

## SNOWY 2.0 - QUARTERLY VEHICLE MOVEMENT SUMMARY

**April – June 2025**

In accordance with the documentation listed below, this summary is provided to report on vehicle movements across the Snowy 2.0 project:

- Infrastructure Approval CSSI 9687, Schedule 3 Condition 46(e).
- S2-FGJV-ENV-PLN-0007, Snowy 2.0 Main Works - Environmental Management Strategy.
- S2-FGJV-LOG-PLN-0008, Snowy 2.0 Main Works – Transport Management Plan.
- Infrastructure Approval CSSI 10034, Schedule 3 Condition 7(b).
- S2-FGJV-ENV-PLN-0022-5, Segment Factory – Environmental Management Strategy.
- S2-FGJV-LOG-PLN-0006-6, Segment Factory – Traffic Management Plan

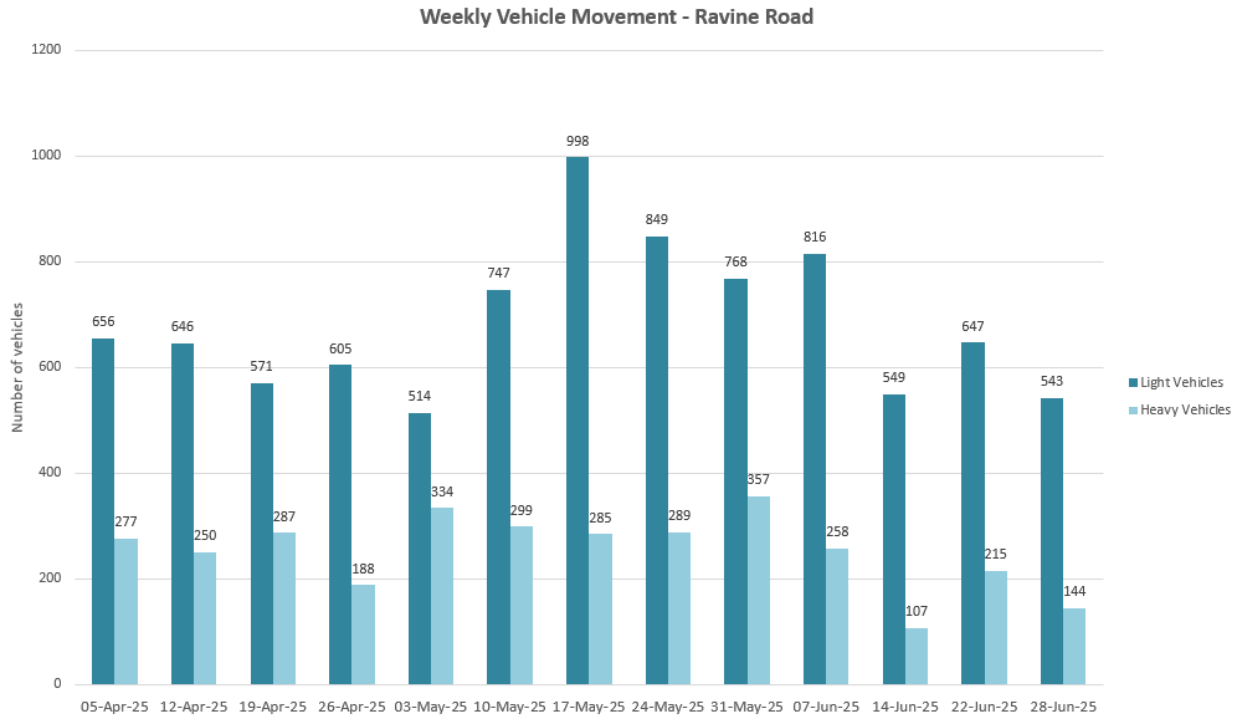
**Vehicle movement numbers were compliant for the reporting period.**

