

Our ref: SSI-9687-PA-373

Nicola Fraser
Post Approvals
Snowy Hydro Limited
Sent via Major Projects Portal
10 July 2026

Subject: Snowy 2.0 Main Works – Transport Management Plan (Rev T)

Dear Ms Fraser,

I refer to your submission requesting approval of the Snowy 2.0 Main Works Transport Management Plan (Rev T dated 15 January 2026). I also acknowledge your response to the Department's review comments and request for additional information.

I note the Transport Management Plan:

- has been prepared in consultation with relevant stakeholders and agencies; and
- contains the information required by the conditions of approval.

The Department has carefully reviewed the document and is satisfied that it meets the requirements of Condition 46, Schedule 3 of the Infrastructure Approval (SSI-9687).

The Department requests you submit a revised Traffic Management Plan for approval by the Planning Secretary prior to commencing any heavy vehicle movements from the Port of Eden.

You are reminded that if there are any inconsistencies between the Transport Management Plan (Rev T) and the conditions of approval, the conditions prevail.

Please ensure you make the document publicly available on the project website at the earliest convenience.

If you wish to discuss the matter further, please contact Katie Weekes on 4927 3223.

Yours sincerely,



Anthony Ko
A/Director
Energy Assessments
As nominee of the Planning Secretary



webuild | clough | lane

MANAGEMENT PLAN

SNOWY 2.0 MAIN WORKS -TRANSPORT MANAGEMENT PLAN

S2-FGJV-LOG-PLN-0008

REV T

JANUARY 2026

ABSTRACT

This Transport Management Plan (TMP) forms part of Future Generation Joint Venture (FGJV) environmental management framework as described in the EMS. This plan has been prepared for the construction of the Snowy 2.0 Main Works project and sets out measures to detail management measures and inform site procedures for implementation so that traffic and transport related impacts are minimised and within the scope permitted by the Approval.

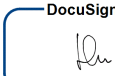
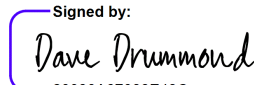
Revision Record

T	15/01/2026	Updated to include NPWS comments	M. Courtney	E. Porter	F. Lazzarini D. Drummond
Rev.	Date	Reason for Issue	Responsible	Accountable	Endorsed



Document Verification

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Revision Tracking

Rev.	Date	Description of Revision
A	29.11.2019	Initial draft for Snowy Hydro review.
B	27.03.2020	Revised to address RTS. For consultation.
C	27.05.2020	Revised following issue of the Infrastructure Approval.
D	3.06.2020	Revised to address Snowy Hydro comments. For consultation.
E	10.07.2020	Revised to address agency comments. For review by DPE.
F	20.07.2020	Revised to address NPWS comments. For review by DPE.
G	03.08.2020	Revised to address DPE comments. For approval.
H	30.11.2022	Updated to address audit findings
I	09.01.2023	Updated to address Snowy Hydro comments. For issue to external Agencies for review.
J	24.09.2023	Updated to address TfNSW comments and for currency
K	xx.02.2024	Reset review update
L	09.10.2024	Mod 3 update
M	30.10.2024	Additional SHL updates
N	17.01.2025	Amended to include SHL and agency comments from Mod 3 consultation and Mod 3 Conditions of approval
O	23.2.2025	Amended to include SHL and Parks comments and RFI from DPHI
P	30.05.2025	Amended to include TfNSW comments
Q	02.09.2025	Amended to include TfNSW comments

R	10.11.2025	Updated to include TfNSW comments and in accordance with Schedule 4 condition 4b of the CoA
S	04.12.2025	Updated to include TfNSW comments
T	15.01.2026	Updated to address NPWS comments

TABLE OF CONTENTS

GLOSSARY.....	8
FGJV Project Management Documents	9
1. INTRODUCTION	10
1.1 Project Description	10
1.1.1 Overview	10
1.2 MANAGEMENT PLAN HIERARCHY	10
1.2.1 Construction Activities and Program	12
1.3 Project Approval	14
1.4 Disturbance area	14
1.5 Environmental Management System	16
1.6 Purpose and objectives of this plan	17
1.7 Consultation Summary	18
2. ENVIRONMENTAL REQUIREMENTS	21
2.1 Legislation	21
2.2 Conditions of Approval	21
2.3 Revised Environmental Management Measures	26
2.4 Licences and Permits	31
2.4.1 Road Occupancy Licence	31
2.4.2 Oversize Overmass (OSOM) Access Permit	31
2.5 Guidelines	31
3. EXISTING ENVIRONMENT	33
3.1 Existing Road Network	33
3.1.1 Key Intersections	37
3.2 Seasonal Traffic Variation	37
3.3 Performance Based Standards Vehicles	37
4. TRAFFIC ASPECTS AND IMPACTS	39
4.1 Environmental Aspects and Impacts	39
4.2 Construction Traffic Volumes	40
4.2.1 Predicted Traffic Volumes - KNP	40
4.2.2 Predicted Traffic Volumes – Cooma	41
4.2.3 Use of Performance Based Vehicles	42
4.2.4 Intersection Performance	42
4.2.5 Rock Forest Spoil Haulage	43
4.3 Public Transport	45
4.4 Emergency Vehicles	45
4.5 Ancillary Works.....	45
4.6 Environmental Risk Assessment.....	45
5. TRANSPORT MANAGEMENT MEASURES	47
5.1 Road and Intersection Upgrades	51
5.1.1 Speed Limit Reductions	53
5.2 Fog, Ice and Snow	53
5.3 Traffic Control Plans.....	54

5.4	Scheduling.....	54
5.5	Dilapidation Report.....	55
5.6	Heavy Vehicle and Over-Dimension Vehicle Management	56
5.6.1	Vehicle Movement Plans and Heavy Vehicle Haulage Routes	56
5.6.2	Pedestrian Safety	57
5.6.3	Drivers Code of Conduct and Fatigue Management.....	58
5.6.4	Over-size and Over-mass (OSOM) Vehicles	58
5.6.5	OSOM Movements.....	59
5.6.6	Link Road Turnaround	60
5.6.7	Heavy Vehicle Recovery or Salvage.....	60
5.6.8	Dangerous Goods	61
5.7	Maritime Traffic Management	63
5.8	Spoil Haulage Management.....	63
5.9	In-Vehicle Monitoring Systems.....	63
5.10	Weed and Hygiene Control	63
5.11	Access Management.....	63
5.11.1	Staff Movements	64
5.11.2	National Park Public Access	64
5.11.3	Tantangara Road Access.....	65
5.11.4	KNP Road closures.....	66
5.11.5	Water Access	68
5.11.6	Horse riding, Walking and Cycling Tracks	68
5.11.7	Peak Seasons and Events	68
5.11.8	Access for NPWS, Emergency Services and Other Utility Service Providers	68
5.12	Traffic Incidents	69
5.12.1	Traffic Incident Notification Process.....	69
5.13	Helicopter / Aircraft Operations within KNP	71
6.	TRANSPORT AND TRAFFIC MONITORING PROGRAM	72
6.1	Monitoring and Reporting	72
7.	COMPLIANCE MANAGEMENT	74
7.1	Training	74
7.2	Inspections	74
7.3	Traffic Working Group	76
7.4	Community Communication	76
7.5	Complaint Management	76
7.6	Review and Auditing	77
7.7	Reporting	78
	APPENDIX A – DRIVERS CODE OF CONDUCT	79
	APPENDIX B – PRIMARY TRANSPORT ROUTES	81
	APPENDIX C – SNOW AND ICE TRAFFIC MANAGEMENT PLAN (S2-FGJV-LOG-PLN-0010).....	82
	APPENDIX D – HEAVY VEHICLE SALVAGE PLAN (S2-FGJV-LOG-PLN-0007).....	83
	APPENDIX E – MARINE TRANSPORT MANAGEMENT PLAN (S2-FGJV-LOG-PLN-0012).....	84
	APPENDIX F – TRANSPORT COMMUNICATIONS STRATEGY (S2-FGJV-CCA-PLN-0003).....	85
	APPENDIX G –HEAVY VEHICLE MANAGEMENT PLAN (S2-FGJV-LOG-PLN-007).....	86

TABLE OF TABLES

Table 1-1: Disturbance Area Terminology.....	15
Table 1-2: Consultation Undertaken for this Plan	18
Table 2-1: Conditions of Approval Relevant to Traffic, Transport and Access	21
Table 2-2: Main Works (CSSI 9687) Revised Environmental Management Measures Relevant to Traffic, Transport and Access	26
Table 2-3: Exploratory Works (CSSI-9208) Revised Environmental Management Measures Relevant to Traffic, Transport and Access	28
Table 1-1: Regional and Local Roads Utilised for Main Works	34
Table 1-2: Key Intersections Utilised for Main Works	37
Table 4-1: Project Aspects and Impacts Relevant to Main Works Traffic	39
Table 4-2: Predicted daily traffic volumes by road section – KNP	41
Table 4-3: Predicted daily traffic volumes by road section – Cooma	42
Table 5-1: Transport Management Measures	48
Table 5-2: Road Upgrades to be Carried Out as Part of the Main Works	51
Table 5-3: Intersection Upgrades to be Carried Out as Part of the Main Works	53
Table 6-1: Construction monitoring locations parameters and frequency	72
Table 7-1: Transport Management Inspections	74
Table 7-2: Transport Management Audits	77

TABLE OF FIGURES

Figure 1-1: FGJV Management Plan Hierarchy	11
Figure 1-2: Snowy 2.0 Main Works Work Areas	13
Figure 1-3: Disturbance Area and Construction Envelope	16
Figure 1-4: Main Works Environmental Management Framework	17
Figure 3-1: Primary Transport Routes and Regional Road Network	36
Figure 3-2: Proposed Layout of PBS Vehicles	38
Figure 4-1 Rock Forest Site Layout	44
Figure 4-3: Proposed Communications Cable Route	46
Figure 5-1: Typical OSOM Configuration	60
Figure 5-2: Link Road laydown / turnback	62
Figure 5-3: Tantangara Access Gate (Junction of Quarry Trail Road and Tantangara Road)	66
Figure 5-4: Public Accessibility During Construction	67
Figure 5-5: Traffic Incident Notification Process	70

GLOSSARY

ACRONYM / TERM	DEFINITION
Aconex	Project Common Data Environment
ALARP	As low as reasonably practicable
BEP	BIM Execution Plan
BIM	Building Information Modelling
BoD	Basis of Design
CAD	Computer Aided Design
CDE	Common Data Environment
DJV	Design Joint Venture (Tractebel, Lombardi, Coffey)
DMP	Design Management Plan
DandB	Drill and blast
DPR	Design package register
E&M	Electrical and Mechanical
ECVT	Emergency, cable and ventilation tunnel
EDMS	Electronic Document Management System
EIS	Environmental Impact Statement
ER	Employer's Requirements
EPC	Engineering Procurement Construction
FMECA	Failure Mode Effects and Criticality Analysis
FSL	Full Supply Level
FGJV	Future Generation Joint Venture (Webuild, Clough, Lane)
GIS	Geographic Information System
HAZID	Hazard Identification study
HAZOP	Hazard and Operability study
HRT	Headrace Tunnel
IFC	Issued for construction
ITP	Inspection and Test Plan
LOD	Level of Development
LTRS	Long-Term Road Strategy
MAT	Main Access Tunnel
NEM	National Electricity Market
PEP	Project Execution Plan
QMP	Quality Management Plan
RAM	Reliability, Availability and Maintainability
SHL	Snowy Hydro Limited (Employer)
SiD	Safety in Design
TBM	Tunnel Boring Machine
WBS	Work Breakdown Structure

FGJV PROJECT MANAGEMENT DOCUMENTS

REFERENCE	PLAN/PROCEDURE
S2-FGJG-CCA-PLN-0003	Main Works - Transport Communications Strategy
S2-FGJV-LOG-PLN-0010	Main Works - Snow and Ice Traffic Management Plan
S2-FGJV-LOG-PLN-0012	Main Works – Marine Transport Management Plan
S2-FGJV-LOG-PLN-0011	Main Works – Heavy Vehicle Salvage Plan
S2-FGJV-CCA-PLN-0001	Main Works -Community and Stakeholders Engagement Plan
S2-FGJV-ENV-PLN-0007	Environmental Management Strategy
S2-FGJV-PCT-PLN-0002	Logistic Management Plan
S2-FGJV-PCT-PLN-0001	Procurement Management Plan
S2-FGJV-ENV-PLN-0047	Air Quality Management Plans
S2-FGJV-ENV-PLN-0072	Main Works Segment Factory
S2-FGJV-ENV-PLN-0049	Contaminated Land Management Plans
S2-FGJV-ENV-PLN-0070	Main Works Segment Factory
S2-FGJV-ENV-PLN-0002	Emergency Response Plan
S2-FGJV-HSA-PLN-0001	Health and Safety Management Plan
S2-FGJV-CAD-PLN-0001	Subcontractor and Supplier Management Plan
S2-FGJV-LOG-PLN-0007	Heavy Vehicle Management Plan
S2-FGJV-QUA-PLN-0001	Quality Management Plan

1. INTRODUCTION

1.1 PROJECT DESCRIPTION

1.1.1 Overview

Snowy Hydro Limited (SHL) is constructing an expansion to the existing Snowy Mountains Hydro-electric Scheme called the Snowy 2.0 Project. Snowy 2.0 increases the generation capacity of the Snowy Mountains Scheme by up to 2,200 MW and provides approximately 350,000 MWh of energy storage for the National Electricity Market (NEM). Snowy 2.0 is the largest renewable energy project currently under construction in Australia and will underpin the nation's secure and stable transition to a low carbon emissions future.

Snowy 2.0 is a pumped hydro-electric project that will link the existing Tantangara and Talbingo reservoirs through a series of new underground tunnels and a hydro-electric power station. Most of the project's facilities will be built underground, with approximately 27 kilometres of concrete-lined tunnels constructed to link the two reservoirs and a further 20 kilometres of tunnels required to support the facility. Intake and outlet structures will be built at both Tantangara and Talbingo Reservoirs.

Snowy 2.0 will increase the generation capacity of the Snowy Scheme by an additional 2,200 MW, and at full capacity will provide approximately 350,000 MWh of large-scale energy storage to the National Electricity Market (NEM). This will be enough to ensure the stability and reliability of the NEM, even during prolonged periods of adverse weather conditions.

Webuild, Clough and Lane formed the Future Generation Joint Venture (FGJV) and have been awarded by SHL to provide the integrated engineering, procurement and construction management service for the Snowy 2.0 Project.

1.2 MANAGEMENT PLAN HIERARCHY

The Project Execution Plan (PEP) is the overarching document that outlines the minimum requirements for project management on the project. The PEP is not a standalone document and has been prepared with consideration to other project plan requirements. The PEP also details the interfaces between other project plans and provides information on the responsibility and management of the interfaces and project works.

All project plans are reviewed by the Quality Manager and/or IT Manager to make sure consistency with the Quality Management Plan (QMP). FGJV Management Plan Hierarchy is shown in Figure 1-1.

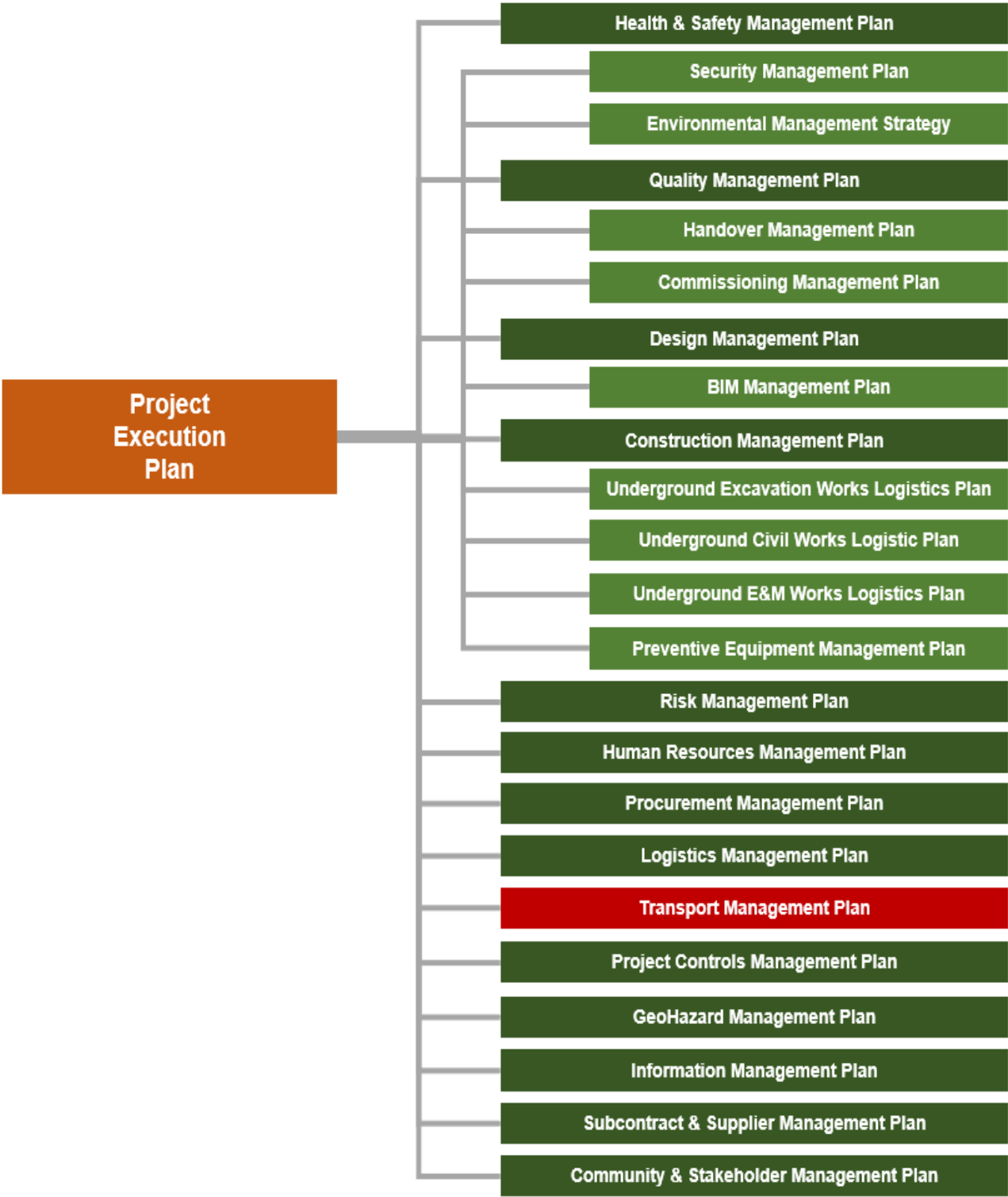


Figure 1-1: FGJV Management Plan Hierarchy

1.2.1 Construction Activities and Program

Construction of the Snowy 2.0 Main Works project includes:

- pre-construction preparatory activities including dilapidation studies, survey, investigations, access etc
- an underground pumped hydro-electric power station complex
- water intake structures at Tantangara and Talbingo reservoirs
- power waterway tunnels, chambers and shafts
- access tunnels
- new and upgraded roads to allow ongoing access and maintenance
- power, water and communication infrastructure, including:
 - a cable yard to facilitate connection between the NEM electricity transmission network and Snowy 2.0
 - permanent auxiliary power connection
 - permanent communication cables
 - permanent water supply to the underground power station
 - post-construction revegetation and rehabilitation.

Snowy 2.0 Main Works includes various work areas as shown in Figure 1-2. These work areas include:

- Lobs Hole Ravine Road
- Lobs Hole
- Marica
- Plateau
- Rock Forest
- Talbingo
- Tantangara.

This management plan excludes the operation of the hydro-electric scheme. Operation is addressed through a separate Snowy Hydro 2.0 framework or document.

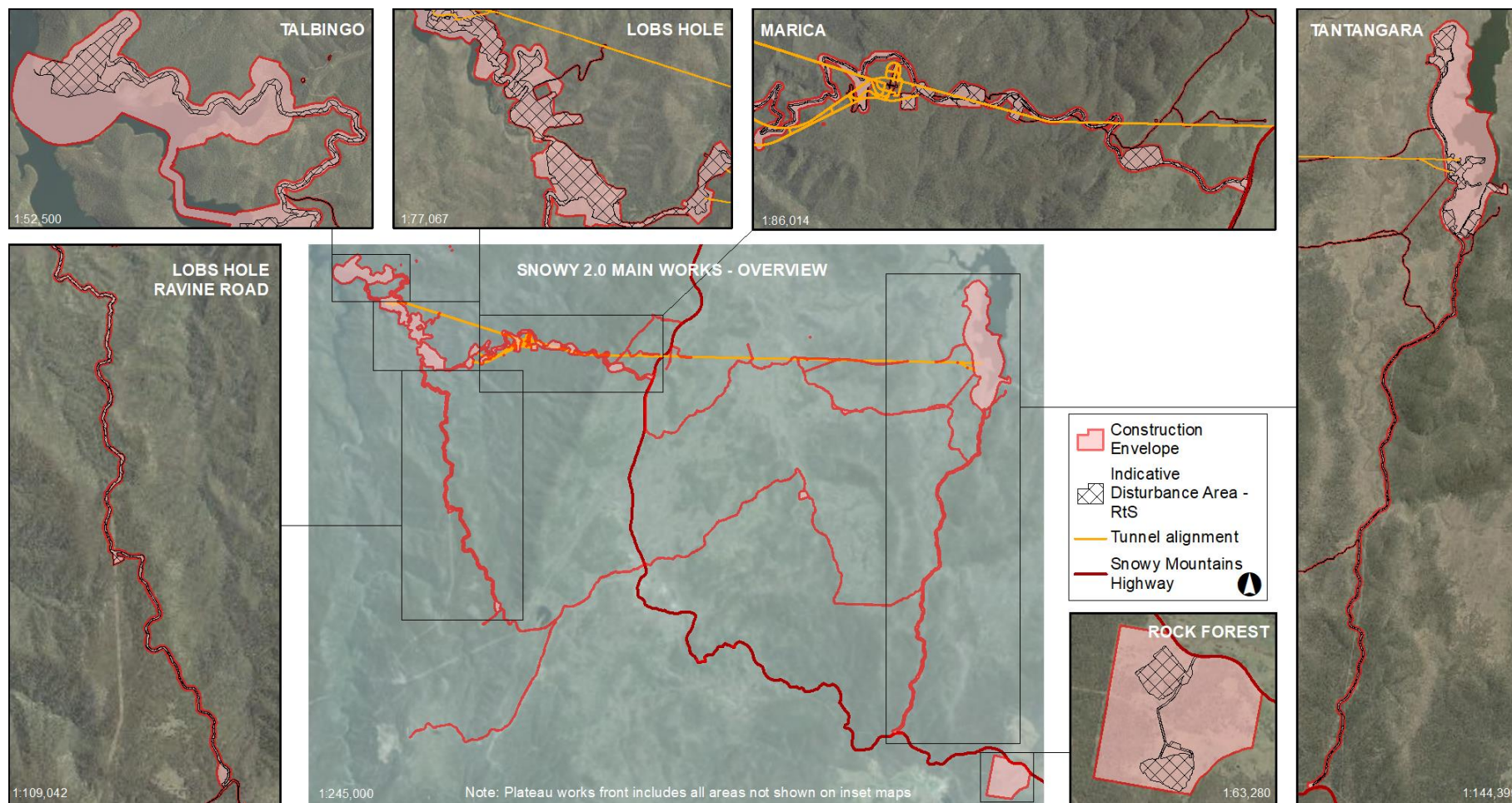


Figure 1-2: Snowy 2.0 Main Works Work Areas

1.3 PROJECT APPROVAL

On 7 March 2018 the NSW Minister for Planning declared Snowy 2.0 to be State significant infrastructure (SSI) and critical State significant infrastructure (CSSI) under the Environmental Planning and Assessment Act 1979 (EP&A Act) on the basis that it is critical to the State for environmental, economic or social reasons.

