



Heytesbury Underground Gas Storage (HUGS) Pipeline

Attachment I



Traffic Management Plan



Heytesbury Underground Gas Storage Project

HUGS Pipeline Traffic Management Plan

UGS-HP-0055

Rev 0

UNCONTROLLED WHEN PRINTED

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1. ABBREVIATIONS, TERMS AND ACRONYMS

Table 1-1: Terms & Abbreviations

Abbreviation or Term	Description
GCM	Gross Combination Mass
GVM	Gross Vehicle Mass
HSE	Health, Safety and Environment
HSEMP	Health, Safety and Environment Management Plan
HUGS	Heytesbury Underground Storage Project
IGP	Iona Gas Plant
km	kilometre
Lochard/LE	Lochard Energy
MFCT	Mylor, Fenton Creek, Tregony
POS	Person On Site
PPE	Personal Protective Equipment
SFARP	So Far As is Reasonably Practicable
TMP	Traffic Management Plan

2. INTRODUCTION

Lochard Energy is the proponent of the Heytesbury Underground Gas Storage Project (HUGS Project), which will expand the storage capacity of the Iona Gas Storage Facility (IGSF). The HUGS Project will provide additional security of supply and reliability to the growing demands for energy storage in the eastern Australian energy market, which will help support the transition to a lower carbon future. The project location is shown in Figure 1.

The HUGS scope of project includes:

- Development of a new wellsite which has the ability to access three depleted gas fields being Mylor, Fenton Creek and Tregony (MFCT). The project aims to develop the Mylor field with two new gas storage wells. The new gas storage wells will be accessed via a drilling program.
- In order to connect the MFCT Wellsite to the IGSF, a new pipeline is required. This new DN300 5.3km pipeline (HUGS Pipeline) will transport natural gas and potentially hydrogen in the future, to and from the new MFCT Wellsite. The HUGS Pipeline will be an extension to Lochard Energy's existing gathering line network from North Paaratte Production Station (NNPS).

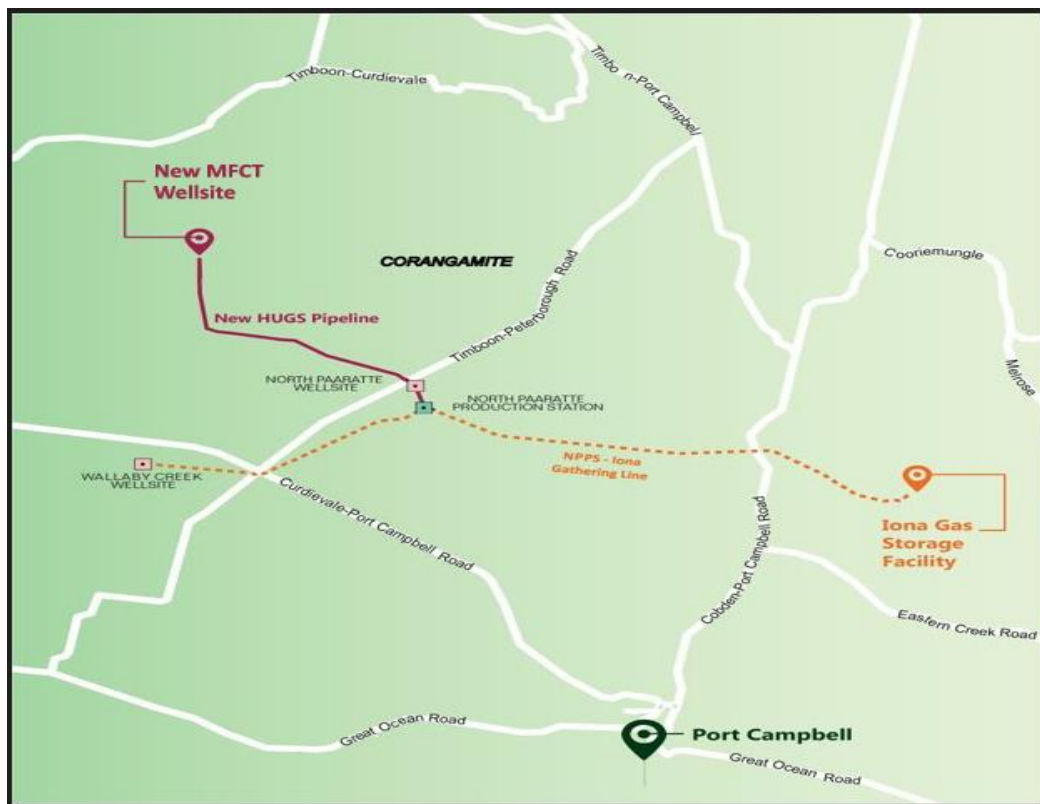


Figure 1 MFCT Wellsite Location

This Traffic Management Plan (TMP) applies to the Pipeline Construction only and includes the following works:

