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BROKEN HILL BESS PROJECT STAGE 1

TRAFFIC MANAGEMENT PLAN

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TRAFFIC MANAGEMENT PLAN

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Consent	Comments
Transport Route used	Transport Routes have been identified for LV, B-doubles, and Class 1 Prime movers with extendable trailers
Entrance/Exit	Entrance and Exit points shown in TGS
Car parking	Valmec have entered into an agreement with Consolidated Mining & Civil for the Provision of laydown and carparking area opposite the construction site.
Dilapidation Surveys	Independent dilapidation survey has been identified for specific roads
Temporary Traffic Controls	Traffic controls and requirements will be set out visually in the Traffic Guidance Scheme In accordance with TCAWS Manual V6.1
Consultation With Local Community/ Complaints Management	letterbox drop two weeks prior to work commencing and again the day before work commences and regular consultation to be held with Council's manager for social and community services.
Minimizing Traffic Impacts	Traffic impacts are minimized due to no on-street carparking and public transport routes passing through the area
Schedule of Vehicle Movements	Drivers must complete a Journey Plan (VAL-F-046) or use the JESI App prior to departure for all travel
Dust and Soil Mitigation	All loaded vehicles are to be inspected prior to leaving the site for cleanliness
Climate Conditions that affect Driving	Steps have been highlighted when driving in certain conditions
Monitoring and Inspections	After the TMP has been implemented, a review will be undertaken within the first month of construction activities. Schedule further reviews as the construction progresses, to ensure that the TMP remains up to date.
Drivers Code of Conduct	This drivers Code of Conduct for Heavy Vehicles and Light Vehicles is to ensure that drivers adhere to the designated transport routes, and outline procedures to ensure that drivers implement safe driving practices, particularly when entering/exiting truck routes.
Training Program	The training programme will be delivered as part of the monthly safety toolbox meeting

DEVELOPMENT CONSENT APPROVAL MAPPING

Development Consent Sections	Comments
Schedule 5, Condition 9	
Prior to commencing road upgrades, the applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW and Council and to the satisfaction of the Planning Secretary. This plan must include:	
• Details of the transport route to be used for all development related traffic;	Detailed in Sections 2.0 and 6.0.
• Details of the temporary on-site construction car park;	Detailed in Section 4.0
• Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:	
Details of the Dilapidation surveys required by condition 6 of Schedule 3 of this consent;	Detailed in Section 5.0
Temporary traffic controls, including detours and signage;	Detailed in Section 6.0
Notifying the local community about development-related traffic impacts (Notification Obligations);	Detailed in Section 7.0
Procedures for receiving and addressing complaints from the community about development related traffic (Complaint Management);	Detailed in Section 7.0
Minimising potential cumulative traffic impacts with other projects in the area, including during construction, upgrading, or decommissioning works;	Detailed in Section 8.0
Minimising potential for conflict with school buses and other road users as far as practicable, including preventing queuing on the public road network (measures also required during operation of the project);	Detailed in Section 8.0

Minimising dirt tracked onto the public road network from development-related traffic; Scheduling of haulage vehicle movements to minimise convoy lengths or platoons; Responding to local climate conditions that may affect road safety such as fog, dust, wet weather, and flooding; Monthly monitoring for, and responding to, any emergency repair and/or maintenance requirements;	Detailed in Section 10.0 Detailed in Section 2.0 Detailed in Section 11.0 Detailed in Section 5.0
• A Drivers code of conduct that addresses: Travelling speeds; Driver fatigue; Procedures to ensure that drivers adhere to the designated transport routes and speed limits; and Procedures to ensure that drivers implement safe driving practices;	Detailed in Section 13.0 Detailed in Section 13.0 Detailed in Section 13.0 Detailed in Section 13.0 Detailed in Section 13.0
• A program to ensure drivers working on the development receive suitable training on the code of conduct and any other relevant obligations under the Traffic Management Plan.	Detailed in Section 14.0
Following the Planning Secretary's approval, the Applicant must implement the Traffic Management Plan.	N/A at this stage.

1 INTRODUCTION

1.1 PROJECT DETAILS

AGL Macquarie Pty Limited (AGL) will build, own, operate and maintain a Battery Energy Storage System (BESS), the initial stage will have a capacity of approximately 50 megawatts (MW) and 50 megawatt-hour (MWh) (Facility). This would provide a range of network services to augment the reliability of energy supply at Broken Hill. It would also provide storage and firming capacity to the National Energy Market (NEM) as well as additional services to assist grid stability including frequency control ancillary services.

The proposed location of the BESS (the Site) is on two lots at 74 to 80 Pinnacles Place, Broken Hill, 2880 (Lots 57 and 58 of DP 258288).

The Facility must be constructed and installed by the Contractor within the battery limits defined in these Principal's Requirements. Without limiting any other requirement under the Agreement, the Contractor's Work includes:

a) the battery system (System), work included in Stage 1 of the BESS site will be as follows.
   i. Lithium-Ion battery assemblies consisting of cells, modules, racks including Battery Management System (BMS) for control, monitoring, protection facilities and associated AC/DC distribution system.
   ii. Power Conversion System (PCS) nominally rated (in kW) to match and exceed (as an overload capability) the basic "building block" battery module size. The PCS shall be grid-forming to provide a range of services.
   iii. AC current at the PCS output will be stepped-up to 22kV level by LV / HV step-up transformers located adjacent to the power conversion units.

iv. LV/HV electrical systems, including transformers, cables, switchboards/distribution boards and all other necessary equipment to ensure fully functional battery system.
v. Energy Management System (EMS) for control, monitoring, indication including performing necessary alarm, shutdown functions associated with safe and reliable operation of battery cells, modules, racks, and management of all critical parameters

b) All balance of plant and related infrastructure required for the Facility including:
i. 22kV GIS/ Air-insulated indoor switchgear with Vacuum/SF6 breakers.
ii. Protections, monitoring, communication, control, and signalling system associated with individual cells, racks, modules, inverters, switchgear, transformers, and entire electrical installation.
iii. Earthing, lighting, and lightning protection equipment/system associated with the Facility.
iv. BESS Relay Room and an operations and maintenance building.

c) which includes all civil works related to site clearing (including removal of existing redundant underground/above ground services, if any), soil testing, removal of spoil, foundations for plant/equipment, conduits/ducts, roads required for the Facility.
d) All operation and maintenance manuals including training, required spare parts and special tools (Stage 3).

Further information on the project scope can be sound in the Project Execution Plan – 4017-PLA-GE-001.

1.2 PRINCIPAL CONTRACTOR

Valmec Australia Pty Ltd (Valmec) and Fluence Energy Pty Ltd (Fluence) have agreed to establish the Consortium for the purpose of entering the EPC Contract and performing and completing the Works in accordance with the conditions of the EPC Contract. Under the Consortium, Valmec will act as the Principal Contractor for the site.

1.3 PROJECT VISION

The Consortium use and operate vehicles within its business for the purpose of construction, service, and transport. The purpose of this plan is to provide an overview of the recommended procedures and available resources for the expected safe and legal operation of The Consortium controlled vehicles.

This procedure contains information that, if followed, will assist drivers in minimising injuries and incidents while presenting The Consortium in a professional and desirable manner.

1.4 PREPARATION OF TRAFFIC MANAGEMENT PLAN

The Traffic Management Plan has been aligned with the Development Consent Approval under Section 4.38 of the Environmental Planning & Assessment Act 1979 which has been authorised by the Minister for Planning and Public Spaces and is registered as the Broken Hill Battery Storage System (BESS) Stage 1 – Application Number SSD-11437498.

JC Engineers has assisted and worked with the Consortium in the preparation of this Traffic Management Plan to meet the requirements under the Development Consent. The Consortium will continue to hold the responsibility of implementing the Traffic Management Plan before and during construction activities.

1.5 PLAN OBJECTIVE

This plan applies to all the Consortium and subcontractor personnel operating vehicles on behalf of The Consortium in relation to works under the scope of the AGL Broken Hill BESS Project.

This plan will be considered the "Standard Operating Procedure" for routine journeys on this project.

This procedure does not apply to specialist transport contractors carting goods to or on behalf of The Consortium, where they are HV-accredited and operating under their own internal procedures.

1.6 DEFINITIONS

Term	Definition
Light Vehicle	A vehicle with a GVM or 4.5 tonnes or less
Heavy Vehicle	A vehicle with a GVM or ATM of greater than 4.5 tonnes, or a combination that includes a vehicle with a GVM of more than 4.5 tonnes.
GVM	Gross Vehicle Mass – The GVM is the maximum weight that a truck can carry including its own weight, recorded on the vehicle data plate
ATM	Aggregate Trailer Mass – The total mass of the laden trailer when carrying the maximum load recommended by the manufacturer.
Off-road Travel	Driving outside of properly constructed and maintained roads, independent of its sealed or unsealed status. Off-road travel generally requires 4WD mode to be engaged.
Dangerous Goods	Substances that pose additional risks during transport or storage due to the nature of the substance or the way it is stored. Types of substances classified as dangerous goods include explosives, flammable liquids, and gases, and corrosive or toxic substances.

1.7 ADDITIONAL APPROVALS

Prior to commencing site access works, the Traffic Management Plan of the proposed development will be submitted to TfNSW and Broken Hill Council. Consultation with TfNSW and Broken Hill Council will be performed to the satisfaction of the Planning Secretary. A permit may be required for the class 1 prime mover with extendable trailer. The permit will be obtained once more information, around the dates and exact load that the vehicle will be carrying, are confirmed.

It is also recommended that the operator checks the Live Traffic website to identify any roadwork sites that may impact their journey and contact on-site representative or the Customer & Network Operations Coordinator for the respective region (e. cnc.south@transport.nsw.gov.au and cnc.west@transport.nsw.gov.au) prior to OSOM movement.

2 TRANSPORT ROUTES

Employees will be accommodated at the Broken Hill Tourist Lodge, located at 100 Argent Street, Broken Hill, NSW 2880. The Employees will be transported by Light Vehicles (LVs) provided by Valmec Pty Ltd. The figure below shows the transport route from the accommodation to the work site. There will also be shuttle buses considered for certain employees based on various stages of work and needs of personal who may require specific tools and/or equipment. Various permits will be required and will need to be obtained through the NHRV Portal for B-double and Class 1 Prime movers with extendable trailers.

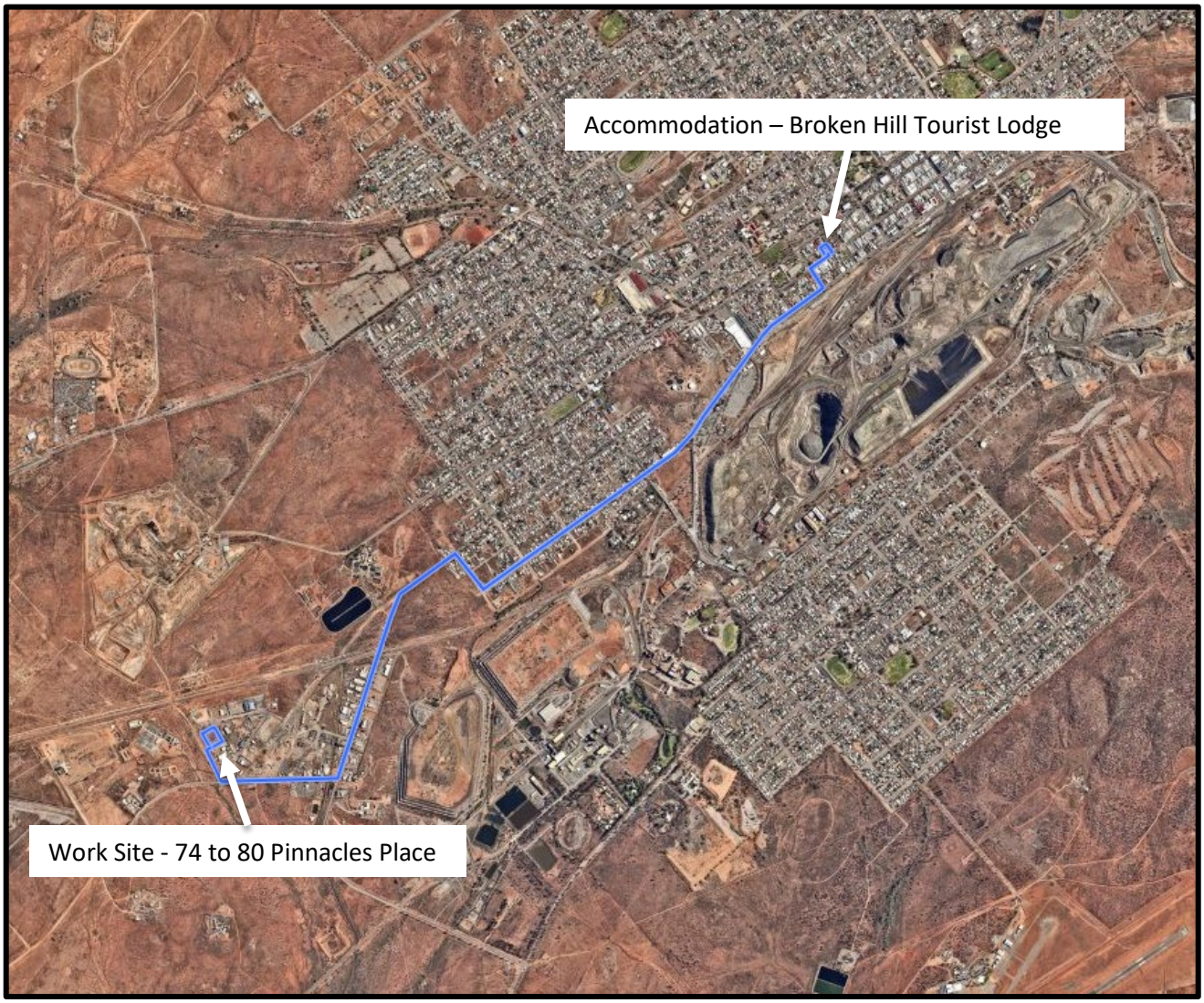


Figure 1: Transport Route from Accommodation to work site

All transport routes have been identified using the NHVR Route Planner Tool and are suitable for Class 2-B doubles and Class 1 Prime Movers with extendable trailers. Materials will need to be transported to the site. Taking into consideration that major equipment items will be transported via Class 2-B doubles and Class 1 Prime Movers with extendable trailers, the following initial location points to the site should be considered for materials:

- Sydney Port

- Adelaide Port
- Brisbane Port
- Adelaide, SA – Generalised transport of goods
- PSD Energy - 16 Williams Cct, Pooraka SA 5095
- Valmec - 57 Machinery Street, Darra QLD 4076 (used for smaller consignment consolidation)
- Consolidated - 18 Kanandah Rd, Broken Hill NSW 2880
- Broken Hill Hire - 1 South Rd, Broken Hill NSW 2880
- Mildura, Victoria
- Edinburgh North and Salisbury SA
- Holten Dr, Broken Hill NSW 2880

The following Figure shows the transport routes to be taken from all areas in Sydney to Broken Hill. Please note that the route is suitable for a B double vehicle and Class 1 Prime Movers with extendable trailers.