An environmental impact statement for the first stage of Snowy 2.0, the Exploratory Works for Snowy 2.0 (Exploratory Work EIS) was submitted to the then Department of Planning and Environment in July 2018 and publicly exhibited between 23 July 2018 and 20 August 2018. Approval for the first stage of Snowy 2.0 was granted for Exploratory Works by the Minister for Planning on 7 February 2019. The purpose of Exploratory Works is primarily to gain a greater understanding of the underground geological conditions at the new power station. In accordance with section 5.25 of the EP&A Act, the infrastructure approval for the Exploratory Works was modified on 2 December 2019 and on 27 March 2020.

An environmental impact statement for the second stage of Snowy 2.0, the Main Works for Snowy 2.0 (Main Work EIS) was submitted to Department of Planning and Environment (DPE) in September 2019 and was publicly exhibited between 26 September 2019 and 7 November 2019. A total of 222 submissions were received during the public exhibition period, including 10 from government agencies, 30 from special interest groups and 182 from the general public. In February 2020, the response to submissions (RTS or Submissions Report) was issued to DPE to address the public and agency submissions (Snowy 2.0 Main Works - Preferred Infrastructure Report and Response to Submissions, February 2020).

Following consideration of the Main Works EIS and RTS, approval was granted by the Minister for Planning and Public Spaces on 20 May 2020, through issue of Infrastructure Approval SSI 9687.

Further to the Infrastructure Approval, the Main Works RTS includes revised environmental management measures (REMMs) within S2-FGJV-LOG-PLN-0012 – Marine Transport Management Plan, which is also to be implemented for the project.

On 27 January 2022, a modification to CSSI-9687 was granted under Section 2.22 and clause 20 of Schedule 1 of the EP&A Act (CSSI-9687-Mod 1) The scope of the modification included horizontal directional drilling (HDD) to establish water and electricity services between the Lobs Hole and Marica areas of the Project.

On 29 November 2023, a second modification to CSSI-9687 was granted under S5.25 of the EP&A Act (CSSI-9687-MOD2) approving the undertaking of sinkhole rectification works near the adit portal at Tantangara, inclusive of geotechnical investigations and remediation.

An application (MOD 3 – SSI-9687) was approved on 16/12/2024 to permit the construction of an additional adit and launching of a fourth tunnel boring machine at Marica West to facilitate excavation of a section of the headrace tunnel (HRT) through the long plain fault zone (LPFZ). The LPFZ is the most geologically complex section of the HRT and represents a significant risk to the overall project completion date. The application was approved in accordance with section 5.25 of the NSW Environmental Planning and Assessment Act 1979 (EP&A Act)

In addition to the State approval, a referral (EPBC 2018/8322) was prepared and lodged with the Commonwealth Department of Agriculture, Water and the Environment (DAWE) under the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act). The Commonwealth Minister's delegate determined on 5 December 2018 that Snowy 2.0 Main Works is a "controlled action" under the EPBC Act. The EPBC Act referral decision determined that the project is assessed by accredited assessment under Part 5, Division 5.2 of the NSW Environmental Planning and Assessment Act 1979.

1.4 DISTURBANCE AREA

A key refinement following public exhibition of the Main Works EIS was a change to and clarification of disturbance area terminology. The revised disturbance area terminology as per the Infrastructure Approval, RTS and this plan, is outlined in Table 1-1. An example of the terminology is shown in Figure 1-3 at Ravine Road.

Table 1-1: Disturbance Area Terminology

Term	Definition	Reasoning
Project area	The project area is the broader region within which Snowy 2.0 is built and operated, and the extent within which direct impacts from Snowy 2.0 Main Works are anticipated.	The project area does not represent a footprint for the construction works, but rather indicates an area that was investigated during environmental assessments.
Construction envelope	The envelope within which the disturbance area of the development may be located.	As detailed design continues, final siting of the infrastructure (i.e. the disturbance area) can move within the assessed construction envelope subject to recommended environmental management measures and provided it does not exceed the limits defined by the construction envelope.
Disturbance area	The area within the construction envelope where development may be carried out; the precise location of the disturbance area are fixed within the construction envelope following final design.	



Figure 1-3: Disturbance Area and Construction Envelope

1.5 ENVIRONMENTAL MANAGEMENT SYSTEM

The overall environmental management system for the project is described in the Environmental Management Strategy (EMS). The EMS forms part of the Project Management System (FGJV PMS) and includes any requirements specified in the contract documents, where appropriate. All FGJV PMS procedures support, interface or directly relate to the development and execution of the plan.

This Transport Management Plan (TMP or plan) forms part of FGJV environmental management framework as described in the EMS (Figure 1-4). This plan aims to transfer the relevant requirements of the Approval documents into a management plan which can be practically applied on the project site and managed by the FGJV Traffic and Transport department. This plan incorporates the relevant aspects of the Exploratory Works Traffic Management Plan.

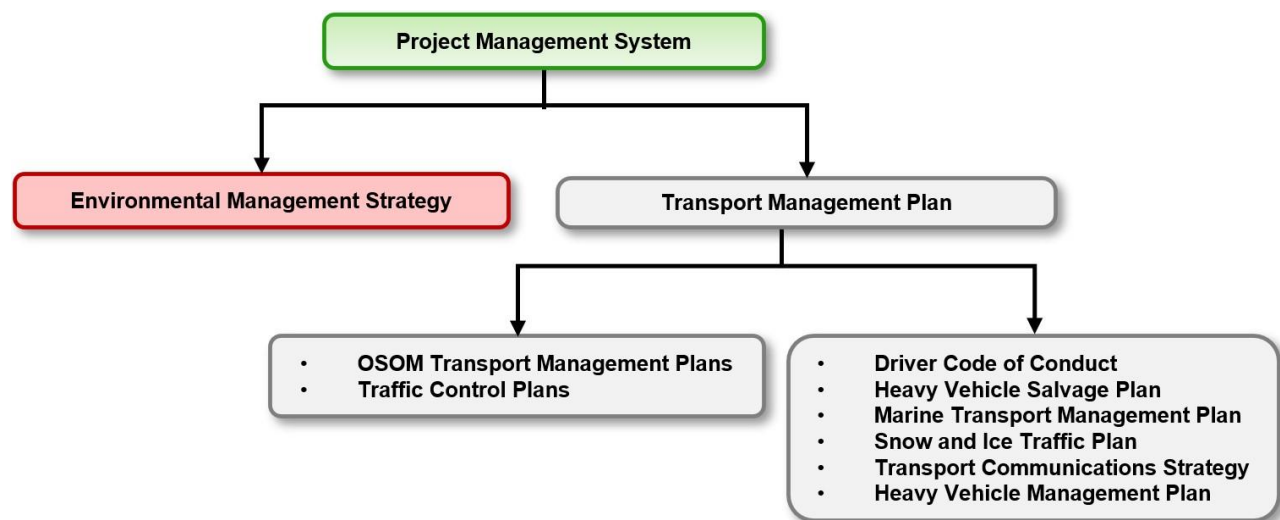


Figure 1-4: Main Works Environmental Management Framework

This document has been prepared for construction of the Snowy 2.0 Main Works project and supersedes the Exploratory Works Traffic Management Plan. It does not address the operational phase of the project.

1.6 PURPOSE AND OBJECTIVES OF THIS PLAN

The purpose of this plan is to address the construction environmental management requirements relevant to traffic and transport, detailed in the:

- Infrastructure Approval (SSI 9687) (Approval) issued for Snowy 2.0 Main Works on 20 May 2020
- Infrastructure Approval (SSI 9208) issued for Snowy 2.0 Exploratory Works on 07 February 2019
- Infrastructure Approval (SSI 9208) Modification 1 Assessment Report
- Infrastructure Approval (SSI 9208) Modification 2 Assessment Report
- Infrastructure Approval (SSI 9208) Modification 3 Assessment Report
- Main Works Snowy 2.0 - Environmental Impact Statement
- revised environmental management measures (REMMs) within the Main Works RTS
- Exploratory Works for Snowy 2.0 - Environmental Impact Statement
- Exploratory Works for Snowy 2.0 – Modification 1 Assessment Report
- Exploratory Works for Snowy 2.0 – Modification 2 Assessment Report
- REMMs within the Exploratory Works RTS.

The key objective of this plan is to detail management measures and inform site procedures for implementation so that traffic and transport related impacts are minimised and within the scope permitted by the Approval. To achieve this objective, SHL and FGJV are to:

- make sure processes are put into operation to deal with the relevant conditions of Approval and the REMMs listed within the Submissions Report, as detailed within Table 2-1 and Table 2-3
- make certain processes are put into operation during construction to avoid or minimise traffic and transport related incidents including safety related impacts
- make certain measures are put into operation to comply with all relevant legislation and other requirements as described in Section 2 of this plan

- establish a traffic and transport monitoring program to assess the effectiveness of management measures and promote adherence with the code of conduct.

1.7 CONSULTATION SUMMARY

In accordance with schedule 3, condition 46 of the Approval, the TMP is to be prepared in consultation with;

- National Parks and Wildlife Services (NPWS)
- Transport for New South Wales (TfNSW)
- Snowy Valleys Council (SVC)
- Snowy Monaro Regional Council (SMRC)
- NSW Police.

Agency briefings for the TMP were held on 19 and 28 May 2020 with SVC, SMRC, NPWS, TfNSW, National Heavy Vehicle Regulator (NHVR) and NSW Police.

On 3 June 2020, the plan was also issued to relevant stakeholders for review and comment.

Comments from the consultation process have been incorporated into this plan where appropriate and are summarised in Table 1-2.

Table 1-2: Consultation Undertaken for this Plan

Date	Consultation	Outcomes
19 March 2020	Traffic Transport Liaison Group Meeting	Presentation on the content of the Main Works Transport Management Plan prior to issue of the Main Works approval.
28 May 2020	Traffic Transport Liaison Group Meeting	Presentation on the content of the Main Works Transport Management Plan following issue of Main Works approval and prior to agency consultation.
26 June 2020	NPWS Snowy 2.0 Team - Southern Ranges Branch	Comments on various items in the Main Works Transport Management Plan and its appendices. Management plans were revised following receipt of NPWS comments.
26 June 2020	TfNSW Maritime Division	Comments on various items in the Main Works Marine Transport Management Plan. Management plans were revised following receipt of TfNSW Maritime Division comments.
30 June 2020	NSW Police Force – Southern Cluster	The NSW Police confirmed on 30 June 2020 that they have no comments on the TMP or its Sub-plans.
01 July 2020	Snowy Valleys Council	A representative from Snowy Valleys Council confirmed on 01 July 2020 that they have no comments on the TMP or its Sub-plans.
06 July 2020	Snowy Monaro Regional Council	A representative from Snowy Monaro Regional Council confirmed on 06 July 2020 that they have no comments on the TMP or its Sub-plans.
07 July 2020	TfNSW	Comments on various items in the Main Works Transport Management Plan and its

Date	Consultation	Outcomes
		appendices. Management plans were revised following receipt of TfNSW comments.
30 July 2020	DPE	Comments on various items in the Main Works Transport Management Plan and its appendices. Management plans were revised following receipt of DPE comments and reissued.
22 February 2023	TfNSW	Comments on various items in the Main Works Transport Management Plan and its appendices. Management plans were revised following receipt of TfNSW comments on Rev I.
7 November 2024	TfNSW	Comments received on Revision M that were addressed
20 November 2024	NPWS	Comments on various items in the Main Works Transport Management Plan provided and addressed in updates
29 November	RFI	Additional information supplied by SHL in response to Request for information request from DPHI
7 February 2025	EPA	No comments email received
12 February 2025	NPWS	Additional comments on revision N addressed in issuing of Revision O
12 April 2025	DPHI	Addressing RFI as received
16 May 2025	TfNSW	Comments received on Revision O that were addressed
3 June 2025	TfNSW	Comments received on Revision P that were addressed
7 November 2025	TfNSW	A meeting was performed to review the Management plan and the latest updates. The last revision provided was Rev Q. The Management Plan has been updated to address TfNSW comments as an outcome of the meeting. Revision R is going to be supplied with the respective updates, which are summarized below: - Section 5.4 has been updated to include details of the booking process. - Tables 5-2 and 5-3 have been updated to include the status of each Road and intersection. - The HV's scheduling is included in Section 5.

Date	Consultation	Outcomes
27 November 2025	TfNSW	The Management Plan has been updated to incorporate TfNSW comments in Revision S, below is the summarise: • A confirmation on further use of Nungar Creek Trail has been added in Tabler 5.2. • Tantangara Road/Snowy Mountains Highway measures have been included in table 5.3 • Table 2-2 (foot table) and Section 5.5 was updated to include “<i>Monthly Maintenance Inspection Report to be provided to relevant authorities including roadaccres.south@transport.nsw.gov.au.</i>” • Appendix C Snow and Ice Management Plan to include details for reducing and monitoring heavy vehicle.

2. ENVIRONMENTAL REQUIREMENTS

2.1 LEGISLATION

Legislation relevant to traffic and transport management includes:

- Environmental Planning and Assessment Act 1979 (EP&A Act)
- Environmental Planning and Assessment Regulation 2000 (EP&A Regulation)
- Roads Act 1993
- Dangerous Goods (Road and Rail Transport) Act 2008
- Road Transport Act 2013
- Transport Administrations Act 1988
- Heavy Vehicle National Law (NSW) (2013 No 42a)
- Road Rules 2014
- Marine Safety Act 2013
- Marine Safety Regulation 2016
- Commonwealth Marine Safety (Domestic Commercial Vessel) National Law 2012
- National Parks and Wildlife Act 1974 (NPWS Act).

Relevant provisions of the above legislation are explained in the register of legal and other requirements included in Appendix A1 of the EMS.

2.2 CONDITIONS OF APPROVAL

The conditions relevant to traffic, transport and access are presented in Table 2-1.

Table 2-1: Conditions of Approval Relevant to Traffic, Transport and Access

CONDITION	REQUIREMENT	WHERE ADDRESSED
Schedule 2, condition 13	Operation of Plant and Equipment The Proponent must ensure that all plant and equipment used on site, or in connection with the development, is:	Table 5-1
	a) maintained in a proper and efficient condition b) operated in a proper and efficient manner c) kept free of weeds, seeds and pathogens when entering or leaving the site.	Section 63 Biodiversity Management Plan
Schedule 3, condition 17	Biodiversity Management Requirements d) The Proponent must: minimise potential fauna strike on the roads and access tracks within the Kosciuszko National Park, including using fencing and underpasses, and reducing speed limits along Lobs Hole Ravine Road and the Marica trail at night.	Section 74 Appendix A Biodiversity Management Plan S2-FGJV-ENV-PLN-0028, Section 4.2
Schedule 3, condition 38	Recreation Management Requirements The Proponent must: a) keep Tantangara Road open to the public once it has been upgraded	Section 5.11.3

CONDITION	REQUIREMENT	WHERE ADDRESSED
	for the development, and have suitable procedures in place to make sure it is safe for unrestricted use and to respond promptly to any temporary public safety risks;	
	b) minimise the impacts of the development on users of the Kosciuszko National Park both within and in the vicinity of the construction envelope;	Section 5.11.2
	c) minimise any disruption to the use of the Talbingo Boat Ramp;	S2-FGJV-LOG-PLN-0012, Section 5.2.3
	d) minimise the dust and noise impacts of the development on the Wares Yards campground;	Recreation Management Plan
	e) control the recreational activities of the workers staying in the accommodation camp to minimise the impacts of the development outside the approved disturbance area;	Recreation Management Plan
	f) progressively reopen those areas of the Kosciuszko National Park that are closed to the public during construction as soon as possible following the completion of construction;	Recreation Management Plan
	g) keep the community informed about the temporary closure of areas or any recreational facilities within the Kosciuszko National Park.	Section 5.11 Section 7.4
Schedule condition 41	3, Road Upgrades The Proponent must carry out the road and intersection upgrades in Table 5-1 and Table 5-2 in Appendix 5 in accordance with any specified timeframes to the satisfaction of the relevant roads authority.	Section 5.1
Schedule condition 42	3, Maintenance – Link Road and Tantangara Road The Proponent must: a) prepare a dilapidation survey of Link Road between the Snowy Mountains Highway and Goat Ridge Road and Tantangara Road in accordance with the relevant Austroads standards and guidelines: • prior to the commencement of construction and/or the decommissioning of the development; and • within 2 months of the completion of construction and/or the decommissioning of the development;	Section 5.5
	b) rehabilitate and/or make good any development-related damage to Link Road between the Snowy Mountains Highway and Goat Ridge Road and Tantangara Road: • identified during the construction and/or decommissioning works if it could endanger road safety, as soon as possible after it is identified but within 7 days at the latest, unless the NPWS agrees otherwise; and • identified in any dilapidation survey completed after the construction and/or decommissioning works within 2 months of the completion of the survey, to the satisfaction of the NPWS. If there is a dispute about the scope of any remedial works or the implementation of these works, then either party may refer the matter to the Planning Secretary for resolution.	Section 5.5
Schedule condition 43	3, Vehicle Restrictions All heavy vehicles associated with the development must travel to and from the site via the:	Section 5.6 Appendix D

CONDITION	REQUIREMENT	WHERE ADDRESSED
	a) Snowy Mountains Highway, Miles Franklin Drive and Spillway Road; b) Snowy Mountains Highway, Link Road and Lobs Hole Ravine Road; c) Snowy Mountains Highway, Coppermine Trail and Wallaces Creek Trail; d) Snowy Mountains Highway, Marica Trail; e) Snowy Mountains Highway, Tantangara Road and Quarry Trail; or f) Elliott Way and Link Road (but only following the written approval of the Planning Secretary). g) Snowy Mountains Highway: Talbingo Range between Miles Franklin drive and Black Perry Lookout: Rigid HVs are largest permissible type to travel on this section (No articulated, combinations or OSOM) h) No access permitted via Tooma Rd / Snow Ridge / KNP5 between Khancoban and Cabramurra <i>Note: The Proponent must obtain permits under the Heavy Vehicle National Law (NSW) for the use of any OSOM vehicles on the public road network.</i>	
Schedule condition 44	3, The Proponent must:	Section 5 Table 5-1
	a) Restrict vehicle speeds on the road network within the site to 30 km/h) between sunset and sunrise, unless the Planning Secretary agrees otherwise;	
	b) restrict the use of Lobs Hole Ravine Road – North to:	
	- access to and from the site during emergencies; - Strictly no access or egress by heavy vehicle	Table 5-1 Section 6.1
	- light vehicles at all other times with: - a maximum of 120 vehicle movements allowed a day (60 each way); and - an annual average maximum of 60 vehicle movements allowed a day (30 each way); and	
	c) restrict vessel speeds on Tantangara Reservoir and Talbingo Reservoir to current TfNSW speed limits.	S2-FGJV-LOG-PLN-0012
	d) unless the Planning Secretary agrees otherwise, ensure that during construction and decommissioning: - between 7 AM and 9 AM during the months of June to August, heavy vehicles transferring spoil from Marica to Tantangara and/or Rock Forest does not generate more than 5 heavy vehicle movements in each direction per hour on the Snowy Mountains Highway between Marica Trail and Tantangara Road; and - between 7 AM and 9 AM during the months of September to May, heavy vehicles transferring spoil from Marica to Tantangara and/or Rock Forest does not generate more than 9 heavy vehicle movements in each direction per hour on the Snowy Mountains Highway between Marica Trail and Tantangara Road.	Section 5.4
Schedule condition 45	3, Transport Management Requirements The Proponent must: a) minimise the impacts of the road and intersection upgrades of the development;	Section 5.1

