental complaints and inquiries, where required</li> </ul>
Subcontractors and construction personnel	<ul style="list-style-type: none"> <li>– Undertake an environmental induction prior to accessing to site.</li> <li>– Comply with legislative requirements.</li> <li>– Participate in weekly inspections and audits.</li> <li>– Follow environmental procedures.</li> <li>– Report all environmental incidents and hazards.</li> <li>– Introduce environmental topics to prestart meetings.</li> <li>– Ensure that all relevant permits and clearances are in place prior to commencing work.</li> </ul>



## 4. Legislative requirements

The legislative requirements applicable to the Early Enabling Works for the MBD are listed in Table 4.1.

*Table 4.1 Legislation applicable to the CTMP*

Legislation	Description	Applicability
<b>State</b>		
<i>Roads Act 1993</i> (Roads Act)	The objectives of the Roads Act is to establish roads classification, the role of TfNSW and other public authorities in road management and regulates any activity being carried out on public road. Part 9 outlines the regulation of road works, structure and activities carried out on roads and the various approvals required.	Section 138 of the Act requires applicants to obtain consent from the relevant road's authority for the erection of a structure, carrying out of work in or under a public road, digging up or disturbance to the surface of a public road. This is not applicable for the Early Enabling Works but likely to apply to the pipeline installation phase of works.  Section 138 permits will be required from the relevant road's authority prior to commencement of construction through the road corridor as part of the subsequent phases of development.  Road Occupancy Licences (ROL) also required for the subsequent phases of development
<i>Heavy Vehicle National Law (NSW)</i> (HVNL)	The HVNL outlines the regulation of heavy vehicles on roads in NSW regarding public safety, impact of heavy vehicles on the environment, road infrastructure and public amenity while promoting industry productivity and efficiency through heavy vehicle usage.	Chapter 4 Part 4.2 outlines the mass limit requirements of heavy vehicles to ensure public safety and minimise the impacts of excessively loaded vehicles on road infrastructure. Loading limits of vehicles must be complied with.



## **5. Planning requirements**

### **5.1 Traffic and access management during Early Enabling Works of MBD**

The planning requirements and the corresponding traffic and access management measures applicable to the Early Enabling Works for the MBD are listed in Table 5.1. Further management measures are outlined in Section 5.2 through Section 5.8, and in Appendix A through Appendix D.



Table 5.1 Approval conditions

Traffic and access management - implementation				
Requirement	Reference	Responsibility	Management measure/evidence	Applicability to this CTMP
<b>Infrastructure Approval Requirements (SSI 9471)</b>				
The Proponent must not transport more than 360,000 cubic metres of spoil to the disposal area by road and must maintain records of the volume of spoil transported by road to track compliance against this condition.	Infrastructure Approval Sched Section 7	– AIE Project Manager	Section 2.4.1	Applicable
Prepare CTMP. The plan must:	Infrastructure Approval Sched Section 15 (a)	– AIE HS&E Manager	This CTMP.	Applicable
– Be prepared in Consultation with RMS, NSW Ports and Council		– AIE HS&E Manager	Section 1.1. This CTMP has been prepared in consultation with NSW Ports, RMS and Wollongong Council..	Applicable
– Include details of the transport route to be used for all construction traffic	Infrastructure Approval Sched Section 15 (b)	– AIE HS&E Manager	Section 5.2 and Appendix A	Applicable
– Include details of the measures that would be implemented to minimise traffic safety issues and disruption to local users of the transport route/s during construction works, including:	Infrastructure Approval Sched Section 15 (c)	– AIE HS&E Manager	Appendix B and Appendix C	
• facilitating the use of barges to transfer spoil to the disposal site		-	-	Not applicable
• temporary traffic controls, including detours and signage		– AIE HS&E Manager	Appendix B and Appendix C	Applicable
• ensure loaded vehicles entering or leaving the site have their loads covered or contained		– AIE HS&E Manager	Appendix B and Appendix C	Applicable
• minimise dirt being tracked on the public road network from development-related traffic		– AIE HS&E Manager	Appendix B and Appendix C	Applicable
Include a driver's code of conduct that addresses: – Travelling speeds – Driver fatigue	Infrastructure Approval Sched Section 15 (d)	– AIE HS&E Manager	Appendix C	Applicable



Traffic and access management - implementation				
<ul style="list-style-type: none"> <li>– Procedures to ensure that drivers adhere to the designated transport route/s</li> <li>– Procedures to ensure that drivers implement safe driving practices</li> </ul>				
The Proponent must implement the approved CTMP for the development.	Infrastructure Approval Sched Section 16	– AIE HS&E Manager	Section 3	Applicable
Unless the Secretary agrees otherwise, the Proponent may only undertake construction activities on site between: <ul style="list-style-type: none"> <li>– 7 am to 6 pm Monday to Friday</li> <li>– 8 am to 1 pm Saturdays</li> <li>– at no time on Sundays and NSW public holidays</li> </ul>	Infrastructure Approval Sched Section 27 (a-c) 3.	– AIE HS&E Manager	Appendix C	Applicable
<b>Emergency Response Management Plan</b>				
Consultation and communication with external emergency response agencies.	Best practice	<ul style="list-style-type: none"> <li>– AIE Project Manager</li> <li>– AIE HS&amp;E Manager</li> <li>– Liberty Industrial Project Manager</li> <li>– Liberty Industrial Construction Foreman</li> </ul>	Emergency Response Management Plan	Applicable
Emergency Response Plan/s will be implemented in the event of an emergency.	Best practice	<ul style="list-style-type: none"> <li>– AIE Project Manager</li> <li>– AIE HS&amp;E Manager</li> <li>– Liberty Industrial Project Manager</li> <li>– Liberty Industrial Construction Foreman</li> </ul>	Emergency Response Management Plan	Applicable
Train staff in emergency response, including allocating roles and resources	Best practice	<ul style="list-style-type: none"> <li>– AIE Project Manager</li> <li>– AIE HS&amp;E Manager</li> <li>– Liberty Industrial Project Manager</li> <li>– Liberty Industrial Construction Foreman</li> </ul>	Emergency Response Management Plan	Applicable