- Mobilisation, including mobilisation of materials.
- Construction of Pipeline, vehicle movement on pipeline right of way
- Demobilisation

2.1 SCOPE AND PURPOSE

This Traffic Management Plan (TMP) applies to Pipeline Construction only, separate TMP's will be developed for other phases of the project.

Safe execution of the HUGS Project is the primary goal of Lochard. The purpose of this TMP is to describe how Pipeline traffic will be managed in and around the Pipeline Right of Way for the duration of the Pipeline Construction phase. The Principal Contractor will be required to develop and submit a detailed Construction Traffic Management Plan, that complies with the requirements outlined in this document.

An Existing Conditions Report for East and West Road has been completed [Ref: 1]. The report details the current condition of the road prior to the start of the project and will remain valid until the end of the project. The Existing Conditions report will be used to validate the required remediation of East and West Road, between Boundary Road and the MFCT Wellsite. The same will be applied to Gas Works Road and the primary laydown/office area.

3. TRAVEL TO AND FROM PROJECT LOCATIONS

The MFCT Wellsite is located at 464 Boundary Road, Timboon West. Access is off East and West Road (refer Appendix A and Appendix B). The primary laydown location is situated at 65 Gas Works Road.

The roads used daily to access the Pipeline Right of Way will be.

- Port Campbell Curdievale Road.
- Timboon -Peterborough Road.
- East and West Road (Dirt Road).
- Gas Works Road (Dirt Road).
- Boundary Road.

Please see Appendix C for pipeline right of way access and egress points.

It is anticipated that the team undertaking pipeline construction works will be accommodated locally (i.e. Timboon, Cobden, Peterborough, Port Campbell) with no accommodation camp required.

3.1 TRAVEL RISKS

There are multiple risks associated with vehicular travel within the general project areas including:

- other road users including local landowners, local community members and tourists;
- heavy farm machinery, heavy tankers associated with dairy and resource sectors;
- local conditions including wet, windy and foggy conditions;
- local roadways including variability in quality, size, surface;
- wildlife and livestock movement;
- limited sign posting; and
- limited and restricted turning locations.

3.2 TRAVEL RISK MITIGATION

Risk Assessments will be performed with the Principal Pipeline Contractor on their engagement. Impacts of increased traffic have been detailed in the Pipeline Consolidated Environmental and Social Risk and Impact Assessment [Ref: 2].

Controls for traffic risks will be detailed in the HUGS Project Health, Safety and Environmental Management Plan [Ref: 3] and will be communicated to work teams and delivery drivers via the induction and on-boarding process.

3.2.1 Driver Responsibilities

Driver responsibilities that must be adhered to by all drivers are listed in this section.

- all drivers are responsible for good behaviour and driving standards and must adhere to the requirements of the Road Safety Road Rules 2017 & Road Safety Act 1986;
- all drivers are to be licenced and have appropriate competencies for the vehicle being operated as per their companies requirements;
- drivers are not to use or access their mobile phones or other electronic devices whilst in control of the vehicle (Hands free phones are permitted);
- drivers are not to exceed signposted speed limits;
- drivers must adhere to their Fatigue Management Policy and not be under the effects of drugs, alcohol or any substance which may impair their ability to drive;
- all personnel must wear seatbelts at all times;
- smoking or vaping is not permitted in vehicles; and
- personnel must only drive on signed and designated roads.

3.2.2 Driving In and Around the Project Area

- operating a vehicle that is registered, in a roadworthy condition and has an up to date service history;
- not exceeding site speed limits and following rules governing making turns at intersections;
- have headlights on whilst operating within and between the Project Site;
- reversing buzzers on all vehicles except light vehicles;
- when entering or leaving the project site, ensuring the access gate is closed at all times;
- parking only in permitted areas and not obstructing safety devices;
- only approved personnel are to be allowed to drive vehicles; and
- reducing vehicle numbers by sharing vehicles where possible.