CONDITION	REQUIREMENT	WHERE ADDRESSED
	b) maintain all roads and water-related infrastructure on site in a safe and serviceable condition;	Section 5.5
	c) allow NPWS officers to always have access the site, including during the upgrade of Tantangara Road;	Section 5.11.8
	d) provide sufficient parking on site for all vehicles and ensure vehicles associated with the development do not park on the public road network;	Table 5-1
	e) ensure heavy vehicles entering and leaving the site have loads covered or contained and enter and leave the site in a forward direction;	Section 5.8 Table 5-1 Appendix A
	f) minimise dust and/or sediment being tracked onto Link Road and the public road network;	Table 5-1 (TRA04)
	g) minimise the traffic impacts of the development on the public road network, including: - scheduling heavy vehicle movements to avoid peak periods; - minimising convoy lengths; - reducing the speeds of development-related traffic at key intersections along the Snowy Mountains Highway, including the Rock Forest, Tantangara Road, Link Road, Coppermine Trail, Marica Road, Lobs Hole Ravine Road – North and Miles Franklin Drive intersections;	Section 5.4 Section 5.6.1 Appendix A Section 5.1.1
	h) minimise the traffic safety risks of the development in snow and ice conditions;	Section 5.2 Aconex S2-FGJV-LOG-PLN-0010
	i) respond rapidly to any heavy vehicle accidents on the designated heavy vehicle routes for the development and secure access to a suitable heavy vehicle recovery vehicle;	Section 5.6.6 Aconex S2-FGJV-LOG-PLN-0011
	j) minimise the traffic noise impacts of the development, particularly in Cooma and Adaminaby, including: - limiting the use of truck engine braking on the Snowy Mountains Highway; - notifying the local community about development-related traffic impacts;	Appendix A Section 7.4
	k) minimise the development-related traffic safety impacts of the development for the public: using the Talbingo Reservoir and Tantangara Reservoir and any water-related infrastructure, such as the Talbingo Boat Ramp;	Marine Transport Management Plan S2-FGJV-LOG-PLN-0012
	using Tantangara Road, particularly during the construction of the development;	Section 5.11.3
	l) ensure any vessel or structure occupying waters must display appropriate shapes and lights in accordance with the <i>Marine Safety (Domestic Commercial Vessel) National Law Act 2012</i> ;	Marine Transport Management Plan S2-FGJV-LOG-PLN-0012
	m) keep the public informed of any road or infrastructure upgrades, disruptions to traffic, the closure of roads or other infrastructure, OSOM vehicle use, peak construction periods, and any emergencies.	Section 5.11 Section 7.4
Schedule condition 3, 46	Transport Management Plan	Section 1.5 Section 1

CONDITION	REQUIREMENT	WHERE ADDRESSED
	Prior to the commencement of construction, the Proponent must prepare a Transport Management Plan for the development to the satisfaction of the Planning Secretary. This plan must:	
	be prepared in consultation with the TfNSW, NPWS, Snowy Monaro Regional Council, Snowy Valleys Council and NSW Police;	
	include the establishment of a working group – which includes representatives from TfNSW, NPWS, NSW Police, Destination NSW, Snowy Monaro Regional Council and Snowy Valleys Council – to ensure effective communication and co-ordination between stakeholders on transport-related matters during the construction of the project;	Section 7.3
	describe the measures that would be implemented to comply with the transport management requirements in condition 45 above;	Section 5
	include a detailed: • Driver's Code of Conduct; • Heavy Vehicle Salvage Plan; S2-FGJV-LOG-PLN-0011 • Marine Transport Management Plan; S2-FGJV-LOG-PLN-0012 • Snow & Ice Traffic Management Plan; S2-FGJV-LOG-PLN-0010 • Transport Communications Strategy; S2-FGJV-CCA-PLN-0003 (keep the public informed about the transport impacts of the development); and	Appendices A- G
	include a program to: • record and track vehicle movements; and • monitor and publicly report on the effectiveness of these measures	Section 6.1 Section 7.7
Schedule condition 49	3, The Proponent must implement the approved Transport Management Plan for the development	This plan
Schedule condition 50	3, Long-Term Road Strategy – Kosciuszko National Park Within 2 years of the commencement of construction, unless the Planning Secretary agrees otherwise, the Proponent must prepare a Long-Term Road Strategy for the development to the satisfaction of the Planning Secretary. This strategy must be: a) be prepared in consultation with the NPWS and TfNSW	The Long-Term Road Strategy (LTRS) has been developed by SHL in consultation with NPWS and TfNSW The LTRS is be developed in stages with Stage 1 having been completed, with Stage 2 yet to be finalised
	b) identify the road network within the Kosciuszko National Park required for the development during operations, including the detailed specifications for this road network;	
	c) identify which roads within the Kosciuszko National Park can be narrowed or closed following construction and then rehabilitated;	
	d) include a detailed program for the rehabilitation of these roads, which can be incorporated into the Rehabilitation Management Plan for the development; and	Rehabilitation Management Plan's (site specific and area plans)

CONDITION	REQUIREMENT	WHERE ADDRESSED
	e) identify future road maintenance and funding responsibilities for the long-term road network following construction	Section 5.1
Schedule condition 6	4, Notification of Dates At least 1 week prior to the relevant notification date, the Proponent must notify the Department, NPWS and NSW DPI via the Major Projects Portal of the date of the commencement and completion of the required road upgrades	SHL
Schedule condition 6	4, Incident Reporting The Proponent must notify the Department and NPWS via the Major Projects Portal immediately after it becomes aware of an incident on site. This notice must set out the location and nature of the incident	Section 5.12

2.3 REVISED ENVIRONMENTAL MANAGEMENT MEASURES

Environmental safeguards and management measures are included in Appendix G of the Main Works EIS. During preparation of the Submissions Report, REMMs were developed and included in Appendix C of the Submissions Report.

The revised environmental management measures relevant to this plan are listed in Table 2-2 below. If additional measures are cross-referenced from another section of the Main Works EIS or Submissions Report, these measures are also included. To evaluate the continuity or redundancy of Exploratory Works REMMs, these are provided in Table 2-3.

In accordance with CSSI 9687, schedule 2, condition 3, if there is any inconsistency between the Exploratory Works and Main Works documents, the most recent document is used to the extent of the inconsistency (i.e. Main Works).

Table 2-2: Main Works (CSSI 9687) Revised Environmental Management Measures Relevant to Traffic, Transport and Access

Impact	Reference	Environmental Management Measures	Where addressed
Speed limit reductions	TRA01	At locations where minimum sight distances cannot be achieved, due to the existing road alignments, the posted speed limits adjacent to the intersections are reduced to satisfy the sight distance requirements and maintain safe manoeuvring conditions for motorists. These intersections and the proposed speeds are: - Snowy Mountains Highway / Tantangara Road – 50 km/hr - Snowy Mountains Highway / Rock Forest – 80 km/hr - Lobs Hole Ravine Road / Link Road – 60 km/hr - Link Road / Snowy Mountains Highway – 80 km/hr - Snowy Mountains Highway / Coppermine Trail 100 km. This is no longer in use for the project. - Snowy Mountains Highway / Marica Road 100km/hr Previous submissions to reduce speeds at this intersection have been denied. - Snowy Mountains Highway/ North and Miles Franklin Drive intersections 60km/hr Speed limit have changed since the development of the REMMs the speed on Tantangara Rd is 50 km/hr, and the	SHL Table 5-1

Impact	Reference	Environmental Management Measures	Where addressed
		speed on the access Rd of Rock Forest is 30 km/hr. Based on feedback from community consultation speed limit reductions are also being considered for Snowy Mountains Highway through the township of Adaminaby to 60 km/h. Any speed limit changes are discussed with the relevant roads authority and documented in the construction traffic management plan as required.	
Intersection upgrades	TRA02	Based on the consideration of construction activities as well as intersection capacity assessment following intersections are upgraded: • Snowy Mountains Highway / Marica access - establish new construction access (Basic Right- turn (BAR) / Basic Left-turn (BAL)); and • Snowy Mountains Highway /Rock Forest access - establish new construction access (Basic Right- turn (BAR) / Basic Left-turn (BAL)).	Section 5.1 Table 5-3
OSOM vehicle movements	TRA03	The TMPs are prepared, submitted and approved by the TNSW under permit, prior to the commencement of any deliveries considered 'high risk' OSOM movements in accordance with TNSW guidelines.	Section 5.6.4
Road Maintenance	TRA04	Road maintenance is managed through the following measures: • a Road Dilapidation Report is prepared and approved prior to and following Snowy 2.0 Main Works; • routine defect identification and rectification of the internal road network is managed during construction as part of the project maintenance procedure (Monthly Maintenance Inspection Report)*; and • internal access roads are designed in accordance with the relevant vehicle loading requirements.	Section 5.5 Section 5.5 Section 7.2 Section 5.1
Traffic Control	TRA05	Road works associated with pavement widening, such as those associated with intersection upgrades, that require temporary occupation of traffic lanes or working adjacent to the road, a Traffic Control Plan (TCP) is prepared identifying the traffic control measures.	Section 5.1 Section 5.3
Community consultation	TRA06	Affected communities, visitors and emergency services are notified in advance of any disruptions to traffic and restriction of access to areas of KNP impacted by project activities.	Section 7.4
Construction traffic management	TRA07	A Construction Transport Management Plan is prepared and includes guidelines, general requirements and procedures to be used when construction activities have a potential impact on existing traffic arrangements.	This plan
Marine transport	NAV01	The following measures are implemented to manage interactions between marine transport and public boating activities during construction: • public exclusion zones are established around all in-reservoir construction areas;	Marine Transport Management Plan S2-FGJV-LOG-PLN-0012
		• an aquatic licence is obtained from TNSW for in-reservoir construction activities and exclusion zones in accordance with Section 12 and 18 of the Marine Safety Act 1998;	

Impact	Reference	Environmental Management Measures	Where addressed
		- all work vessels are limited to 4 knots; - all vessels and barges are fitted with Automatic Identification System and comply with all licensing requirements of Australian Maritime Safety Authority and Roads and Maritime Services including specific requirements for Alpine Waters; - any fixed obstruction such as marker buoys and moorings comply with Roads and Maritime Services requirements and are adequately lit at night; and - notification signs advising of the works and public closures at: - the intersection of Snowy Mountains Highway and Tantangara Road - the intersection of Snowy Mountains Highway and Long Plain Road; and Tantangara Boat Ramp.	
Weed Management	ECO2	A weed and pathogen monitoring program are implemented, with a weed control program to be implemented if weeds are identified along road verges. This may include wash-down stations to be constructed at a suitable location, with wash down for weeds as well as <i>P.cimmamomi</i> .	Section 5.10 Biodiversity Management Plan

*Monthly Maintenance Inspection Report to be provided to relevant authorities including roadaccess.south@transport.nsw.gov.au.

Table 2-3: Exploratory Works (CSSI-9208) Revised Environmental Management Measures Relevant to Traffic, Transport and Access

Impact	Reference	Environmental Management Measures	Where addressed
Impacts to threatened species	ECO05	Vehicle traffic movements along Upper Lobs Hole Ravine Road is: - limited to day time hours only (except for emergencies). Day time hours are to be taken as the time between First Light and Last Light; - limited to 40 km/h; and - where practicable, reduced using Talbingo Reservoir to barge heavy machinery, construction equipment and materials.	Superseded by Main Works. Refer to schedule 3, condition 44
Construction traffic management plan	TRA01	A Construction Traffic Management Plan (CTMP) is prepared and implemented during construction. The CTMP sets out the strategy and procedures to manage the impacts of the Exploratory Works construction on the local road network and traffic systems, including: - community and stakeholder notification processes for oversized vehicle movements and any planned disruptions to traffic and restriction of access to areas of KNP and Talbingo Reservoir - traffic safety requirements, including appropriate signage, driver conduct and safety protocols.	Superseded by Main Works. Refer to TRA07 and schedule 3, condition 46
Road maintenance	TRA02	Road maintenance is managed through the following measures: a Road Dilapidation Report is prepared and submitted	Road Dilapidation Reports completed

Impact	Reference	Environmental Management Measures	Where addressed
		to the relevant road authority prior to and following Exploratory Works for ○ Link Road; ○ all roads within KNP not upgraded as part of the exploratory works and which potentially be used by Heavy Vehicles during construction; ○ local roads within Talbingo which can potentially be used by Heavy Vehicles during exploratory works; ○ Spillway Road; and ○ Miles Franklin Drive. • routine defect identification and rectification of the roads used by construction heavy vehicles within KNP and the Spillway Road is managed as part of the project maintenance procedure (Monthly Maintenance Inspection Report); and • internal access roads upgraded or constructed as part of the Exploratory Works are designed in accordance with the relevant vehicle loading requirements.	prior to Exploratory Works. Section 5.5 covers dilapidation report to be undertaken by SHL following Exploratory Works. See Section 5.5 See Section 5.1
Signage	TRA03	Where changes to the traffic conditions are required, appropriate signage is installed in accordance with the following: • Traffic Control Device for Works on Roads (AS1742.3; 2009); and • Traffic Control at Work Sites (Roads and Maritime Services; 2010).	See Section 5 See Section 5.1
Time of travel	TRA04	Standard hours of operation of heavy vehicles on local roads is 7 am to 6 pm during weekdays and 8am to 1pm on Saturday, excluding upper Lobs Hole Ravine Road where no heavy vehicle movements are to occur outside of day time hours (except in emergencies). Daytime hours being defined as First Light to Last Light. Access to the Barge Access Facility via Miles Franklin (Murray Jackson) Drive, and Spillway Road are permitted 24 hours a day and 7 days a week to all vehicles.	Superseded by Main Works. Refer to schedule 3, condition 44
Traffic control	TRA05	Where temporary occupation of lanes is required traffic control measures specified in AS1742-2002 are implemented. Where works require lane occupancy on RMS or council classified roads, a Road Occupancy Licence are obtained.	See Section 2.4.1
Restricted access to Talbingo Reservoir for recreational users	SEC06	Access to Talbingo spillway and boat ramp are closed to the public for the period of the Exploratory Works.	Talbingo spillway and boat ramp to remain open to the public, where works are undertaken disruption to users are minimised and managed in accordance with the Marine

Impact	Reference	Environmental Management Measures	Where addressed
			Transport Management Plan.
Impact of increased traffic in KNP on recreational users	SEC07	Traffic management arrangements are put in place to minimise the amenity and safety risks for recreational users during periods of high traffic flow.	See Section 5.11
Fauna strike	M1.3	Restrictions on vehicle movements in the Marica area limited to speeds of 20 km/h between dusk and dawn.	Superseded by Main Works. Refer to schedule 3, condition 44
Coppermine Trail intersection	M1.21	The construction traffic management plan and traffic control plan, including the road occupancy license for the Coppermine Trail/Snowy Mountains Highway intersection are revised and updated to accommodate the latest proposed Modification 1 temporary construction access requirements.	TCPs and ROLs to be updated to accommodate Main Works access requirements.
OSOM vehicle movements	MOD2-003	For scheduled OSOM movements and associated road closures, Transport Management Plans (TMP) are prepared. The TMP details the date, duration, load details, driver detail, proposed route, emergency contact details, communication protocols, route surveys that include road width dimensions (pinch points) and procedures to mitigate the pinch point locations. The TMPs are to be prepared, submitted and approved by the TNSW, prior to the commencement of any deliveries in accordance with TNSW 'high risk' OSOM movements. In addition, the TMPs are prepared in consultation with relevant councils and emergency providers and include emergency contingency plans. Where required a Traffic Control Plans (TCP) for OSOM movements is also to be obtained.	See Section 5.6

As part of the response to submissions (RTS) consultation for Modification 3 with TfNSW it was discussed that further mitigation at Tantangara Road intersection with Snowy Mountains Highway may be required if Monitoring throughout the implementation of Mod 3 identifies concerns.

Monitoring activities may include:

- Visual inspections to monitor traffic flow at the intersection
- Visual inspections to identify delays in the vicinity of the intersection
- Feedback from road users

Mitigation measures may include:

- Reduction and alteration to traffic movements

- Changed scheduling to modify traffic releases from sites
- Speed restrictions locally at the intersection

2.4 LICENCES AND PERMITS

Environment Protection Licence (EPL) 21266 has been issued for the project for the scheduled activity of extractive activities for the Exploratory Works phase.

The premises boundary of the EPL has been expanded to encompass both Exploratory Works and Main Works activities and the governing scheduled activity for Main Works is Electricity Generation.

A Construction Lease and Works Access Licence was established with NPWS in order to carry out the relevant Snowy 2.0 Main Works.

2.4.1 Road Occupancy Licence

In accordance with Section 138 of the Roads Act 1993, a road occupancy licence (ROL) has been obtained from the relevant road authorities for construction activities that are likely to impact on the operational efficiency of the road network (classified and unclassified roads). This includes activities impacting a traffic lane or lanes or off-road activities which affect traffic flow.

Any ROL required during construction is obtained in consultation with the relevant road authorities in advance of the traffic controls being implemented.

In conjunction with an ROL it may be necessary to reduce the speed limit of the roadway for the period of the occupancy for the safety of road users and workers. Roadwork speed zones are established in accordance with AS1742.3-2009 Traffic control devices for works on roads in consultation with the road authority(s). The speed zone authorisations formed part of the ROL application process as required by the road authority.

2.4.2 Oversize Overmass (OSOM) Access Permit

If vehicles exceed the dimension or mass limits contained in a Class 1 Notice or Ministerial Order, an access permit is required to operate on the NSW road network.

OSOM vehicles are defined as Class 1 vehicles under the Heavy Vehicle National Law. A vehicle or vehicle combination is OSOM if it exceeds any general access mass or dimension limits. When undertaking an oversize and/or overmass movement in NSW that is classified as 'high risk', travelling on a 'high risk' route, or undertaking a movement that involves the transportation of a 'critical/sensitive' load, a Transport Management Plan must be prepared to accompany the access permit application.

A Transport Management Plan is required for any of the following OSOM movements:

- all OSOM movements that are classified as 'High Risk' due to their dimensions and/or weights
- all OSOM movements that travel on a 'High Risk' route
- all OSOM movements that involve the transport of a 'Critical/Sensitive' load.

2.5 GUIDELINES

The main guidelines, specifications and policy documents relevant to this plan include:

- Roads and Maritime Services (RMS) QA Specification G10 – Traffic Management (as applied for the Main Works project);
- RMS Traffic Control at Worksites Manual (Version 5, 2018);
- Road Occupancy Manual (Roads and Maritime Services (RMS)), 2015;
- Australian Standard 1742 Parts 1 to 14 Manual of Uniform Traffic Control Devices;

- Australian Standard 1742.3-2009 Traffic control devices for works on roads;
- AGTM 02-08 Guide to Traffic Management Part 2: Traffic Theory, 2015;
- AGTM 06-07 Guide to Traffic Management Part 6: Intersections and Crossings – General, 2013;
- AGRD 04-09 Guide to Road Design Part 4: Intersections and Crossings – General, 2009; and
- AGPT05-11 Guide to Pavement Technology Part 5: Pavement Evaluation and Treatment Design, 2011.

3. EXISTING ENVIRONMENT

The Traffic and Transport Assessment (and revised Traffic and Transport Assessment within the Submissions Report) considered a study area encompassing the main transport route and the surrounding regional road network.

The predominant mode of transport within the study area is car travel with bus services available in Cooma and Tumut and the nearest train station in Canberra. Regional airports are located in Cooma (Snowy Mountains Airport) and Wagga Wagga, and a major airport in Canberra. Local and regional truck movements occur across the project area utilising both state and local road networks.

There are a number of walking and cycling trails within and surrounding the KNP. The KNP and nearby ski resorts mean that the locality attracts an influx of visitors during the snow season resulting in increased traffic volumes.

3.1 EXISTING ROAD NETWORK

The Snowy Mountains Highway and Monaro Highway are the main transport routes that are to be accessed by project generated traffic during the construction of the Snowy 2.0 project. The connecting local road network is also to be used to access individual worksites. Primary transport routes and the regional road network are provided in Figure 3-1. Table 3-1 lists the roads being used for Snowy 2.0 Main Works, their general locality and the authority to which they are allocated. Other roads and trails within the KNP, not listed below, are used for temporary works including the laying of the communications cable.

For roads utilised for the transportation of tunnel segments between the Polo Flat Segment Factory and the KNP (Polo Flat Road Saleyards Road and Yareen Road) further detail is provided within the Segment Factory Traffic Management Plan.