Traffic and access management - implementation				
PKGT EIS Management Measures				
Prepare a CTMP including:	EIS Measure T1	– AIE HS&E Manager	This CTMP	Applicable
Site access routes			Section 5.2 and Appendix A	Applicable
Construction parking arrangement			Section 5.4	Applicable
Traffic management			Appendix B	Applicable
Pedestrian and bicycle rider management			Section 5.7	Applicable
Roadside hazards			Appendix B	Applicable
Environmental induction.	EIS Measure T1	<ul style="list-style-type: none"> <li>– Liberty Industrial Project Manager</li> <li>– Liberty Industrial Construction Foreman</li> <li>– Liberty Industrial Environmental Rep</li> </ul>	Site Induction	Applicable
Develop a Traffic Control Plan in accordance with the NSW RMS <i>Traffic control at work sites</i> and AS1742.3 – requirements <i>Traffic control devices for works on roads</i> .	EIS Measure T2	– AIE HS&E Manager	Appendix B	Applicable
Seek to minimise traffic movements where possible during the morning and afternoon peak hours.	EIS Measure T3	– Liberty Industrial Construction Foreman	Section 5.2	Applicable
Encourage construction workers to carpool or utilise public transport, where practicable.	EIS Measure T4	– Liberty Industrial Construction Foreman	Section 5.2	Applicable



## 5.2 Site access

Light and heavy vehicles will access (enter/exit) the MBD Site Compound from the single entry and exit on Sea Wall Road, as shown in Appendix A and Appendix B. Sea Wall Road is considered a public road. Traffic control signage will be initiated from the site entrance, as presented in Appendix B.

Light and heavy vehicles will access (enter/exit) the Emplacement Cell Construction Site via Flinders Street (which turns into Old Port Road), onto Christy Drive, and then Arawata Drive, as shown in Appendix A and Appendix B. Traffic control signage will be initiated from the site entrance, as presented in Appendix B.

Traffic movements will be minimised, where possible, during the morning and afternoon peak hours. Construction workers will be encouraged to carpool or to use public transport, where practicable.

## 5.3 Loading and unloading area

Loading and unloading of material and equipment (large or small) will be done within the boundaries of each site (the MBD Site Compound and Emplacement Cell Construction Site). There will be no loading or unloading of materials outside the site boundaries. There will be a dedicated area for unloading, loading and storing of materials on each site. Authorised traffic controllers may be required for major deliveries to ensure motorists, cyclists and pedestrian safety as trucks enter and exit the work site(s).

## 5.4 On-site parking

Designated parking areas will be established within the MBD Site Compound and the Emplacement Cell Construction Site (refer to Figure 2.4, Figure 2.5 and Appendix B). The largest parking requirement will be the MBD Site Compound, where an allocated parking area has been set out for 150 vehicles. Workers are encouraged to car share or use public transport, when possible, to minimise the impact on surrounding streets.

## 5.5 Out of hours deliveries

Out of hours deliveries will only be permitted in accordance with Infrastructure Approval (SSI 9471). The following activities are approved outside the construction hours without approval from the Secretary:

- The delivery of materials as requested by the NSW Police Force or other authorities for safety reasons.
- Emergency work to avoid the loss of life, property and/or material harm to the environment.
- Construction works that cause LAeq (15 mins) noise levels that are:
  - no more than 5 dB(A) above the rating background level at any residence in accordance with the *Interim Construction Noise Guideline* (DECC, 2009).
  - no more than the noise management levels specified in Table 3 of the *Interim Construction Noise Guideline* (DECC, 2009) at other sensitive land uses.
  - continuous or impulsive vibration values, measured at the most affected residence, are no more than those for human exposure to vibration, specified in Table 2.2 of *Assessing vibration: a technical guideline* (DEC, 2006).
  - intermittent vibration values measured at the most affected residence are no more than those for human exposure to vibration, specified in Table 2.4 of *Assessing vibration: a technical guideline* (DEC, 2006).
- Where a negotiated agreement has been reached with affected receivers.

## 5.6 Oversized vehicle movements

Oversized vehicle movements may be required to deliver equipment and materials to the MBD Site Compound and Emplacement Cell Construction Site. The approved oversized routes are included in Appendix D. Each oversized vehicle movement will have to obtain OSOM permits and traffic controls, as required. Additionally, over-sized deliveries will be required to adhere to the working hour restrictions as outlined in Section 5.5. Where curfews are required, over-sized loads will be required to schedule access to the site and wait until working hours to commence unloading or loading.



## 5.7 Pedestrians and cyclists

There would be negligible impact to pedestrians and cyclists, nor would there be any impact to public transport services in the vicinity of the MBD Site Compound or Emplacement Cell Construction Site. Traffic control will be implemented at the access points to sites, as illustrated in the VMP in Appendix B.

## 5.8 Dust and mud control

All sites will implement controls to minimise mud tracked on to roads and subsequent dust generation. Controls include:

- Use of existing hard stand roads, where possible.
- Construction of granular haul roads.
- Construction of rumble grids at the MBD Site Compound and the Emplacement Cell Construction Site, similar to those pictured below in Figure 5.1 and Figure 5.2.
- Utilisation of the existing wheel wash at the MBD Site Compound.
- Scheduling of regular road sweeping, twice weekly across site access points.
- Additional road sweeping to be available in response to an observation of mud being tracked onto roads.



*Figure 5.1 Rumble grid to be installed at Marine Berth and Emplacement Cell Construction Sites*





*Figure 5.2 Gravel haul road to be installed at Marine Berth and Emplacement Cell Construction Sites*



## 6. Compliance Management

### 6.1 Training

All staff, including subcontractors, will undergo a site-specific induction which will include traffic management issues. Targeted training in the form of truck driver inductions will be supplied to regular truck drivers, specifically concrete trucks, and spoil trucks. A copy of the Truck Driver induction is included in Appendix C.

The driver induction addresses the planning requirements, including:

- Access and working hours.
- Two-way radio communication.
- Procedures to follow in the event of a spill.
- Procedures for securing (including covering) soil and sediment loads and ensuring wheels are free of dirt.
- Site hours:
  - Monday to Friday 700hrs to 1800hrs.
  - Saturday 800hrs to 1300hrs.
- Site speed limit (25 kilometres/hour).
- When exiting the site all pedestrians and light vehicles have right of way.
- No verbal communication with the public or media, refer them to the community hotline.
- Upon exit, all road rules will be complied with.
- Slow down at level crossings.
- All vehicles exiting the site are on display.
- Fatigue.
- Project contacts and community consultation contact numbers.

### 6.2 Traffic impact on local roads

Traffic associated with the Early Enabling Works have been determined to operate well within the acceptable capacity for weekday mornings and evening peak periods. Traffic impacts will be minimal as traffic signals at Port Kembla will be used for phasing of trucks. Truck movements will also be scheduled and sequenced to the flow of traffic signals in and out of the MBD Site Compound and Emplacement Cell Construction Site.