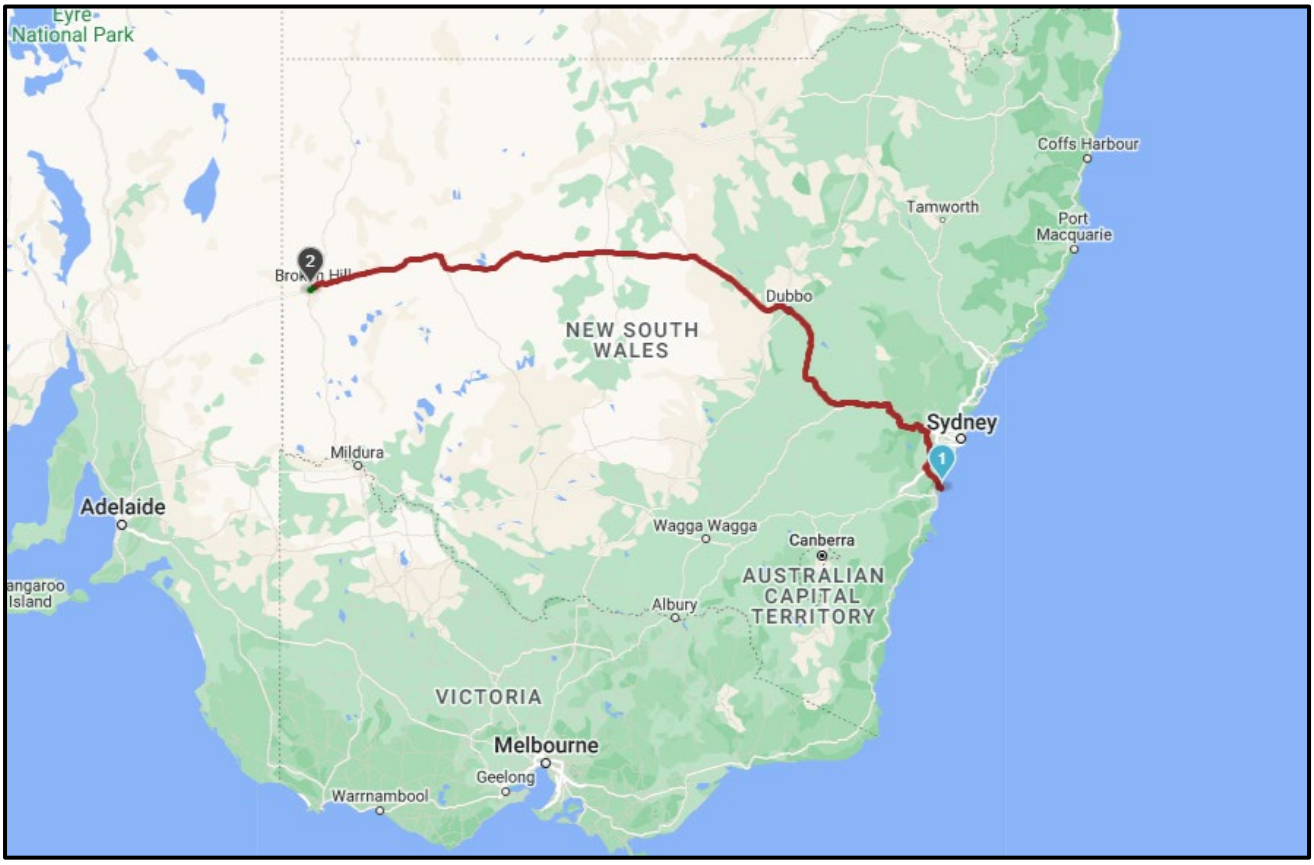


Figure 2: B double and Prime mover Route as per NHVR Route planner

Figure 3 shows the transport route from Adelaide to Broken Hills, please note that the route is suitable for a B double vehicle.

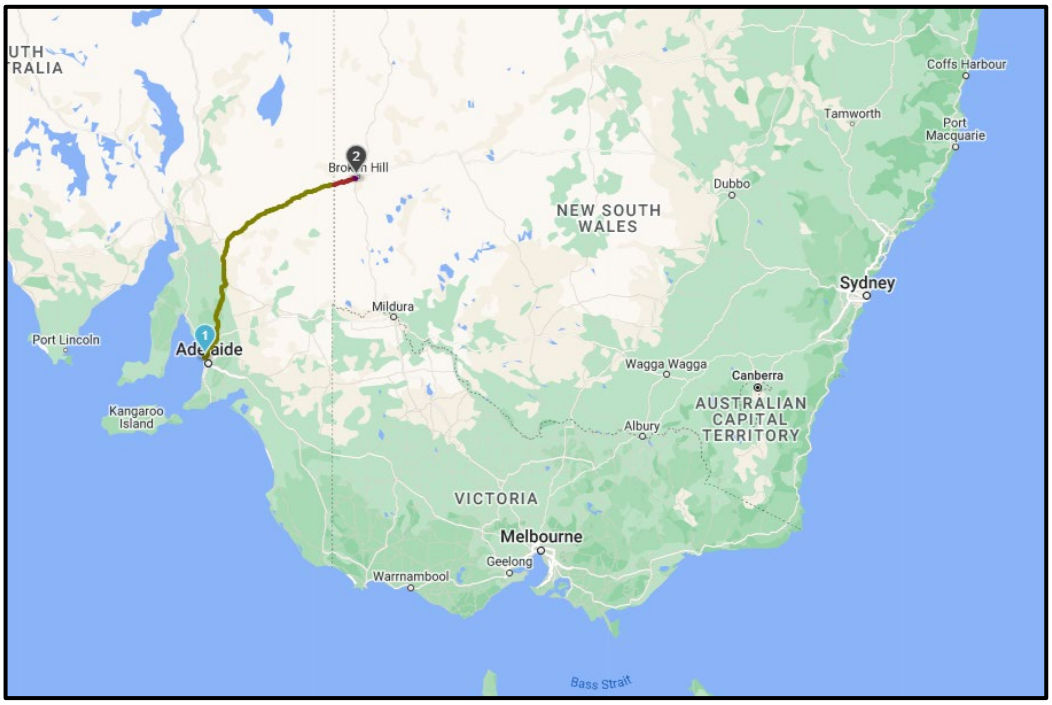


Figure 3: B double and Prime mover Route as per NHVR Route planner

Figure 4 shows the transport route from Adelaide to Broken Hills, please note that the route is suitable for a B double vehicle.

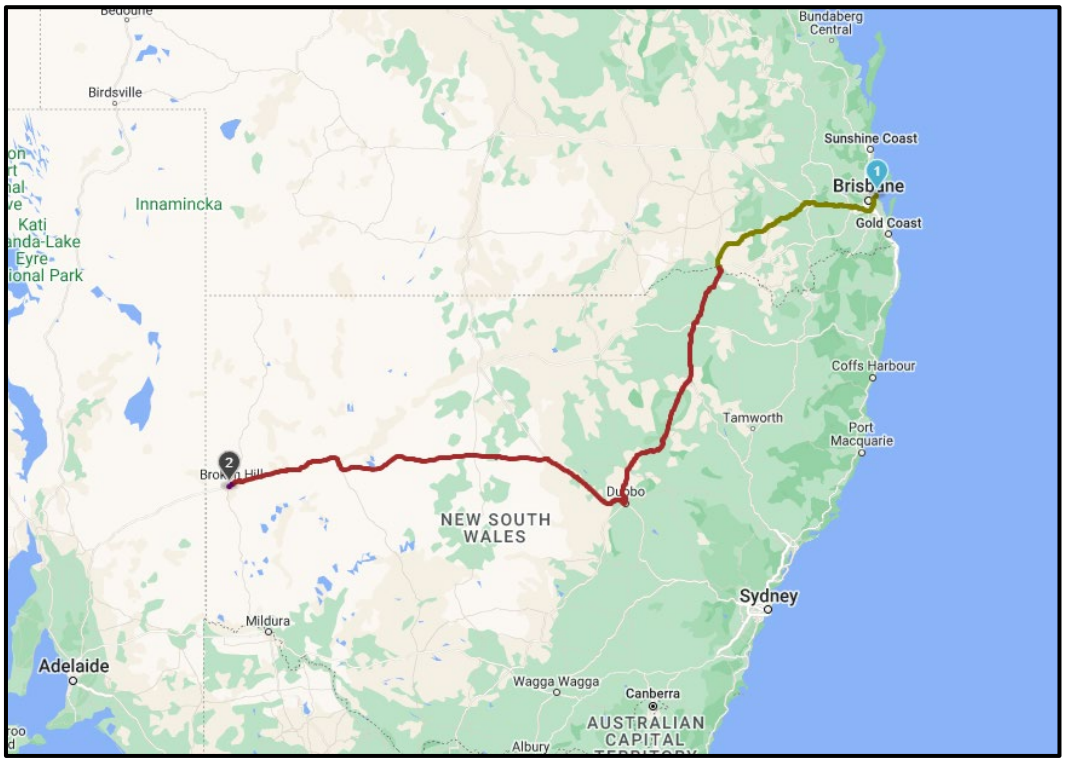


Figure 4: B double and Prime mover Route as per NHVR Route planner

Figure 5 shows the transport route from PSD Energy to Broken Hills, please note that the route is suitable for a B double vehicle.

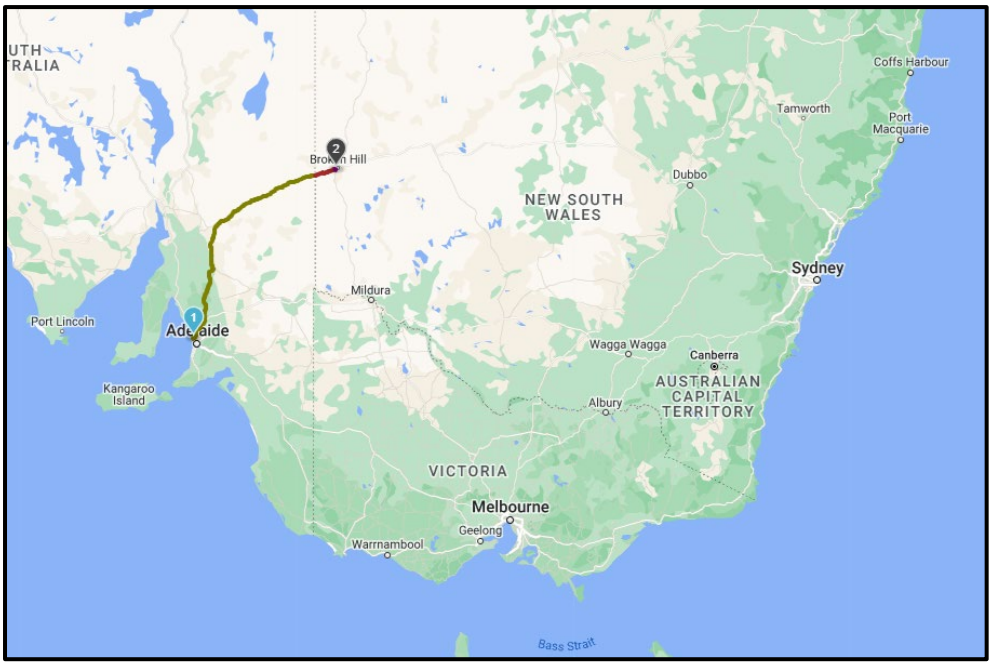


Figure 5: PSD Energy to Broken Hill Route

Figure 6 shows the transport route from Valmec (57 Machinery Street, Darra QLD) to Broken Hills, please note that the route is suitable for a delivery truck which will be used to deliver smaller consignments.

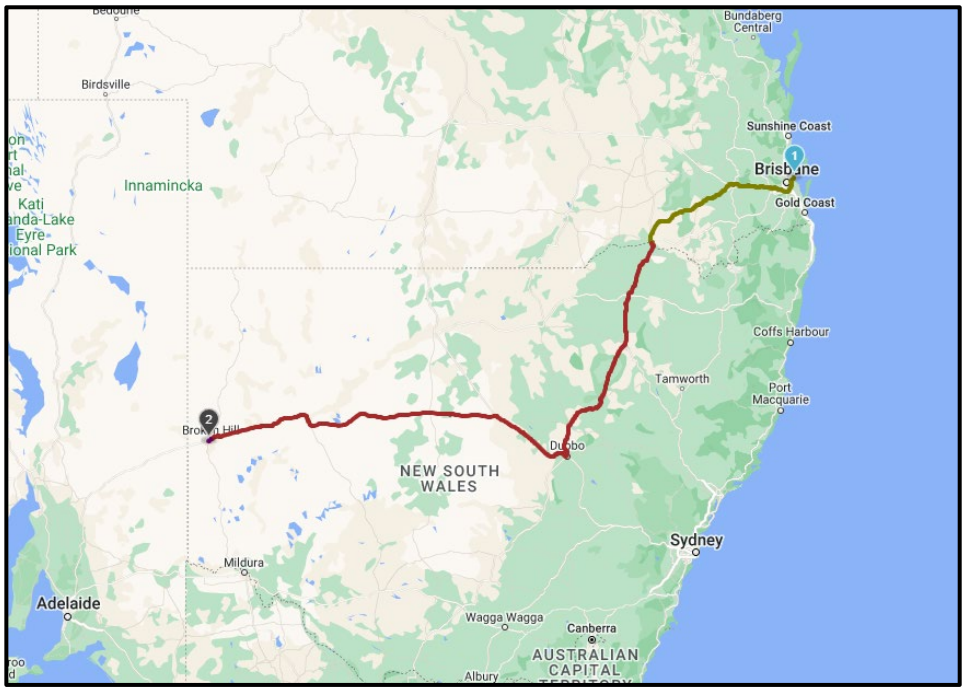


Figure 6: Valmec to Broken Hills Route

Figure 7 shows the transport route from 18 Kanandah Rd, Broken Hill NSW to BESS Site, please note that the 18 Kanandah will be used as a location for consignment consolidation.

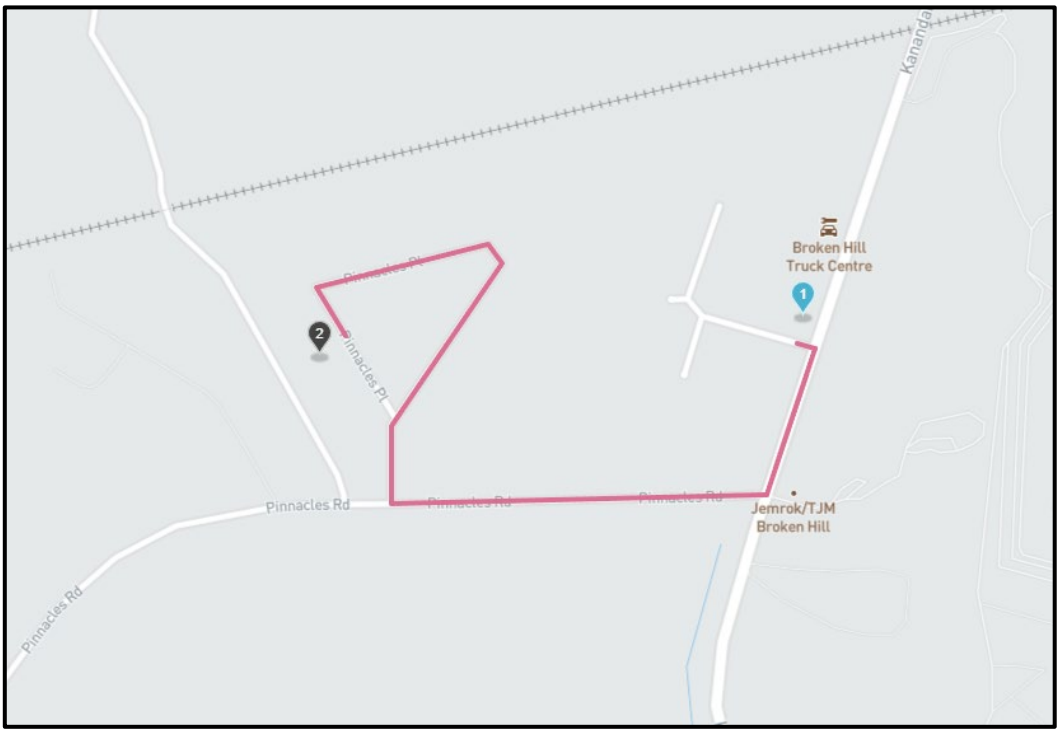


Figure 7: 18 Kanandah to BESS site

Figure 8 shows the transport route from Broken Hill Hire to BESS Site.