Table 3-1: Regional and Local Roads Utilised for Main Works

Name	Description	Location	Authority
Snowy Mountains Highway	Characteristics of the Snowy Mountains Highway include: 333 km State highway providing a connection between Hume Highway at Mount Adrah and Princes Highway at Stony Creek; - two-lane two-way for the majority of its alignment, with sign posted speed limits between 60 km/h to 100 km/h; - passes through Tumut and Cooma and functions as a town centre main road in both locations; - provides access to Selwyn Snow Resort for vehicles travelling from either Tumut or Cooma.	Cooma Region	TfNSW
Monaro Highway	Characteristics of the Monaro Highway include: 285 km long north-south highway connecting Canberra and Cooma where it joins the Snowy Mountains Highway at the intersection of Monaro Highway (Snowy Mountains Highway) / Bombala Street in Cooma; - two-lane, two-way highway with road width varying from between 7.4 to 10.3 m; - speed limit varies between 60 km/h and 100 km/h and includes 40 km/hr school zones; - generally, an approved 25/26 m B-Double route apart from a section of road between Murray Street and Snowy Mountains Highway which is not permitted to carry B-Double vehicles.	Cooma Region	TfNSW
Polo Flat Road	Characteristics of Polo Flat Road include: 4 km long fully sealed road, connecting Monaro Highway to the north and the Snowy Mountain Highway to the south; - road width varies from between 6.0 to 8.6 m with speed limit capped at 60 km/h within the industrial area; - there is a railway bridge on Polo Flat Road near its intersection with Baron Street, with low clearance of 4.1 m; - Polo Flat Road is an approved 25/26 m B-Double route.	Cooma Region	SMRC
Saleyards Road	Characteristics of Saleyards Road include: 209 m long fully sealed road, connecting Snowy Mountains Highway to the south and Polo Flat Road to the north; - two-lane two-way local road with a road width varying from 10 m to 13 m; - provides a bypass route from Monaro Highway to Polo Flat Road for heavy vehicles more than 4.1 m in height; - Saleyards Road is an approved 25/26 m B-Double route.	Cooma Region	SMRC
Link Road	Characteristics of Link Road include: - two-lane road between Goat Ridge Road to the west and Snowy Mountains Highway (B72) to the east; - provides the connection between Cabramurra and the Snowy Mountains Highway with a speed limit ranging between 60km/h to 40 km/h; - project road from the Snowy Mountains Highway to the heavy vehicle turnaround west of Ravine Road intersection; - Link Road is currently not an approved B-Double route; - during snow season, traffic volumes along the road increase due to the nearby Selwyn Snow Resort, which is accessible via the Link Road and Kings Cross Road intersection.	Within KNP	NPWS

Name	Description	Location	Authority
Kings Cross Road (also known as Mount Selwyn Road)	Characteristics of Kings Cross Road include: • mostly unsealed; • sealed for the initial 3 km of its length between Link Road and the Mount Selwyn Resort. The last 1 km at the western end near Cabramurra is unsealed, but generally straight and level; • two-lane two-way road with a general speed limit of 100 km/h, although lower speed limits apply in the vicinity of the Selwyn Snow Resort; • sealed sections have a width between 5 and 6 m, while the unsealed section has a width of approximately 7 m; • all intersections are of a basic T-form; • Kings Cross Road is not an approved B-Double route; • only to be utilised for the project for ancillary works to install the communications line adjacent to the road. • This road is restricted for HV usage	Within KNP	NPWS
Tantangara Road	Characteristics of Tantangara Road include: • Majority unsealed • local road running in a north-south direction from the Snowy Mountains Highway to Tantangara Reservoir; • two-lane two-way road with a speed limit of 50 km/h speed limits are now posted; • sections of the road surface are prone to corrugations and loose gravel. Large potholes which retain water are also possible on many sections. Road will be maintained as required; • the intersections have been upgraded; • Tantangara Road is currently not an approved B-Double route.	Within project boundary	NPWS
Lobs Hole Ravine Road	Characteristics of Lobs Hole Ravine Road include: • northern section (which is for emergency use) is 23 km long, single lane and gravel; • southern section of Lobs Hole Ravine Road is approximately 14 km of dual lane, sealed road linking between Link Road and the project worksite within the Lobs Hole-Ravine Reserve; • road has narrow sections along cliff edges and the road width varies from 3.0 to 4.6 m; • existing road alignment has been substantially widened to dual lane in each direction and reconstructed for use by the project construction traffic; • internal intersections are proposed to be of a basic T-junction;.	Within project boundary	NPWS and SMRC
Marica Track	Characteristics of Marica Trail include: • Sealed road from Snowy Mountains Highway through to Surge Shaft construction area approx. 4.6 km in length • Narrow winding in some locations • Typical width is approx. 7.5 mtr	Within project boundary	NPWS

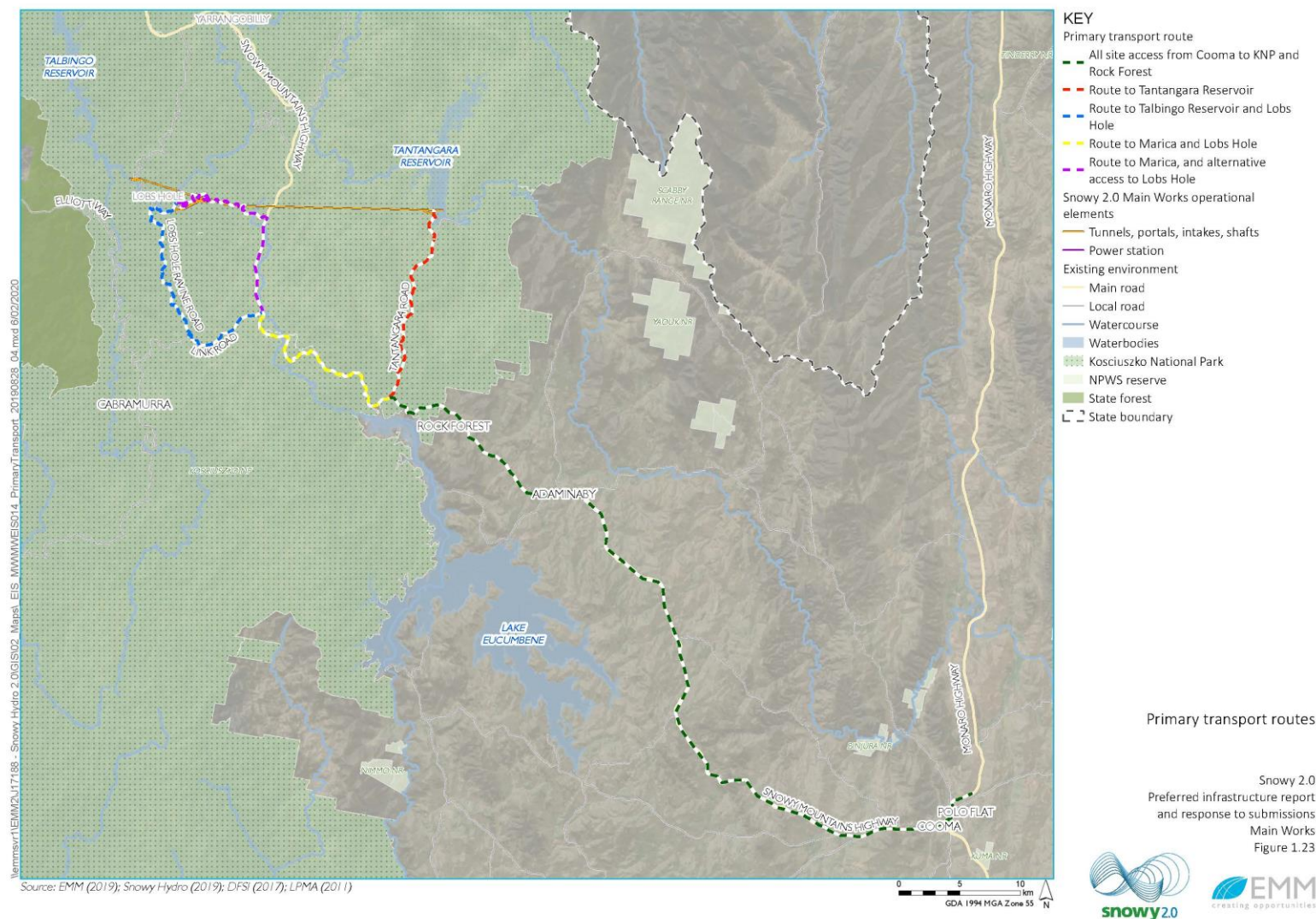


Figure 3-1: Primary Transport Routes and Regional Road Network

3.1.1 Key Intersections

Table 3-2 lists the key intersections being utilised for Snowy 2.0 Main Works at Cooma / Polo Flat and within Kosciuszko National Park.

Table 3-2: Key Intersections Utilised for Main Works

Cooma / Polo Flat	Within Kosciuszko National Park
Monaro Highway / Polo Flat Road (north end)	Link Road / Lobs Hole Ravine Road
Monaro Highway / Saleyards Road (south of Polo Flat Road)	Snowy Mountains Highway / Link Road
Monaro Highway (Snowy Mountains Highway) / Bombala Street	Snowy Mountains Highway / Tantangara Road
Snowy Mountains Highway / Vale Street	Snowy Mountains Highway / Marica Trail
Snowy Mountains Highway / Kosciusko Road	Snowy Mountains Highway / Gooandra Trail
Snowy Mountains Highway / Rock Forest	Snowy Mountains Highway/ Nungar Creek Trail

The revised traffic and transport assessment (Appendix K of the Submissions Report) showed that during current weekday peak hours, in the non-winter period, key intersections operate at Level of Service B or better with spare capacity.

All the intersections perform with lesser spare capacity, with increased traffic flows during the winter holiday peak hour, but still operate at Level of Service B or better, except for:

- the intersection of Monaro Highway and Polo Flat Road (north end), operating at Level of Service F during the winter peak periods under existing conditions*; and
- the intersection of Monaro Highway (Snowy Mountains Highway) and Bombala Street in Cooma, operating at a Level of Service C, also considered to be failing by TFNSW as the degree of saturation exceeds 0.85 (0.882).

**Note: the intersection of Monaro Highway and Polo Flat Road has been upgraded since the writing of the Submissions Report. This intersection has been upgraded to provided future capacity for the Snowy 2.0 project.*

3.2 SEASONAL TRAFFIC VARIATION

Due to the location of the ski fields and resorts in the Snowy Mountains, significant seasonal variations in visitors and associated traffic in the road network exist within the study area. Existing traffic volumes on Link Road indicate peaks in the month of July (13,608 vehicles, which is more than double the average monthly traffic volume (5,935 vehicles) across the year).

The main roads within Cooma and the major corridors of Snowy Mountains Highway and Kosciuszko Road towards the Adaminaby / Kiandra and Jindabyne / Thredbo / Perisher Valley areas, experience significantly increased daily and peak hourly traffic volumes during the winter peak snow season periods, as well as on weekends, public holiday and school holiday periods.

3.3 PERFORMANCE BASED STANDARDS VEHICLES

Transporting segments from the Polo Flat Segment Factory to the Main Works sites, FGJV are using Performance Based Standards (PBS) vehicles. These vehicles include three articulated trailers which hold three times the number of concrete segments compared to a regular semi-trailer (nine segments compared to three) and reduce the number of heavy vehicle movements transferring concrete segments by approximately 66%. A typical design of the proposed PBS vehicles is provided in Figure 3-2. On occasions these vehicles may run with double trailers depending on conditions.

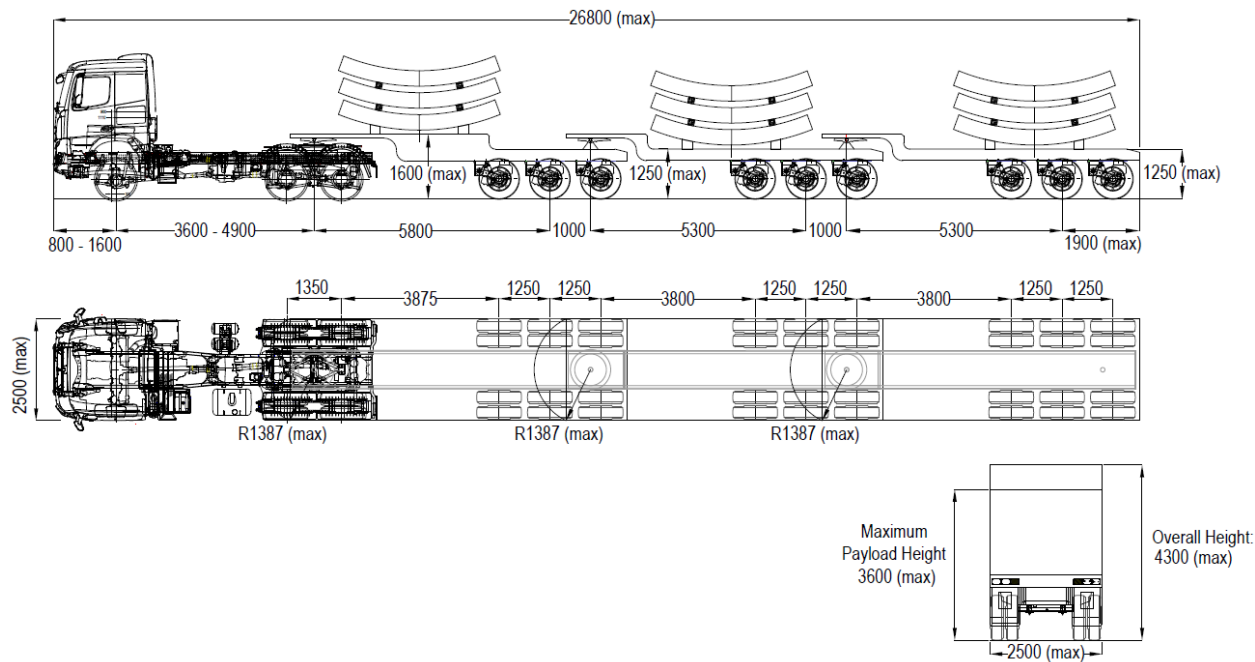


Figure 3-2: Proposed Layout of PBS Vehicles

Other Performance Based Vehicles will be used on the project further details and information regarding the process for project use is outlined in the Heavy Vehicle Management Plan (S2-FGJV-LOG-PLN-0007)

4. TRAFFIC ASPECTS AND IMPACTS

4.1 ENVIRONMENTAL ASPECTS AND IMPACTS

An environmental aspect is an element of an organisation's activities, products, or services that has or may have an impact on the environment (ISO 14001 Environmental management systems). The relationship of aspects and impacts is one of cause and effect.

Key aspects of the project that could result in environmental impacts from traffic are identified in Table 4-1. The extent of these impacts depends on the nature, extent and magnitude of construction activities and their interaction with the natural environment (Column 2). This is further exacerbated by environmental factors (Column 3).

Key aspects of the project that may result in impacts to traffic, transport and access include:

- the transport of equipment and materials to site
- transport of workers to and from the site
- transport of goods for the operation of compounds and facilities.

The EIS determined in Section 6.9.6 that the key traffic issues for Main Works relate to the suitability of existing intersections within the KNP and in the Cooma township.

Table 4-1: Project Aspects and Impacts Relevant to Main Works Traffic

Environmental Aspects (Construction activities that may impact traffic)	Environmental Impacts	Environmental Factors (Conditions)
• The transport of plant, equipment and materials to site • Operation of compounds and facilities • Increased light and heavy vehicle movements	• Traffic queuing and increased travel times • Noise and vibration • Reduced access to public facilities – Campgrounds and other KNP facilities, tracks and trails • Damage to the road surface by construction heavy vehicles •	• Road standard • Intersection type, standard and number • Existing traffic volumes • Time of day dependency • Weather related issues (e.g. snow and ice) • Season

The potential for impacts on traffic and transport depends on a number of factors. Primarily impacts depend on the nature, extent and magnitude of construction activities and their interaction with the natural environment. Potential impacts attributable to Main Works activities may include:

- short term road closures and/or traffic restrictions during the transport of oversize loads
- short term road or lane closures and/or traffic restrictions during road upgrades, maintenance repairs and minor road improvements
- increased traffic turning movements into and out of the site at the intersections of
 - Link Road with Lobs Hole Ravine Road,
 - Link Road and the Snowy Mountain Highway,
 - Snowy Mountains Highway and Marica trail
 - Rock Forest site and the Snowy Mountains Highway

- Nungar Creek Trail and the Snowy Mountains Highway
- increased heavy vehicle volumes and associated impacts including noise, road deterioration and impacts on non-project traffic
- the closure of access roads to some recreational facilities within KNP.

4.2 CONSTRUCTION TRAFFIC VOLUMES

Most of the heavy vehicle movements comprises of the ongoing deliveries of

- tunnel segments
- concrete aggregate and cement
- road base material
- spoil transport and
- the necessary servicing of the camp and facilities such as food and supplies, fuel delivery, and waste removal.

The EIS and RTS reviewed a worst-case traffic and transport scenario for the purpose of determining potential cumulative traffic and transport impacts for Main Works and Segment Factory activities. The worst-case scenario comprised:

- the 'With Project' scenario
- during the construction stage of Main Works
- assessing the cumulative impact of both the Segment Factory and Main Works
- using the busiest year for the project – predicted to be 2026 based on Modification 3.

It was determined that the level of daily increase of light and heavy vehicles as a result of the Main Works are not to have significant impacts to the capacity of the road network given the network is currently operating at very low volume/capacity ratios with significant amount of spare capacity.

4.2.1 Predicted Traffic Volumes - KNP

Within the KNP road section, it is forecast that the cumulative impacts of Main Works and Segment Factory activities would be expected to generate the largest number of heavy vehicles at Link Road (between Kings Cross Road and Snowy Mountains Highway).

During the peak month of project traffic, it is expected that up to 402 two-way (201 one-way) heavy vehicle movements in a 24-hour period could be travelling on these sections of Link Road, noting the average number of trucks is lower through the duration of the project.

Predicted daily traffic movements during Main Works, within the KNP road section, without the use of PBS vehicles are provided in Table 4-2.

Table 4-2: Predicted daily traffic volumes by road section – KNP

Road	Location	Baseline traffic (Non-winter)		Main Works only		Main Works + Polo Flat	
		Light vehicles	Heavy vehicles	Light vehicles	Heavy vehicles	Light vehicles	Heavy vehicles
Link Road	Between Kings Cross Road and Snowy Mountains Highway	316	44	150	224	150	402
Link Road	Between Kings Cross Road and Ravine Road	206	22				
Snowy Mountains Highway	North of Link Road (Garden Gully Creek)	436	79	42	146	42	148
Snowy Mountains Highway	North of Yarrangobilly Caves intersection	385	70	24	64	24	64
Tantangara Road*	Snowy Mountains Highway to Tantangara Site					140	284

- Baseline and predicted traffic volumes for Tantangara Road were not included in the EIS assessment and have been included based on information provided in Modification 3, and from daily vehicle counts from FGJV Traffic and Transport team

4.2.2 Predicted Traffic Volumes – Cooma

Within the Cooma road section, it is forecast that the cumulative impacts of Main Works and Segment Factory activities would be expected to generate the largest number of heavy vehicles on Snowy Mountains Highway.

During the peak month of project traffic, it is expected that up to 410 two-way (205 one-way) heavy vehicle movements per day in a 24-hour period could be travelling on these sections of Snowy Mountains Highway, noting the average number of trucks is lower through the project.

Predicted daily traffic movements during Main Works, within the Cooma road section, without the use of PBS vehicles are provided in Table 4-3.

Table 4-3: Predicted daily traffic volumes by road section – Cooma

Road	Location	Baseline traffic (Non-winter)		Main Works only		Main Works + Polo Flat	
		Light vehicles	Heavy vehicles	Light vehicles	Heavy vehicles	Light vehicles	Heavy vehicles
Snowy Mountains Highway	West of Cooma	3,499	477	98	252	124	410
Snowy Mountains Highway	Old SMEC Offices	4,261	586	98	252	194	410
Snowy Mountains Highway	Cooma	4,888	1,509	94	252	264	390
Monaro Highway	South of Cooma	1,524	971	36	82	50	78
Monaro Highway	East of Polo Flat	4,198	683	48	176	74	270
Polo Flat Road	Polo Flat North	1,036	806	26	82	196	252
Polo Flat Road	Polo Flat South	1,102	1,067	42	82	308	78

4.2.3 Use of Performance Based Vehicles

PBS vehicles as described in Section 3.3 reduces heavy vehicle movements transferring segments by approximately 66%. Notwithstanding this, other heavy vehicles are required for materials and segment transport during construction of Main Works.

4.2.4 Intersection Performance

The revised traffic and transport assessment (Appendix K of the Submissions Report) showed that during future weekday peak hours, in the non-winter period, key intersections operate at Level of Service B or better with spare capacity.

All the intersections perform with lesser spare capacity, with increased traffic flows during the future winter holiday peak hour, but still operate at Level of Service B or better, except for:

- the intersection of Monaro Highway and Polo Flat Road (north end), operating at Level of Service F
- the intersection of Monaro Highway (Snowy Mountains Highway) and Bombala Street in Cooma, operating at Level of Service F
- the intersection of Snowy Mountains Highway and Vale Street, operating at Level of Service C, also considered to be failing by TfNSW as the degree of saturation exceeds 0.85 (0.871).

4.2.5 Rock Forest Spoil Haulage

Excess spoil that cannot be re-used during construction in permanent infrastructure or used elsewhere within the KNP is placed in emplacement areas at Talbingo (Ravine Bay, GF01 and Lobs Hole Main Yard), Tantangara Reservoir and outside the KNP at Rock Forest.

Except for the Rock Forest site Figure 1-1 all spoil emplacement areas are located within the project site and accessible by project roads.

Spoil generated from the Marica Upstream Surge Shaft and Headrace Tunnel excavations that cannot be reused during construction in permanent infrastructure is to be temporarily stockpiled within the construction footprint then loaded on to trucks and transported to Rock Forest (which is outside KNP) via the Snowy Mountains Highway.

If spoil extracted from the Marica site is known to contain NOA this spoil will be transported to the Tantangara PSE as the Rock Forest site is not being developed to accommodate the placement of NOA material.

It is anticipated that approximately 0.7 million m³ is to be transported and emplaced at the Rock Forest site. Assuming the use of Truck and Dog (35T per unit) for spoil haulage, this volume represents 36,000 truck movements (assumed bulking factor of 1.8T per cubic meter). Over a period of approximately 300 days this equates to approximately 120 heavy vehicle movements daily, which for the peak-hour equates to approximately 12 heavy vehicles.

Rock Forest is also used for the following:

- Storage and laydown areas
- Staging area to assist in managing project related vehicles in NPWS
- Available Facilities to assist driver fatigue management requirements.



Figure 4-1 Rock Forest Site Layout

4.3 PUBLIC TRANSPORT

As presented in the EIS and Submissions Report there are no public transport systems currently in operation within the vicinity of the project area.

4.4 EMERGENCY VEHICLES

Access for emergency vehicles is unaffected as there are no plans to close any of the roads to emergency vehicles. Access for emergency services vehicles are always maintained. Further detail is provided in Section 5.11.

4.5 ANCILLARY WORKS

Throughout the life of the project, various local KNP roads and fire trails are used for ancillary works including, but not limited to the laying of trunk services, erosion and sediment control, access for geotechnical works and emergency services. Works would not be used for spoil haulage, and would be activity specific, limited in duration, and have negligible impact. Local KNP roads which may be used during the project include, but are not limited to:

- Kings Cross Road
- Link Road
- Nungar Creek Fire Trail
- Alpine Creek Fire Trail
- Tantangara Dam Fire Trail
- Tantangara Road
- Quarry Trail
- Nungar Creek Trail
- Bullocks Hill Trail
- Gooandra FireTrail
- Merica Trail
- Lobs Hole Road.

The laying of trunk services (including the communications cable) includes progressive road works with TCPs prepared, in consultation with the relevant road authorities.

4.6 ENVIRONMENTAL RISK ASSESSMENT

The environmental aspects and impacts for traffic and transport are further considered within Appendix A3 of the EMS. This includes a risk assessment process that is based on (1) the likelihood of an impact occurring because of the aspect; and (2) the consequences of the impact if the event occurred.



5. TRANSPORT MANAGEMENT MEASURES

A range of environmental requirements and control measures are identified in the Main Works EIS, Submissions Report and the Approval. Safeguards and management measures are implemented to avoid, minimise or manage traffic impacts. Specific safeguards and management measures to address potential traffic impacts of the project are identified in Table 5-1.