### 6.3 Community engagement

Changes to traffic conditions will be notified to the community on a monthly basis, via the Project webpage and mail outs to the most impacted residents, neighbours, and NSW Ports. A forecast of upcoming road works and traffic plans will also be included in the update.

Throughout the Early Enabling Works, a community hotline will be maintained where inquiries and complaints will be recorded and forwarded to the Project contact to respond and or investigate. Community consultation contacts are listed in Table 6.1. Complaints will be recorded on a project feedback and complaints register. Contact details will be included on site signage at the MBD Site Compound and Emplacement Cell Construction Site.

*Table 6.1 Community consultation contacts*

Media	Contact
Phone (community hotline)	1800 789 177
Website	<a href="https://ausindenergy.com/contact-us/">https://ausindenergy.com/contact-us/</a>
In person	Referred to AIE HS&E Manager



## 6.4 Dilapidation surveys

The condition of all road surfaces, kerb and gutters on the primary access road between the MBD Site Compound and Emplacement Cell Construction Site will be recorded in a dilapidation survey prior to transporting spoil to the Emplacement Cell Construction Site. Copies of the dilapidation reports will be forwarded to RMS, Council and NSW Ports and reviewed at the completion of the Project to determine if rectification works are required.

## 6.5 Monitoring and inspections

Monitoring of traffic management and mitigation measures will be undertaken, as required, by the Project Manager and/or Construction Foreman prior to, during, and following the Early Enabling Works at both the MBD Site Compound and Emplacement Cell Construction Site.

Traffic monitoring is to include, but not be limited to:

- Weekly inspection of traffic signage .
- Tallying of:
  - Daily truck movements transporting spoil from the MBD Site Compound to the Emplacement Cell Construction Site.
  - Total truck movements to ensure compliance with Infrastructure Approval SSI 9471 .

The data will be available to respond to community inquiries and for assessment of traffic impacts on the surrounding areas.

A review of functionality of the CTMP will be undertaken following any traffic incident or complaint received around traffic matters.



# References

Austrroads (2020) *Australian Standards 1742.3 – Manual of uniform traffic control devices, Part 3: Traffic control for works on roads.*

DEC (2006) *Assessing Vibration: a technical guideline*  
<https://www.environment.nsw.gov.au/resources/noise/vibrationguide0643.pdf> .

DEC (2006). *Assessing Vibration: A Technical Guideline.*

DECC (2009). *Interim Construction Noise Guideline (ICNG).*

DECCW (2009) *Interim Construction Noise Guideline*  
<https://www.environment.nsw.gov.au/resources/noise/09265cng.pdf>.

GHD (2018). Port Kembla Gas Terminal EIS. Report prepared for Australian Industrial Energy.

Infrastructure Approval SSI 9471 dated 24th April 2019.

TfNSW (2020) *Traffic control at work sites Technical Manual.*



# Appendices



# **Appendix A**

**Construction traffic routes**

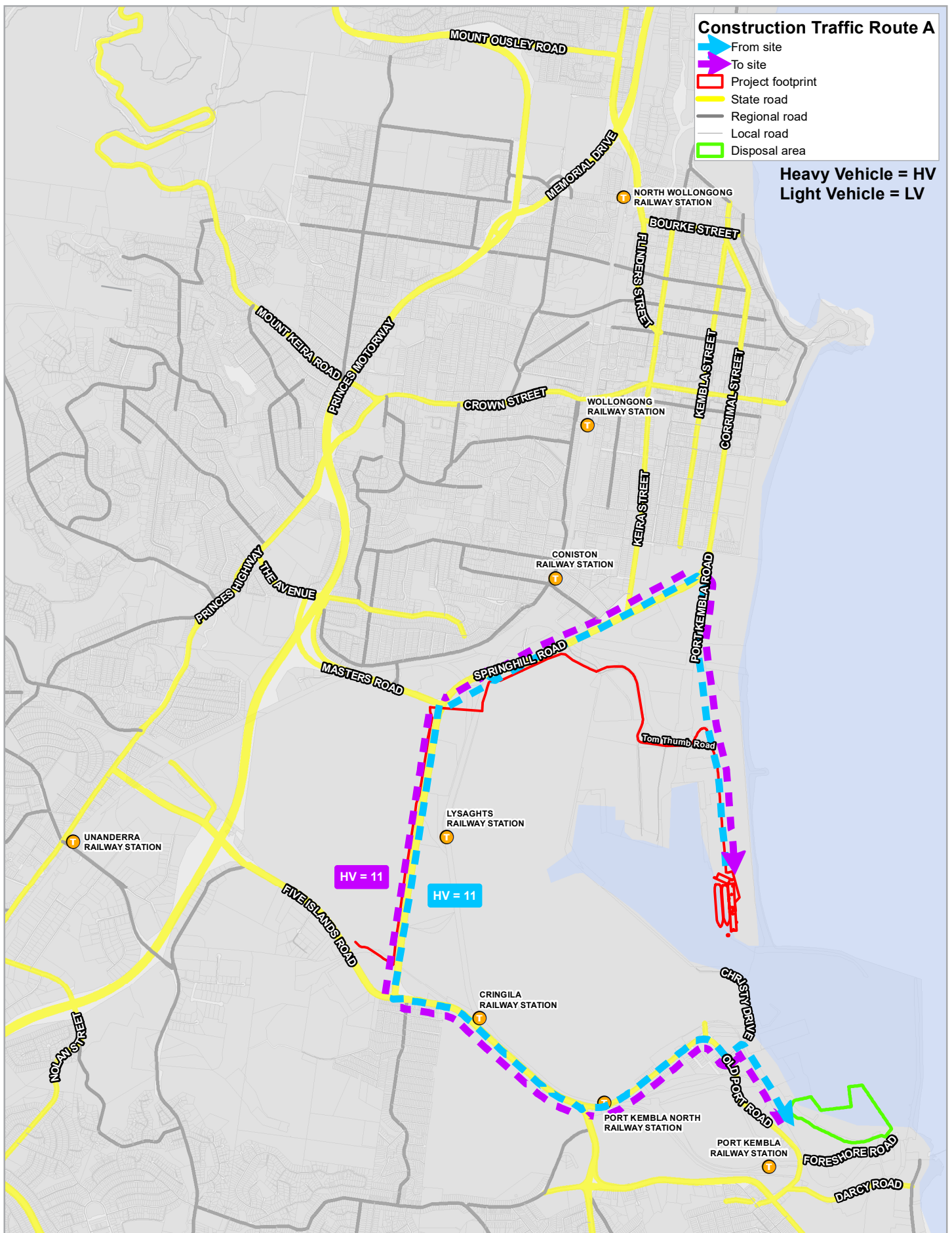






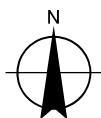






Paper Size ISO A4  
0 400 800 1,200 1,600  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 56