Figure 8: Broken Hill Hire to BESS Site

Figure 9 shows the transport route from Mildura, Victoria to BESS Site. Please note that this route is suitable for B-double vehicles

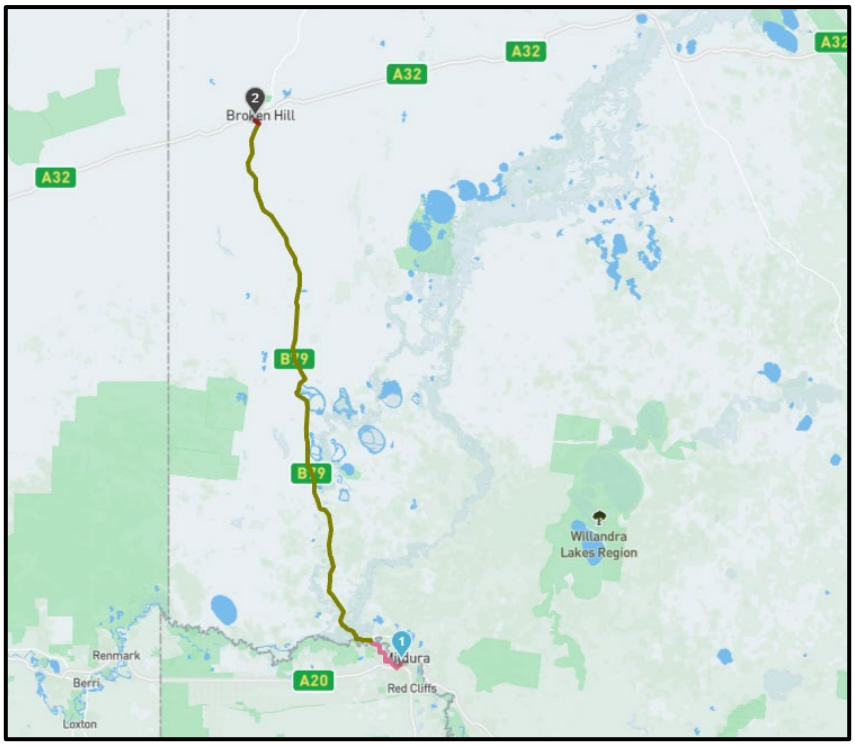


Figure 9: Mildura to BESS Site

Figure 10 shows the transport route from Edinburgh North, South Australia to BESS Site. Please note that this route is suitable for B-double vehicles

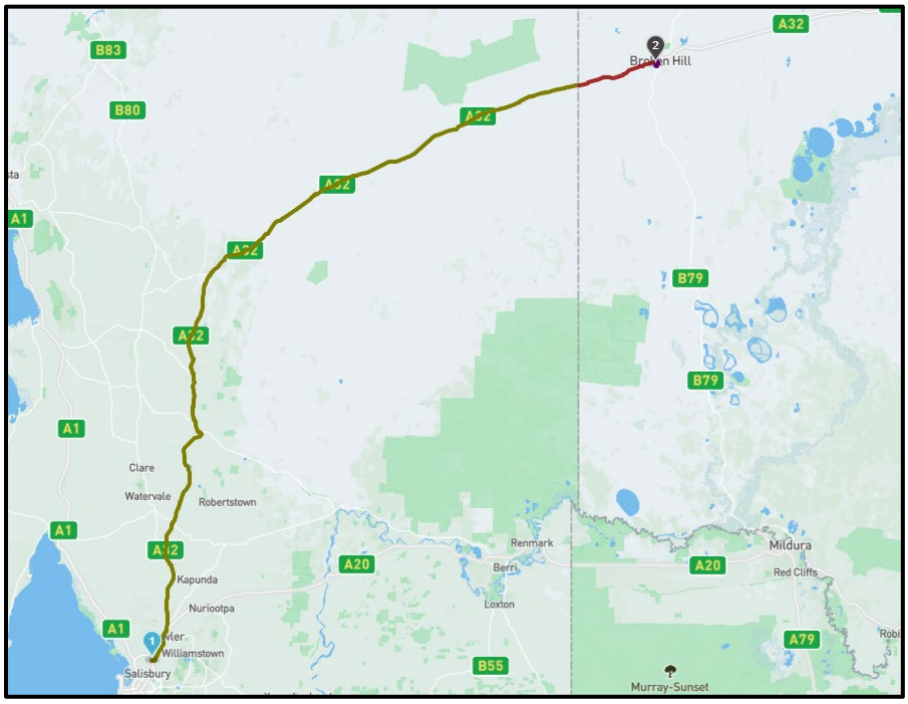


Figure 10: Edinburgh North to BESS Site

Figure 11 shows the transport route from Holten Drive to BESS Site.

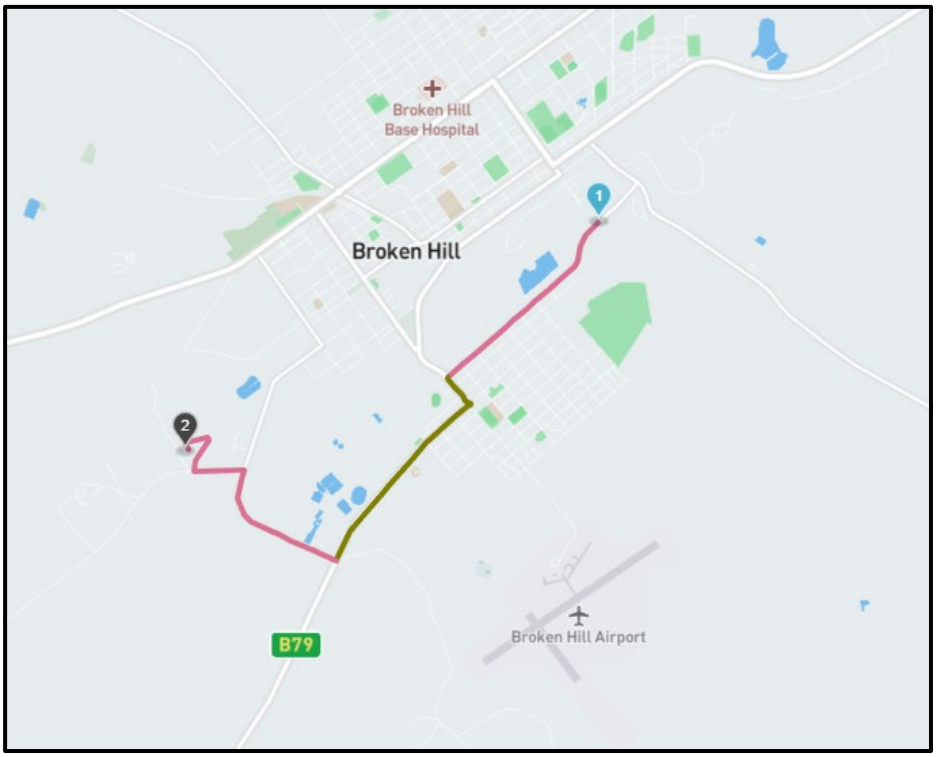


Figure 11: Holten Drive to BESS Site

Refer to Appendix A for Route Summary from Sydney, Brisbane, and Adelaide.

3 ENTRANCE/EXIT

All vehicles associated with the development must enter and exit the site via the preferred site access point on Pinnacles Place as shown in the Traffic Guidance Scheme attached in appendix B, except for vehicles associated with works at the TransGrid substation which may be accessed from the site access point on Pinnacles Road

4 CAR PARKING

An agreement has been entered between Valmec Australia and Consolidated Mining & Civil to provide a suitable area for temporary laydown and construction carparking facilities. The proposed site is in Pinnacles Place opposite the construction site at a pre-existing operating workshop site. No construction of car park will be required. Please refer to figure below for parking arrangements.

Figure 12: Proposed car park location

5 STORAGE AND DELIVERY

The Storage and Delivery of the batteries has not yet been finalized, however an option of having a laydown area is currently being explored. The TMP will be updated as per the procedure once confirmation has been received regarding the location of the laydown area.

6 DILAPIDATION SURVEYS REQUIRED

Valmec Pty Ltd must:

Has undertaken an independent dilapidation survey to assess the:

- existing condition of Pinnacles Place, Pinnacles Road, Kanandah Road and Creedon Street along the transport route, prior to construction, upgrading or decommissioning works; (Stage 3) (this survey has been completed by Ausdilaps job reference number ADN22270A please see).

and is required to undertake an independent dilapidation survey to access the

- condition of Pinnacles Place, Pinnacles Road, Kanandah Road and Creedon along the transport route, following construction, upgrading, or decommissioning works.

Valmec Pty Ltd must repair Pinnacles Place, Pinnacles Road, Kanandah Road and Creedon along the transport route if dilapidation surveys identify that the road has been damaged because of vehicle movements related to the project during construction, upgrading or decommissioning works.

In consultation with the relevant road authority and to the satisfaction of the Planning Secretary. If there is a dispute about the repair of Pinnacles Place, Pinnacles Road, Kanandah Road and Creedon between the applicant and the relevant roads authority, then either party may refer the matter to the Planning Secretary for resolution. The Planning Secretary's decision on the matter must be final and binding on both parties.

7 TEMPORARY TRAFFIC CONTROLS

Traffic controls and requirements will be set out visually in the Traffic Guidance Scheme attached in Appendix B, However the following requirements are to be considered when applying traffic control in the area, and as amended during the project life cycle.

Aspect	Requirements
Training	Traffic controllers must be trained in their duties and verified as competent. At a minimum, traffic controllers must have the 'Traffic Controller' qualification and be deemed competent in the use of the relevant PTCD or STOP/SLOW bat.
Identification	All traffic controllers performing traffic control work must be identified as such. This must be by wearing a badge or other distinguishing mark clearly stating, "traffic controller." Reference to Transport (or RMS/RTA) is not permitted unless the traffic controller is an employee of Transport.
Fitness for Duty	Traffic controllers must be fit for duty when reporting for work and remain so during working hours (including breaks and travel time). Traffic controllers must comply with the drug and alcohol procedure in place at their worksite.
Equipment	Traffic controllers must only control traffic using an accepted traffic control device as per NSW Traffic Control at Work Sites Technical Manual.
Approach Speed	Where traffic control is used, the speed limit applied to approaching traffic must be reduced to less than 65 km/h. Additionally, a speed zone of less than 65 km/h must commence more than 100 m from the traffic control position, in accordance with Section 4.5.5 Implementation of the NSW Traffic Control at Work Sites Technical Manual.
Visibility	Traffic controllers must be in a position where the sight distance between them and oncoming traffic is a minimum of 1.5D, unless: • A site-specific risk assessment has been undertaken. • Additional control measures identified in the site-specific risk assessment are in place; and • It has been documented in the relevant TGS.
Positioning	A traffic controller must be positioned: Outside the travel path of traffic. • Facing the traffic. • Where a clear and safe escape path is available. • So, their body is illuminated by installed lighting when working at night or in low visibility; and

	• Such that they do not obstruct motorists' view of other signs and devices or be hidden by them. A traffic controller must not leave their position (control point) unless directed by the ITCP qualified person, equivalent person responsible for site, or upon relief by another traffic controller.
Communication	Traffic controllers must ensure that they are able to communicate effectively to other nominated members of the work crew, such as other traffic controllers or plant operators. Communication may be via: • Direct verbal communication. • Verbal communication via a two-way radio; or • Through an intermediate person. The use of verbal communication either directly or via a two-way radio is the preferred means of communication between traffic controllers. The use of a two-way radio is essential if clear sight between operators is not available, are located an extended distance apart, or they are working at night.
Signage	A PTCD sign relevant to the device used, such as Boom Barrier symbolic (T1-272n) or signals symbolic sign (T1-30), or a Traffic Controller symbolic sign (T1-34) must be used to give advance warning of the presence of traffic control. A PREPARE TO STOP (T1-18) sign must also be used when traffic is required to stop at the traffic control location. The above signs must only be used when the traffic control is in operation and must be removed or covered up when traffic control is discontinued or during breaks, such as lunch.
Period of Duty	Traffic controllers must be relieved every two hours of work. They may return to traffic control duties after a minimum of 15 minutes of rest or alternative duties. This also applies to traffic controllers operating a PTCD.
PPE	Traffic controllers must wear all relevant PPE for their works as required by their employer. At a minimum, these requirements must meet the standard set by the Transport Personal Protective Equipment Procedure PN066P19
Performing Duties	When performing their duties traffic controllers must: • Check that the appropriate signage has been installed or uncovered by the ITCP qualified person, prior to undertaking traffic control duties. • Remain focussed on their traffic control duties and be aware of the roadworks. • Report adverse driving behaviour from motorists in accordance with Section 8.3 Reporting work site incidents; and • Always remain courteous in dealing with the public.

Traffic controllers must not:

- Use any electronic device, including a mobile phone, unless required for communication with other traffic controllers or their team supervisor; or
- Allow persons to stand near or gather around the PTCD or STOP/SLOW bat, which can cause distraction or create confusion for the travelling public.

8 CONSULTATION WITH LOCAL COMMUNITY/ COMPLAINTS MANAGEMENT

The nominated Valmec Project or Site Manager will be available to meet with any neighbours affected by the site works to discuss the proposed measures mentioned within this traffic management plan. Notification of construction activity will be sent to properties near the work site. This notification in the form of a letter will be made by letterbox drop two weeks prior to work commencing and again the day before work commences. Temporary advance warning signs will advise motorists of their approach to the worksite. Regular consultation to be held with Council's manager for social and community services.

9 MINIMIZING TRAFFIC IMPACTS

9.1 GENERAL TRAFFIC

Access to the Project site will be via an existing sealed council road; namely Pinnacle Place, this road is to be used by vehicles that are related to the project and other vehicles, pedestrians and cyclists will not have access to it. The existing traffic arrangement will be retained during construction, operation, and decommissioning works. Currently there are no conflicting projects in the area, however, if any projects do commence, we will review the TMP and modify accordingly to minimize potential cumulative traffic impacts with these other projects.

9.2 PARKING

There is no on-streetcar parking near the site, therefore the construction, operational and decommissioning works will not have an impact on the on-street parking supply.

9.3 BUSES

There are no active public transport bus routes that are impacted by the construction and operation of the facility. If public transport expands to the area of work, Broken Hill Council will be advised of any necessary temporary lane or road closures with the view for such closures to occur out of bus operating hours (e.g., at night), where practical. There are no School bus routes that go near the site; therefore, the construction, operation and decommissioning works will not affect any school bus routes.

10 SCHEDULE OF VEHICLE MOVEMENTS

Drivers must complete a Journey Plan (VAL-F-046) or use the JESI App prior to departure for all travel outside metropolitan areas, other than commuting between accommodation and the workplace where journeys exceed 2 hours. A copy of the Journey Plan (VAL-F-046) where used must be retained by the person tracking the journey. The original should be kept by the driver.

Journey plans must include:

- Personal details
- Route details

- A risk assessment
- An emergency contacts
- A method of approval

When the JESI Application is used to manage journeys, all data will be retained within the JESI Database and will be available for review on request. A project group will be established and include a dedicated escalation list if a driver misses a check in. All vehicles must stop every 2 hours for 15 minutes (minimum) and a check-in completed using the JESI App or a contact listed on the Journey Plan (VAL-F-046) during this period. Heavy vehicles are exempt and must comply with state-based logbook system. These trips are to be monitored by Valmec Pty Ltd and coordinate the timings for arrivals of the vehicles to minimise convoy length or platoons.

10.1 OVER DIMENSIONAL LOADS

Driver responsibilities

Before commencing a journey, drivers should ensure that:

- the vehicle they are driving complies with the relevant dimension requirements
- if the vehicle they are driving is operating under a notice or permit ensure that the vehicle and the operation of the vehicle complies with any conditions specified, including carrying a copy of the notice or permit (if required)
- The journey follows the route as approved under the relevant notice or permit noting any relevant bridge, tunnel or other dimension restrictions.

Operator responsibilities

Vehicle operators should ensure that:

- the vehicle and load complies with the relevant dimension requirements
- the driver is provided with the appropriate documents required to operate the heavy vehicle in compliance with the national law, any instrument or accreditation
- the driver is aware of their responsibilities in regard to the safe operation of the vehicle including any conditions imposed by a notice or permit the vehicle may be operating under
- the route is approved for travel under the relevant notice or permit noting any relevant bridge, tunnel or other dimension restrictions.

Please refer to the attached Heavy Vehicle Load Management Procedure for more details outlining the process.

11 DUST AND SOIL MITIGATION

Disturbed land has the potential to generate large amounts of dust that is blown to adjacent properties. Generated dust can cause nuisance and inconvenience to other land users, and high levels can damage crops and other plant life or cause adverse health effects. The following controls will be implemented to minimise dust generation:

- Quantity of land disturbed at any one time will be kept to the minimum required by the works schedule, and various work schedules will be coordinated to minimise the time that disturbed land remains exposed.
- Water carts, or similar suitable devices, will be used to water designated traffic ways and other dust-generating areas to minimise the levels of dust generated.
- Plant and vehicles will stick to designated traffic ways wherever possible to avoid disturbing stabilised cleared land, and their speed will be limited to reduce dust generated on unsealed roadways.
- If planned works contain a significant risk of nuisance dust (e.g., extensive clearing), a Site Dust Risk Assessment (VAL-F-050) will be completed, and prevention/control measures implemented accordingly.