Table 5-1: Transport Management Measures

ID	Impact	Measure / Requirement	When to implement	Responsibility	Source document
General					
TRA01	Temporary speed limit reductions	Posted speed limits adjacent to the below intersections are reduced to satisfy the sight distance requirements and maintain safe manoeuvring conditions for motorists. These intersections and the proposed speeds are: - Snowy Mountains Highway/ Tantangara Road – 60 km/hr;* - Snowy Mountains Highway/ Rock Forest –80 km/hr;* - Link Road / Lobs Hole Ravine Road –30 km/hr; - Snowy Mountains Highway / Link Road – 60 km/hr; - Monaro Highway / Polo Flat Road – 60 km/hr. * see note in Table 2-2.	Construction	FGJV	REMM TRA01
TRA02	Community notification	Affected communities, visitors and emergency services are notified in advance of any disruptions to traffic and restriction of access to areas of KNP impacted by project activities. Updates are provided across several platforms so as to inform all demographics and provide ample warning of upcoming or changes in access restrictions.	Pre-construction Construction	FGJV	REMM TRA06
TRA03	Construction traffic management	A Construction Transport Management Plan are prepared and include guidelines, general requirements, and procedures to be used when construction activities have a potential impact on existing traffic arrangements.	Pre-construction Construction	FGJV	REMM TRA07
TRA04	Dust and Mud tracking	To minimise dust and the tracking of mud from the project area onto public sealed roads, management measures are implemented, including but not limited to: - implementing progressive erosion sediment control plans (ESCP) to minimise on-site mud; - installation of stabilised site access points as required by the ESCP; - installation of rumble grids or wheel washes where necessary (e.g. wheel washes at Polo Flat, Tantangara, Marica, and Lobs Hole and rumble grid at Rock Forest); - where weather warrants, inspections to monitor the condition of public sealed roads are undertaken by the Traffic and Transport team; - covering of heavy vehicle loads; and - where necessary public sealed roads are maintained.	Pre-construction Construction	FGJV	Schedule 3, condition 45 Good practice

ID	Impact	Measure / Requirement	When to implement	Responsibility	Source document
TRA05	IVMS	To internally monitor compliance, In-Vehicle Monitoring Systems (IVMS) are installed in project light vehicles and heavy vehicles to monitor vehicle usage and speed.	Pre-construction Construction	FGJV	Schedule 3, condition 46 Good practice
TRA06	Rock Forest	The 'Rock Forest' site, outside the boundaries of the KNP near Adaminaby is used for heavy vehicle lay-up, logistics, staging and stockpiling of tunnel spoil during construction.	Construction	FGJV	Good practice
TRA07	Heavy Vehicle National Law	Persons involved in the loading of vehicles for road transport must make sure that the vehicle is not overloaded. It is noted that the recent changes to Chain of Responsibility provisions within the Heavy Vehicle National Law (HVNL) make all persons who may influence or manage the safety of a vehicle on the road is responsible for compliance with the HVNL.	Pre-construction Construction	FGJV	Good practice
TRA08	Vehicle restrictions	Vehicle speeds are restricted to 30 km/h within the site, between sunset and sunrise, unless the Planning Secretary agrees otherwise.	Pre-construction Construction	FGJV	Schedule 3, condition 44
TRA09		The use of Lobs Hole Ravine Road – North is restricted to: • access to and from the site during emergencies • Access / egress by heavy vehicle is not permitted • light vehicles at all other times with: ○ a maximum of 120 vehicle movements allowed a day (60 each way); and ○ an annual average maximum of 60 vehicle movements allowed a day (30 each way) Vehicle movements along Lobs Hole Ravine Road – North is tracked and recorded by site traffic management and / or IVMS to monitor and restrict daily traffic movements.	Pre-construction Construction	FGJV	Schedule 3, condition 44
TRA10	Parking	Sufficient parking is provided on site for all vehicles, vehicles associated with the development are not permitted to park on the public road network	Pre-construction Construction	FGJV	Schedule 3, condition 45
TRA11	Plant and equipment	All plant and equipment on the site must be maintained and operated in a proper and efficient manner, including regular servicing as per manufactures instructions	Pre-construction Construction	FGJV	Schedule 2, condition 13

ID	Impact	Measure / Requirement	When to implement	Responsibility	Source document
TRA12	Lobs Hole Road	Within 3 months of completing the upgrade of Lobs Hole Road (unless the Planning Secretary agrees otherwise) sections of Lobs Hole Road that are no longer required are closed and rehabilitated to the satisfaction of the NPWS.	Pre - construction Construction	SHL	Exploratory Works, Schedule 3, condition 38
ECO2	Weed Management	A Weed and pathogen monitoring program are implemented, with a weed control program to be implemented if weeds are identified along road verges. This may include wash-down stations to be constructed at a suitable location, with wash down for weeds as well as <i>P.cinnamomi</i> .	Pre-construction Construction	FGJV	REMM ECO2

5.1 ROAD AND INTERSECTION UPGRADES

External road and intersection upgrades are required for the Snowy 2.0 project generally, inclusive of Main Works activities. Upgrades to the external road network and intersections, that are undertaken by both FGJV and SHL in conjunction, are detailed in Table 5-2 and Table 5-3 respectively (derived from Appendix 5, Table 5-1 and Table 5-2 of the Approval). Road upgrades associated with the transportation of tunnel segments between Polo Flat and the KNP are detailed within the Segment Factory Traffic Management Plan.

The commencement and completion of road and intersection upgrade works are communicated by SHL to the Department, NPWS and NSW DPI via the Major Projects Portal.

All internal access road upgrades required for the project are designed in accordance with the relevant vehicle loading requirements.

The Long-Term Road Strategy (LTRS) was approved on the 4 March 2025 in accordance with Condition 50(e), where future road maintenance and funding responsibilities for the long-term road network are identified. This document is publicly available on the Snowy 2.0 website. While road and intersection upgrades required for the Snowy 2.0 project are detailed in Tables 5-2 and 5-3, the LTRS provides broader strategic context for long-term planning and coordination beyond the scope of the current Main Works activities.

Table 5-2: Road Upgrades to be Carried Out as Part of the Main Works

Road Section	Project Phase	Design Requirements	Status	Approval Authority
Lobs Hole Ravine Road - South	During construction	Dual lane gravel road	Completed	NPWS
	Prior to operation	Dual lane sealed road	Completed	NPWS
Lobs Hole Ravine Road – North	Prior to use	Minor work to provide turning areas (as outlined in the Exploratory Works)	Completed	NPWS
	During spring 2020	Seal the last 30 m before the intersection with the Snowy Mountains Highway (SMH)	Emergency use only, waiting finalisation	TfNSW
Link Road (approved separate to the Main Works Infrastructure approval)	During spring 2020	Dual lane sealed road with widening to 6m in some sections	Completed	NPWS
Mines Trail Road	During construction	Dual lane gravel road	Completed	NPWS
Nungar Creek Trail	During construction	Project works has been decommissioned and rehabilitated	Completed	NPWS
Tantangara Road, including upgrading Nungar Creek Bridge	Prior to construction on the Tantangara site	Dual lane gravel road	Completed	NPWS
Tantangara Road	prior to the haulage of spoil associated with MOD 3 works from Marica to Tantangara via Tantangara Road.	Location 1 (chainage 2835) - Extend the culvert pipe, repair or replace if needed new head walls and widen the road Location 2 (chainage 10560) - Undertake tree removal, extend the culvert pipe including new head walls and widen the road	Ongoing	NPWS

Road Section	Project Phase	Design Requirements	Status	Approval Authority
		Location 3 (chainage 10785)- Extend the culvert pipe, add new head walls and widen the road Location 4 (chainage 13250) - Extend the culvert pipe, add new head walls and widen the road Location 5 (chainage 13900) - Include additional signage to indicate this section will be a one-way section of the road		
Marica Trail and Marica Trail\West	During construction	Single lane gravel road extended to Mines Trail Road	Not commenced	NPWS
Wharf Road/ Pipeline Road	During construction	Dual lane gravel road	Completed	NPWS
Quarry Trail	During construction	Dual lane gravel road	Completed with additional asphalt	NPWS
Talbingo excavated road emplacement access road	To be rehabilitated as agreed with NPWS	New dual lane gravel road	Completed and operational	NPWS
Tantangara camp road as part of the CA this is now Spoil Road	During construction	Dual lane gravel road	Completed	NPWS
Gooandra, Bullock, Tantangara Dam, Nungar Creek and Alpine Creek fire trails	During construction	Minor works to allow for passing bays	Exploratory works have been completed. Rehabilitation works are currently underway along the Gooandra and Nungar Creek trails. Planning and implementation for the remaining trail networks are pending commencement	NPWS
SMH (between Sawyer Hut and Link Road)	Prior to the delivery of transformers to the site	Two areas of minor cutback of existing embankment	Not commenced	TfNSW
Link Road turn around bay	Prior to construction	Laydown / turnback along Link Road to the west of Lobs Hole Ravine Road, of approximately 750 m	Completed	NPWS

Following the listed upgrades to Tantangara Road, an appropriately qualified person is to undertake a

further road safety audit, which will be provided to the relevant authorities.. Any recommendations of the audit are then to be implemented.

Table 5-3: Intersection Upgrades to be Carried Out as Part of the Main Works

Road Section	Project Phase	Design Requirements	Status	Approval Authority
Snowy Mountains Highway/Bombala Street	Prior to the delivery of tunnel boring machines, transformers or concrete segments using OSOM vehicles	Works to kerbs, signage, internal roundabout pavement, trimming overhanging vegetation, installation of temporary traffic signal and traffic sensors	Temporary traffic signage and sensors are in place on a seasonal basis.	TfNSW
Snowy Mountains Highway/Vale Street	Prior to the delivery of tunnel boring machines, transformers or concrete segments using OSOM vehicles	Works to kerbs, signage, internal roundabout pavement, trimming overhanging vegetation	Completed	TfNSW
Snowy Mountains Highway/Rock Forest	Prior to construction on the Rock Forest site	Basic Right Turn (BAR) treatment / Auxiliary Left Turn (AUL) treatment and pavement widening. Sealed access to Rock Forest to a minimum of 22m from edge of Snowy Mountains Highway.	Completed	TfNSW
Snowy Mountains Highway/Marica Trail	During construction	BAR / AUL, road widening, and embankment works. Sealed access to Marica Trail to a minimum of 22m from edge of Snowy Mountains Highway.	Completed	TfNSW
Snowy Mountains Highway /Tantangara Road	Prior to construction on the Tantangara site	Right-turn lane on SMH and vehicle activated sign	Completed	TfNSW
Snowy Mountains Highway/Link Road	During construction	Minor pavement marking changes and vehicle activated sign	Completed with signed on link road	TfNSW
Link Road/Lobs Hole Ravine Road – South	During construction	Sealing of intersection and vehicle activated signage	Completed	TfNSW

5.1.1 Speed Limit Reductions

In accordance with REMM TRA01 SHL applies for required temporary speed zone reductions through TfNSW and makes sure each proposed reduction has a supporting Traffic Control Plan (TCP) prepared by an appropriately qualified person. Speed zone reductions are not to be implemented until approval has been granted by TfNSW.

Approved TCPs are communicated to workers and relevant regulatory authorities prior to temporary speed limit reductions coming into effect.

5.2 FOG, ICE AND SNOW

Local climate and weather conditions in the project area such as fog, storms and snow present potential safety risks to road users during construction. The Snow and Ice Traffic Management Plan (SITMP), provided in S2-FGJV-LOG-PLN-0010 - Snow and Ice Traffic Management Plan, describes how the interaction of project vehicles and inclement weather, especially snow and ice are managed to prevent harm to project staff, subcontractors and the public.

5.3 TRAFFIC CONTROL PLANS

TCPs are developed as part of the construction planning process for all construction activities that affect traffic conditions and the safety of road users on the external or internal road network. For example, pavement widening, such as those associated with intersection upgrades, that require temporary occupation of traffic lanes or working adjacent to the road.

TCPs are developed progressively during construction in accordance with the Roads and Maritime publication Traffic Control at Works Sites Manual and the Australian Standard AS1742-2002 Manual of Uniform Traffic Control Devices.

Where required the TCPs are developed in consultation with the relevant road authority(s) which include TfNSW, NPWS and Snowy Valleys and Snowy Monaro Councils. Emergency services are notified prior to the implementation of traffic changes to make certain that they are aware of the potential impacts that may affect emergency responses.

The TCPs establish the specific management measures to be implemented to ensure the safety of road users and to maintain efficient road network operations. They include:

- the traffic control devices to be installed in advance of the works which may include cones, barriers, signs, traffic controllers and temporary traffic signals etc and how these are to be established
- additional advisory signs or speed restrictions to be installed during construction
- road occupancy requirements and approvals
- road speed reductions required for the safety of the public and workers
- traffic management inspection and maintenance requirements.

5.4 SCHEDULING

To limit cumulative impacts on the road network and impacts to local residents and pedestrians, scheduling of vehicle movements to avoid peak traffic periods and conflicts with other road users are implemented. Peak traffic periods include snow season (June long weekend – October long weekend) weekends, public holidays and school holidays. Scheduling acts to:

- minimise potential for conflict with peak winter traffic, school buses and other motorists as far as practicable
- minimise convoying or platoons.

To minimise cumulative impacts with other road users, management measures include:

- 500 m spacings are being implemented between trucks entering and leaving site
- scheduling of OSOM movements outside peak periods and any activities over 4 m with wide to be transported at night-time where possible
- liaison with local bus operators to avoid school pick up and drop of periods
- next day and next week look ahead for deliveries
- consultation with ski fields, NPWS and TfNSW during peak winter months
- the communication of 6-month and 2-week traffic movement forecasts at TTLG meetings to stakeholders including NSW Police, TfNSW, NPWS, Councils, and the HVNR.

- Mod 3 works only restrict heavy vehicle (trucks carrying spoil) movements between Marica Trail and Tantangara Road/Rock Forest to 5 trucks in each direction per hour during the AM peak hours from 7am to 9 am during the winter months of June to August. The booking process involves providing information on the driver, vehicle registration, company, load size/product/material, and arrival time by 3 pm of the previous day, which is sent to the Traffic and Transport team for approval. The approved list is distributed to the site team and transport providers before 5 pm for next-day deliveries.
- Mod 3 works only restrict heavy vehicle (trucks carrying spoil) movements between Marica Trail and Tantangara Road/Rock Forest to 9 trucks in each direction per hour during the AM peak hours from 7am to 9 am during the months of September to May. The booking process involves providing information on the driver, vehicle registration, company, load size/product/material, and arrival time by 3 pm of the previous day, which is sent to the Traffic and Transport team for approval. The approved list is distributed to the site team and transport providers before 5 pm for next-day deliveries.

To allow for the hold up of project traffic across the road network, lay up areas at Polo Flat, Rock Forest, the Link Road turn around and project sites are established. Allocated security and logistics personnel at key site entry points and layup areas work to communicate and direct the layup and flow of traffic. Where queuing into project sites impacts the road network, layup areas are informed to hold or stagger project vehicles until clearance is given. Variable message boards have been installed at the exit to sites to remind Project traffic that 500 m should be allowed between heavy vehicles.

Project staff are made aware of the need to report any impacts on the road network so that reactive measures can be implemented.

In advance of OSOM deliveries, OSOM permits are reviewed. The issuing of these permits takes into consideration the scheduling of OSOM movements to minimise cumulative impacts on the road network. Scheduling requirements are included in driver inductions, the DCC and reiterated through pre-starts. The Traffic and Transport team make sure currency of OSOM related movements.

To control the heavy vehicle movements, FGJV undertake tracking through Daily Look Ahead (DLAH) and scheduling of all HV. This allows the project to get daily driver logs from security of vehicles movements and the number vehicle movements which is collated and submitted to SHL every quarter of the year.

5.5 DILAPIDATION REPORT

Prior to commencement of Main Works construction and decommissioning activities, a road dilapidation report is prepared and approved in accordance with Austroads guidelines and a completed report provided to the relevant road authority(s) for information.

The dilapidation report is prepared for the main transport route to be used for construction and includes identification of measures to address any residual impacts not able to be avoided. The report also incorporates mechanisms to restore any damage that may result due to its use by traffic and transport related to the project.

The report captures the current condition of the road surface on Link Road, between Snowy Mountains Highway, Goat Ridge Road and Tantangara Road.

Throughout construction, routine defect identification and rectification of roads used by construction heavy vehicles within the internal road network are managed as part of the project maintenance procedure superseded by the Monthly Maintenance Inspection Report which will be sent to roadaccess.south@transport.nsw.gov.au once it is completed. Within two months of completion of any construction and/or decommissioning works, a dilapidation survey is made of the same roads and a report is prepared to assess any damage caused by construction heavy vehicles. The report considers any damage as a result of general road usage (under equivalent pre-development conditions and heavy vehicle volumes). These surveys include Dilapidation Reports prepared by SHL following Exploratory Works, including:

- Link Road
- all roads within KNP not upgraded as part of the exploratory works and potentially used by Heavy Vehicles during construction
- local roads within Talbingo which are potentially to be used by Heavy Vehicles during exploratory works
- Spillway Road
- Miles Franklin Drive.

Should assessed damage be considered to have been caused by the project, such damage is to be assessed against the initial dilapidation report and where agreed, repairs are completed by FGJV and SHL in consultation with the relevant road authority and to the satisfaction of NPWS (for Link Road, between Snowy Mountains Highway, Goat Ridge Road and Tantangara Road). Where required, roads were rehabilitated / made good to the extent that they are in a condition which is similar to that in place prior to Stage 2 of Exploratory Works.

Repairs that do not endanger road safety are undertaken within an agreed timeframe from completion of the survey unless the relevant authority agrees otherwise. Repairs that do endanger road safety are undertaken as soon as possible after the damage is identified, but within 7 days at the latest.

Internal roads and water related infrastructure is maintained as required following monthly road surface inspections or otherwise observed by project staff. Throughout the life of the project, all roads and water-related infrastructure on site are maintained in a safe and serviceable condition by the project construction team.

5.6 HEAVY VEHICLE AND OVER-DIMENSION VEHICLE MANAGEMENT

5.6.1 Vehicle Movement Plans and Heavy Vehicle Haulage Routes

Vehicle Movement Plans (VMPs) are developed for both external and internal roads. VMPs are used to communicate approved heavy haulage routes and include travel directions, permitted intersection turning movements, speeds, approved parking, lay-up areas (including Polo Flat, Rock Forest, the Link Road turn around and project sites), areas off-limits to parking (e.g. Link Road NPWS pay station and Kiandra Court House), types / size of trucks to be used and any traffic control required. VMPs are to be presented diagrammatically to allow for clear communication with the workforce. VMPs are progressively developed during construction and updated as conditions change. Where necessary VMPs are communicated to the relevant road authority.

Vehicle Movement Plans are developed for key areas of the project road network including, but not limited to:

- State road haulage routes between Cooma and Main Works project sites
- Key intersections provided in Table 3-2
- Key project roads including Link Road, Lobs Hole Ravine Road and Tantangara Road
- Internal project access roads.

The designated heavy vehicle and over-dimension vehicle haulage routes to be used during the Main Works are included in Appendix D. Heavy vehicle routes to and from construction sites have been prepared with the objectives being to minimise impacts to local roads and maximise the utilisation of State and regional roads where feasible and reasonable.

Where an emergency requires, non-project listed roads, including local roads may be used by light vehicles and heavy vehicles only where safe to do so and authorised by the relevant authorities (as allocated in Table 3-1).

Heavy vehicle parking, idling and queuing on public roads is minimised where practicable particularly within the regional towns of Tumut, Talbingo, Adaminaby and Cooma. The impact of heavy vehicles from convoys

and congestion through local townships during peak traffic periods are to be mitigated through the following initiatives:

- deliveries are scheduled and staggered to prevent vehicles queuing on the Link Road. Deliveries are arranged so they travel at an ordered distance allowing for a steady entry into the Link Road without the need to queue
- deliveries are scheduled to occur such that heavy vehicle travel during snow season (June long weekend – October long weekend) weekends and public holidays is avoided where practicable
- deliveries are scheduled to occur such that heavy vehicle travel during peak periods through Cooma and Tumut, defined as between 8:00am and 9:30am and between 4:00pm and 5:30pm, are avoided where practicable
- particular care is given to avoid the need for heavy vehicle travel through school zones such as that adjacent the SHL office in Cooma during school zone operating hours
- the DCC requires drivers to pull over when safe to do so should excessive queuing occur on single lane roads
- heavy vehicles aim to travel staggered from one another when in transit to minimise delays to non-construction vehicle movements. This is managed by:
 - scheduling of vehicle movements using:
 - 6 month and 2 week look aheads at TTLG meetings
 - next day and next week look aheads for deliveries
 - staggering of the departure of segment trucks from Polo Flat by site personnel.
 - adherence to heavy vehicle traffic movements leaving the Polo Flat Segment Factory (as specified in Infrastructure Approval (SSI-10034), see below)
 - ensure that the development does not generate more than:
 - 175 heavy vehicle movements during the day and evening
 - 45 heavy vehicle movements transporting finished segments from the site during the night on the public road network.
 - monitor and record these heavy vehicle traffic movements at the Polo Flat Segment Factory gate.
- signage at the exit to each site reiterating the requirement to leave 500 m between each heavy vehicle
- drivers communicate via radio and aim to maintain distance between each heavy vehicle
- any OSOM escort vehicles are used to coordinate staggered movements
- Heavy Vehicle drivers are to use Call ups signs when in place.

At all times heavy vehicle drivers are required to obey the road rules which includes covering loads when in transit to and exit from the project site.

Where reasonable and safe to do so, project drivers are encouraged to reduce speed at key intersections along the Snowy Mountains Highway, including the Rock Forest, Tantangara Road, Link Road, Coppermine Trail, Marica Road, Lobs Hole Ravine Road – North and Miles Franklin Drive intersections.

5.6.2 Pedestrian Safety

To manage pedestrian safety through local townships, the following initiatives have and continue to be implemented by SHL and relevant road authorities:

- community awareness campaigns
- notification of road closures and interruptions.