Australian Industrial Energy  
Port Kembla Gas Terminal

**Construction Traffic Route C**  
access between wharf and disposal

Project No. 21-27477  
Revision No. A  
Date 28 Apr 2021



# **Appendix B**

## **Vehicle Movement Plans**



(02) 9603 38 20

**DIRECT** **TRAFFIC**



Client: Rare Environmental

Location: Port Kembla

Activity: Remediation

Traffic ID plan: Vehicle Movement Plan

TCP Number: DWRAE1

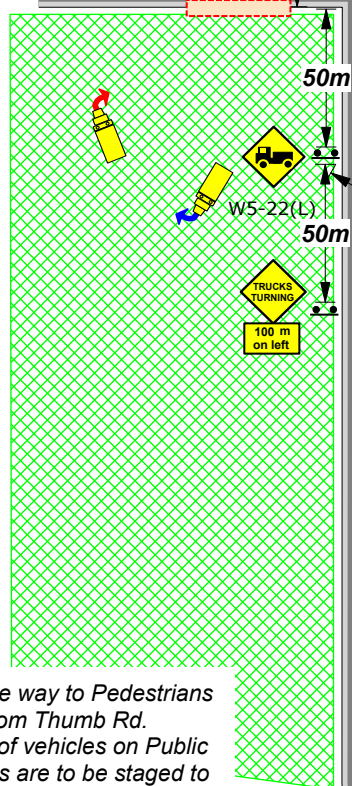
Site Entry/Exit

Seawall Rd & Tom Thumb Rd shall be closed to the public during these works. Construction vehicles to only use these roads

Legend

North Arrow

Work Area



Drivers at all times SHALL give way to Pedestrians and through traffic on Tom Thumb Rd. There SHALL be no queuing of vehicles on Public Roads. Deliveries of materials are to be staged to prevent this.

All vehicles SHALL be driven in a forwards direction when entering and / or exiting this site. No vehicles SHALL be permitted to reverse onto Tom Thumb Rd. If such a vehicle maneuver is required it exceeds the scope of this management plan.

Name:.....

Date of Modification:.....

Implement TMP No:.....

Expiry Date:.....

Signature:.....

This TCP has been prepared in accordance with AS 1742.3-2009 Traffic Control for Works on Roads and the RMS Traffic Control for Work Sites manual Vers 5-2018.

Date: 17.6.19 Author: Dean Woodward Project: Rare Environmental  
Qualification: Prepare a Work Zone TMP - RIICWD503D Ticket No: 0033347879 Expiry Date: 19/08/2019

**Comments:**

The Author has drawn this TCP based on the information provided by the client. Prior to the implementation of TCP a Safe Work Method Statement must be prepared in consultation with the personnel carrying out the work. Person(s) implementing this TCP must hold current Implement Traffic Management Plans - RIICWD503D training. Modifications to this TCP must comply with the requirements of the RMS Traffic Control at Work Sites manual version 5 and AS 1742.3 - 2009 Traffic Control for Works on Roads.

 NSW Transport Roads & Maritime Services This qualification enables you to prepare Traffic Management Plans and conduct inspections on Traffic Management Plans.	<p>Prepare a Work Zone Traffic Management Plan Card No. 0033347879</p> <p>DEAN WOODWARD</p> <p>Expiry Date: 19/08/2019</p>	 N <b>NOT TO SCALE</b>
--	--	------------------------------

Direct Traffic Pty Ltd accepts no liability for the implementation or execution of this TCP unless implemented by authorised Direct Traffic Pty Ltd personnel. This TCP maintains the property of Direct Traffic Pty Ltd and is not transferable unless express permission is granted by management from Direct Traffic Pty Ltd.