3.3 TRAVEL TIMES AND CURFEWS

All traffic movements will be carried out in accordance with the Iona Traffic Management Plan HSE-GEN-PC045 [Ref: 8] which states:

Travel on roads in the area in a radius of 15km from the Iona Gas Plant between 07:30 to 09:00 and 15:30 to 17:00 hrs is not permitted during school days for;

- *Placarded loads;*
- *Gravel trucks of any size;*
- *Vehicles with a rated GVM of greater than 40.5t;*
- *Any vehicle/trailer combination with a GCM of 30t.*

The intent of the curfew is to restrict vehicles to passenger type vehicles and rigid trucks with a GMV of 40.5t or less. This requirement applies to all Contractors and Transporters as well as Lochard Energy Operations and Project Teams.

The MFCT, Gas Works Road and Pipeline easement is subject to the same 15km radius rules as the Iona Gas Plant. No travel within 15kms of these areas is to occur for the types of vehicles described above during the same times at the Iona Gas Plant.

This is to reduce the likelihood of an incident with school buses that could be on the road at the time.

Any major deliveries to project locations where these restrictions apply must be scheduled well in advance. The Principal Contractor will be responsible for implementing these requirements for their scope of work also.

3.4 TRAVEL ROUTES

The MFCT Well site must only be accessed off East and West Road, from Boundary Road, refer Appendix B. No vehicles are permitted to access the MFCT Well site from the Timboon -Curdievale Road end of East and West Road.

Squibbs Road is prohibited for use from any direction and may not be used for any Project traffic.

3.5 PRINCIPAL CONTRACTOR TRAVEL MANAGEMENT

The Principal Contractor will be required to develop and submit mobilisation plans to Lochard prior to mobilisation. The following will also be submitted to the Lochard Project Team;

- travel management details prior to mobilisation; and
- updates on travel movements during mobilisation and demobilisation.

The Principal Contractor must ensure that each of their contractors journey management system and this TMP are to be utilised and complied with. No access card requirements exist for the project site, however site access requirements detailed in the HSEMP [Ref: 3] must be followed. While driving to and from the project site, drivers must adhere to all the safe driving practices as detailed in Section 3.2.1.

3.6 VEHICLE STAGING

Vehicle staging will be defined in the Principal Contractors Construction TMP and will be approved by the Lochard Project Management team prior to mobilisation.

4. PROJECT SITE VEHICLE MANAGEMENT

4.1 LAYDOWN/OFFICE SITE GENERAL

The laydown/office site is located as indicated in Appendix A and has the following general features:

- located within fenced compound on private property.
- Gas Works road is a dirt road
- there are overhead powerlines on the entrance and exit of the area that run parallel to Gas Works Road and will require overhead safety catenaries to be set up.

4.2 PERSONNEL ACCESS

No unauthorised access to the project site is permitted. The Principal Contractor will be responsible for the safe onboarding of personnel, including an induction of the relevant key Pipeline access and egress points and laydown/office area.

The Principal Contractor will ensure pedestrians have 'right of way' at all times within the project site boundary and that all personnel must wear standard personal protective equipment (PPE) in particular hi-visibility clothing.

4.3 PROJECT SITE VEHICLE ACCESS/EGRESS

Project Site access is outlined below;

- MFCT accessed from East and West Road, from Boundary Road, Timboon West in either direction.
- subject to approvals from Corangamite Shire Council, a speed reduction will be introduced on East and West road during construction works of 60 km/hr as recommended by the traffic study completed by Worley [Ref: 4].
- where possible, for travel to/from the project site/accommodation, personnel are expected to avoid driving at night. It is expected that personnel driving to and from the project site will drive only during daylight hours and will plan on arriving at their destination before dusk.
- prior to first mobilisation, notice will be provided to the landowner and near neighbours. This will be managed via the project Land Liaison Officer.
- access gates are to be left closed. Any gates located within the property will be left in the 'as found' position.
- speeds on the project site are limited to ≤ 20 km/hr (walking pace); and
- on arrival to site all personnel must place their names on the POS board located at the main office building. On departure from site, personnel must remove their names from the POS board. At end of shift each day, the site will be locked and secured.

4.3.1 Vehicle Parking

There will be designated vehicle parking area for project personnel and visitors.