5.6.3 Drivers Code of Conduct and Fatigue Management

The safety of workers and road users is of paramount importance to SHL and FGJV, and the fit and proper behaviour of drivers is directly related to establishing and maintaining a high safety standard during Main Works. Further, all drivers involved in the project must comply with the legal obligations while operating vehicles.

To assist in achieving safe outcomes during construction, a Drivers Code of Conduct (DCC) has been developed and is included in Appendix A of the TMP. The DCC outlines acceptable behaviour for all vehicle drivers in connection with the project.

Prior to working on the project all vehicle drivers are required to have read the code and acknowledge their compliance with it throughout their involvement in the project. The expectations of the DCC are established in the Project Delivery Drivers induction and are reiterated through pre-starts FGJV retains copies of the signed DCCs.

Heavy vehicle haulage routes are communicated to haulage contractors during the procurement stage and requirements of the DCC, route use and compliance included in their contracts.

The DCC includes an element of fatigue management. This includes the requirements for drivers on the project to manage their fatigue, be suitably rested and for operators of heavy vehicles to comply with the Chain of Responsibility (CoR) legal requirements under the National Heavy Vehicle Law (Heavy Vehicle (Adoption of National Law) Act 2013). The fatigue management standards including those outlined in the Chain of Responsibility are consistent with the standards outlined in the Fatigue Management Plan.

The DCC is monitored and reviewed as detailed in Section 6.1

5.6.4 Over-size and Over-mass (OSOM) Vehicles

The designated haulage routes to be used during the Main Works by OSOM vehicles are included in Appendix D. All over-dimensional and heavy vehicles associated with the development must travel to and from the site via:

- 1) Snowy Mountains Highway, Miles Franklin Drive and Spillway Road
- 2) Snowy Mountains Highway, Link Road and Lobs Hole Ravine Road
- 3) Snowy Mountains Highway, Coppermine Trail and Wallaces Creek Trail
- 4) Snowy Mountains Highway, Marica Trail
- 5) Snowy Mountains Highway, Tantangara Road and Quarry Trail
- 6) Elliott Way and Link Road (but only following the written approval of the Planning Secretary, following consultation with the road authority (NPWS)). Written requests to be submitted to FGJV for submission to above regulator if approval is granted by FGJV.

The Snowy Mountains Highway serves as the main transport route to and from the project during construction and provide access for OSOM vehicles required to deliver large indivisible objects. The Snowy Mountains Highway is classed as a Limited Access Location for the purpose of OSOM transport and requires a specific permit to be obtained in advance of travel for vehicles exceeding 2.5 m in width and/or 19 m in length.

In advance of OSOM deliveries, FGJV (or sub-contractor) applies for an OSOM permit through the National Heavy Vehicle Regulator (NHVR) Portal. This captures all relevant information point of origin, route and destination. OSOM permits and accompanying documents are kept and managed through the NHVR Portal and internal FGJV systems.

As required through the OSOM permit process, when undertaking an oversize and/or overmass movement in NSW that is classified as 'high risk', travelling on a 'high risk' route, or undertaking a movement that involves the transportation of a 'critical/sensitive' load, a Transport Management Plan (separate to this plan)

must be prepared to accompany the access permit application. A TMP is required for any of the following OSOM movements:

- all OSOM movements that are classified as 'High Risk' due to their dimensions and/or weights
- all OSOM movements that travel on a 'High Risk' route
- all OSOM movements that involve the transport of a 'Critical/Sensitive' load.

OSOM TMPs include detail of the following:

- materials and components to be transported
- anticipated project delivery schedule
- communications strategy and notification process for OSOM movements
- incident response procedure with key project contacts for relevant agencies including TfNSW, NSW Police and local government
- detailed route assessment including corridor restrictions and pinch point
- compliance management, demonstrating how OSOM access is regulated, quality control and confirm compliance with conditions of access.

The purpose of the OSOM permit is to check and approve that the vehicle type, load limit and haul route (consistent with the routes detailed above) are suitable under OSOM requirements. Notice of the OSOM deliveries may be provided to the community and relevant stakeholders as required on a case-by-case basis based on the potential impact. This is reviewed and undertaken by the Traffic and Transport and Community teams. OSOM travel occurs under the conditions of permit once FGJV authorisation is granted.

In the event an OSOM movement requires changes to the state road network, or any assets it manages on this network, discussions are undertaken with TfNSW before commencement of OSOM movements to ensure the appropriate approvals are in place.

5.6.5 OSOM Movements

Tunnel Boring Machines (TBM), Machine Hall, Transformer Hall and associated infrastructure requires importation and transport to site. Transportation occurs during overnight off-peak periods via the surrounding road network where practical. Loads over 4 m in width travel overnight between Cooma and project sites.

TBMs are delivered to the site in various components and assembled on site, with a significant portion of the parts being oversized and exceeding the 2.55 m width of a vehicle as specified in the NSW Roads Act 1993. A typical OSOM vehicle configuration is shown in Figure 5-1.

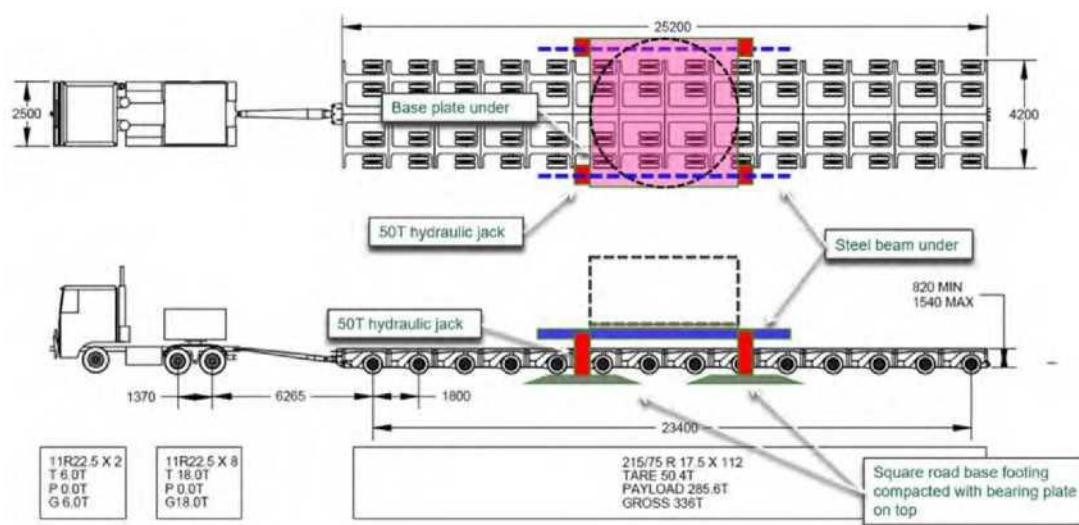


Figure 5-1: Typical OSOM Configuration**5.6.6 Link Road Turnaround**

To enable set down and turn-back of OSOM deliveries, with the typical OSOM configuration as shown in Figure 5-1, a laydown / turnback is established along Link Road to the west of Lobs Hole Ravine Road, of approximately 750 m. This minimises the OSOM delivery duration along Link Road and Snowy Mountains Highway.

Following the trans-loading of TBMs and other OSOM deliveries, the Link Road Turnaround continues to be used as a project facility for staging and queuing of heavy vehicles.

5.6.7 Heavy Vehicle Recovery or Salvage

Procedures to be followed in the event of the breakdown or crash of a project heavy vehicle on the public road network, are detailed in the Heavy Vehicle Salvage Plan provided in S2-FGJV-LOG-PLN-0011 – Heavy Vehicle Salvage Plan.

5.6.8 Dangerous Goods

Transport of chemicals, hazardous materials, and other dangerous goods must comply with the following principles, in accordance with the Australian Code for the Transport of Dangerous Goods by Road and Rail (ADG Code), Edition 7.9, 2024:

- Dangerous goods are assigned UN numbers and Proper Shipping Names (PSN).
- Dangerous goods are transported in accordance with their hazard classification and composition.
- Incompatible materials are not to be transported in the same consignment, or they must be segregated according to ADG Code requirements.
- Dangerous goods are packaged in accordance with their classification criteria, and the packaging is certified and intact prior to acceptance for transport or delivery at the project site.
- Dangerous goods are properly marked and placarded as per the ADG Code or the Globally Harmonised System of Classification and Labelling of Chemicals (GHS) National Codes of Practice prior to acceptance for delivery to the project site.
- Consignment documentation (including the Consignment Note, Emergency Information, and Safety Data Sheets (SDS)) are available for the duration of the transport and presented prior to acceptance of the dangerous goods at the site.
- Emergency Response Plans for the containment and clean-up of hazardous substances and transport incidents are in place prior to shipment of the material.

Refer to the Australian Code for the Transport of Dangerous Goods by Road and Rail (ADG Code), Edition 7.9, 2024, for further information.



Figure 5-2: Link Road laydown / turnback

5.7 MARITIME TRAFFIC MANAGEMENT

Management of waterway traffic to minimise the potential impacts from construction marine traffic on the surrounding community and environment, is detailed in the Marine Transport Management Plan provided in S2-FGJV-LOG-PLN-0012 – Marine Transport Management Plan. The waterway management plan details waterway construction activities, hours of operation, and management measures for traffic control, extreme weather and access management.

5.8 SPOIL HAULAGE MANAGEMENT

To manage impacts associated with the transport of spoil from Marica to Rock Forest, outside of the KNP, the following management processes are applied:

- Where spoil is transported on public roads, all vehicles are covered to minimise the generation of dust; As described in Section 5.1, intersection upgrades to enable these works include: the intersection of Snowy Mountains Highway and Marica Trail and Snowy Mountains Highway and Rock Forest
- As described in Section 5.1.1 and REMM TRA01, temporary speed limit reductions are implemented for approaching the intersection of Snowy Mountains Highway and Rock Forest
- Traffic and construction noise associated with the disposal and emplacement of spoil at the Rock Forest site are managed in accordance with the Construction Noise Management Plan – Rock Forest.
- If NOA spoil is to be transported from Marica to Tantangara PSE it will be done in accordance with NOA and Fibrous Minerals Management Plan (S2-FGJV-HSA-PLN-0032) and Main Works Spoil Management Plan (S2-FGJV-ENV-PLN-0019) Appendix D Naturally Occurring Asbestos Management Plan

5.9 IN-VEHICLE MONITORING SYSTEMS

To monitor and record vehicle movements and internally monitor compliance with road rules, speed limits and transit hours, In-Vehicle Monitoring Systems (IVMS) are installed in all dedicated full time project vehicles to monitor vehicle usage and speed.

Non-dedicated, intermittent project delivery vehicles are expected to use a form of IVMS (not administered by the project) and are required at a minimum to complete the driver induction and DCC. During procurement and onboarding drivers are issued with a driver's awareness pack, including an online drivers induction program outlining driver requirements, which must be completed before working on the project.

NPWS and emergency service vehicles do not require IVMS when utilising NPWS roads and trails except for when they are entering clearly identified lease areas. Where driving in the project footprint, NPWS and emergency services are required to adhere to project speed limits and other vehicle safety requirements (e.g. UHF radio checkpoints).

IVMS performance is internally monitored monthly and are enforced across FGJV personnel through a Vehicle Speed Management procedure.

5.10 WEED AND HYGIENE CONTROL

To minimise the risk of any new weeds being introduced to project work areas, all vehicles, light vehicles and mobile plant are inspected prior to site entry and the hygiene declaration form completed. Vehicles are inspected on arrival to site. All vehicles and equipment inspected are documented using the Hygiene Declaration Form. Weed and hygiene requirements are communicated to suppliers during procurement and within the DCC. Where washdown and inspection bays are provided at entry and exit to the site, all vehicles should use these bays, unless exemption is provided by the HSE manager (e.g. OSOM vehicles).

5.11 ACCESS MANAGEMENT

5.11.1 Staff Movements

Project personnel are not permitted to drive personal vehicles to the project site. To reduce traffic volumes, travel times and improve safety outcomes, personnel are to travel via project approved light vehicles or bus.

Personnel are transported from designated local towns and airports to the accommodation camps by project-supplied buses. When on site, buses collect workers and transport them between accommodation camps to various worksites before and after shifts. Bus pick-up and drop-off points are marked at accommodation camps and at worksites, along with safe pedestrian routes.

Sufficient buses are allocated to each camp to transport the workforce back and forth at the start and end of each shift. Exceptions apply for personnel who require flexibility of movement due to their role and would use light vehicles.

5.11.2 National Park Public Access

Recreational activities currently undertaken in the northern area of KNP include drive touring, picnicking, camping, walking, horse riding, cross country skiing, downhill skiing, snowboarding and snow play, cycling, climbing, caving, canoeing and rafting, boating and fishing. This plan details the procedures that are employed to minimise the impact of traffic, transport and access to make certain of public safety and an ongoing positive experience for park users during construction.

During construction the following are implemented to manage impacts on users of the Kosciuszko National Park both within and in the vicinity of the construction envelope:

- providing advance notification to NPWS and the public of any changes to park facilities including access roads, Lobs Hole campground, Talbingo and Tantangara Reservoirs
- providing updates as works progress and notification of any ongoing changes that impact park users undertaken any time a change occurs that modifies the previous access arrangement
- providing clear signage of restricted access and alternative routes)
- providing park users, the opportunity to give feedback during construction to enable ongoing improvements to be made
- in areas where park users may come in proximity of the project area, the project workforce are informed of the presence of park users and actions to be taken in the event that they enter the project area through daily pre-starts and toolbox talks.

Updates and notifications are provided across several platforms so as to inform all demographics and provide ample warning of upcoming or changes in access restrictions. Further information is provided in the S2-FGJV-LOG-PLN-0012 - Transport Communications Strategy.

Emergency services and NPWS officers always have access the site, including during the upgrade of Tantangara Road (Section 5.11.3, Section 5.11.8). Access by NPWS, SHL, DPI Fisheries, emergency services, utility asset owners and TfNSW to project areas within the KNP, are managed through the Access Network Management Plan S2-FGJV-ENV-PLN-0031 .

5.11.3 Tantangara Road Access

To make sure NPWS, emergency services and members of the public have access to areas of Tantangara Reservoir and other recreational areas, ongoing access management measures are implemented.

During construction, Tantangara Road is closed for upgrade and during high-risk activities (e.g. transport of oversized equipment). Following upgrades, Tantangara Road is open to members of the public, NPWS and emergency services for unrestricted use. Where temporary works occur (e.g. OSOM movements) suitable procedures are used (such as vehicle escort and traffic controls) to ensure safe transit for all vehicles. The Tantangara road upgrades will be conducted under localised traffic control scenarios so as to maintain open road access while these works are undertaken. Notably, the Tantangara Road Access intersection with Snowy Mountains Highway was upgraded in 2022/2023, following TfNSW consent received on 13 September 2022.

Tantangara Road access will be managed by the installation of an operational gate at the junction of Tantangara Road and Quarry Trail Road for the extent of works, as depicted in Figure 5-3. All public access is restricted with entry permitted for certain parties as per the Access Network Plan, to restrict access from Tantangara Road onto Quarry Trail Road and into the project site.

The timing of these access restrictions are confirmed according to the Construction Program and the priority of works at Tantangara. All community and NPWS access restrictions would be advised in advance of closures in accordance with the Access Network Plan and the Community and Stakeholder Engagement Plan.

Operational gates are manned 24 hours, 7 days a week and hours of access for those permitted is as per the Approval and Access Network Plan.

Passive gates, barriers and signage are proposed to be installed at other secondary access locations such as fire breaks and walking tracks in consultation with SHL and NPWS to restrict public access to project sites. FGJV access restrictions outside of project footprint are to the satisfaction and standard of NPWS to make sure consistency with NPWS policy and procedures.

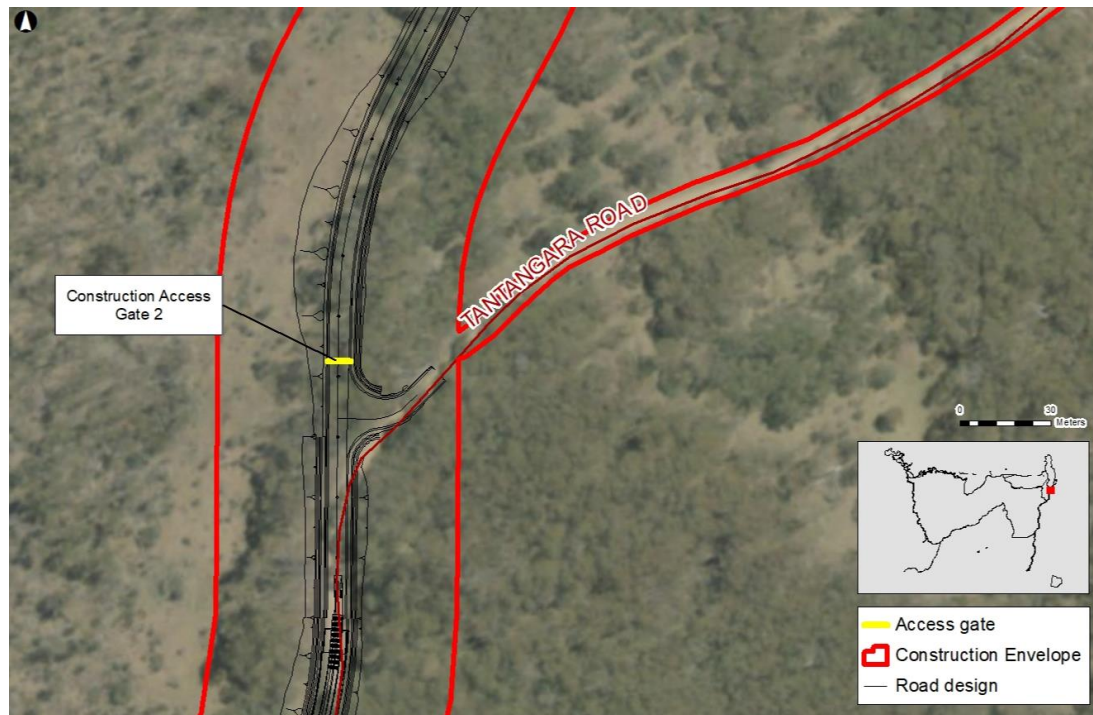


Figure 5-3: Tintangara Access Gate (Junction of Quarry Trail Road and Tintangara Road)

5.11.4 KNP Road closures

Internal roads within KNP that are closed to the public during construction are shown in Figure 5-4, and listed below:

- Lobs Hole Ravine Road (south)
- Mines Trail Road
- Lobs Hole Road
- Lobs Hole Ravine Road (north) beyond first 5 km
- Marica Trail / Marica Trail west
- Wharf Road / Pipeline Road
- Quarry Trail
- Gooandra / Bullock / Tintangara Dam fire trails
- Nungar Creek Fire Trail
- Alpine Creek Fire Trail.

Prior to the road closure advance information signage is installed at the start of the roadway and at key decision points which includes the KNP entrance points. Road closure signage including advance warning signs are installed in accordance with the TfNSW Traffic Control at Worksites Manual to enforce the closure of these roads. In some cases, gates or fencing may be warranted to deter entry. Gates and fencing would be installed in consultation with NPWS. FGJV and SHL coordinate the road closures with NPWS.

Where works involving a KNP road closure are completed, these roads are reopened to the public where safe to do so (e.g. following the laying of trunk services and the communications cable).

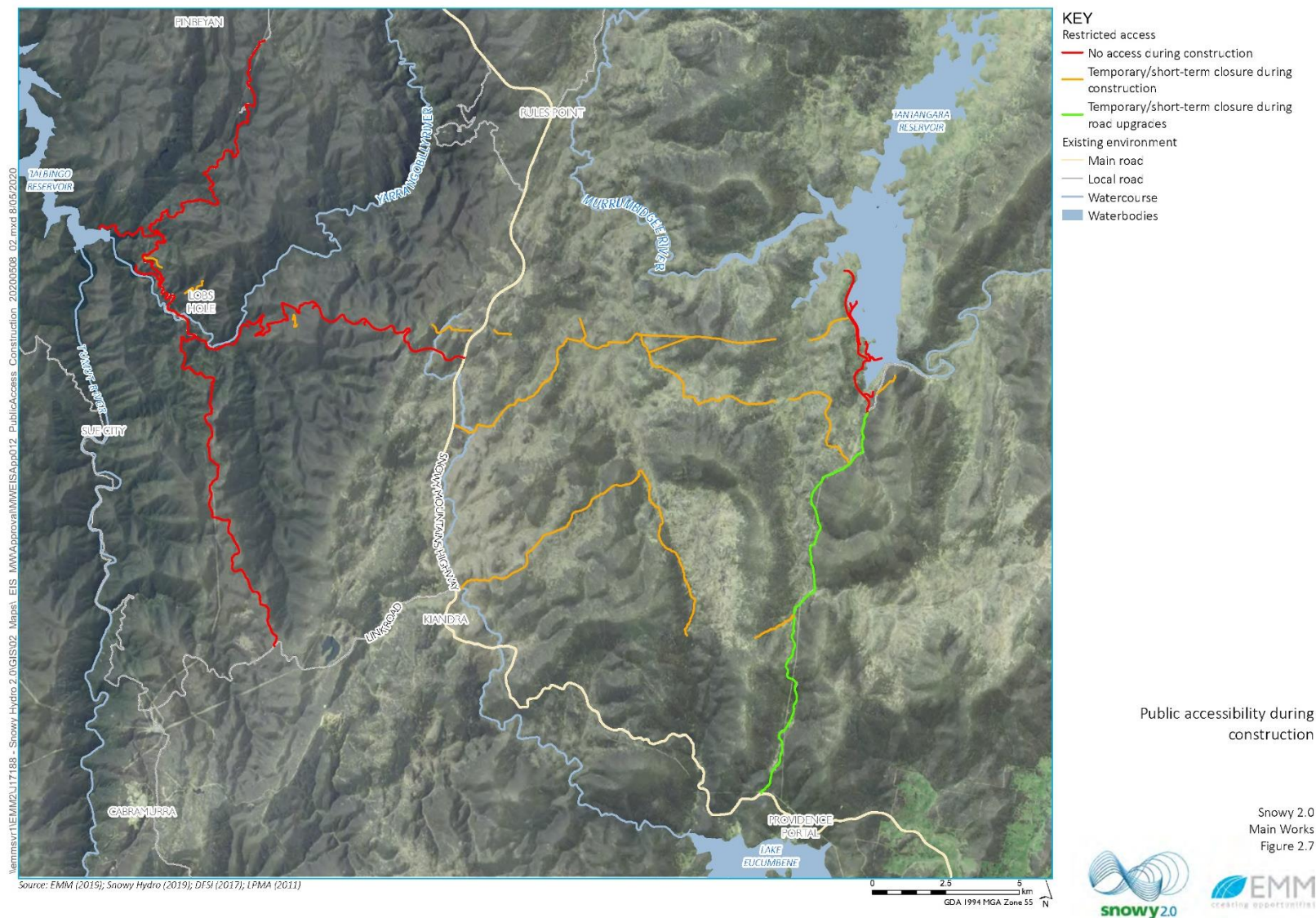


Figure 5-4: Public Accessibility During Construction

5.11.5 Water Access

Potential impacts from marine transport operations associated with the development are managed under the Marine Transport Management Plan provided in S2-FGJV-LOG-PLN-0012 – Marine Transport Management Plan.