(02) 9603 38 20

**DIRECT TRAFFIC**

Effective Date: 29.4.21

Version: 2

Client: Rare-Enviro

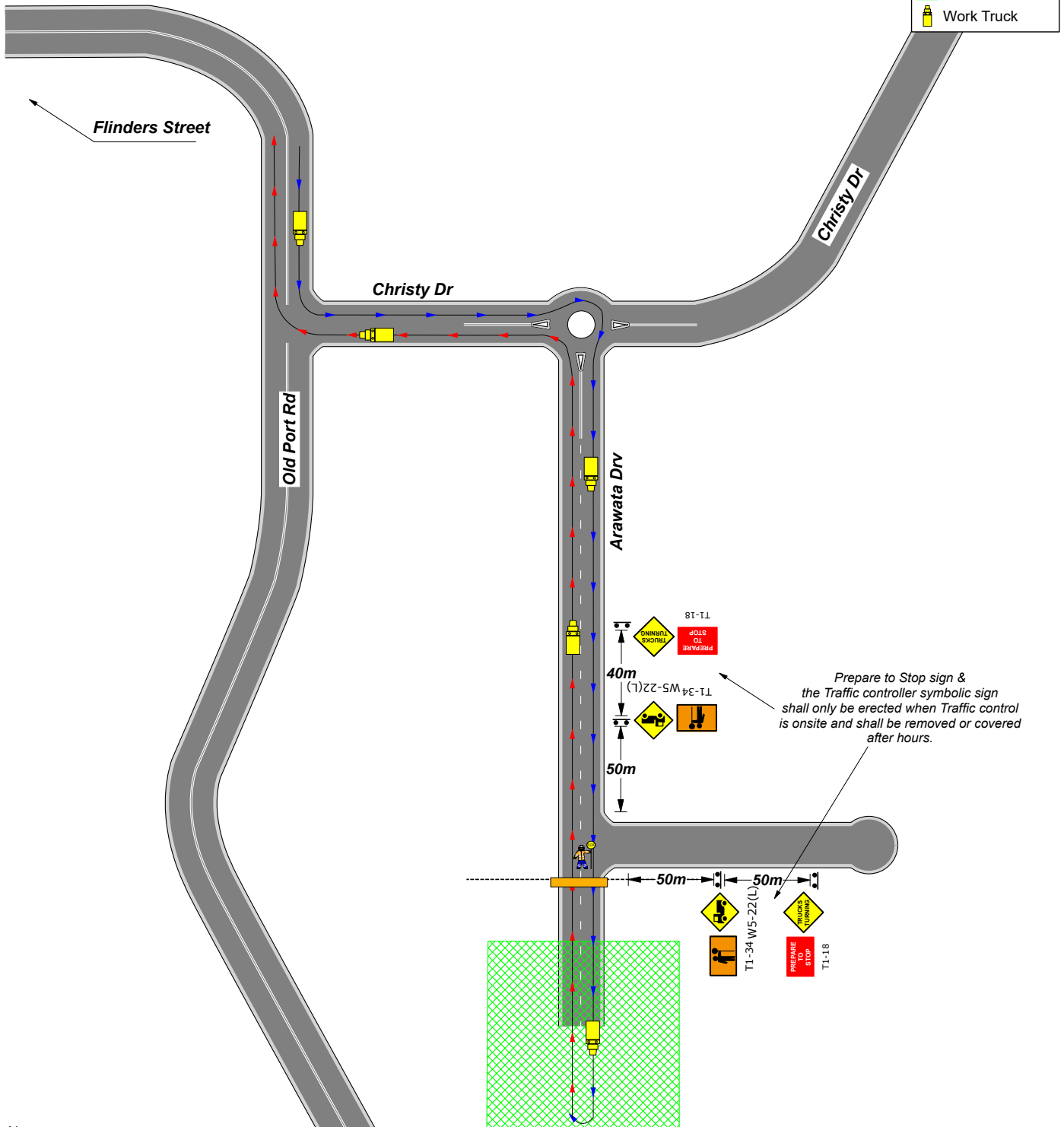
Location: Arawata Drv Port Kembla

Activity: Vehicle Movement Plan

TGS Number: DWRE29421

### Legend

- Entry / Exit Gate
- North Arrow
- Traffic Controller
- Trucks Entering
- Trucks Exiting
- Work Area
- Work Truck



Name: .....

Date of Modification: .....

Prepare WZTMP No: .....

Expiry Date: .....

Date: 29.4.21 Author: Dean Woodward Project: Rare Enviro  
Qualification: Prepare a Work Zone TMP - RIICWD503D Ticket No: 0052093919 Expiry Date: 01/08/2022

#### Comments:

The author has drawn this TGS based on the information provided by the client. Prior to the implementation of TGS a Safe Work Method Statement must be prepared in consultation with the personnel carrying out the work. Person(s) implementing this TGS must hold current Implement Traffic Control Plans - RIICWD503D training. Modifications to this TGS must comply with the requirements of the RMS Traffic Control at Work Sites manual version 6 and AS1742.3-2019 Manual of uniform traffic control devices Traffic control for works on roads.

NSW Transport Roads & Maritime Services

Prepare a Work Zone Traffic Management Plan

Card No: 0052093919

This qualification enables you to prepare Traffic Management Plans and conduct inspections on Traffic Management Plans.

DEAN WOODWARD

Expiry Date: 01/08/2022

*Signature*

This card is not a proof of identity.

NOT TO SCALE



# **Appendix C**

## **Truck Driver Induction**



## TRUCK DRIVER INDUCTION

### 1 Attention Drivers

All drivers onsite must comply with the following conditions and sign on to the following that they will abide by these conditions during the early enabling works for the MBD.

Transportation routes are shown in Figure 1.