All loaded vehicles are to be inspected prior to leaving the site for cleanliness. Any materials that could fall on the road should be removed prior to leaving the site.

11.1 COMPLAINT MANAGEMENT PROCESS

Receive complaint and record in register

- The complainant will raise an issue with the project manager, either in writing, over the phone, or in person.
- The project manager must decide if the issue is a customer complaint.
    - it will be a customer complaint if the complainant is dissatisfied with the service or action of the project manager or its staff, the complainant is directly affected by the service or action, and some outcome is sought.
    - It will not be a customer complaint if the customer is:
        - requesting more information
        - requesting a change in services or requesting a new service
        - making a suggestion for improving the department's services
        - expressing a concern about a situation
        - providing feedback on the department's performance
        - not directly affected by the decision or action of the department
        - providing information (for example, reporting an incident).
- If the issue is a customer complaint, the project manager must record the customer complaint in the register. Protected information must not be entered into the register.
- The project manager must provide acknowledgement to the complainant that their customer complaint has been received. Acknowledgement can be provided in writing or verbally.
- The project manager should consider if any health, safety, wellbeing, or resourcing issues are raised by the complaint or the complainant's conduct.

Assess and resolve

- The project manager should consider if the customer complaint has no merit.
    - If it does have merit, proceed to assess, and resolve the complaint.

- If the complaint does not have merit, the project manager should advise the complainant that the complaint will not be examined. This must be recorded in the register or department's records management system. The remainder of this procedure does not need to be followed and the complaint is closed.

The complainant should be contacted by the project manager if additional information is required to confirm the complaint issues or the outcome sought, or to provide information about the customer complaints management process, such as timeframes and complainant responsibilities.

- Subject to the complexity and nature of the customer complaint and when the complaint is received (for example, in school holidays), the project manager should aim to resolve the customer complaint within the following framework timeframes:
  - simple complaint: up to 20 days
  - complaints requiring some inquiry: up to 45 days
  - complaints requiring investigation and referral: up to 90 days, or longer in some cases
  - complaints involving human rights issues: up to 45 business days.
- The project manager should keep the complainant informed of any changes or emergent issues that impact the resolution of their customer complaint.

options for resolving the customer complaint that may apply include:

  - providing an explanation to the complainant about the decision, action, etc. and reasons if not previously provided
  - dismissing the customer complaint (for example, if the decision complies with legislation, or policies or procedures of the government or department)
  - concluding that the customer complaint has been resolved
  - reaching a compromise solution
  - upholding the customer complaint and implementing specific action, such as overturning a decision, giving an apology, or providing a service not previously provided
  - addressing or referring the issue for system improvement.
- The project manager must record appropriate notes in the register throughout the assessment and resolution phase.
- Procedural fairness must be afforded to a person who is the subject of the customer complaint and the complainant.

11.1.1 Communicate outcome

- The project manager must advise the complainant of the outcome of the assessment and resolution process. This should include:
  - a clear explanation of the final decision
  - any recommendations
  - any review options available to the complainant, including internal or external review.

- The project manager must ensure they keep appropriate records about the information provided to the complainant. This should be stored in the register and/or department's records management system.

11.1.2 Close complaint

- The project manager will close the complaint and record information in the register about the complaint outcome and any further activities that need to occur.
- If further activities are recommended, the project manager is responsible for implementing and monitoring the recommended action or referring the matter to the responsible area for attention.

12 MONITORING AND INSPECTIONS

Monitoring and review are important throughout the TMP process (both preparation and implementation) to ensure that the TMP remains current and addresses all risks at the worksite. After the TMP has been implemented, within one month/Prior to major material deliveries/prior to delivery of any oversize loads – minimum at monthly intervals to ensure that it is operating as expected. Schedule further reviews as the program progress, to ensure that the plan continues to operate as expected.

12.1 DAILY INSPECTIONS

The monitoring program incorporates daily inspections:

- Before the start of work activity on site
- During the hours of work
- Closing at the end of the shift period
- After work hours

Provide a template for a daily inspection register allowing indication of:

- When traffic controls were erected
- When changes to controls occurred and why the changes were undertaken
- Any significant observations associated with the traffic control and their impacts on road users or adjacent properties

Collecting information is particularly important in the event of an incident in case legal proceedings result.

12.2 TMP REVIEW & IMPROVEMENT

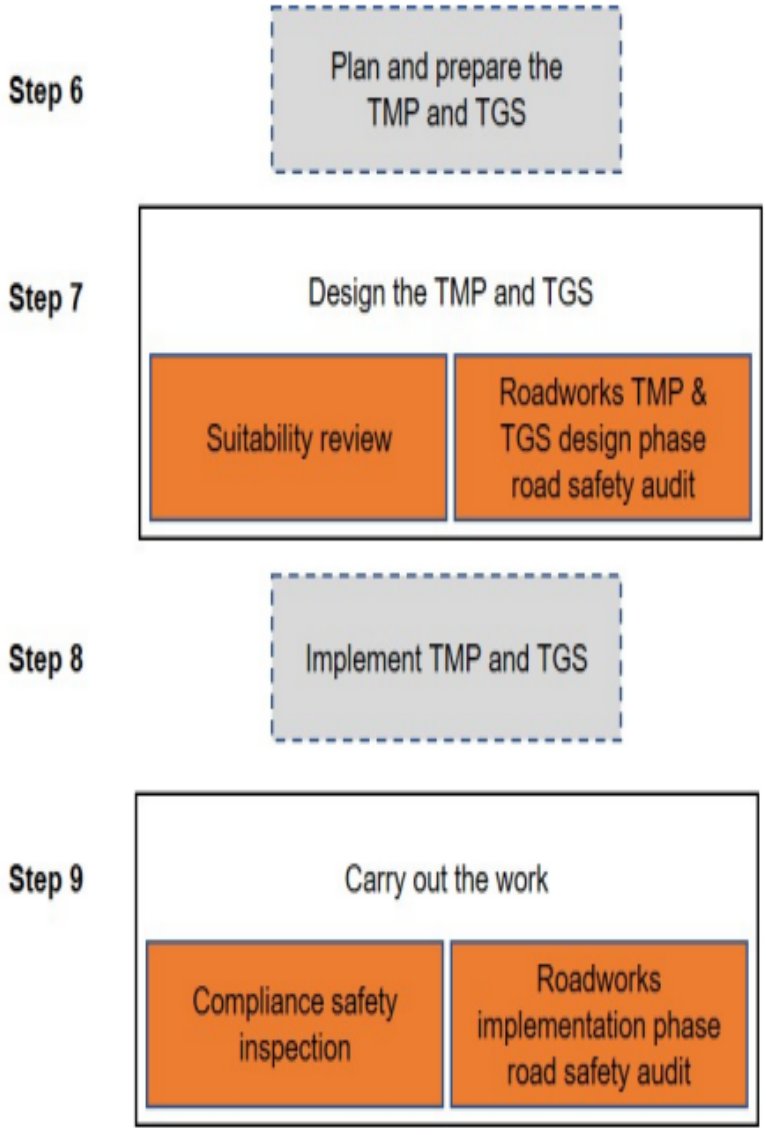
JCE will outline a process to facilitate continuous improvement which may include debrief meetings to discuss any issues or risks associated with the plan. Ensure the TMP is kept up to date considering changes in traffic volumes, vehicle types, the road environment, work practices, standards, and jurisdictionally specific legislation.

Review of the TMP will be required if any on-site changes occur (except for repositioning of traffic control devices) by a person appropriate qualified in the relevant jurisdiction.

A copy of all documentation relating to the endorsement of the changes must be held on-site by the person managing the works.

Where there are non-compliances identified the procedure should have a mechanism for the issuing of formal corrective action. Corrective actions should be closed out and registered as such in accordance with the organisation's normal practice.

As a continuation to the Traffic Management at road work sites, the planning and design phase review and road safety audit of the TMP and TGS may be undertaken at Step 7 of Figure 5 to assess safety at the planning stage. Both compliance safety inspections and implementation phase road safety audits are applicable at Step 9 to ensure the site is established in accordance with the approved TMP and TGS (compliance safety inspection) and is safe for the prevailing road conditions and work site requirements (road safety audit). Figure 5 extends from the process at Figure 6, illustrating the steps relevant to review and inspections. Please see figures below:



Source: Modified from Victorian Government (2004).

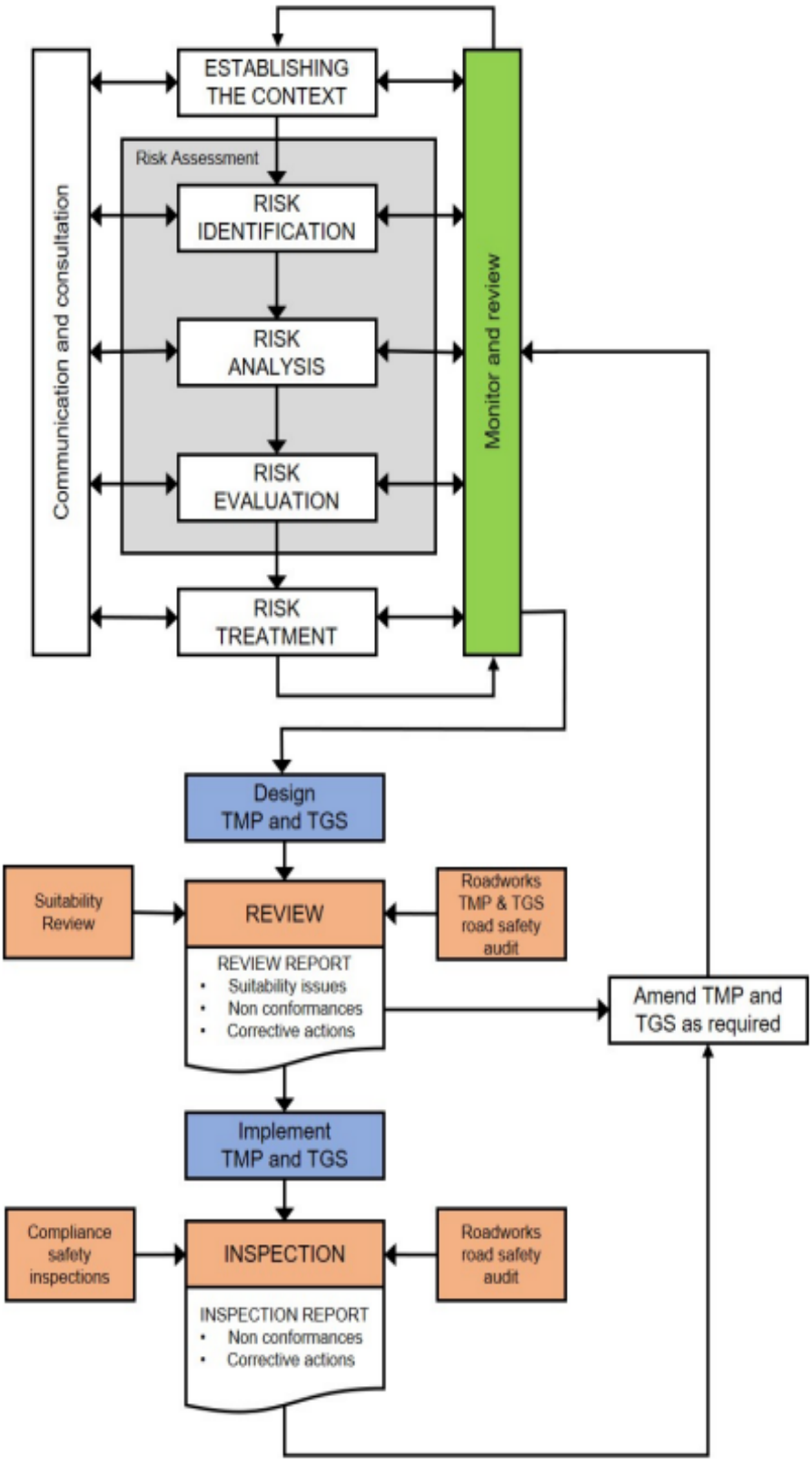


Figure 14: Risk management and the review and inspection process (source: Ausroads - Guide to Temporary Traffic Management Part 10)

Valmec Pty Ltd will provide traffic control by qualified traffic controllers for emergencies such as accidents and spillages on the maintained network. Traffic management for these events will not require a hold point release to be submitted to the RTA.

Valmec Pty Ltd will use an appropriate standard plan from Appendix, adjusting it as needed to suit the site conditions. Fully equipped accredited traffic control crew(s) will be in place to install and maintain the temporary traffic control during construction hours, when traffic controllers are required for the proposed works. Members of the crews will also be in place to manage pedestrian and construction vehicle movements, as well as maintain vehicle access when needed. All these crew members will be able to provide an initial response to any unplanned incident. These crew members will not be equipped to remove or resolve breakdowns or accidents; their role would be reporting, monitoring and basic traffic control only (if safe to do so and when required).

13 CONTRACTOR OBLIGATIONS

The Chain of Responsibility (CoR) law ensures everyone who works with heavy vehicles – from the business that employs a driver to the place where goods are delivered – is accountable for safety. The following steps are to be followed by the sites Project Manager to ensure compliance as per the National Heavy Vehicle Legislation:

Step One: Know and understand what your transport activities are

Step Two: Identify the risks of your activities, starting with the main risks identified in the HVNL:

- fatigue
- speeding
- excessive mass or dimension
- poorly restrained loads
- unsafe vehicles.

Also think about the risks you can identify through:

- your own direct knowledge and experience
- regulations, codes of practice, research, industry guidance, NHVR web content.

Step Three: Assess the risks

Step Four: Find ways to manage the risks:

- comply with specific rules in the HVNL and its regulations
- identify which transport activities you can influence and control, and which ones you can't
- read your codes of practice for recommended control measures
- decide what safety procedures are reasonably practicable for your business to introduce, considering the risks involved, the available safety measures and their suitability and cost.

Step Five: Implement appropriate control measures, such as:

- training or recruitment
- procedures
- forms and documentation
- equipment
- technology

- information collection and monitoring
- modifications to premises or vehicles
- auditing or inspection
- agreements or amended agreements
- subscribing to safety bulletins, education and training updates.

Step Six: Monitor the effectiveness of the controls and update them when needed

14 TRAINING PROGRAM

Personnel must have the functional capacity to operate the vehicle and ensure they are fit to drive in accordance with the Fitness for Work procedure (VAL-PRO-008) and the Drivers Code of Conduct highlighted in this TMP. The onsite OHS coordinator will develop and deliver a toolbox for each driver who commences work onsite, to ensure they are aware of the driver's code of conduct.

If a driver feels they may not be fit for work, they must report this immediately to their Supervisor/Manager. In the event of an accident or incident, and driver behaviour is a potential contributory factor, the Driver will be breath-tested for alcohol and drug tested.

Personnel must be authorised by a The Consortium manager / supervisor prior to operating a The Consortium vehicle or plant. The manager / supervisor should satisfy themselves that the person is competent to drive the vehicle and in a fit for work state prior to granting approval.

Non-essential vehicular travel including any afterhours travel in Broken Hill between dusk and dawn shall not be conducted unless authorised by the Project Manager. Journey Management and any additional controls required to complete the travel will be determined by the Project Manager during this process, in line with this plan and relevant procedures.

Drivers must hold a current licence of a class appropriate for their vehicle, and load where applicable, as required by law. Drivers must immediately notify their Supervisor/ Manager if their licence has been suspended or revoked, or if restrictions have been placed upon it that may affect their work activities or ability to drive. A current license is considered evidence that the driver is competent.