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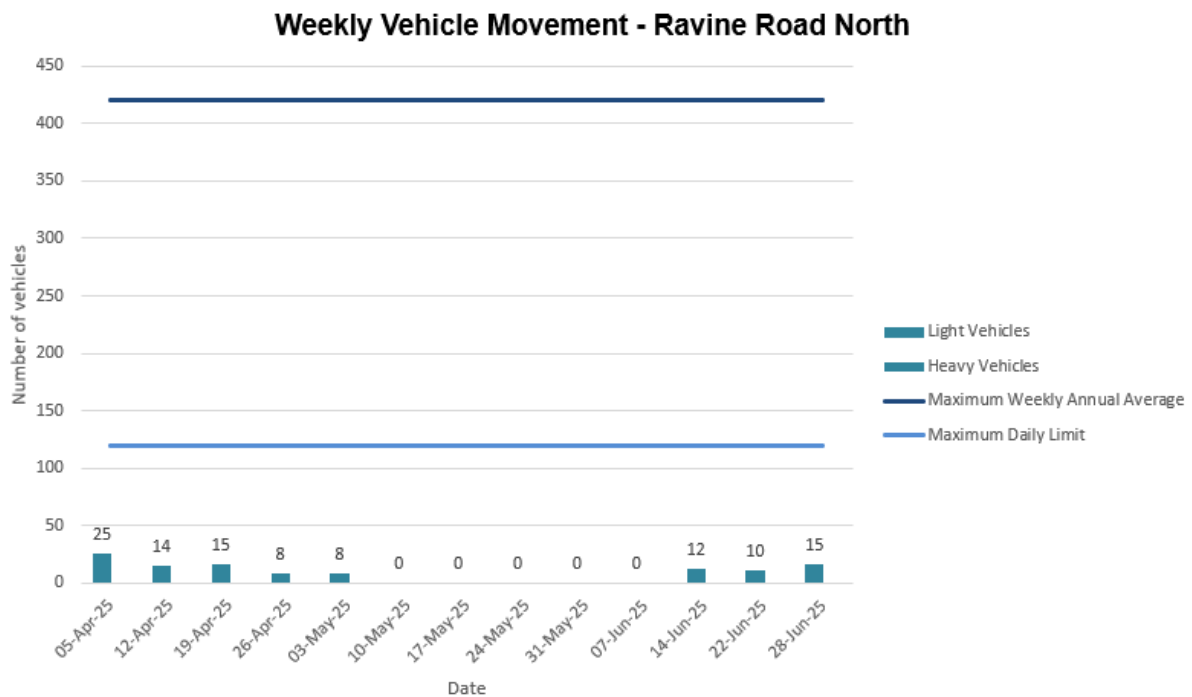
## RAVINE ROAD

The number of vehicles recorded entering Lobs Hole from Link Road to Ravine Road.



## RAVINE ROAD NORTH

The number of vehicles recorded entering Lobs Hole from Snowy Mountains Highway via Ravine Road North.



In accordance with Infrastructure Approval CSSI 9687, Schedule 4 Condition 44 (b), the number of vehicles should not exceed a maximum of 120 movements per day, or a maximum daily average of 60 (presented as a weekly average of 420).

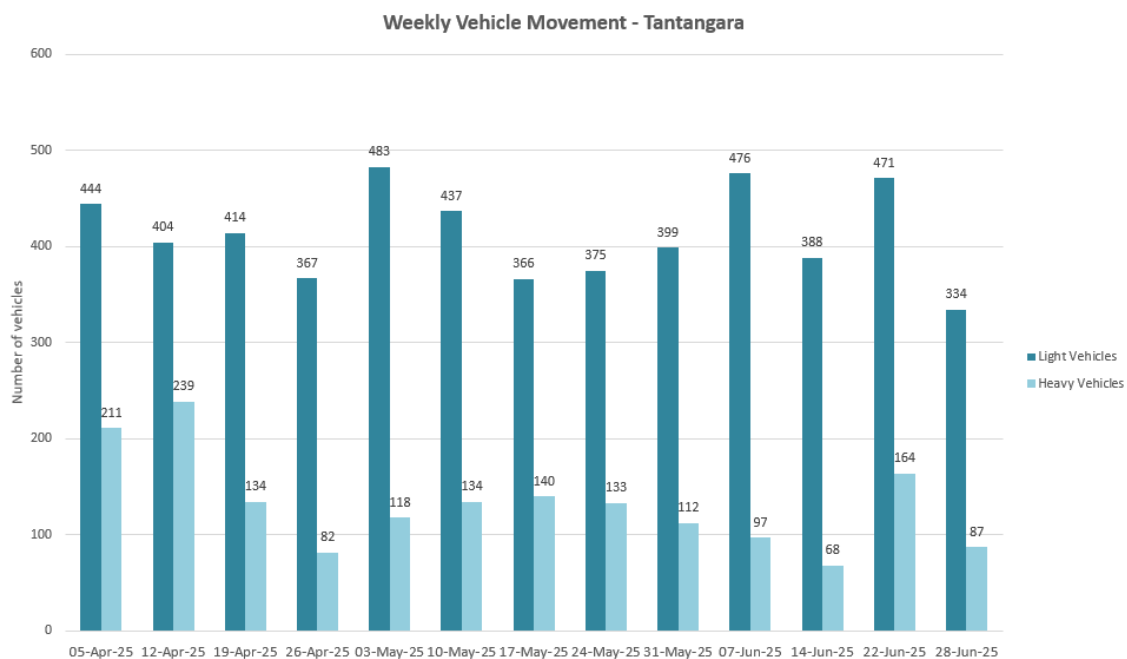
According to the Data for the last quarter of the year, the weekly vehicle movement hasn't reached the Maximum weekly limit (420) and Maximum Daily Limit (120).