5.11.6 Horse riding, Walking and Cycling Tracks

Throughout the project, Lobs Hole Ravine Road (from the Blue Creek Trail intersection (in the north) to the Link Road (in the south)) and Lobs Hole itself (including the Ravine Campground) are closed to the public. Access during the construction of the Main Works is the subject of ongoing consultation with NPWS. The closures affect existing walking, horse riding and mountain bike trails adjoining Lobs Hole Ravine Road.

Throughout the project the use of additional recreational trails may be restricted due to temporary works. Advance warning signs are installed at key points along informal tracks and trails in consultation with SHL and NPWS. In some cases, gates or fencing may be warranted to deter entry. Gates and fencing would be installed in consultation with NPWS. Signage and access restrictions are provided to the satisfaction of and standard of NPWS to ensure consistency with NPWS policy and procedures.

It may not be possible to prevent members of the public from undertaking recreational activities in the project area. FGJV are to make sure that all site persons are briefed to be alert of unauthorised persons, and to stop works in the event that such a person enters the work area.

5.11.7 Peak Seasons and Events

Peak periods occur where there is potential for greater impacts to road traffic and park users due to the increase in tourism related traffic volumes. During these periods additional traffic inspections are undertaken to confirm that these impacts do not warrant further mitigation and traffic management. Transport management measures, including changes are made to construction delivery routines and project vehicle scheduling during these periods to minimise peak traffic impacts.

Where local events and project traffic have the potential to cumulatively impact the road network, FGJV Community and Traffic teams coordinate with event organisers in order to minimise and manage impacts.

5.11.8 Access for NPWS, Emergency Services and Other Utility Service Providers

Ongoing access to the site is required for the following parties:

- SHL (the Client)
- the Client's contractors including the E&M Works D&C contractors
- National Parks and Wildlife Services (NPWS)
- Utility asset owners.

During the construction works there are several periods where access into the site is restricted for lengths of time due to the nature of the works. FGJV make every effort to provide safe access when requested, however if safe access through the works is not available, alternative access to the site is provided.

Access for utility asset owners is always required in case of emergency repairs. Prior to the closure of the internal access roads the utility asset owners are consulted, and a means of access determined. The agreed access provisions are provided throughout construction. Should further access changes eventuate during construction, access restrictions are not implemented without first consulting with the affected asset owners.

Similar arrangements are put in place for NPWS staff and vehicles required to carry out any park or emergency operations during Main Works. This arrangement is detailed in the Afl between FGJV and NPWS.

There is the potential for the works to impact emergency services access into the KNP. FGJV liaise with Emergency Services and may require access into the park for the purposes of emergency search and rescue. FGJV provides regular updates on access availability throughout the project. The emergency access and evacuation processes are detailed in the Emergency Response Management Plan.

Access arrangements during Tantangara Road upgrade works are provided in Section 5.11.3.

5.12 TRAFFIC INCIDENTS

Traffic incidents may occur within the project area or external to the project area.

In the event of a traffic incident within the site:

- safety and environment related traffic incidents within the bounds of the project area are managed in accordance with the EMS and the Health and Safety Management Plan, and the associated incident and emergency reporting procedures
- depending on the type and severity of the incident this may include notification to the Department in writing for incidents defined under the Approval, notification to the NPWS where required under the Deed of Agreement of Lease and notification to the EPA for pollution related incidents. SHL would notify the Department in writing immediately after they become aware of the incident on site.

In the event of a traffic incident external to the project site, but within project roads as described in Table 3-1, relevant road authorities and emergency services are notified. If a traffic incident were to occur external to project roads defined in Table 3-1, TfNSW and / or the relevant road authority are notified.

For incidents involving the salvage and / or recovery of project heavy vehicles refer to the Heavy Vehicle Salvage Plan - S2-FGJV-LOG-PLN-0011.

5.12.1 Traffic Incident Notification Process

In the event of a transport incident located outside the project site, but on project roads, the following people are notified by FGJV via phone call, text and / or email within 24 hours.

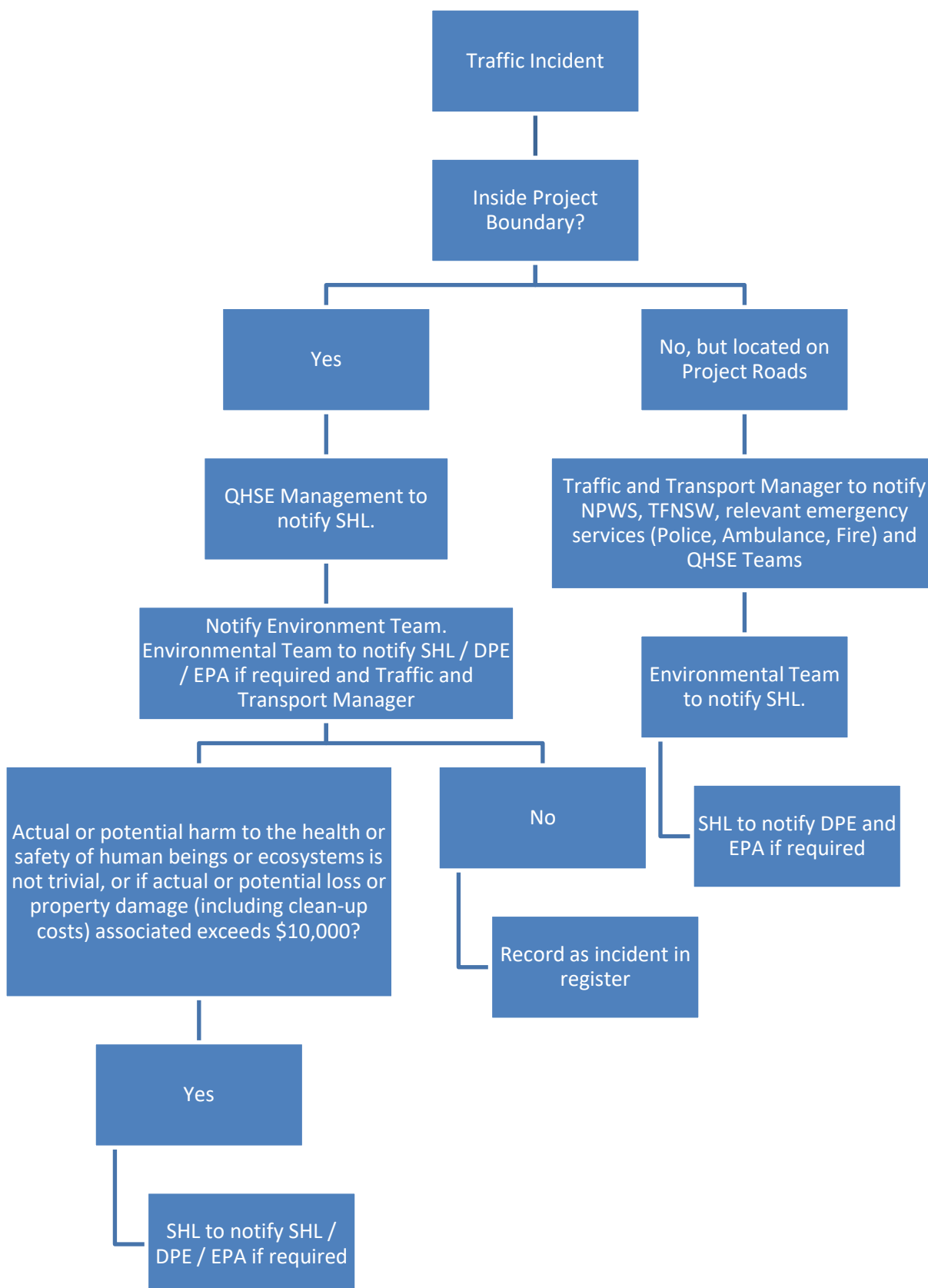
- TfNSW
- NPWS
- Relevant council
- Relevant emergency services (Police / Ambulance / Fire)

In the event of a transport incident located inside the project site, the following people are notified by SHL via phone call, text and / or email 24 hours if the actual or potential harm to the health or safety of human beings or ecosystems is not trivial, or if actual or potential loss or property damage (including clean-up costs) associated exceeds \$10,000.

- NPWS
- DPE
- EPA

The following information is provided when notifying of the incident:

- a short description of the incident
- the location (including co-ordinates), date, and time of the incident. In the event the exact information cannot be provided, provide the best information available.

**Figure 5-5: Traffic Incident Notification Process**

5.13 HELICOPTER / AIRCRAFT OPERATIONS WITHIN KNP

FGJV provides notification to NPWS, in accordance with the Access Network Plan, if operating helicopters or other aircraft above the project area. Where FGJV helicopter or other aircraft operations occur outside of the construction project footprint, NPWS approval is sought. This is provided prior to the flight occurring through an agreed format between both parties.

FGJV liaise with NPWS when operating Unmanned Aircraft Vehicles (UAV) / drones above 50 m in height or outside of the approved work areas. This makes sure that NPWS is aware of any potential conflicts between their operations or emergency situations.

Where other parties are operating helicopters in proximity to the work area, FGJV are made aware of works through appropriate channels.

6. TRANSPORT AND TRAFFIC MONITORING PROGRAM

6.1 MONITORING AND REPORTING

Monitoring is undertaken to confirm the satisfactory traffic, transport and access outcomes are achieved during construction. The parameters and frequency of monitoring is provided in Table 6-1.

Table 6-1: Construction monitoring locations parameters and frequency

Road	Site location	Parameters	Type / Reporting	Frequency
Internal/External	All	Congestion impacts to level of service, convoys and driver conduct	Inspection	Refer to Section 7.2
Internal/External	All	Road conditions, safety and traffic signage	Inspection	Refer to Section 7.2
Traffic Numbers				
Internal/External	All	Movement of project vehicles on key road utilised by the project.	Cumulative summary Report submitted to the project website	Quarterly
Internal/External	All	Delivery traffic movements		
Internal/External	All	Vehicle use of Lobs Hole Ravine Road – North: - maximum of 120 vehicle movements allowed a day (60 each way); and - an annual average maximum of 60 vehicle movements allowed a day (30 each way).		
Internal/External	Marica / Tantangara / Rock Forest	Between 7am and 9am during the months of June to August, heavy vehicles transferring spoil from Marica to Tantangara and/or Rock Forest does not generate more than 5 heavy vehicle movements in each direction per hour on the Snowy Mountains Highway between Marica Trail and Tantangara Road	Daily Look Ahead and Field Monitoring once the activity commences	Daily
Internal/External	Marica / Tantangara / Rock Forest	Between 7am and 9am during the months of September to May, heavy vehicles transferring spoil from Marica to Tantangara and/or Rock Forest does not generate more than 9 heavy vehicle movements in each direction per hour on the Snowy Mountains Highway between Marica Trail and Tantangara Road.	Daily Look Ahead and Field Monitoring once the activity commences.	Daily
Weather Monitoring				
Internal/External	All	Inclement weather impacting project light and heavy vehicles.	Communications	As required
Marine Transport Monitoring				

External	All	Waterway use	Review	Monthly review of marine transport related complaints
Internal/ External	All	Marine safety signage and lighting	Inspection	Monthly review of signage and lighting while in use
Weather Monitoring				
Internal / External	Marica / Rock Forest	Vehicle tracking during spoil haulage between Marica and Rock Forest, including: • quantity of spoil; and • daily truck movements.	Monitoring	During spoil haulage between Marica and Rock Forest.
Internal / External	Marica / Tantangara	Vehicle tracking during spoil haulage between Marica and Tantangara, including: • quantity of spoil; and • daily truck movements.	Monitoring	Only required if NOA spoil is required to be transported

7. COMPLIANCE MANAGEMENT

7.1 TRAINING

All site personnel undergo site induction training relating to traffic, transport and access management issues. The induction training addresses elements related to traffic management including:

- existence and requirements of this TMP
- relevant legislation
- roles and responsibilities for traffic management
- light vehicle routes to and from site
- arrangements for transport of workers to site
- traffic, transport and access mitigation and management measures
- fauna of the KNP, fauna strike and near miss reporting within the site (as described in the Biodiversity Management Plan, Section 4.2)
- driver behaviour and the DCC for heavy vehicles including permitted parking, areas off-limits to parking (e.g. Link Road NPWS pay station), lay-up areas and convoying
- procedures to be implemented in the event of an incident (e.g. traffic accidents).
- Site personnel are also made aware of the interface with the separately approved Snowy Hydro Transmission Line (SSI 9717). While the Transmission Line Project operates under its own approvals and management plans, coordination of shared transport and traffic interfaces is in undertaken in accordance with Snowy 2.0 CoA. Where works occur within the Snowy 2.0 footprint, the Transmission Line Project is required to follow relevant Snowy 2.0 Management Plan provisions.

Targeted training in the form of toolbox talks or specific training is also be provided to personnel with a key role in traffic, transport and access management. Examples of training topics include:

- vehicle movement plans – approved heavy vehicle haulage routes, safe entry and exit and other access restrictions
- delivery driver’s induction which includes safe protocols to be followed while travelling on internal and external roads. The briefing reinforces posted speed limits, advisory speeds and historic high accident points on winding sections of road
- driving in snow and during icy conditions
- triggers to report impacts on the road network to project management for response
- driver fatigue awareness training.

Targeted training in the form of toolbox talks or pre-start briefs are also be provided to personnel with a key role in traffic, transport and access management. Further details regarding the staff induction and training are outlined in Section 5 of the EMS.

7.2 INSPECTIONS

Inspections of traffic, transport and access management measures are undertaken regularly during construction with attention being made to those areas that interface with the public and affecting public safety. For example, external roads, where lane closures may be required for maintenance purposes, and internal roads where road closures are installed. Additional inspections may be undertaken in accordance with the FGJV Traffic Control Plans. Table 7-1 details the inspection and monitoring regime. All inspections are internally recorded.

Table 7-1: Transport Management Inspections

Inspection	Frequency	Action	Reporting	Responsibility
Road closures	Weekly- Due Each Sunday	Inspection of signage and road closure delineation	Traffic inspection report	FGJV
Link Road Tantangara Road*	Monthly during heavy vehicle or over-dimension vehicle use – Due last day of the month	Inspection of the road surfaces for signs of deterioration and maintenance requirements	Maintenance inspection report	FGJV
Internal Roads	Monthly during construction – Due last day of the month	Inspection of the road surfaces for signs of deterioration and maintenance requirements	Maintenance inspection report	FGJV
KNP Access including Link Road	Peak holiday season (June long weekend to October long weekend) and long weekends. Weekly and in addition daily during over-dimension vehicle movements on Link Road. Outside of peak holiday season (October long weekend to June long weekend) – monthly. Project staff are made aware of the need to report any impacts on the road network. – Weekly report due Sunday	Inspection of construction affected queuing/congestion and driver conduct (e.g. parking in allocated areas).	Traffic inspection report	FGJV
Project Roads	As required and after snow and ice weather events. – Due last day of the month	Inspection of roads for snow and ice risk	Maintenance inspection report	FGJV
Snowy Mountain Highway access from Marica and Rock Forest	Weekly – Due Sunday	Inspection of junctions for mud and dirt tracking	Maintenance inspection report	FGJV

- Should NOA spoil from Mod3 works be required to be transported to Tantangara in line with the projects commitment to upgrade Tantangara Road, inspection frequencies will be reviewed.
- Maintenance Inspection Report detailing required maintenance actions (i.e. Potholes, corrugations etc) for the following month and actions completed in the previous month
- Traffic Inspection Report provides a condition assessment of the surface all project related roads with immediate maintenance requirements being reported

7.3 TRAFFIC WORKING GROUP

A traffic working group, in the form of the Traffic and Transport Liaison Group (TTLG) operate throughout the life of the project. The TTLG enable high-level notification to all stakeholders of project transport management including but not limited to logistics planning for upcoming changes and revision of existing traffic arrangements. The Traffic and Transport Liaison Group are held as a minimum twice per calendar year and include, but not be limited to representatives from:

- SHL
- FGJV
- TfNSW
- SMRC and SVC
- NSW Police
- NPWS
- Destination NSW
- DPE.

The purpose of the working group is to provide a platform for parties to:

- share communications tools and resources
- understand roles and processes
- make sure effective communication
- make sure road safety
- make sure road users are informed of increased traffic / heavy vehicles in the region
- make sure road users are informed of roadworks being undertaken
- comments and review of this TMP.

7.4 COMMUNITY COMMUNICATION

Communication tools which are used by the project to inform stakeholders and the community of periodic traffic related impacts, including the movement of OSOM vehicles and access impacts within the KNP. Communication tools include:

- notifications of construction activities
- notification of out of hours works (as required)
- written correspondence (letters / emails)
- advertisements (as required)
- meetings / doorknocks
- the project website
- enquiries and complaints line.

Further detail of communication management is provided in the S2-FGJG-CCA-PLN-0003 - Transport Communications Strategy.

7.5 COMPLAINT MANAGEMENT

A complaints management system including a complaints register is maintained by SHL and FGJV consistent with AS4269: Complaints Handling, to effectively manage traffic and noise related complaints.

The complaints management system includes a process to manage complaints including receiving, recording, tracking and responding to complaints within a defined timeframe. Details of the complaints and dispute resolution processes are provided in the Main Works EMS.

7.6 REVIEW AND AUDITING

Audits are undertaken to assess the effectiveness of traffic, transport and access management measures, compliance with this TMP, the Approval, and other relevant licences and permits as obtained. Specific traffic related auditing is identified in Table 7-2.

Table 7-2: Transport Management Audits

Road description	Frequency	Inspection type	Reporting Mechanism
All current roads closed due to project requirements	Weekly- Each Sunday	Visual inspection of signage and road closure delineation to ensure it still meets project requirements	No reporting undertaken
Snowy Mountains Highway (Kosciuszko Road to Yarrangobilly Chain bay)	Daily prior to 5AM EST	Visual inspection of road surface and condition to identify any immediate hazards/ safety concerns Inspection of construction affected queuing/ congestion and driver conduct (e.g. parking in allocated areas).	Immediate hazards reported to Transport for NSW and road condition published to Traffic and transport WhatsApp group
Link Road (SMH to Ravine Road)	Daily prior to 5AM EST	Visual inspection of road surface and condition to identify any immediate hazards/ safety concerns Inspection of construction affected queuing/ congestion and driver conduct (e.g. parking in allocated areas).	Immediate hazards lodged as Lose Prevention Inspection (LPI) and road condition published to Traffic and transport WhatsApp group
Tantangara Road	Daily prior to 5AM EST	Visual inspection of road surface and condition to identify any immediate hazards/ safety concerns	Immediate hazards lodged as TfNSW comments - Transport Management Plan - please address today (LPI) and road condition published to Traffic and transport WhatsApp group
Tantangara Road	Monthly Due last day of the month	Inspection of the road surfaces for signs of	Monthly Maintenance inspection report lodged with Snowy Hydro

Road description	Frequency	Inspection type	Reporting Mechanism
		deterioration and maintenance requirements	
Internal Roads	Monthly during construction – Due last day of the month	Inspection of the road surfaces for signs of deterioration and maintenance requirements	Maintenance inspection report lodged with FGJV construction team
Project Roads	After snow and ice weather events. –	Inspection of roads for snow and ice risk	Road condition published to Traffic and transport WhatsApp group
Snowy Mountain Highway access from Marica and Rock Forest	Weekly – Each Sunday	Visual Inspection of junctions for mud and dirt tracking	No reporting undertaken, remedial action undertaken as required

As required by the Approval, within 3 months of the following, this TMP and its sub-plans are reviewed and, if necessary updated:

- the submission of an incident report to the Department;
- the submission of an independent environmental audit report; and
- any modification to the Approval; or
- at the direction of the Department.

Updates to this plan are reviewed and discussed through the TTLG to enable comment from relevant stakeholders.

7.7 REPORTING

FGJV reports to SHL and other agencies as required on transport management issues related to the project. Reporting includes:

- Non-compliances
- Notification of works commencement (including commencement and completion of the required road upgrades)
- Monthly environmental reports
- SHL and / or other agency environmental inspection reports
- Quarterly vehicle movement summary report uploaded to the project website
- Project website updates.

Reporting requirements and responsibilities are documented in Section 8.4 of the EMS.

APPENDIX A – DRIVERS CODE OF CONDUCT

Drivers Code of Conduct

All drivers involved in Main Works activities are to comply with this Driver's Code of Conduct. By reading the attached you acknowledge your obligations and always accept your responsibility with regards to the safe and legal operation of vehicles while working on this project.