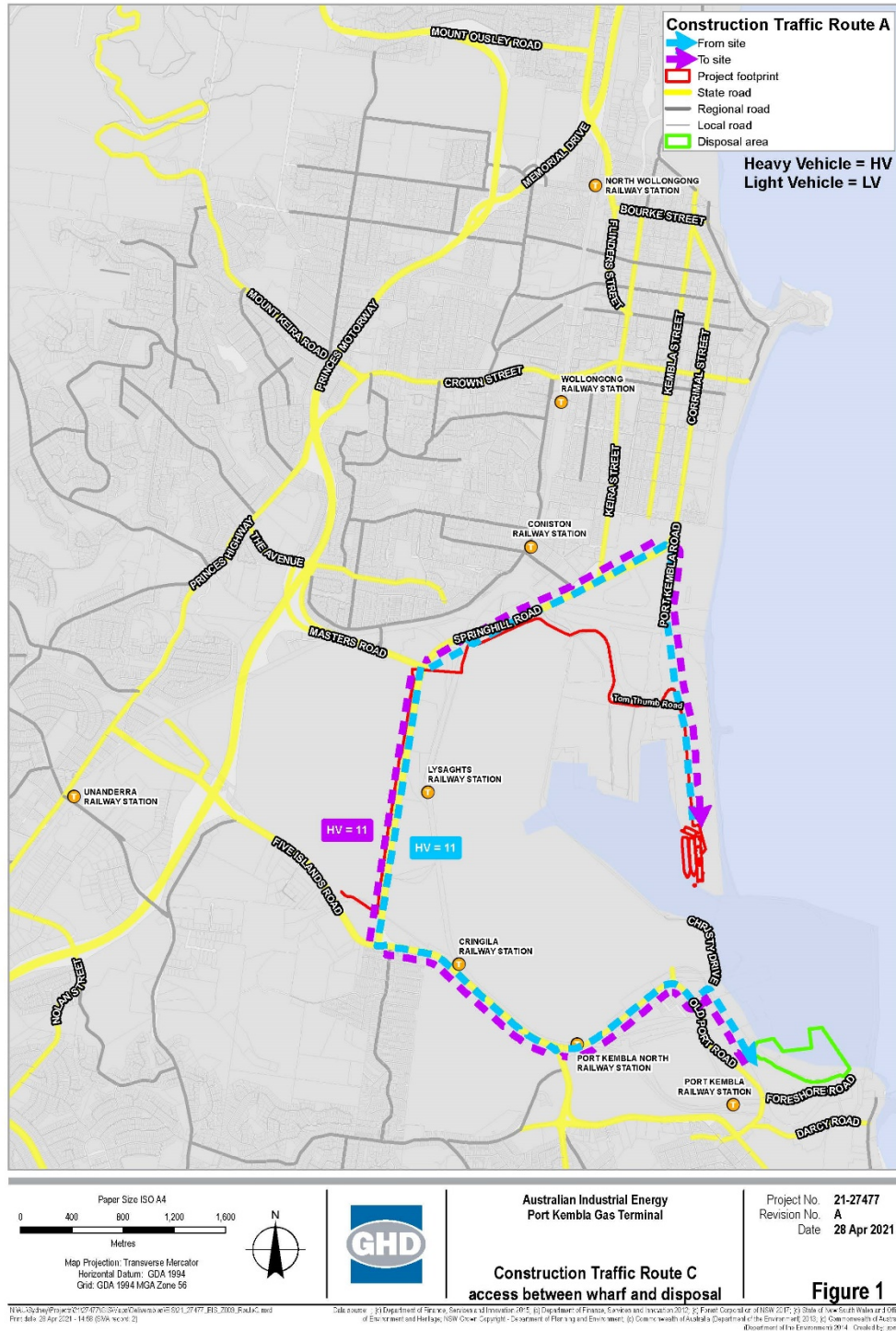


Figure 1: Marine Berth Spoil Route



## 2 Drivers Code of Conduct

For the safe construction of the *Port Kembla Gas Terminal (PKGT)*, this Driver Code of Conduct applies to all *PKGT* users and full compliance is required. Users are those individuals operating a vehicle accessing the *PKGT* including all Liberty Industrial employees or subcontractors, any person conducting business within the *PKGT*, visitors or on any project associated with the *PKGT*, whether a direct employee of a site operator / tenant or employed by some other organisation providing a service or product to a *PKGT* site operator / tenant. Failure to comply with the Drivers Code of Conduct may result in refusal of access to the *PKGT*.

### 2.1 General Requirements

All drivers must:

- a) Hold a current and valid driver's licence for the class of vehicle that they operate.
- b) Operate a registered and roadworthy vehicle in accordance with the relevant vehicle standards regulations and laws.
- c) Operate on the road system in a safe and professional manner, with consideration for all road users and weather conditions.
- d) Comply with NSW road traffic regulations within the *PKGT*; adhere to all parking and traffic controls (including load limits) on the public and internal roads. Be aware that the *PKGT* internal roads are subject to NSW road rules and therefore the normal fine and penalties apply to breaches of the road rules.
- e) Comply with any directions made by authorised officers of NSW Ports, *Traffic Control Officers*, Roads and Maritime Services, Police or other authorised parties.
- f) Be mindful of pedestrians and cyclists accessing the internal road areas and marked road crossings.
- g) Not obstruct access to any public roads, internal roads or pedestrian corridors.
- h) No verbal communication with the public or media, refer them to the community hotline (see contacts Section 4).
- i) Maintain a minimum of 3 metres clearance between truck and any excavation edges if possible and safe to do so.

### 2.2 Heavy Vehicles

All heavy vehicle drivers must:

- a) Be maintained in compliance to the appropriate Australian Vehicle Standards and Design Rules (AVSRs and ADRs).
- b) Undertake an education / induction program for heavy vehicle truck drivers prior to first accessing the *PKGT* site. This induction includes all relevant site rules and requirements and site specific operational TMPs; approved heavy vehicle routes to and from the *PKGT*; and local conditions including speed limits, other traffic controls, pedestrian routes within the



## TRUCK DRIVER INDUCTION

site, safety, operation procedure etc.

- c) Report to gate security prior to entry and upon exiting
- d) Ensure the safety of their transport activities in relation to the National Heavy Vehicle Chain of Responsibility (CoR) laws. Drivers have a duty and must take positive steps to prevent a breach of the road transport mass, dimension, loading and work hours laws.
- e) Understand and follow the heavy vehicle routes that are to be used to and from the *PKGT* as presented in Section 3.
- f) Carry a working UHF and call up traffic control on (UHF TBC) where sign posted. NOTE multiple channels used within the *PKGT* project. All loads secured soil and sediment loads covered and wheels free of dirt.
- g) REMAIN AWARE OF OVERHEAD POWERLINES OVER SITE ENTRANCE.
- h) When closing tailgates or working around pinch points keep both hands on the tail gate and ensure all limbs and other personnel are well clear prior to closing.
- i) Creep tipping must be carried out under supervision.
- j) Any hazards must be reported to the Construction Foreman.
- k) Site hours:
  - a. Monday to Friday 700hrs to 1800hrs
  - b. Saturday 800hrs to 1300hrs
- l) Ensure working hours and full period of breaks are adhered too.
- m) Ensure basic fatigue management rules are complied with.
- n) No shifts longer than 14 hours.
- o) Ensure log books diaries are up to date
- p) Any operators on medication that can affect your attention or work skills must be declared.

### 2.3 Vehicle Speed

All drivers must:

- a) Adhere to site speed limits on the public and internal roads, including temporary speed signage during roadworks or construction zones. The *PKGT* is subject to NSW road rules and fines apply. Vehicles in breach of site speed limits may be denied access to the site.
- b) 25km/h limit within all *PKGT* sites.



## TRUCK DRIVER INDUCTION

- c) Where road or weather conditions are poor (ie: rain or heavy traffic) maintain an appropriate speed for the conditions and vehicle load.
- d) All vehicles operating out of the *PKGT* are to observe the posted public road speed limits, with speed adjusted appropriately to suit the road environment and prevailing weather conditions.

### 2.4 Heavy Vehicle Noise

To reduce the impact of vehicle noise, in particular during nonstandard business hours, drivers should:

- a) Reduce vehicle speed to reduce instances and severity of compression breaking.
- b) No excessive or unnecessary use of horns, in particular during nonstandard working hours.
- c) Minimise reversing when possible.

### 2.5 Breakdowns and Incidents

To ensure that traffic impacts are minimised in the event of a breakdown or incident, drivers must contact the *Project Manager* as soon as the vehicle is safely secured (refer to Section 4).

As the operator of a vehicle within the *PKGT* you are subject to the environmental regulations and the Construction Environmental Management Plan.

If there is a product spill the driver must:

- a) Immediately warn persons in the area who may be at risk.
- b) Inform their project manager/site manager/security immediately so that emergency services can be contacted and a clean-up initiated.
- c) All spills must be adequately cleaned up and waste disposed of in an acceptable manner.
- d) Put out warning triangles where it is safe to do so.
- e) All bins completely down.

Contact the NSW Police Service or appropriate emergency services (refer to Section 4).



3 Site Access – MBD Site Compound and Emplacement Cell Site

Site access for the MBD Site Compound is provided in Figure 2. Site access for the Emplacement Cell site is provided in Figure 3.