Australian Classes of Driver's Licences:

Licence Type	Required For
C Car	A motor vehicle with a gross vehicle mass (GVM) not greater than 4.5 tonnes and constructed or equipped to seat no more than 12 adults (including the driver).
LR Light Rigid	A motor vehicle with a gross vehicle mass over 4.5 tonnes to a maximum of 8 tonnes or which carries more than 12 passengers (including the driver) to a maximum of 8 tonnes.
MR Medium Rigid	A motor vehicle that has 2 axles and a gross vehicle mass greater than 8 tonnes.
HR Heavy Rigid	A motor vehicle that has 3 or more axles and a gross vehicle mass greater than 8 tonnes.
HC Heavy Combination	A prime mover to which is attached a single semi-trailer plus any unladed converter dolly, or rigid motor vehicle attached to a trailer that has a gross vehicle mass greater than 9 tonnes plus any unladen converter dolly.

Licence Type	Required For
MC Multicombination	Any heavy combination unit towing one or more trailers, each having a gross vehicle mass greater than 9 tonnes.
F (bus) extension	Transporting passengers in a vehicle that seats more than 12 persons (including the driver).

4WD training is required for drivers who drive 4WD vehicles on the project. 4WD training will be one of the following units of competency (5-year expiry date):

Unit ID	Scope of Recommendation	Elements
RIIVEH305A / PMASUP236B Operate and maintain a four-wheel drive vehicle (5-year expiry)	Employees and contractors operating in off-road conditions	• identify four-wheel drive specific terms, terminology, and techniques • plan for minimal environmental impact • perform pre-departure checks • use the features of a four-wheel drive vehicle to drive in a variety of terrain types • perform maintenance and minor repairs on four-wheel drive vehicles

Drivers are expected to follow safe driving behaviours, including those stated in the driver's code of conduct but not limited to the following:

- Always abide by the applicable traffic laws and signposted instructions
- Adhering to 'defensive driving' principles (allowing for unexpected hazards and errors of the self and others)
- Safely leave the road and bring the vehicle to a complete stop in a safe parking area prior to using mobile phones, GPS navigation devices, portable computers, or other similar devices
- Parking in a manner that allows the first movement to be forward wherever practical
- Reporting unsafe or unusual road conditions
- Seatbelts must be available for all persons in the vehicle and worn.
- No smoking is permitted in company vehicles.

14.1 TRAFFIC VIOLATIONS, VEHICLE ACCIDENTS, AND BREAKDOWNS

Traffic violations and vehicle incidents involving injury, damage or a risk to health and safety must be immediately reported to the driver's supervisor/ manager and the HSE Advisor in accordance with the Incident Recording & Investigation procedure (VAL-PRO-054). Minor traffic infringements such as parking fines must be reported to the driver's supervisor/ manager.

Drivers will be personally responsible for the payment of traffic fines, infringements and other financial penalties resulting from misuse of the vehicle, except at the written approval of the Project Manager. Where infringements are confirmed to breach exception rules disciplinary action in accordance with VAL-PRO-049 Driving and Vehicle Safety Procedure.

In the event of a vehicle accident details to be recorded at the scene include:

- Name of other driver(s), their address, contact number and licence details
- Company name(s) if applicable
- Vehicle make/model(s) and registration number(s)
- Insurance companies and policy number(s) if available

These details should be forwarded to the HSE Advisor as soon as possible.

In the event of a vehicle breakdown:

- Stay with the vehicle and using mobile phone and or two-way communication contact relevant project representative. If contact is established confirm location and what type of assistance is required.

Regardless which communication method is used the vehicle occupants must stay with the vehicle until they have been contacted by project representative, project staff have arrived at the vehicle break down site and the vehicle are repaired or sent for repair. If the vehicle needs to be transported for repair the project will organise for other vehicles to pick occupants up and return them to site or accommodation.

15 FENCING, BARRIERS, AND HOARDING

The main site is permanently fenced; HV trench outside the main site will require temporary fencing but there is no vehicular or pedestrian access. Traffic controllers shall be present to manage all pedestrian movement when required with the erecting and decommissioning of the fencing.

Any openings in the existing perimeter fencing shall be secured with fencing and hoardings to keep the site secure and any new fencing shall be temporary (such as cyclone wire) and at least 1.8 meters high. All fencing is to be maintained for the duration of construction to ensure that the work area is secured.

A sign shall be displayed on the site indicating the name of the person responsible for the site and a telephone number of which that person can be contacted during and outside normal working hours, or when the site is unattended. The sign must be erected in a predominant position shall display the following:

- Name, address, and telephone number of the principal certifying authority for the works
- Name of the principal contractor (if applicable) for any building work and a telephone number on which that person may be contacted out of hours
- Unauthorised access to the worksite is prohibited

No portion of the proposed fence, including the footings, is to encroach beyond the boundaries of the subject property

16 WASTE MANAGEMENT AND RECYCLING

A formal Construction Waste Management Plan will be produced prior to works commencing. All material that cannot be recycled or reused will be disposed to an approved landfill facility. Waste will be minimised and that generated will be to maximise recycling.

17 REMOVAL AND STORAGE OF RUBBISH OR SPOIL

All industrial rubbish bins will be stored on-site and in a position for easy access for removal by trucks. All removal trucks will have the load covered by a tarpaulin or other means to secure the load. All excavations and backfilling shall be executed safely and in accordance with the relevant Australian Standards.

Council expects demolition and excavated material to be reused and/or recycled wherever possible. No materials shall be placed, dumped, or left on any Council Road or footpath. Removed or damaged street

furniture, including parking and street signs, shall be replaced immediately. Copies of demolition and construction waste dockets that verify the facility that received the material for recycling or disposal and the quantity of waste received, must always be retained on-site during

18 RESPONSIBILITIES

It is the responsibility of Valmec Pty Ltd to ensure that these traffic measures are disseminated, implemented, and maintained in accordance with the principles in the project, Occupational Health, Safety & Rehabilitation Management Plan: and it is the responsibility of every worker involved with this work site to comply with the guidelines set down in this plan.

All traffic controllers used by Valmec Pty Ltd have completed accredited Traffic Controller training. A list of their names, ticket numbers and ticket expiry dates will be recorded Traffic Controllers will carry their tickets with them. Traffic Controllers will wear high-visibility outer garments complying with RTA OH&S Policy 4.0 Personal Protective Equipment and bearing the words “Authorised Traffic Controller” and the RTA logo (logo patch supplied by the RTA).

19 TRAFFIC GUIDANCE SCHEME

Traffic Guidance schemes for this project are included in this document. The TGS is a diagram showing signs and devices arranged to warn traffic and guide it around, past or, if necessary, through the worksite or temporary hazard. Valmec Pty Ltd will ensure authorised traffic controllers will be present on-site to assist access of trucks in and out of the site ensuring the safety of pedestrians, cyclists and all other vehicles when required.

The TGSs was designed to address the following issues where applicable:

- Use of traffic control devices
- Speed limit requirements
- Provisions for pedestrian traffic and their safety
- Provisions for cyclists and their safety
- Provision for vehicle and plan movement
- Parking restrictions and parking facilities
- Provision for trade vehicles and plant movement
- Informing all site personnel of any high-risk areas, and
- Providing adequate signage within the Construction site for access and egress of vehicles.

20 REFERENCED DOCUMENTS

Document Number	Title
VAL-PRO-007	Fitness for Work procedure
VAL-PRO-054	Incident Reporting & Investigation procedure
VAL-F-046	Journey Plan form

21 DOCUMENT REVISION HISTORY

Rev	Date	Changes	Prepared by
A	05/05/2022	Submitted for Review	C. Pritchard

B	25/05/2022	Submitted for Review	C. Pritchard
C	17/08/2022	Submitted for Review	N. Farren Grant
D	18/08/2022	Submitted for Review	C. Pritchard

APPENDIX A - TRANSPORT ROUTE SUMMARY

Sydney

Start: 91 Foreshore Road, Port Kembla NSW

Gloucester Blvd, Port Kembla

Darcy Rd, Port Kembla

Five Islands Rd, [Port Kembla - Cringila]

Springhill Rd, [Cringila -]

Masters Rd,

Princes Motoway Onramp,

F6, Figtree

Princes Mtwy, [- Cataract]

Unknown, Cataract

Picton Rd, [Cataract - Cataract|wilton]

Hume Mtwy On-Ramp (Southbound), Wilton

Hume Mtwy, [Wilton - Berrima]

Hume Hwy, [Berrima - Tarcutta]

Sturt Hwy, [Tarcutta - Wagga Wagga]

Olympic Hwy, [Wagga Wagga -]

Sturt Hwy,

Newell Hwy,

Sturt Hwy, [Euroley - Gol Gol]

Adelaide St, Gol

Sturt Hwy, [Gol - Buronga]

Silver City Hwy, [- Wentworth]

Wentworth St, Wentworth

Silver City Hwy, [Wentworth - Broken Hill]

Kanandah Rd, Broken Hill

Pinnacles Rd, Broken Hill

End: 78 Pinnacles Place, Broken Hill NSW

Brisbane

Start: 1 Sandpiper Avenue, Port of Brisbane QLD

Sandipiper Ave, Port Of Brisbane

Sandpiper Ave, Port Of Brisbane

Lucinda Dr, Port Of Brisbane

Port Dr, [Port Of Brisbane - Lytton]

Port of Brisbane Mtwy, [Lytton - Murarrie]

Gateway Mtwy, [Murarrie - Drewvale]

Logan Mtwy, [Drewvale - Gailes]

Ipswich Mtwy, [Gailes - Riverview]

Warrego Hwy, [Riverview -]

TSRC, Helidon Spa

Warrego Hwy,

TSRC, Cotswold Hills|gowrie Junction

Warrego Hwy,

TSRC, [Charlton - Wellcamp|charlton](Toowoomba Bypass / TSRC)

Toowoomba Bypass,

Gore Hwy, Westbrook

TSRC, Athol

Gore Hwy, [Athol - Yarranlea]

Tummaville Rd,

Gore Hwy, [Yarranlea - Goondiwindi]

Leichhardt Hwy, Goondiwindi

Cunningham Hwy, Goondiwindi

Leichhardt Hwy, Goondiwindi

Newell Hwy, [Goondiwindi - Coonabarabran]

Oxley Hwy, Coonabarabran

Newell Hwy, Coonabarabran

Oxley Hwy, Coonabarabran

Newell Hwy,

Oxley Hwy, [Tannabar - Gowang]

Newell Hwy, Tooraweenah

Oxley Hwy, [Biddon -]

Newell Hwy, Gilgandra

Oxley Hwy, Gilgandra

Newell Hwy, Gilgandra

Oxley Hwy, Gilgandra

Newell Hwy, [- Dubbo]

Darling Street, Dubbo

Newell Hwy, [- Dubbo]

Mitchell Hwy, [Dubbo - Nyngan]

Barrier Hwy, [Nyngan - Broken Hill](Wilcannia Rd)

Kanandah Rd, Broken Hill

Pinnacles Rd, Broken Hill

End: 78 Pinnacles Place, Broken Hill NSW

Adelaide

Start: 296 St Vincent St, Port Adelaide SA

St Vincent St, Port Adelaide

St Vincent St E, Port Adelaide

Perkins Dr, Port Adelaide

Port River Expy, [Port Adelaide - Wingfield]

M2,

North-South Mtwy, Waterloo Corner

Northern Expy, [Virginia - Angle Vale]

Nothern Expy, Munno Para West

Northern Expy, [Munno Para - Mudla Wirra]

Sturt Hwy, [Gawler Belt - Mudla Wirra]

Unknown, Gawler Belt

Horrocks Hwy, [- Gilbert](Main N Rd)

Barrier Hwy, [Gilbert - Broken Hill](Railway Tce)

Pinnacles Pl, Broken Hill

Pinnacles Rd, Broken Hill

End: 78 Pinnacles Place, Broken Hill NSW

APPENDIX B – TRAFFIC GUIDANCE SCHEME

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3&TCAWS 2022 v6.1
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH THE TCAWS 2018
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS1742.3 & TCAWS 2018
5. IN ACCORDANCE WITH TCAWS 2022 TRAFFIC MANAGEMENT TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND WORKSITE.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
7. REMOVAL OF TRAFFIC CONTROL SIGNS & DEVICES SHOULD BE UNDERTAKEN IN REVERSE FROM THE WORK SRES TOWARD THE APPROACHES

RECOMMENDED TAPER LENGTH

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL SHIFT TAPER	MERGE TAPER
45 OR LESS	15	0	15
45 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180

DIMENSON "D"

SPEED OF TRAFFIC KM/H	DIMINESON D=M	
	AS.1742.3	TC@WS
45 OR LESS	15m	15m
46 - 55	15m	50m
56 - 65	45m	60m
GREATER THAN 65 KM/H	EQUAL TO POSTED SPEED	

TOLERANCES

POSITIONING OF SIGNS
MINIMUM 10% LESS THAN
THE DISTANCE OR LENGTHS GIVEN
MAXIMUM 25% MORE THAN
THE DISTANCE OR LENGTHS GIVEN
SPACING OF DELINEATING DEVICES
MAXIMUM 10% MORE THAN THE
SPACING GIVEN
NO MINIMUM

LANE WIDTHS

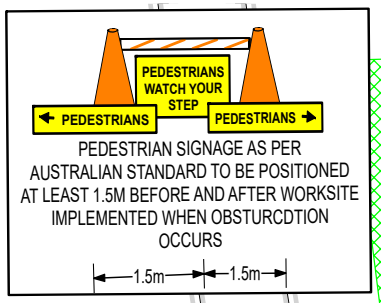
THE MIN LANE WIDTH TO
BE PROVIDED THROUGH
OR PAST THE WORKSITE SHALL
BE 3.0m (3.5m DESIRABLE)

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE
OF THE WORK TRAFFIC QUEUES SHALL
BE MONITORED TO ENSURE THAT
TRAFFIC DOES NOT EXCEED BEYOND
THE LIMITS OF ADVANCED WARNING SIGNS

VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT
WORKSITE UNDER THE DIRECTION OF
TRAFFIC CONTROLLER WITH THE TRAFFIC
FLOW ON DESIGNATED UHF CHANNEL



PEDESTRIAN SIGNAGE AS PER AUSTRALIAN STANDARD TO BE POSITIONED AT LEAST 1.5M BEFORE AND AFTER WORKSITE IMPLEMENTED WHEN OBSTURCDTION OCCURS

TGS for the site operating with no
Traffic control at the entrance
For normal operations

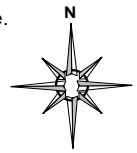
Organisations and individuals responsible for works in accordance with this Part of the TCAWS need to be aware of their responsibilities for any injury to road users or damage to property as a result of such operations. There is an equally important obligation to provide a safe workplace environment that minimizes, as far as practicable, the likelihood of injury to workers by traffic within or adjacent to the work area. Principals and contractors need to be aware of the requirements of OHS legislation and implement them as they apply to this obligation.