No heavy vehicles use this access.

A technical issue rendered the camera system inoperative during May and the first week of June, precluding the recording of movement data for this duration. The necessary repairs have been successfully completed, and the system is now fully functional.

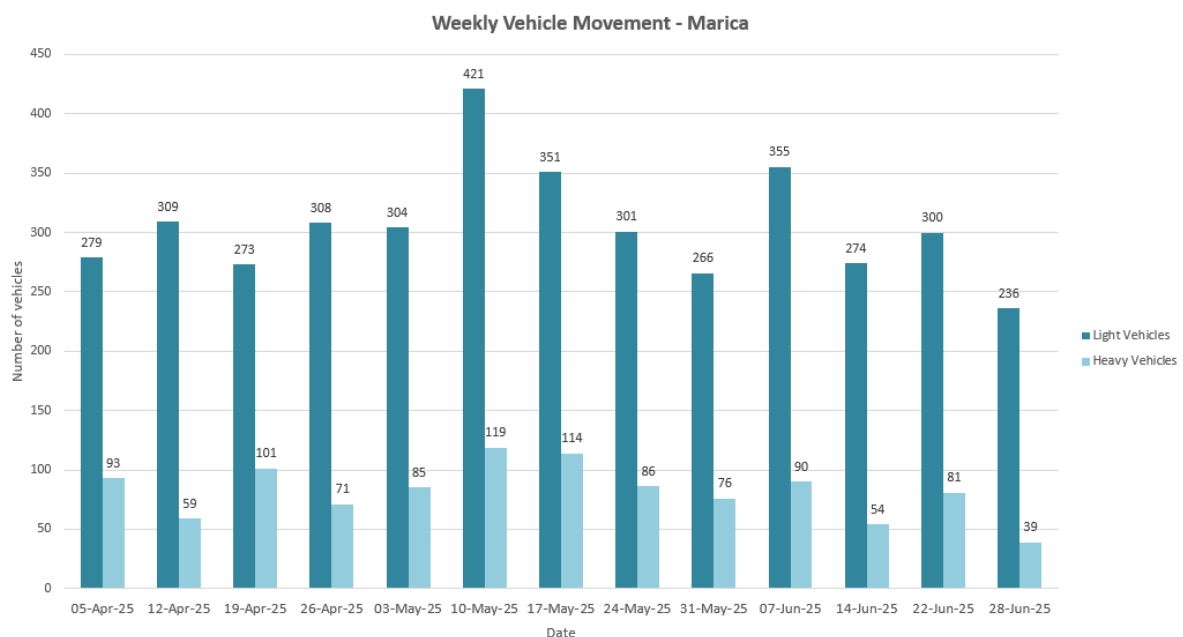
## TANTANGARA

The number of vehicles recorded entering Tantangara from Tantangara Road.