Parking of vehicles on public roads is not anticipated and if required shall be in accordance with local authority requirements.

Vehicles and equipment parking will be up in such a manner that pedestrians and moving equipment are kept separate to maximum extent possible with dedicated walkways and equipment 'go lines' clearly demarcated and signed.

4.3.2 Vehicle Use

When driving within the project site / right of way perimeter fence, all drivers are responsible for good driving standards and must adhere to (but not be limited to) the requirements of the Road Safety Road Rules and Road Safety Act. For example:

- seat belts must be worn at all times (where fitted);
- have headlights on;
- have the appropriate licence for the vehicle in use;
- project site maximum speed limit is ≤ 20 km/hr (walking pace);
- reversing buzzer/beeper must be installed on all heavy vehicles, forklifts and where practicable on light vehicles used on site; and
- all heavy vehicle movements will be controlled by a dedicated 'spotter' to provide directional feedback to the vehicle driver were required;
- dedicated traffic co-ordinator will also be appointed if deemed necessary by the Principal Contractor
- vehicle service history must be up to date;
- all loads must be secured;
- vehicle driver is not fatigued or affected by drugs or alcohol; and
- vehicle driver will not operate any mobile phone device whilst operating the vehicle
- **Note:** Hand held radio or handset use is permitted within the Project Area/Site provided the vehicle (either light vehicle or heavy earth moving equipment) is stationary.

The Principal Contractor will ensure prior to anyone operating vehicles on site, that operators present evidence of competencies (i.e. licences etc.). If competencies haven't been provided prior to mobilising, a practical verification of competency may be sought.

Mobilisation of Lochard and the Principal Contractor will be under the control of the Lochard Project Management Team.

- no unauthorised access to the project site is permitted. All Visitors must report to the site office upon arrival.
- pedestrians have 'right of way' at all times within the wellsite boundary; and
- all personnel must wear PPE, as detailed in the HUGS HSEMP [Ref: 3].

4.3.3 Mobile Equipment

All mobile plant including cranes and earth moving equipment will be subjected to inspection and approval. Any equipment deemed unsuitable or un-roadworthy will be removed from the project site.

4.3.4 Lifting

Contractors must comply with Lochard Energy Control of Lifting and Lifting Equipment MN-PLN-PRC-0006 procedure [Ref: 11] as a minimum.

5. ROAD CONDITION MANAGEMENT

5.1 NATIVE VEGETATION MANAGEMENT

Ecology and Heritage Partners were engaged on behalf of Lochard Energy to complete a biodiversity assessment for the Project area [Ref: 6]. The assessment methodology used both a desktop assessment and field survey to determine the presence of significant flora species. Native vegetation near the access point from East and West Road is avoided. There may be a requirement to trim vegetation at other access points.

5.2 DUST MANAGEMENT

Water carts will be available onsite for the purposes of dust suppression activities during the project. The Principal Contractor is responsible for the management of dust both on the Project site/Pipeline Right of Way, East and West Road and Gas Works Road. A log will be maintained onsite to record when Dust suppression activities occur.

5.3 ROAD INSPECTION PROGRAM

As East and West Road and Gas Works Road are unsealed, they will be inspected weekly by the Principal Contractor. Issues will be noted and actioned as appropriate to ensure the road remains safe for public travel.

5.4 ROAD REHABILITATION PROGRAM

The condition of East and West Road and Gas Works Road will be managed weekly during Project times, at the conclusion of the program the road will be surveyed and the Existing Conditions Report [Ref: 1]. will be updated and actions will be put in place for rehabilitation.

Note – the Existing Conditions Report will be updated with Gas Works Road, post winter and pre any Pipeline Works

6. REFERENCES

The following document references are applicable to this plan.