Date: 23/05/2022 **Author:** Nicole Farren Grant **Project:** Pinnacles Pl-Broken Hill
Ticket: TCT0055241 **Address:** 74-80 Pinnacles Place, Broken Hill, 2880 **Client:** AECOM
TGS: 1.1 **OPERATION:** Normal Operations

Comments:

Accredited Traffic Controllers will adhere to this TGS according to TCAWS Manual V6.1 and relevant SWMS.
Signs and Devices are to be placed in accordance with this TGS, Modification may be made by persons holding a RMS "Design and Audit" Qualification only.
All signs and devices used must comply with Australian Standards AS1742.3.
This drawing shall only be used for the purpose for which it is intended. Not to scale.
Unauthorised use of this drawing is prohibited

TGS MODIFIED BY:_____
TICKET:_____
DATE MODIFIED:_____



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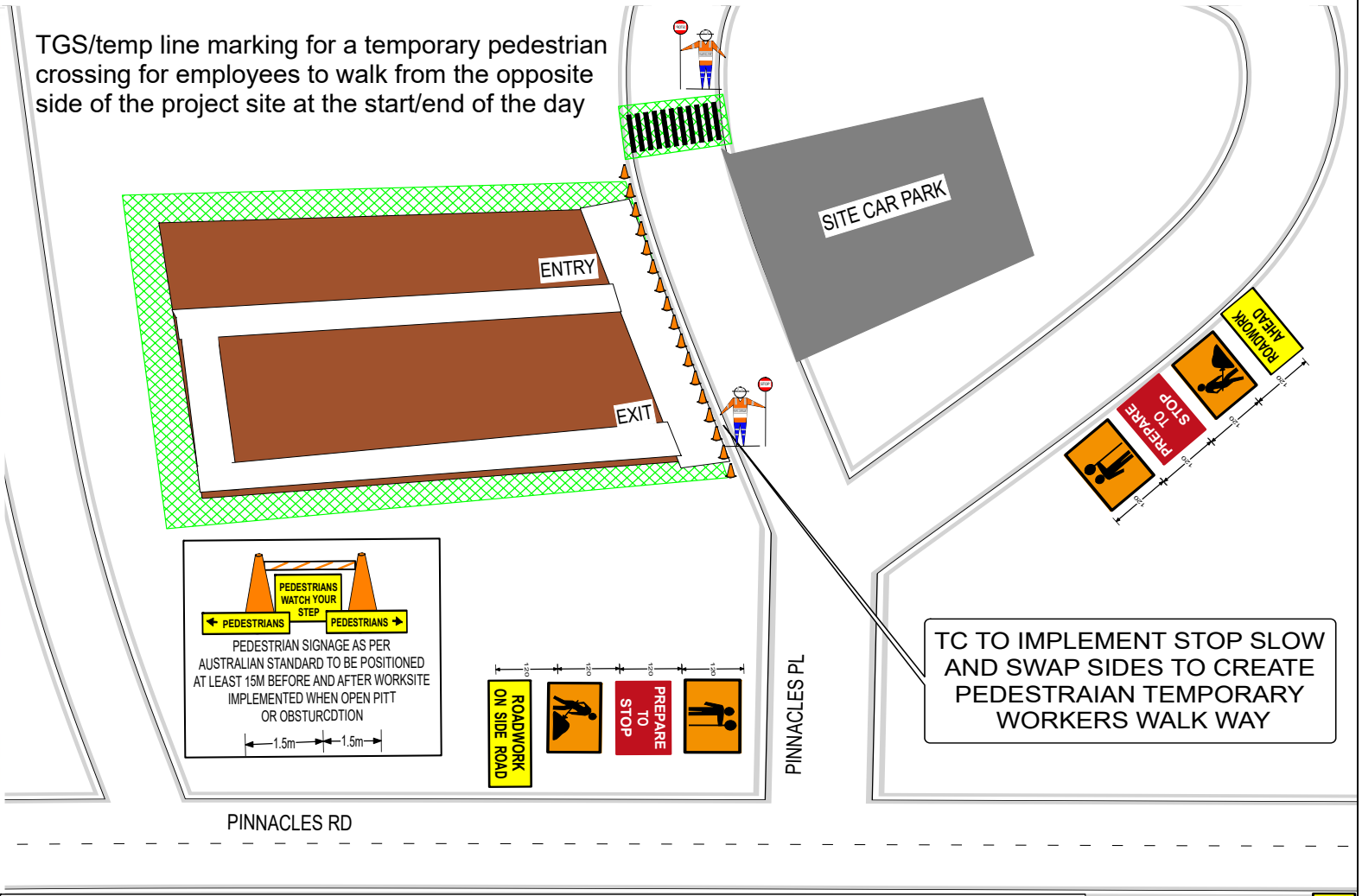
VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT
WORKSITE UNDER THE DIRECTION OF
TRAFFIC CONTROLLER WITH THE TRAFFIC
FLOW ON DESIGNATED UHF CHANNEL

TGS/temp line marking for a temporary pedestrian crossing for employees to walk from the opposite side of the project site at the start/end of the day



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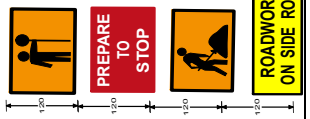

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2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH THE TCAWS 2018
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS1742.3 & TCAWS 2018
5. IN ACCORDANCE WITH TCAWS 2022 TRAFFIC MANAGEMENT TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND WORKSITE.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
7. REMOVAL OF TRAFFIC CONTROL SIGNS & DEVICES SHOULD BE UNDERTAKEN IN REVERSE FROM THE WORK SRES TOWARD THE APPROACHES

RECOMMENDED TAPER LENGTH

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL SHIFT TAPER	MERGE TAPER
45 OR LESS	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180

DIMENSON "D"

SPEED OF TRAFFIC KM/H	DIMINESON D=M AS.1742.3	TC@WS
45 OR LESS	15m	15m
46 - 55	15m	50m
56 - 65	45m	60m
GREATER THAN 65 KM/H	EQUAL TO POSTED SPEED	

TOLERANCES

POSITIONING OF SIGNS
MINIMUM 10% LESS THAN
THE DISTANCE OR LENGTHS GIVEN
MAXIMUM 25% MORE THAN
THE DISTANCE OR LENGTHS GIVEN
SPACING OF DELINEATING DEVICES
MAXIMUM 10% MORE THAN THE
SPACING GIVEN
NO MINIMUM

LANE WIDTHS

THE MIN LANE WIDTH TO
BE PROVIDED THROUGH
OR PAST THE WORKSITE SHALL
BE 3.0m (3.5m DESIRABLE)

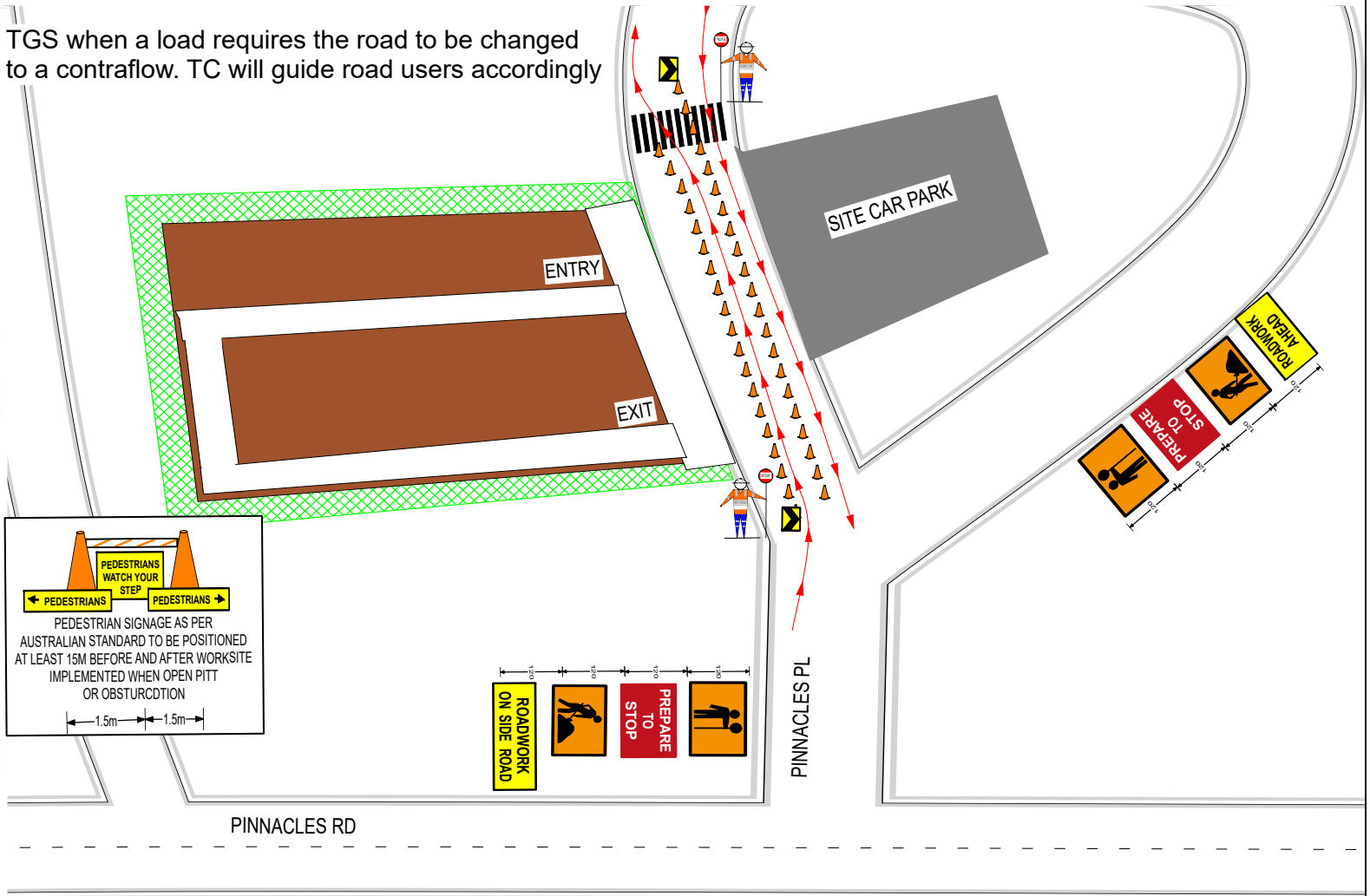
QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE
OF THE WORK TRAFFIC QUEUES SHALL
BE MONITORED TO ENSURE THAT
TRAFFIC DOES NOT EXCEED BEYOND
THE LIMITS OF ADVANCED WARNING SIGNS

VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT
WORKSITE UNDER THE DIRECTION OF
TRAFFIC CONTROLLER WITH THE TRAFFIC
FLOW ON DESIGNATED UHF CHANNEL

TGS when a load requires the road to be changed to a contraflow. TC will guide road users accordingly



Date: 23/05/2022 **Author:** Nicole Farren Grant **Project:** Pinnacles Pl-Broken Hill
Ticket: TCT0055241 **Address:** 74-80 Pinnacles Place, Broken Hill, 2880 **Client:** AECOM
TGS: 1.3 **OPERATION:** Normal Operations

Comments:

Accredited Traffic Controllers will adhere to this TGS according to TCAWS Manual V6.1 and relevant SWMS.
Signs and Devices are to be placed in accordance with this TGS, Modification may be made by persons holding a RMS "Design and Audit" Qualification only.
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This drawing shall only be used for the purpose for which it is intended. Not to scale.
Unauthorised use of this drawing is prohibited

TGS MODIFIED BY:_____
TICKET:_____
DATE MODIFIED:_____

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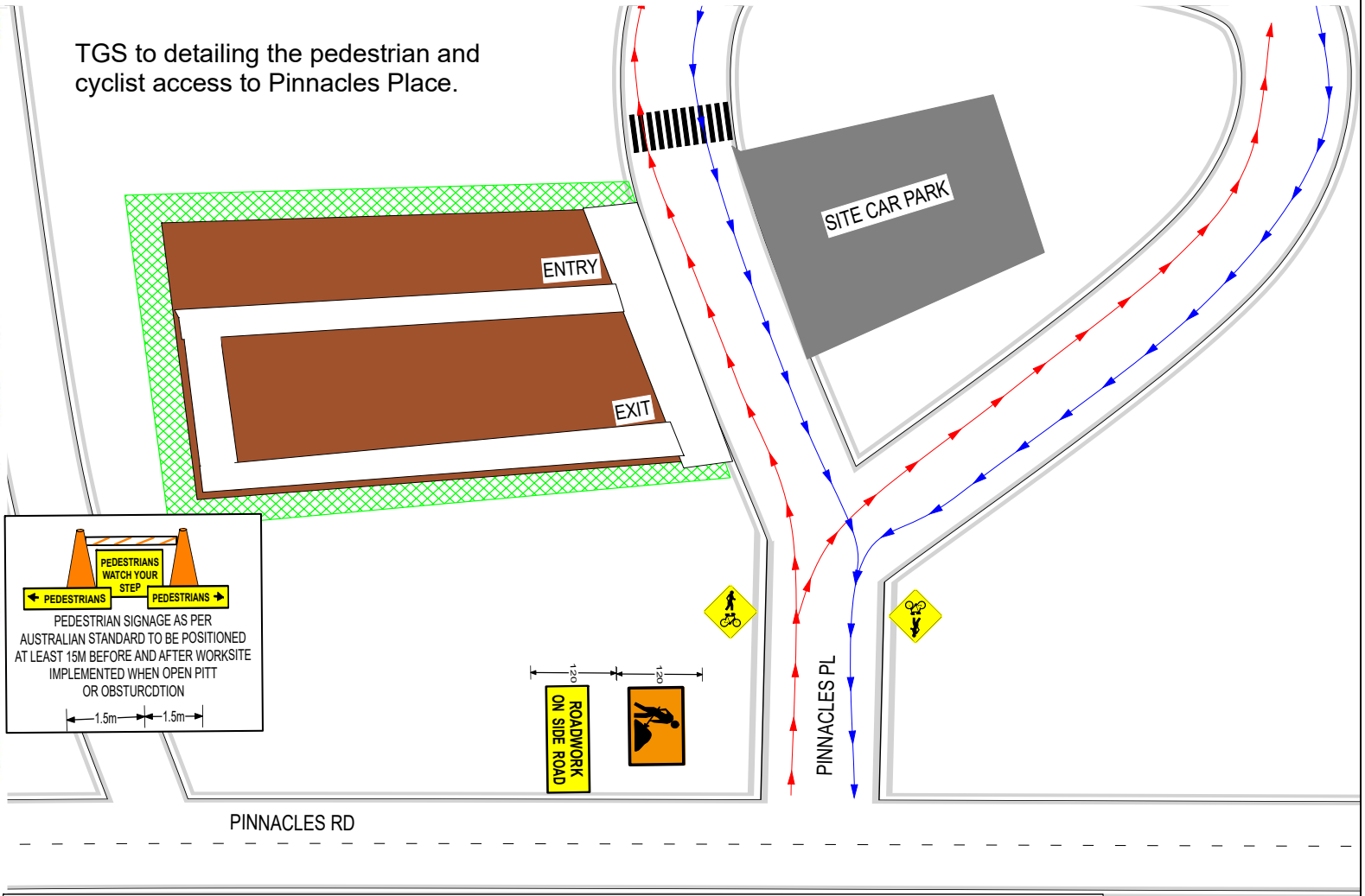
ALL WORK VEHICLES TO ENTER AND EXIT
WORKSITE UNDER THE DIRECTION OF
TRAFFIC CONTROLLER WITH THE TRAFFIC
FLOW ON DESIGNATED UHF CHANNEL

TGS to detailing the pedestrian and cyclist access to Pinnacles Place.



PEDESTRIAN SIGNAGE AS PER AUSTRALIAN STANDARD TO BE POSITIONED AT LEAST 15M BEFORE AND AFTER WORKSITE IMPLEMENTED WHEN OPEN PITT OR OBSTURCDTION

Date: 23/05/2022 **Author:** Nicole Farren Grant **Project:** Pinnacles Pl-Broken Hill
Ticket: TCT0055241 **Address:** 74-80 Pinnacles Place, Broken Hill, 2880 **Client:** AECOM
TGS: 1.4 **OPERATION:** Normal Operations

Comments:

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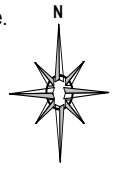
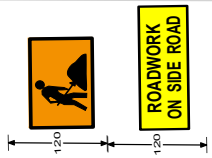
TGS MODIFIED BY:_____
TICKET:_____
DATE MODIFIED:_____





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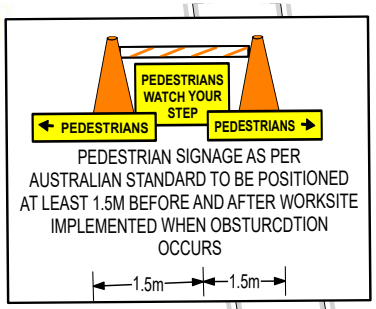

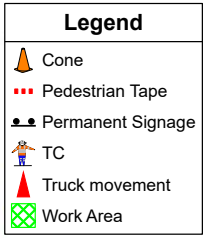

Organisations and individuals responsible for works in accordance with this Part of the TCAWS need to be aware of their responsibilities for any injury to road users or damage to property as a result of such operations. There is an equally important obligation to provide a safe workplace environment that minimizes, as far as practicable, the likelihood of injury to workers by traffic within or adjacent to the work area. Principals and contractors need to be aware of the requirements of OHS legislation and implement them as they apply to this obligation.