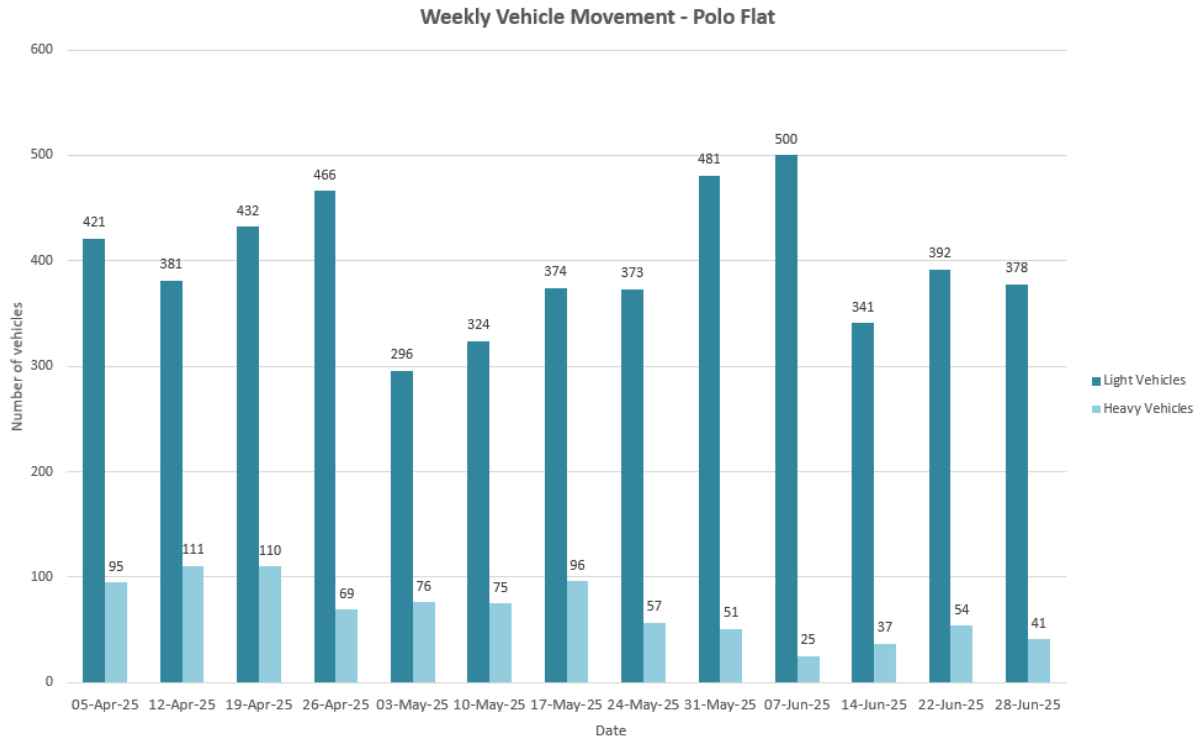
## MARICA

The number of vehicles recorded entering Marica from Snowy Mountains Highway.



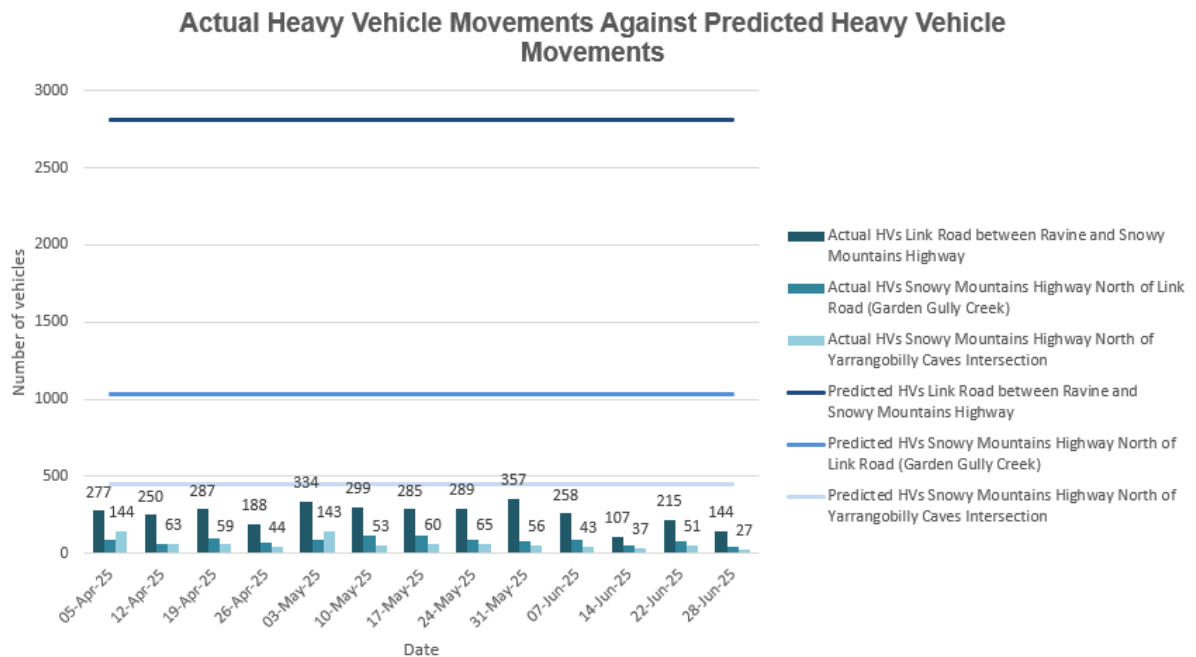
## POLO FLAT

The number of vehicles recorded entering Polo Flat in Cooma.



## Total Movement Per Location Heavy Vehicle Movements

The number of heavy vehicle movements recorded on roads used by the Project relative to predicted numbers presented in the Main Works Transport Management Plan (S2-FGJV-LOG-PLN-0008-G).