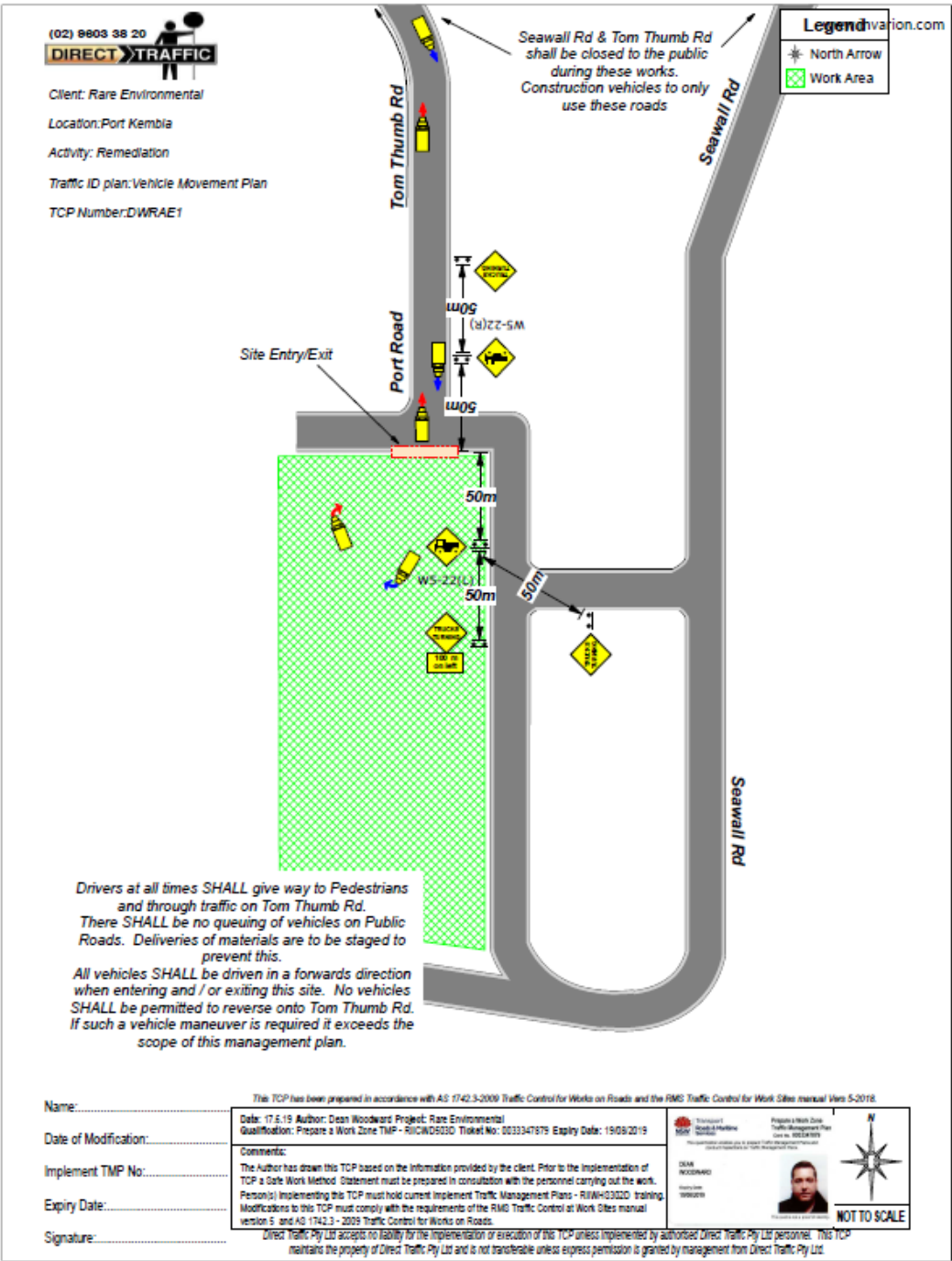


Figure 2: MBD Site Compound – Access via Seawall Road



TRUCK DRIVER INDUCTION

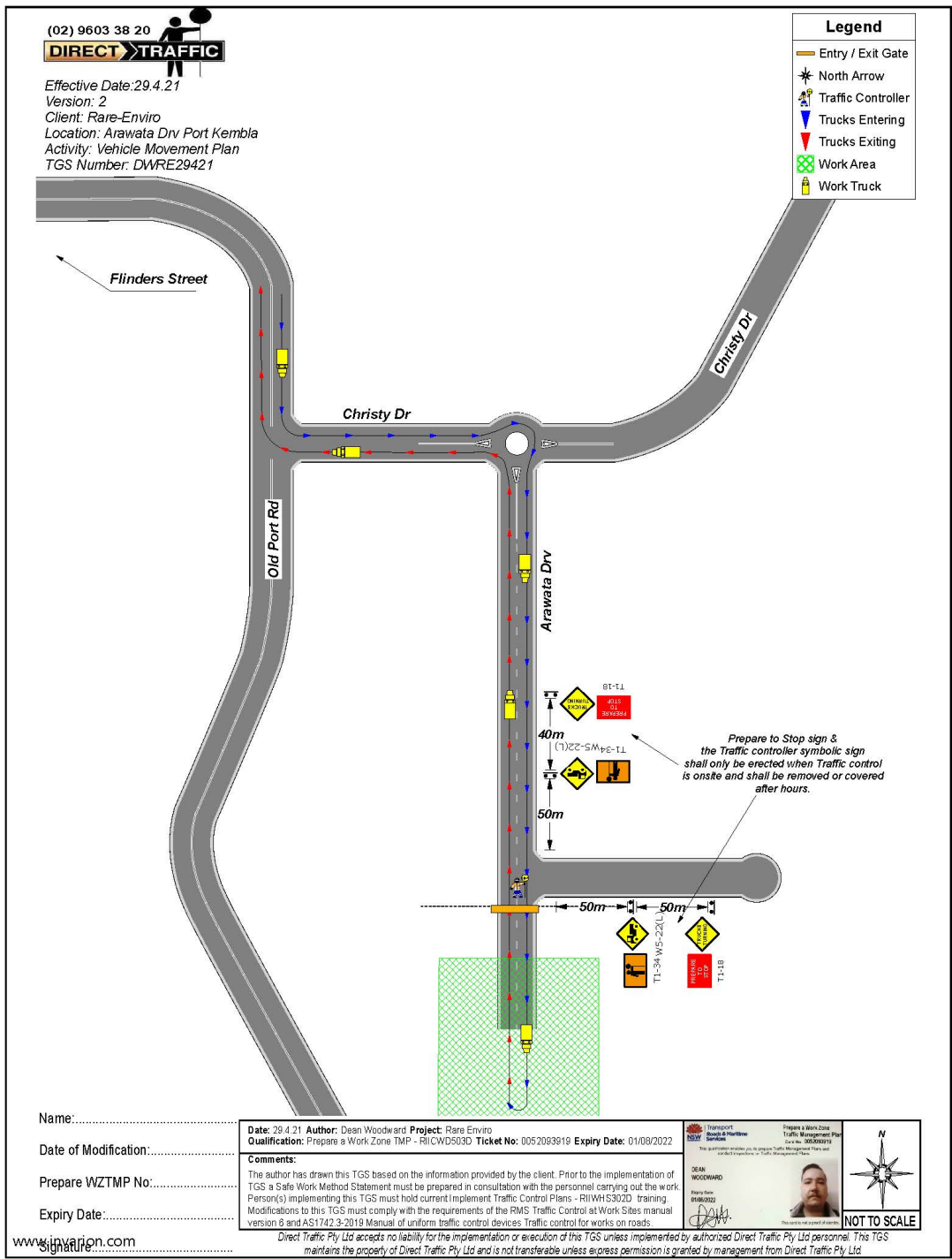


Figure 3: Emplacement Cell Site– Access via Arawata Drive



#### 4 Contacts

Company	Position	Contact	Phone
AIE	Community Hotline	-	TBA
Liberty Industrial (24 Hrs)	Project Manager	Marlon Frost	0409 786 490
Liberty Industrial (24 Hrs)	Project Manager	David Wall David Rizkalla	0488 055 845 0438 603 327
Liberty Industrial (24 Hrs)	Construction Foreman	Andrew Optland Bayden Tilly	0425 813 963 0431 005 221
Liberty Industrial	Safety Manager	Adriana Presti	0472 830 512
Liberty Industrial	Environmental Manager	John Stevanoni Omar Ali	0477 773 829 TBA
Port NSW	TBA	Bryan Beudeker (Environment Manager)	02 9316 1190 / 0408 015 185
	Port Kembla Police	-	(02) 4276 5199
	NSW EPA	-	131 555



## TRUCK DRIVER INDUCTION

## 5 Truck Driver Sign-on

[illegible]