Date: 04/05/2022 **Author:** Nicole Farren Grant **Project:** Pinnacles Pl-Broken Hill
Ticket: TCT0055241 **Address:** 74-80 Pinnacles Place, Broken Hill, 2880 **Client:** AECOM
TGS: 1.0 **OPERATION:** TRUCK TURNING ADVANCE WARNING

Comments:

Accredited Traffic Controllers will adhere to this TGS according to TCAWS Manual V6.1 and relevant SWMS.
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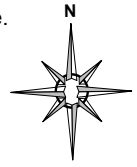
TICKET:_____
DATE MODIFIED:_____



APPENDIX C – CORRESPONDENCE LIST

APPENDIX D – DILAPIDATION REPORT

AUSDILAPS
Specialist Building Inspections

ABN: 56 891 923 704 Telephone: 1800 Dilaps (345 277) Email: info@ausdilaps.com.au

PRE CONSTRUCTION CONDITION SURVEY - GEOREFERENCED VIDEO

COMMISSIONED BY:

Valmec Australia Pty Ltd
17 Ballantyne Road
KEWDALE WA 6105

PROJECT:

74 to 80 Pinnacles Place, Broken Hill NSW

SITE SURVEYED:

Council Assts Kanandah Road, Barrier Highway and Rakow Street and Silver City Highway to Pinnacle Road
BROKEN HILL

INSPECTION DATE:

03 AUGUST 2022

JOB REFERENCE:

ADN22270A

INSPECTOR:

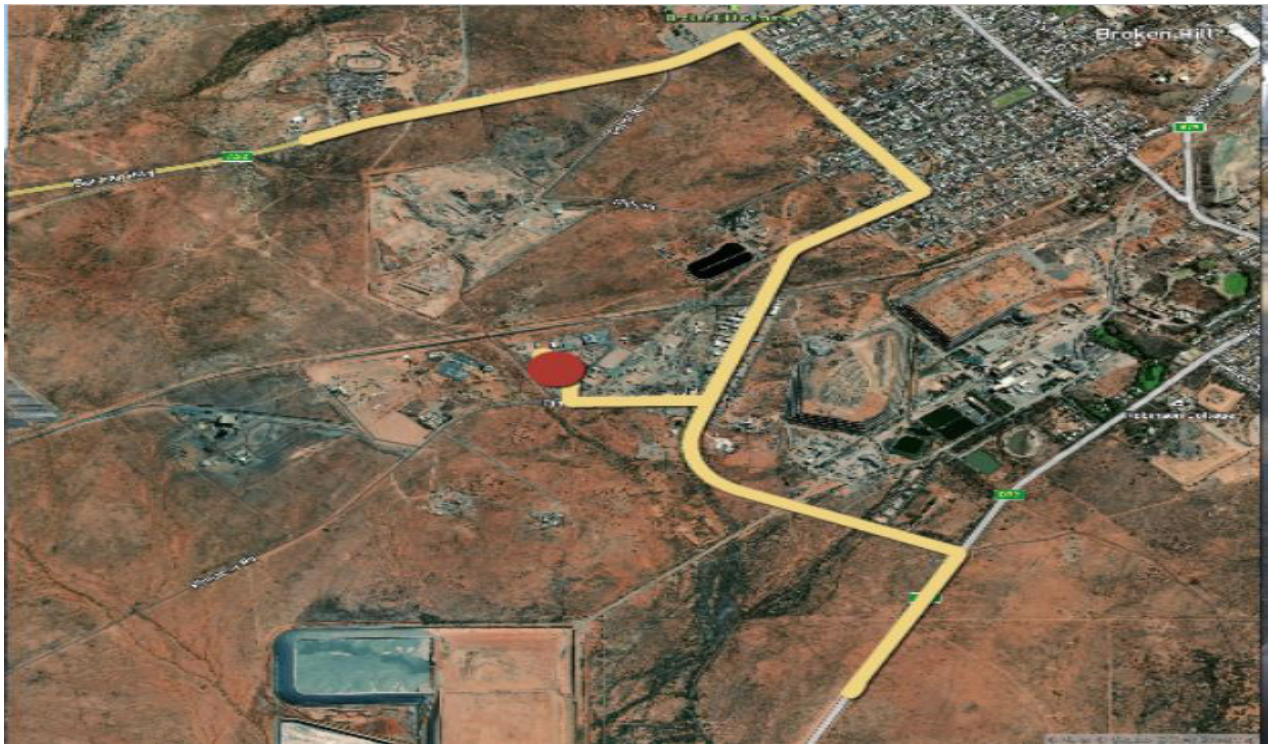
Martin Weng
Civil Engineer
B.Eng (Hons) Civil

WEATHER:

Sunny, 17°C

REPORT PREPARED BY:

Lillian Telford



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BRIEF

Australian Dilapidations was commissioned by
Valmec Australia Pty Ltd
to carry out pre-construction condition inspection and report in accordance with AS.4349.0 for the
74 to 80 Pinnacles Place, Broken Hill NSW project.

PURPOSE OF THIS REPORT

This is a visual pre-construction inspection in accordance with AS 4349.0 and is intended to record the pre-construction condition of the property inspected and the surrounding areas. This is not a structural report and will not provide comment on the structural integrity or design of the inspected property; however it does include a photographic record of the main defects visible at the time of the inspection. The report is intended to be used to determine if change has occurred post-construction and if so, to what extent. This report and included photographs will be retained for use in/or during post-construction condition surveys.

LIMITATIONS

In accordance with AS 4349.0:
1. A visual only inspection may be of limited use to the client. In addition to a visual inspection, to thoroughly inspect the readily accessible areas of the property, further testing may be required whenever necessary.
2. This report does not include the inspection and assessment of items or matters outside the scope of the requested inspection and report.
3. This report does not include the inspection and assessment of items or matters that do not fall within the consultant's direct expertise.
4. The inspection only covers the readily accessible areas of the property and does not include areas, which were inaccessible or obstructed at the time of inspection. Obstructions are defined as any condition or physical limitation which inhibits or prevents inspection.
5. Australian Standard Inspection of Buildings, Part 1: Property Inspections – Residential buildings recognises that a standard property inspection report is not a warranty or an insurance policy against problems developing with the building in the future.

VIDEO LIMITATIONS

1. GPS Trilateration typical accuracy is <4m.
2. The first 15 seconds of an inspection allows for enough time to reach maximum accuracy before movement is commenced.
3. Cellular network reception and other factors outside of AusDilaps control may affect GPS accuracy.
4. In the event that adequate GPS accuracy is unachievable (<10m) we will perform a standard inspection. It is difficult to know whether desired GPS accuracy is able to be achieved until we arrive at site location.

EXCLUSIONS

The client acknowledges that this report does not cover or deal with:
(i) solving or providing costs for any rectification or repair work;
(ii) the structural design or adequacy of any element of construction;
(iii) detection of wood destroying insects such as termites and wood borers;
(iv) the operation of fireplaces and chimneys;
(v) any building services or appliances on the property;
(vi) any swimming pools and associated pool equipment or spa baths and spa equipment or the like;
(vii) whether the ground on which the building rests has been filled, is liable to subside, swell or shrink, is subject to landslip or tidal inundation, or if it is flood prone.

COPYRIGHT

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TERMS AND CONDITIONS

Important information regarding the scope and limitations of inspection and this report: Any person who relies upon the contents of this report does so acknowledging that the following clauses form an integral part of the report.

1. **This report is not an all encompassing structural survey.** It is a reasonable attempt to identify any obvious or significant defects apparent at the time of the inspection. Whether a defect is considered significant or not, to a large extent, depends on the age and type of the building or property inspected. This report is not a Certificate of Compliance with the requirements of any act, regulation, ordinance or by-law or, as a warranty or an insurance policy against problems developing with the building or property in the future.

2. **Only areas to which reasonable access is available were inspected.** AS 4349.0 defines reasonable access as “areas where safe, unobstructed access is provided and the minimum clearances specified below are available, or where these clearances are not available, areas within the inspector’s unobstructed line of sight and within arm’s length...”. Reasonable access does not include removing screws and bolts to access covers or the use of destructive/invasive inspection methods, cutting or making access traps, moving heavy furniture, floor coverings or stored goods.

3. **This report does not and cannot make comment upon:**
   - The assessment or detection of defects which may be subject to the prevailing weather conditions.
   - Whether or not services have been used for some time prior to the inspection and whether this will affect the detection of leaks or other defects.
   - The presence or absence of timber pests, gas-fittings, common property areas, environmental concerns, the proximity of the property to flight paths, railways, or busy traffic.
   - Noise levels, health and safety issues, heritage concerns, security concerns or systems; fire protection, site drainage.
   - Detection and identification of illegal building work, illegal plumbing work, durability of exposed finishes, neighbourhood problems, electrical installation, cables or reception systems, any matters that are solely regulated by statute.
   - Accordingly, this report does not guarantee that defects and/or damages do not exist in any inaccessible or partly inaccessible areas or sections of the property.

4. **Asbestos, Lead and Mould Disclaimer:**
   No inspection for asbestos, lead or mould was carried out at the property and no professional report on the presence or absence of them is provided. If asbestos is noted as present within the property or if the building was built prior to 1990 and you are concerned they may be present within the property then you should seek advice from a qualified specialist to identify the amount and importance of their presence and the cost of sealing or removal.

5. **Estimating Disclaimer:**
   This report does not provide any estimates on repair or remedial works. We recommend you consult a licenced builder to give an estimate on any work required.

6. **Disclaimer of Liability:**
   No liability shall be accepted on an account of failure of the report to notify any problems in the area(s) or section(s) of the subject property physically inaccessible during inspection, or to which access is denied. No responsibility can be accepted for defects which are latent or otherwise not reasonably detected on a visual inspection.

7. **Disclaimer of Liability to Third Parties:**
   This report is made solely for the use and benefit of the client named on the front of this report. No liability or responsibility whatsoever, in contract or tort, is accepted to any third party who may rely on the report wholly or in part. Any third party acting or relying on this report, in whole or in part does so at their own risk.

PROPERTY DESCRIPTION

Property Type:

- Council Assets

GENERAL INSPECTION RESTRICTIONS

1. Due to the size of the file, the video has been uploaded in two parts. Records are below.

SAFETY ISSUES

1. Please refer to 'Major Defects' for any Safety Issues related to building defects.

Important Note: Per AS 4349.0 Clause 4.2.f.2, the report shall identify any observed item that may constitute a present or imminent serious safety hazard.

PROPERTY SITES INSPECTED

- ✓ External Building Elements
- ✓ Roundabouts
- ✓ Kerbs/Gutters/Footpaths
- ✓ Roadways

Inspection Records: ADN22270A-1 Council Assets Kanandah Road, Barrier Highway and Rakow Street BROKEN HILL Part A Video Inspection.mp4
Length: 20.30 minutes

Inspection Records: ADN22270A-1 Council Assets Kanandah Road, Barrier Highway and Rakow Street BROKEN HILL Part B Video Inspection.mp4
Length: 12.14 minutes

Important Note: The areas listed above are a broad indication of the areas inspected. Within these areas, some further restrictions may have been present restricting or preventing our inspection. If any recommendation has been made within this report to gain access to areas, gain further access to areas, or any area has been noted as being at "High Risk" due to limited access then further access must be gained. We strongly recommend that such access be gained to enable a more complete report to be submitted.

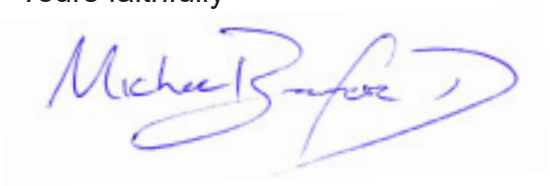
Drainage - Surface Water: Not Inspected
Important Notes: The site should be monitored during heavy rain to determine whether the existing drains can cope. If they cannot cope, then additional drains may be required.

Services: Not Inspected
Important Notes: In regard to plumbing or electrical, it should be noted that we are not plumbers or electricians and no comments are made to electrical or plumbing. We recommend that a qualified contractor be engaged to make comment on any matter dealing with plumbing or electrical issues.

EXPLANATION OF REVISIONS

- Not applicable

Yours faithfully



Michael Burford

AUSTRALIAN DILAPIDATIONS
Office: 1800 Dilaps (345 277)
Email: info@ausdilaps.com.au

APPENDIX E – HEAVY VEHICLE LOAD MANAGEMENT PROCEDURE

Heavy Vehicles Management

Document Number: VAL-PRO-051

	Name	Title	Signature	Date
Originator:	Stephen Cooper	HSEQ Officer	SCooper	20/10/19
Document Owner:	Darran Sumpton	Asset & Logistics Manager		20/10/19

TABLE OF CONTENTS

1 INTRODUCTION

1.1 PURPOSE AND SCOPE

This procedure sets out the arrangements for managing heavy vehicles and commercial vehicle drivers. It is intended to control the risks associated with maintenance, fatigue and load restraint, and meet the requirements of WA Main Roads Heavy Vehicle Accreditation.

It applies to all Valmec personnel associated with the operation and maintenance of heavy vehicles under Valmec accreditation.

1.2 DEFINITIONS

Term	Definition
HVA	Heavy Vehicle Accreditation
Commercial Vehicle	Any motor vehicle with a GVM over 4.5 tonnes used or intended to be used for the carriage of goods for hire or reward.
Driver (Commercial Vehicle Driver)	A person who drives a commercial vehicle and whose work time: • is more than 60 hours per week; • is more than 10 hours out of a 24 hour period more than once per week; or • includes time from midnight to 5:00 AM more than once per week.
Fatigue	Fatigue is a general term used to describe the feeling of being tired, drained or exhausted. Fatigue is accompanied by poor judgment, slower reactions to events, and decreased skills, such as in vehicle control.

2 PROCEDURE

2.1 ROADWORTHINESS CERTIFICATION

When a new vehicle is purchased (trucks and trailers), the vehicle must be certified roadworthy by a qualified person using the designated Main Roads form. Completed forms are forwarded to the Asset & Logistics Manager for review and filing.

Ongoing roadworthiness is assessed during periodic services, and the designated Main Roads form is completed on a three-yearly basis in line with the Heavy Vehicle Accreditation cycle.

Appendix 1: Vehicle Register lists the Valmec vehicles certified for use under this procedure.

2.2 TRANSPORT PERMITS

Prior to using a new vehicle the appropriate permits must be obtained from Main Roads. Where practical, a period permit will be used rather than a trip permit.

Permits will be retained by the Asset & Logistics Manager and a copy of relevant permits and conditions will be kept in each vehicle. The Assets & Logistics Administrator will monitor permit expiry dates and coordinate renewals.

Appendix 2: Permit Register lists the period permits in use by Valmec.

2.3 DAILY CHECKS & FAULT REPORTING

Each day, the Driver completes a pre-start check on the truck and any trailing equipment to certify the vehicle safe, to the limits of the inspection. These are documented with the Truck & Trailer Pre-Start Check form (VAL-F-084).

If a fault is identified during the Pre-Start check, or at any other time, the driver reports it to the Asset & Logistics Manager and records it on the Pre-Start form. The Asset & Logistics Manager assesses the significance of the fault in consultation with the Driver and determines whether the vehicle is safe to drive.

If the vehicle is not safe to drive, the Asset & Logistics Manager arranges for the fault to be rectified before the vehicle is driven. If the vehicle is safe to drive, the fault will be repaired or again assessed at the next service. The Pre-Start fault record will be updated after the fault has been repaired.

Completed Pre-Start forms are forwarded to the Asset & Logistics Manager for review and filing.

2.4 PRE-DEPARTURE LOAD CHECKS

Loads must be restrained to prevent unsafe movement during all conditions of transport in accordance with the *Load Restraint Guide* published by the National Transport Commission. Specifically:

- The vehicle must be suitable for the type and size of the load.
- The load must be correctly positioned on the vehicle.
- The load securing equipment must be strong enough for the type of load carried.
- The load must be secured to not create a risk of rollover.
- The load securing equipment must be in good working order.
- Each load must be effectively restrained to prevent any unacceptable movement during all expected conditions of operation.

Prior to a loaded trailer being driven, the Driver is responsible for checking that the load is suitably restrained to minimise risks in case of high speed, high wind, sharp corners, bumpy roads, vehicle collisions or circumstances that could reasonably be encountered while the load is in transport. If the driver is not satisfied that the load is sufficiently restrained, then they are to arrange reloading, additional restraints or alternative arrangements as appropriate. Once the driver has satisfied themselves that the load is suitable for transport, they should record this on the pre-start check form.

A copy of the *Load Restraint Guide* should be readily available to the driver and other personnel involved in loading items for transport.