The number of HVs on Link Road, between the Snowy Mountains Highway and Ravine Road are determined based on the numbers recorded entering Lobs Hole.

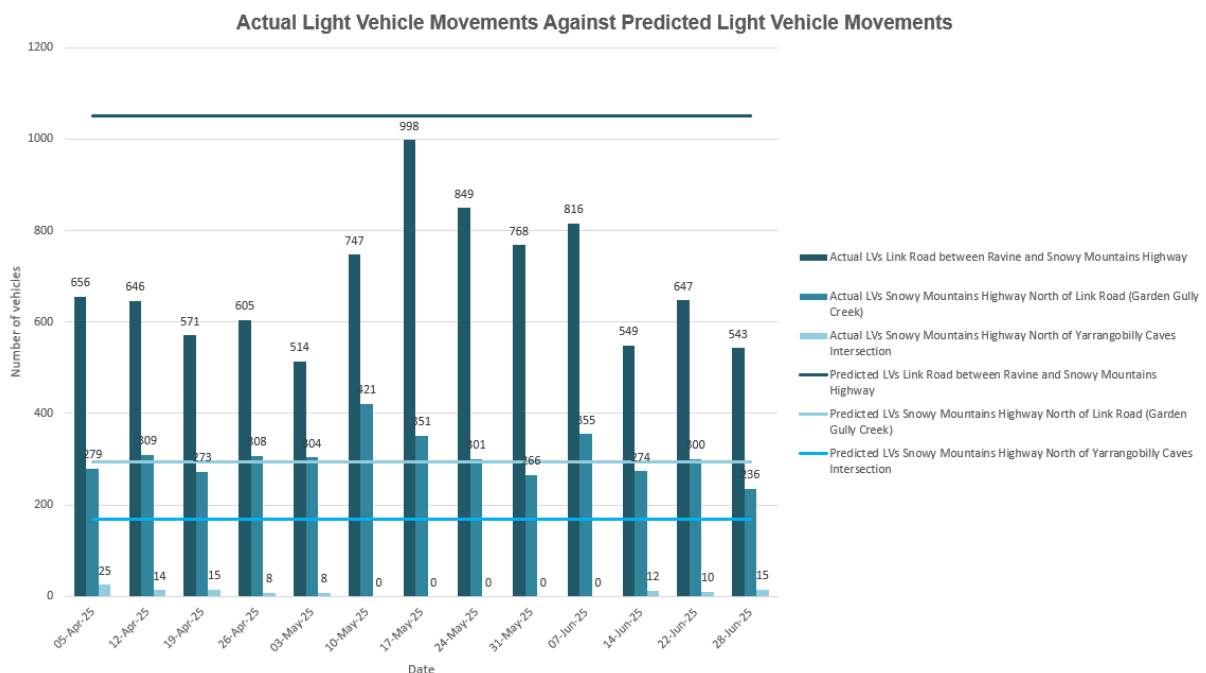
The number of HVs on Snowy Mountains Highway North of Link Road, are determined based on the number of HVs entering Marica with the recorded number of HVs from Tumut to Marica deducted.

The number of HVs on Snowy Mountains Highway North of Yarrangobilly Caves intersection is determined from the number of HVs recorded from Tumut.

All HV movements are less than those predicted in the Transport Management Plan. Transport management measures have been successfully implemented to minimised HV movements, where feasible, across the Project.

## Light Vehicle Movements

The number of light vehicle movements recorded on roads used by the Project relative to predicted numbers presented in the Main Works Transport Management Plan (S2-FGJV-LOG-PLN-0008-G).



The number of LVs on Link Road, between the Snowy Mountains Highway and Ravine Road are determined based on the numbers recorded entering Lobs Hole.

The number of LVs on Snowy Mountains Highway North of Link Road are determined based on the number of LVs entering Marica.

The number of LVs on Snowy Mountains Highway North of Yarrangobilly Caves intersection is determined from the number of LVs entering Lobs Hole via Ravine Road North.

LV movements are less than those predicted on Snowy Mountains Highway North of Yarrangobilly Caves Intersection.

LV movements on the Snowy Mountains Highway North of Link Road (Garden Gully Creek) marginally exceed the predicted 294 movements for some of the reporting period due to workers being housed at a combination of Lobs Hole and Tantangara camps, in addition to locations in Adaminaby and Providence Portal.

Generally, the project's vehicles movements are similar to the last quarter and less than those predicted in the Transport Management Plan, except for LV at Snowy Mountains Highway

North of Link Road (Garden Gully Creek) and the Link Road between Ravine and Snowy Mountains Highway. Transport management measures, including the use of buses, have been successfully implemented to minimise LV movements across the project, where feasible.