HUGS Project:

Ref: 1 UGS-CT-0025 East and West Road Existing Conditions Report

Ref: 2 Pipeline Consolidated Environmental and Social Risk and Impact Assessment

Ref: 3 UGS-ZP-0145 HUGS Health, Safety and Environment Management Plan

Ref: 4 Memorandum: HUGS Pre-FEED – MFCT Site – Access Assessment, Worley, 23/12/2022

Ref: 5 Austalian Road Template AP-G32-23

Ref: 6 Biodiversity Assessment; HUGS Project Victoria, May 2022

Lochard Energy – General:

Ref: 7 BA-HR-POL-0001 Lochard Energy Drug and Alcohol Policy

Ref: 8 HSE-GEN-PC045 Iona Traffic Management Plan

Ref: 9 HSE-GEN-PC050 Fitness for Work

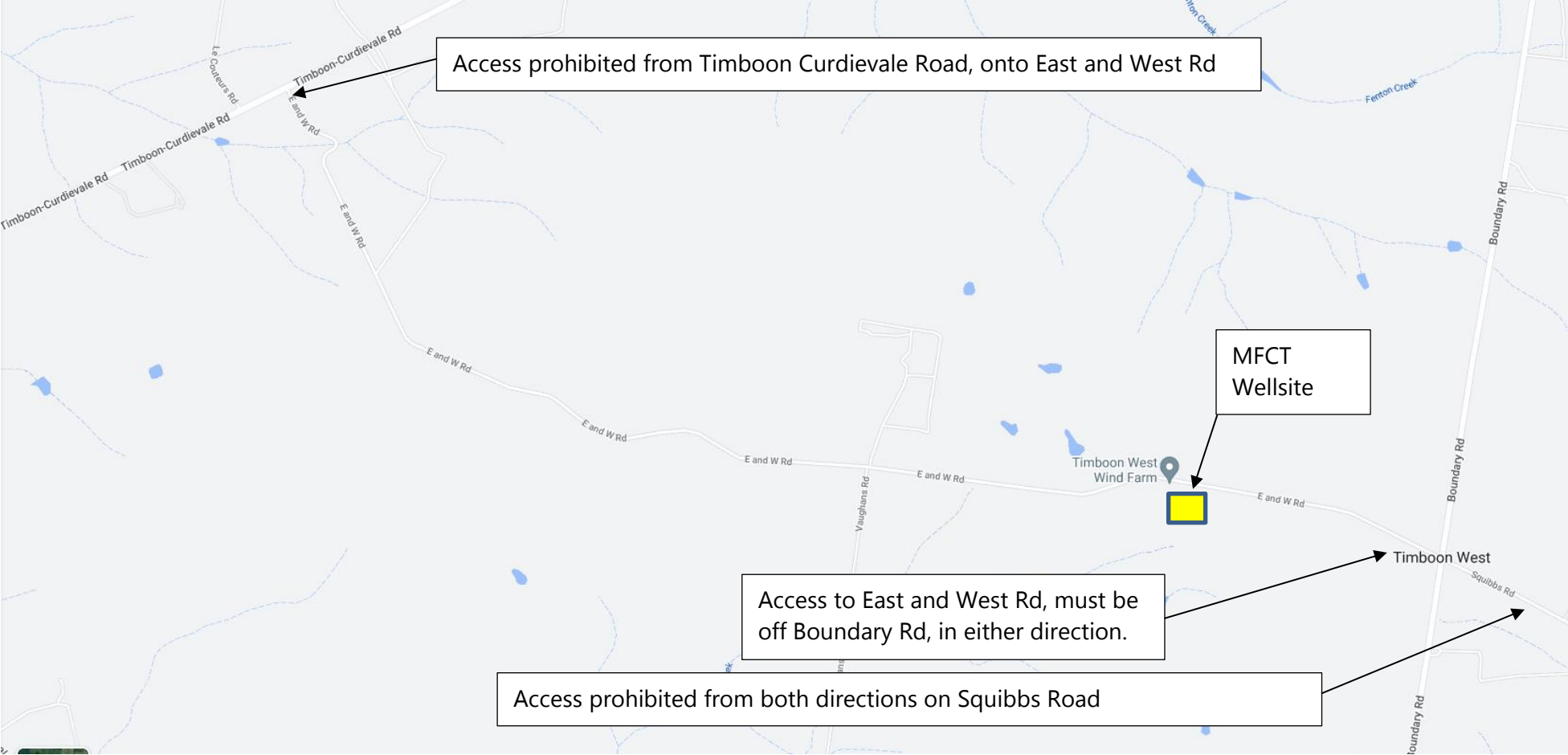
Ref: 10 HSE-OHS-RP001 Site Safety Rules and Guidelines

Ref: 11 MN-PLN-PRC-0006 Control of Lifting and Lifting Equipment

APPENDIX A – PIPELINE ROUTE



APPENDIX B – GENERAL OVERVIEW



APPENDIX C – Right of Way Access/Egress Points