# **Appendix D**

## **Oversized Vehicle Routes**

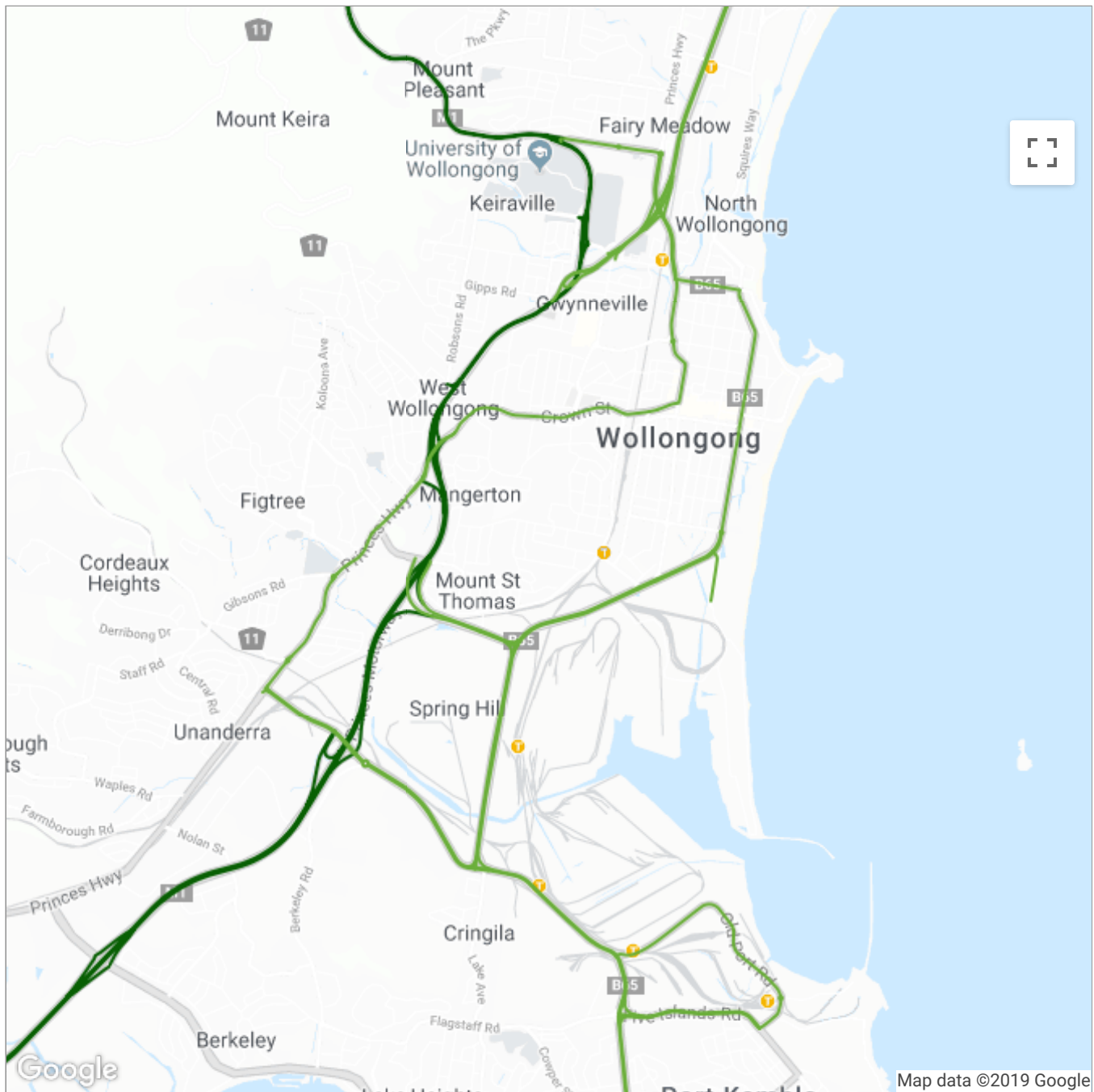


# NSW Oversize Overmass Load Carrying Vehicles Network Map

Map last updated: 29/05/2019



Transport  
Roads & Maritime  
Services



## Legend

### OSOM Network

NSW Oversize Overmass Load Carrying Vehicles Network Approved Roads

Limited Access Locations

Restricted Structures - Railway Level Crossings

Approved Routes with Travel Conditions

Limited Access Zones

Restricted Structures with Conditional Access - Railway Level Crossings

Exception Routes (not approved)

Restricted Structures - Bridges

## Network Disclaimer

The NSW Oversize Overmass Load Carrying Vehicles Network map displays the legally enforceable network for eligible vehicles operating under the Multi-State Class 1 Load Carrying Vehicles Mass Exemption Notice and the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice.





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