2.5 PRE-DEPARTURE DIMENSION CHECKS

Prior to a loaded trailer being driven, the Driver is responsible for checking the load is within allowable dimensions. These dimensions may be estimated by the driver, but if the dimensions exceed or are close to exceeding the standard limits then the measurements should be confirmed.

The Driver records the vehicle / load dimensions onto the pre-start check form (VAL-F-084). If the standard limits are exceeded (2.5 m width, 4.3 m height, 19 m length), then the Driver is responsible to ensure all necessary safety precautions are implemented prior to departure. If the load is such that the standard conditions or the permitted conditions are not able to be complied with, then the Driver is to arrange adjustment or re-loading. If the load cannot be made compliant then the Driver contacts the Assets & Logistics Manager for further action. Once the Driver is satisfied that the load is compliant and safe to depart, the Driver indicates this onto the pre-start check form.

A copy of the Class 1 Restricted Access Vehicle Oversize and Over-mass Period Permit Conditions are available to the Driver at all times for review.

2.6 PERIODIC SERVICING

Heavy Vehicles are serviced in accordance with the manufacturer's recommendations by an appropriately qualified / experienced person. Each service checklist lists the tasks required for each type of service.

Service records are forwarded to the Asset & Logistics Manager for review and filing.

The Assets & Logistics Administrator will monitor odometer readings recorded in Trip Sheets and alert the Asset & Logistics Manager when the vehicle is approaching its service interval.

Appendix 3: Service Schedules lists the minimum service interval for each Valmec heavy vehicle.

Appendix 5: Table of Tolerances and Wear Limits lists the acceptable condition of automotive components.

2.7 SCHEDULING AND ROSTERING

Trips are planned by the Asset & Logistics Manager to meet project requirements and legal requirements. The following planning strategies are used to minimise fatigue:

- Provide drivers with at least 24 hours' notice to prepare for their trips.
- Minimise long working shifts following return to work from a leave period
- Allow for 20 mins non-driving time for each five hours of driving
- Plan for at least seven continuous hours of sleep per night
- Allow additional break time for activities such as eating and washing
- Minimise night driving, especially between the hours of 1:00 AM and 6:00 AM
- Provide flexible schedules to allow drivers to take additional rest breaks if required

Drivers record their hours worked using the designated Main Roads Weekly Trip Sheet (VAL-F-504).

Completed Trip Sheets are forwarded to the Asset & Logistics Manager for review and filing. Any issues are discussed with the Driver, Trip Sheets marked up and trip plans adjusted where appropriate.

The following is an excerpt from the WA Code of Practice for Commercial Vehicle Drivers:

OPERATING STANDARD FOR SOLO DRIVING
At least 20 minutes of breaks from driving for every five hours of work time including a break of at least 10 consecutive minutes during or at the end of five hours.
No more than 168 hours of work time in any 14 day period.
At least 27 hours of non-work time in any 72 hour period, including at least three periods of at least seven continuous hours of non-work time.
No more than 17 hours between non-work periods of at least seven continuous hours.
If there is shiftwork on five or more consecutive days, at least 24 continuous hours of non-work time between shift changes.
At least two periods of 24 continuous hours non-work time in any 14 day period.

2.8 FITNESS FOR WORK

Drivers must present themselves for duty unimpaired by fatigue, alcohol or drugs. If drivers feel they are impaired then they should discuss this with their manager. Fitness for work will be supervised as far as is practicable, and Drivers who choose to put themselves and others at risk will be met with disciplinary action. Further information is available in the Fitness for Work procedure (VAL-PRO-007).

All drivers are required to hold a current NTC-approved medical clearance. The HR Department monitors medical expiry dates and coordinates renewals.

2.9 WORKPLACE CONDITIONS

Drivers will be provided with the following whenever appropriate:

- Fridge
- First Aid supplies
- Shower facilities for overnight travel
- Battery-powered air conditioning for sleeper cabs

- Satellite phone to call for emergency assistance while in an area without mobile reception

2.10 INCIDENTS & FATIGUE CONTINGENCIES

Safety incidents will be managed as per the Incident Reporting and Investigation procedure (VAL-PRO-054).

If a driver reports an instance of fatigue and is unable to meet their trip plan safely, alternative arrangements will be put in place. These alternatives may include:

- Altering the trip plan
- Providing additional rest breaks or time off
- Providing temporary accommodation
- Arranging for an alternative driver

2.11 TRAINING AND EDUCATION

Drivers are required to be competent to the unit *TLIF2010A Apply fatigue management strategies* (or equivalent), and persons involved with scheduling / managing drivers are required to be competent to the unit *TLIF3063A Administer the implementation of fatigue management strategies* (or equivalent). Competency to each of these units may be demonstrated through successful completion of the appropriate WorkSafe WA online quiz at fatigue.safetyline.wa.gov.au.

Drivers and other personnel restraining loads are required to be competent to restrain the loads typical to Valmec operations (e.g. mobile plant and vehicles, plastic wrapped pallets, fixed rigid objects such as packaged boxes and plant attachments). This competency may be demonstrated by attending a load restraint training course or by holding a High Risk Work Licence of classes DG, RB, RI or RA. Alternatively, formal training may be waived if the driver has more than five years' experience and demonstrates their competency to the Assets & Logistics Manager via a Verification of Competency form approved by the HSE Manager. Personnel operating plant to load vehicles must be competent to operate that type of plant (e.g. a current High Risk Work Licence of class LF is required to operate a forklift).

New starters are explained their role and responsibilities during their induction/on boarding, using the HVA Training checklist (VAL-F-341), and are provided with a copy of this procedure to review. Drivers are also provided with a copy of the Main Roads publication *Staying Alert at the Wheel*.

The HR Department monitors training expiry dates and coordinates renewals.

2.12 INTERNAL REVIEW

The Assets & Logistics Administrator will complete a Quarterly Compliance Report (VAL-F-086) each quarter to check conformance with the key elements of the Main Roads standards.

The HSE Department will complete an internal audit of this procedure as per the audit schedule, to verify conformance with all elements of this procedure and the Main Roads standards.

Any identified non-conformances will be recorded in the audit tracking system and managed in accordance with the NCR-OBS Reporting procedure (VAL-PRO-089).

3 REFERENCED DOCUMENTS

Document Number	Title
VAL-PRO-007	Fitness for Work procedure
VAL-PRO-054	Incident Reporting and Investigation
VAL-F-084	Truck & Trailer Pre-Start Check form
VAL-F-086	HVA Quarterly Compliance Statement
VAL-F-100	Truck Service Checklist
VAL-F-341	HVA Training Checklist
VAL-F-493	Trailer Service Checklist
VAL-F-504	Main Roads Weekly Trip form

4 DOCUMENT REVISION HISTORY

Rev	Date	Changes	Prepared by
0	11/06/14	Issued for use	SC
1	17/02/15	Issued for use	SC
2	27/02/17	Updated to address new Dimensions & Loading accreditation module. Reclassified to procedure. Minor editorial changes.	SC
3	12/03/19	Updated wear limits table (minor). Updated trailer service interval. Updated renewed permit dates.	SC
4	20/10/19	Updated Personnel details	SR

APPENDIX 1: VEHICLE REGISTER

ID	Manufacturer	Type of vehicle	Date	VIN	Registration
T13	Scania	Prime Mover	2004	XLER6X40005106965	1EWD846
TL15	Barker	3-Axle Semi-Trailer	2014	6J6006636ABEW4705	1TQA502

APPENDIX 2: PERMIT REGISTER

Permit #	Type	Primary Vehicle	Expiry Date
5805444	Oversize Road Train and B Double Period Permit - 36 months	1EWD846	25/11/22
5810396	Class 1 RAV - Oversize - Period Permit	1EWD846	02/12/22
5798986	Class 1 RAV - Low Loader – Over-mass Period Permit	1TQA502	20/09/20

APPENDIX 3: SERVICE SCHEDULES

Manufacturer	Type of Vehicle	Minimum Service Interval	Service Checklist
Scania	Prime Mover	15,000 km	VAL-F-100
Barker	3-Axle Semi-Trailer	6 months	VAL-F-493

APPENDIX 4: FATIGUE TRAINING REGISTER

Name	Position	Training Type	Training Date
Darran Sumpton	Assets & Logistics Manager	Administrator	03/03/15
Santhosh Philip	Asset and Logistics Coordinator	Administrator	16/10/19
Mick Bowden	Driver	Driver	03/03/15
Stephen Cooper	HSEQ Officer	Administrator	16/12/14

APPENDIX 5: TABLE OF TOLERANCES AND WEAR LIMITS

The following table of in-service tolerances and wear limits is to be applied when determining the roadworthiness of the vehicle, unless the OEM Manual of a particular vehicle specifies otherwise. These indicate when repair and replacement is required.

Item	WA Main Roads Suggested
Steering	
Steering wheel free play	max 100mm
King pin play (at outer wheel)	max 10mm
Ball joint play (inc. tie rods and drag arm)	max 3mm
King pin thrust movement	max 3mm
Spline connections	max 1mm radial
Oil leaks, power steering, engine, differential, gearbox	max 1drop/ 30 secs
Brakes	
Brake Booster push rod travel	max 80%
Brake air hose leaks	nil
Brake lining thickness above shoe	min 1.5mm
Air brake governor cut out pressure more than	930 KPa
Air brake governor cut in pressure more than	550 KPa
Mechanical Connections	
Pins, Pintle Hooks, Drawbar eyes	>5% wear
Movement between Sub frame and Hinged Drawbar	max 6 mm
Turntable movement between upper and lower parts	max 13mm
Tyres	
Tread Depth	min 2.5mm
Tyre pressure	max 825KPa
Diameter of matching tyres on same side of axle	± 25mm
Suspension	
Spring Leaves displaced sideways	10% of width
Windscreen	
Bulls – eye fracture exceeds	16 mm diameter
Cracks more than	150 mm Long
Fuel Tank	
LPG container dents/ creases	< 75 mm long
Depth of Dent	< 10% of width

APPENDIX F - DRIVERS CODE OF CONDUCT

This drivers Code of Conduct for Heavy Vehicles and Light Vehicles is to ensure that drivers adhere to the designated transport routes, and outline procedures to ensure that drivers implement safe driving practices, particularly when entering/exiting truck routes.

All Employees and contractors are made aware that responsible driving and adhering to the code is a condition of employment at Valmec Pty Ltd site location. All drivers are trained in the Code of Conduct and audits of compliance with the Code are conducted. All drivers reported or found to be acting in a manner contrary to the Code will be subject to disciplinary action.

General Requirements

General requirements for heavy vehicles drivers from Sydney, Brisbane, and/or Adelaide and Light Vehicle drivers from the accommodation to the work site, are required to have the following:

- Have undertaken a site induction carried out by a qualified person under the direction of Valmec Pty Ltd
- Hold a valid driver's license for the class of vehicle being operated.
- Operate the vehicle in a safe manner inside and external to the site. Comply with the direction of authorised site personnel when within the site.

Requirements of the site project manager is to ensure that all drivers are educated about the Drivers Code of Conduct and ensure all drivers have a copy of the Code of Conduct for their own perusal and awareness.

Heavy And Other Vehicle Speed Limits

Drivers are to observe the posted speed limits on all public roads all drivers are advised to proceed near the site at 40km/h, with speed adjusted appropriately to suit the road environment and prevailing weather conditions to comply with the Australian Road Rules. Vehicles driving into the site are to proceed at 10km/h while being escorted into work zones. Speed signs will also be installed internally after the construction of the internal ring road is constructed.

Heavy Vehicle Control

To minimise the impact of noise from truck transport and ensure health and safety to everyone active, eliminating risks to health and safety must be minimised so far as is reasonably practicable, the following controls apply to truck operators:

- Compression brakes not to be used in the vicinity
- Tailgates must be locked and secured to avoid noise and spillage
- Always observe the posted speed on-site and the local road network
- No tailgating is permitted – a 3-second gap is always to be observed
- Equipment to be used must be fit for the purpose
- Drivers to obey the loading, dispatch, and product transportation times

Driver Fatigue

Drivers and passengers must be aware of, and be able to identify, the symptoms associated with fatigue and respond by stopping to rest or changing drivers. VALMAC must be notified if fatigue is becoming a continued concern and will arrange solutions to eliminate risk around driver fatigue. Pre-employment medicals will be conducted at the recruitment stage for those workers deemed to be in high-risk positions or conducting high risk activities. Follow up medical assessments will be conducted as required where these are deemed appropriate given the nature of the

activities being undertaken. Fatigue Management is a shared responsibility between management and workers as it involves factors both inside and outside of the work environment.

Management is responsible for using a risk management approach to manage fatigue. Where fatigue is a potential hazard due to the work conditions and/or impacts on worker rest time away from work, Management shall produce a Fatigue Management Plan to reduce or mitigate the likelihood of fatigue. The Fatigue Management Plan is to include schedule of planned rest times along the route based on the overall length of travel. Locations of rest areas for heavy vehicles can be located using the following link:
https://roads-waterways.transport.nsw.gov.au/roads/using-roads/trip-information/rest-areas/map/

Fitness for work means that individuals are in a state (mentally, emotionally, and physically) that enables them to perform their assigned tasks competently and in a manner which does not threaten the safety or health of themselves or others.

Potential contributors to issues relating to fitness for work might include (and not limited to):

- Alcohol and other Drugs
- Effects of fatigue (work or non-work related)
- Personal or work based physiological or psychological issues
- Post traumatic conditions (work or non-work related)
- Work or non-work-related injury or illness

Primary determination of 'fitness for work' is based on the opinion of the manager or supervisor in consultation with the worker, and where necessary, in consultation with HSR on approval of the worker. It may be appropriate to refer workers to external medical professionals where the manager or supervisor requires expert medical opinion.

It is the responsibility of all parties involved to ensure that they make appropriate use of their rest days and are fit for duty on rostered shifts.

Load Covering

Loose material on the road surface has the potential to cause road crashes and vehicle damage. All loaded vehicles entering or leaving the site are effectively covered for the duration of the trip as required. The load cover must be removed upon arrival at the site. All care is to be taken to ensure that all loose debris from the vehicle body and wheels is removed prior to leaving the site and again after uploading. Drivers must ensure that following the tipping that the tailgate is locked before leaving the site. Valmec Pty Ltd management is to monitor loose material on the side of the haulage route from the site and take appropriate action regularly.

Cleanliness

All loaded vehicles are to be inspected prior to leaving the site for cleanliness. Any materials that could fall on the road should be removed prior to leaving the site.

Vehicle Departure and Arrival

Valmec Pty Ltd to plan trucks' arrival and departure to avoid peak periods. To alleviate public concern and increase road safety, heavy vehicles leaving the site should be separated and it is important for all drivers to be aware of the requirement to avoid convoys leaving the site.

Climate Conditions That Affect Driving

Visibility is critical for driving safely, which is why fog is one of the most difficult weather conditions for drivers. The following should be taken into consideration when driving in foggy conditions:

- Slow down as much as possible when driving in fog
- Turn on fog lights (Not high beam headlights)
- Use your windshield wipers and defrosters
- Roll down your window
- Know when to pull into a parking lot or the side of the road and wait it out

Dust can be caused by strong winds and driving on unsealed roads. These conditions can reduce your visibility on the road. If you are driving through dusty conditions

- turn on your lights so other vehicles can see you
- Windows should be closed and air-conditioning set to recirculation to stop dust from entering the car
- Drivers should increase the space between themselves and the vehicle in front to allow safe braking distance.
- If visibility deteriorates and it becomes unsafe to continue driving, motorists should pull over. The use of hazard lights and parking off the roadway will help avoid collisions.

When driving in unexpected wet weather (such as a quick-moving storm), the following should be taken into consideration when driving:

- drive slowly—to avoid aquaplaning and skidding
- drive with your lights on low beam
- use your air conditioner or demister to keep your windscreen clear of condensation
- double the distance between you and the car in front
- avoid braking suddenly, accelerating, or turning quickly—to reduce your chances of skidding
- do not drive on unsealed roads
- use road line-markings to stay in the middle of your lane—in wet weather it is more important than ever to stay in the correct position on the road
- do not drive on roads covered with water (even partially covered)
- watch out for landslides—heavy rain can cause layers of rock and soil to move
- stay away from stagnant water by the side of the road (it can be very bad for your health).