Drivers Obligations

7) Drivers MUST at all times:

- adhere to all of the obligations required by law
 - be licensed to operate the vehicle
 - make sure that they are fit for duty
 - drive at no more than the legal speed limit including those imposed by the project
 - comply with all construction and road work signs and Vehicle Movement Plans (VMPs);
 - take the necessary and/or prescribed rest breaks so that operation of the vehicle is not affected by fatigue;
 - Use slow moving vehicle lanes where in place
 - enter and leave the site with loads covered or contained and enter and leave the site in a forward direction
 - operate the vehicle free from the effects of drugs and alcohol
 - where it is reasonable and safe to do so, project drivers are encouraged to reduce speed at key intersections along the Snowy Mountains Highway, including the Rock Forest, Tantangara Road, Link Road, Coppermine Trail, Marica Road, Lobs Hole Ravine Road – North and Miles Franklin Drive intersections
 - ensure that vehicles are roadworthy and operated safely and with a high degree of care and attention.
- 8) Vehicles will be operated in a manner that is suitable to the road and weather conditions including consideration for the likelihood for encountering wildlife.

In the event of a fauna strike or near miss, on project site roads, drivers are to:

- ensure their personal safety
- notify their supervisor who MUST in turn notify the Future Generation environmental staff or Site Foreman / Superintendent
- adhere to reporting requirements within the Biodiversity Management Plan (and amended Fauna Strike Strategy).

In the event of a fauna strike on the broader road network, drivers are to:

- ensure their personal safety
- if safe to do so, check on the animal and / or notify Future Generation environmental staff or report to WIRES directly on 1300 094 737 (1300 WIRES)
- where a large mammal (e.g. horse or deer) is injured Future Generation environmental staff will notify NPWS officers or WIRES.

9) There is no littering either onsite or while operating on the roads. Rubbish is to be disposed of in appropriate bins.

10) Drivers are to notify their employer or operator immediately should the status or conditions of their driver's license change in any way.

11) Drivers of vehicles, you are required to carry snow chains, are to be competent in the fitting and operating of snow chains in the required period and or if directed to do so.

12) Drivers are to give due consideration to the public at all times. This includes:

- behaving and driving professionally at all times
- limiting the use of truck engine braking on all local roads and the Snowy Mountains Highway where safe to do so
- laying up in approved locations only. Stopping on unformed road shoulders is not permitted
- not queuing or idling on local roads. Deliveries are to be staggered to allow steady entry into site and to avoid queuing on public roads
- adhering to the approved heavy vehicle routes and approved turn movements
- covering loads on transit to and from the project site
- using call up signs when in place
- responding courteously if approached by members of the public and directing them to the community contact number (1800 766 992).

Additional Requirements for Heavy Vehicles or Over-Dimension Vehicles

In addition to the general driver requirements all heavy or over-dimension vehicle drivers involved in the Main Works are to comply with the additional requirements related to heavy vehicles.

1) Drivers MUST at all times:

- adhere to their Chain of Responsibility requirements
- adhere to any permit to travel requirements
- adhere to direction of road authorities and OSOM permit.

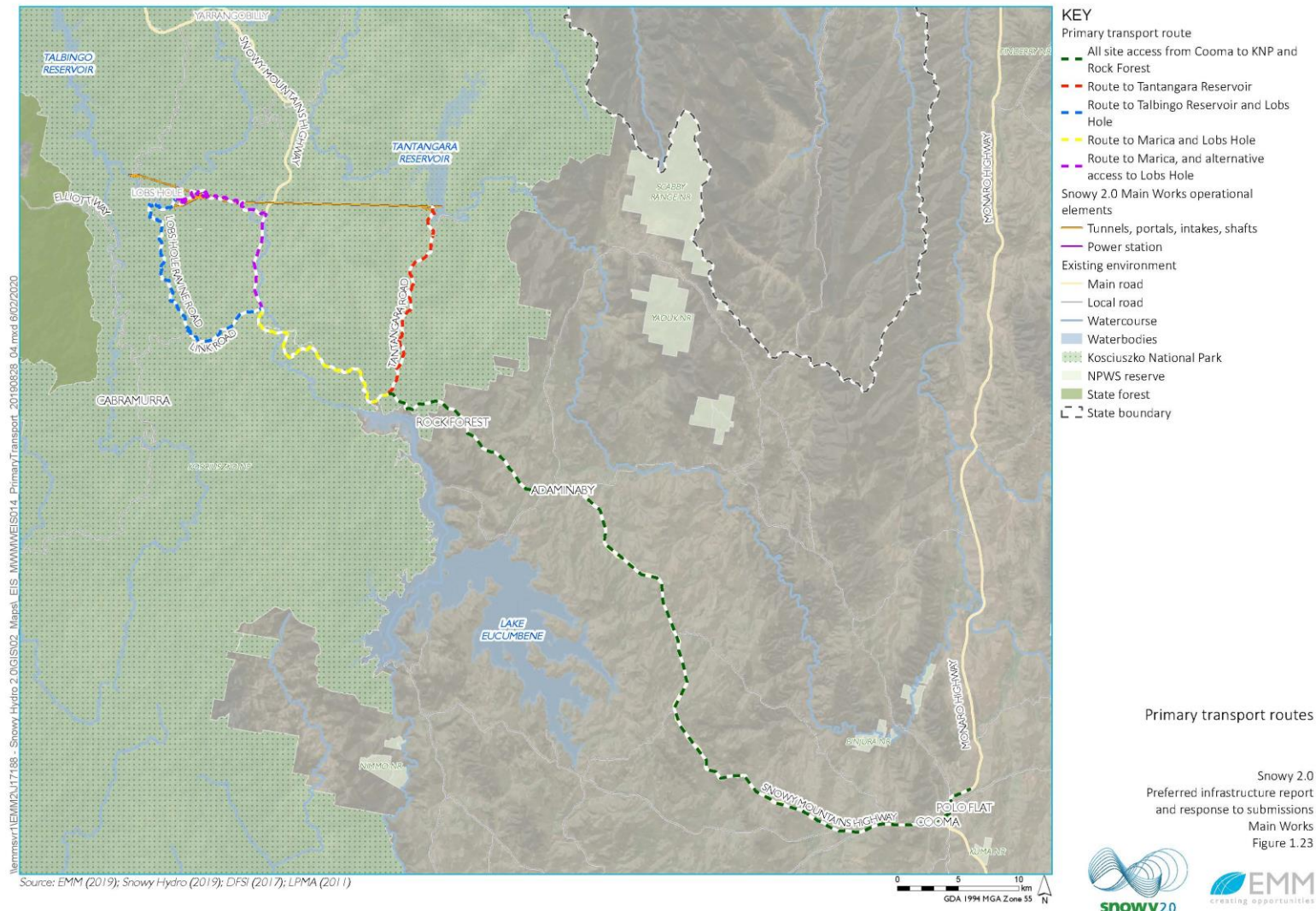
2) Drivers are to take regular rest breaks to manage fatigue and breaks of no less than the minimum periods prescribed by the National Heavy Vehicle Regulator. For solo drivers with no Basic Fatigue Management accreditation this means:

- for the first 11 hours a maximum of 10 hours work time with 60 minutes rest in blocks of 15 continuous minutes
- a maximum work time of 12 hours in 24 hours with 7 continuous hours of stationary rest.

3) Convoys and congestion can have a large impact on the local community, motorists and road authority operations and are of particular concern to Snowy Hydro. Drivers are to avoid forming convoys. Minimum 500 m between each heavy Vehicle to be maintained. Travel is to be avoided during peak periods through Cooma, Tumut and the KNP:

- deliveries are to be scheduled to occur such that heavy vehicle travel through Cooma, Tumut or the KNP is avoided where practicable during the peak traffic periods (including winter weekends and public holidays)
- drivers are required to pull over and allow traffic to pass when safe to do so should excessive queuing occur on single lane roads. Slow vehicle turn out bays and lay up areas will be communicated to drivers during inductions, and on an ongoing basis.

APPENDIX B – PRIMARY TRANSPORT ROUTES



APPENDIX C – SNOW AND ICE TRAFFIC MANAGEMENT PLAN (S2-FGJV-LOG-PLN-0010)



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MANAGEMENT PLAN

SNOWY 2.0 MAIN WORKS – SNOW AND ICE
TRAFFIC MANAGEMENT PLAN

S2-FGJV-LOG-PLN-0010

REV F

DECEMBER 2025

ABSTRACT

This document details the proactive measures and controls implemented to ensure compliance with all relevant regulations during snow and ice conditions. It outlines a strategic approach to mitigate risks, maintain safe operations, and guarantee adherence to all legal requirements for navigating adverse winter weather. The plan provides clear guidelines for all personnel to act accordingly and uphold the highest standards of safety and regulatory compliance.

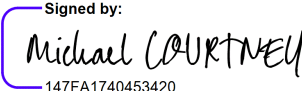
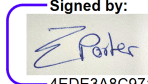
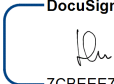
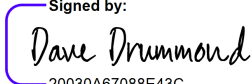
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Rev.	Date	Description of Revision
A	27.05.2020	Revision A for Snowy Hydro review
B	3.06.2020	Updated to reflect Snowy Hydro comments. For consultation
C	10.07.2020	Updated to reflect agency comments. For submission to DPIE
D	30.07.2025	Updated for currency
E	04.12.2025	Updated to include TfNSW comments
F	18.12.2025	Updated to address NPWS comments

CONTENTS

1. INTRODUCTION 5

1.1. Purpose and Objective 5

2. ENVIRONMENTAL REQUIREMENTS 5

2.1. Conditions of Approval 5

3. SNOW AND ICE ASPECTS AND IMPACTS 6

3.1. Background 6

3.2. Environmental Risk Assessment..... 6

4. SNOW AND ICE MANAGEMENT MEASURES..... 6

4.1. Weather Monitoring 7

4.2. Communications During a weather event..... 7

4.3. Inclement Weather Procedure..... 8

4.4. Snow Chains 9

4.5. Road Upgrades 9

4.6. Maintenance 9

5. COMPLIANCE MANAGEMENT 10

5.1. Training..... 10

5.2. Inspections 11

5.3. Auditing..... 12

5.4. Reporting 12

TABLE OF TABLES

Table 2-1: Conditions of approval relevant to snow and ice traffic management.....5

Table 3-1: Project aspects and impacts relevant to snow and ice traffic management6

Table 4-1: Regional and local roads utilised for Main Works9

Table 5-1: Snow and ice traffic management inspections.....11

1. INTRODUCTION

This Snow and Ice Traffic Management Plan (SITMP or plan) forms part of the Transport Management Plan and Environmental Management Strategy (EMS) for Snowy 2.0 – Main Works (Main Works).

This SITMP has been prepared to address the requirements of:

- the Infrastructure Approval (SSI 9687) issued for Snowy 2.0 Main Works;
- the *Main Works Snowy 2.0 - Environmental Impact Statement*; and
- the revised environmental management measures (REMMs) within the Submissions Report.

1.1. Purpose and Objective

The purpose of this plan is to describe how the interaction of project vehicles and inclement weather, especially snow and ice, will be managed in order to prevent harm to project staff, subcontractors and the public.

The key objective of the SITMP is to ensure that any potential traffic impacts during periods of snow and ice are minimised, and within the scope permitted by the conditions of Approval. To achieve this, Snowy Hydro and Future Generation will:

- ensure appropriate measures are implemented to avoid or minimise the impact of snow and ice on project vehicles; and
- ensure appropriate measures are implemented to comply with all relevant legislation and other requirements.

2. ENVIRONMENTAL REQUIREMENTS

2.1. Conditions of Approval

The conditions relevant to snow and ice traffic management are presented in Table 2-1.

Table 2-1: Conditions of approval relevant to snow and ice traffic management

Condition	Requirement	Where addressed
Transport Management Requirements		
Schedule 3, condition 45	The Proponent must: ... (h) minimise the traffic safety risks of the development in snow and ice conditions; ...	This plan
Transport Management Plan		
Schedule 3, condition 46	Prior to the commencement of construction, the Proponent must prepare a Transport Management Plan for the development to the satisfaction of the Planning Secretary. This plan must: (d) • Snow & Ice Traffic Management Plan; 	This plan

3. SNOW AND ICE ASPECTS AND IMPACTS

3.1. Background

Snowy Hydro Limited (Snowy Hydro) is constructing a pumped hydro-electric expansion of the Snowy Mountains Hydro-electric Scheme, called Snowy 2.0. The Snowy 2.0 project area consists of an alpine climate that is characterised by cool summers and cold, damp, and snowy winters. During winter months across elevated areas of the plateau, precipitation falls as snow and settles as snow and ice on the roads. The presence of snow and ice on roads utilised by the project presents significant safety issues for project light and heavy vehicles.

The aspects and impacts relevant to snow and ice traffic management are summarised in Table 3-1.

Table 3-1: Project aspects and impacts relevant to snow and ice traffic management

Environmental Aspects	Environmental Impacts	Environmental Factors (Conditions)
Crash and / or breakdown of project vehicles on the road network due to snow and ice	Safety risks to project staff and subcontractors Risk to site plant and vehicles Reduced efficiency of the road network during salvage Safety risks to project staff, subcontractors and other road users during salvage Loss of traction due to snow and ice creating safety and traffic risks to the road network Safety risks to the public	Snow Ice Fog

3.2. Environmental Risk Assessment

The environmental aspects and impacts of snow and ice on traffic are further considered within Appendix A4 of the EMS. This includes a risk assessment process. The risk assessment is based on (1) the likelihood of an impact occurring as a result of the aspect; and (2) the consequences of the impact if the event occurred.

4. SNOW AND ICE MANAGEMENT MEASURES

4.1 Traffic monitoring and reduction process

Prior to known increase traffic volumes including forecast snow, long weekends, and other events, FGJV will review and meet with relevant stakeholders (NPWS, TfNSW, NSW police and if required Snow Ski fields) to reduce and monitor HV numbers minimising impact to other road uses.

A weekly plan will be circulated to stakeholders for consultation and feedback for changes if required. This will be emailed every Friday during the winter period to the stakeholders. This communication will include reduction, planning, numbers of heavy vehicles including end location, FGJV single point of accountability (SPA), contact number, and escalation process if required. Feedback is requested in this communication from other parties including in field observations of traffic volumes that may influence further changes or reductions.

For traffic monitoring details refer to sections 4.1 – 4.4.

4.1. Oversize and Overmass (OSOM) Transport

Piloted OSOM vehicles travelling during the day will be managed along with other heavy vehicles in accordance with the inclement weather event procedure.

Additional control measures will be implemented for larger escorted OSOM vehicles travelling on the Snowy Mountains Highway at night. OSOM Transport Management Plans will include protocols for weather monitoring, suspension of travel in the event of inclement conditions or hazards, and detail of suitable pullover and parking locations.

Where escorted OSOM vehicles travel outside project-imposed HV approved travel times, additional road inspections will take place ahead of the vehicle where required. Confirmation that no hazardous conditions exist will be provided to the escorts before the OSOM vehicle travels past approved lay-up or parking areas.

4.2. Weather Monitoring

Advanced warning of inclement weather will be provided through regular weather forecasting and monitoring in consultation with National Parks and Wildlife Service (NPWS), Transport for New South Wales (TfNSW) and Snowy Hydro as required. Risks will be assessed daily by monitoring weather forecasts. Where works planning identifies risks this will be communicated to all project drivers. Project Transport Planning Meeting is held at 3:30pm daily to discuss the upcoming weather forecast and scheduled movements for the next day focusing on the next 24 to 48 hours specifically. The team consists of TPT MNGT, leaders of site-based work groups (civil, operations, warehousing & materials management).

Where road authorities and/or Future Generation Traffic and Transport team close or undertake snow and ice maintenance on road used by the project, project and subcontractor vehicles will be communicated to lay up at approved lay up areas (Polo Flat, Rock Forest, Link Road turn around and projects sites) where practicable to do so. Chain Bays not approved lay up areas.

Through-out the winter period, NO FGJV & projected related HV's are permitted to travel on Ravine Rd, Link Road, Tantangara Road and Snowy Mountains Highway from Rock Forest to Talbingo township effective from 6:00pm every night until further inspections are completed the following morning and roads are declared safe & open for HV travel.

- o This closure applies;
 - for any travel to and from Tantangara, Lobs Hole, Marica and Gooandra sites.
 - to ALL Project related HV's & Coaches (Vehicles with GVM 4.5t and over) that are not 4WD (or 6x6)
- o HV's & Coaches must not travel on;
 - SMH between Rock Forest and Talbingo township.
 - Tantangara Road Please note, Tantangara Rd curfew is from 4:00pm daily.
 - Link Road
 - Ravine Road

4.3. Communications During a weather event

Where road authorities and or Future Generation Traffic and Transport team close or undertake snow and ice maintenance on roads used by the project, project and subcontractor vehicles will be communicated to park up at approved lay up areas

e.g.(Polo Flat, Rock Forest, Link Road turn around, Ravine Road interchange and approved project sites) where practicable to do so.

In the case of road closures or vehicle accidents, all FGJV vehicles & heavy and light vehicle contractors travelling to FGJV site locations will be communicated to via the following methods:

Communication Type	Method of Communication	Time of Communication
Daily Traffic Alerts	Via Email	1630Hrs The day Prior
FGJV Traffic Platform	WhatsApp	Real Time
Digital (VMS) Sign Boards - Trailers		Real Time
Mobile Phone	Via Text/Phone	Real Time
UHF Radio	Via UHF Radio	Real Time

VMS Board located at Rock Forest scheduled to automatically change at 6:00pm daily, diverting all project related HV's into Rock Forest. VMS will change back to normal display from 4:30am at which time;

- o A dedicated Traffic Controller will be based at Rock Forest from 4:00am daily. All project related HV's will be directed to stage at Rock Forest until roads have been declared open and safe for travel to site by T&T Supervisors.

VMS Board located at Talbingo Township scheduled to automatically change at 6:00pm daily, instructing all project related HV's not to proceed past Talbingo Township. VMS will change back to normal display from 4:30am. In the event of a Road Closure, VMS will be updated remotely to display message instructing all project related HV's not to proceed past Talbingo Township. A dedicated traffic controller will also be deployed to Yarrangobilly Chain Bay to ensure project related HV's do not pass.

4.4. Inclement Weather Procedure

1. Traffic and Transport Person in Charge (PIC) to establish points of contact for communications for notifications during adverse weather events including Future Generation Joint Venture (FGJV), Snowy Hydro Limited (SHL) and Subcontractors (including bus companies).

- a) Traffic and Transport Person in Charge (PIC) shall monitor weather forecasts five (5) days in advance to ensure that forecast weather that may affect safe site access is communicated to Future Generation Joint Venture (FGJV), Snowy Hydro Limited (SHL) and Subcontractors (including bus companies).
- b) Traffic and Transport representative shall notify all transport providers scheduled to deliver to project sites of forecast weather and potential delays, a decision shall be made on suspending HV site deliveries as required.
- c) Any suspension of HV deliveries to be communicated to Subcontractors by a Traffic and Transport representative.

4.5. Snow Chains

The Project does not support fitting chains to drive into known unsuitable conditions but are to be available to be fitted to remove the vehicle should conditions change that are unable to be completed by normal axle driving. All Project related HV’s & Coaches (Vehicles with GVM 4.5t and over) that are not 4WD (or 6x6), must carry snow chains between June and October long weekends. All HV’s must fit snow chains when directed by Traffic and Transport Supervisors, TfNSW, NPWS officers (on NPWS roads) and NSW Police – this includes chain bay signs open.

Project four-wheel drive vehicles (including 4x4 buses) are not required to carry snow chains; however drivers will be required to undertake snow and ice driver training (see Section 5.1). All project personnel required to carry snow chains, will be trained and competent in fitting and driving with snow chains.

4.6. Road Upgrades

External road and intersection upgrades required for the Snowy 2.0 project, are detailed in Section 5.1 of the Transport Management Plan. Where required, all road and intersection upgrades will be designed and constructed to comply with Ausroad and TfNSW specifications relevant to snow and ice management. These measures may include:

- installation of snow poles / guide posts;
- installation of additional warning sign for upcoming curves combined with advisory speeds;
- marking of centrelines where appropriate; and
- project specific snow chain fitting bays on internal project roads.

4.7. Maintenance

Table 4-1 lists the roads being used for Snowy 2.0 Main Works and the authority they are allocated to. During winter periods these authorities will be responsible for winter maintenance (ploughing, de-icing etc.).

Where winter maintenance is planned by relevant road authorities, notice will be given to FGJV, through the TTLG and other avenues, in order to minimise interaction with project traffic through scheduling and laying up of project vehicles.

Monitoring for winter maintenance will be undertaken by the relevant road authority, and FGJV within the project boundary, from the June long weekend to determine when de-icing is required. Where necessary, vehicle scheduling will take into consideration these de-icing constraints.

In a snowfall event, maintenance of public roads will be undertaken by the relevant road authority to ensure there is no build-up of snow fall. The current protocol for additional snow clearing on Link Road is to use a NPWS engaged subcontractor funded by SHL. Within the project boundary, maintenance works will be undertaken by FGJV.

Table 4-1: Regional and local roads utilised for Main Works

Name	Location	Authority
Snowy Mountains Highway	Within and Outside KNP	TfNSW
Monaro Highway	Outside KNP	TfNSW
Polo Flat Road	Outside KNP	Snowy Regional Council (SMRC)

Name	Location	Authority
Saleyards Road	Outside KNP	SMRC
Yareen Road	Outside KNP	SMRC
Link Road	Within KNP	NPWS
Tantangara Road	Within KNP	Future Generation
Lobs Hole Ravine Road	Within project boundary	Future Generation
Lobs Hole Ravine Road North	Within project boundary	Future Generation
Marica Trail	Within project boundary	Future Generation

5. COMPLIANCE MANAGEMENT

5.1. Training

The induction training will address elements related to snow and ice traffic management including:

- vehicle routes to and from site;
- driver behaviour and the Driver's Code of Conduct for heavy vehicles including permitted parking, lay-up areas and chain fitting bays (Appendix A of Transport Management Plan);
- procedures to be implemented in the event of an incident (e.g. traffic accidents); and
- Snow chain fitting: all project personnel required to carry snow chains must be trained and competent in fitting and operating vehicles while they are fitted.

Targeted training in the form of toolbox talks or specific training will also be provided to driving personnel. Examples of training topics include:

- vehicle movement plans – approved heavy vehicle haulage routes, safe entry and exit and other access restrictions;
- delivery driver's induction which will include safe protocols to be followed whilst travelling on internal and external roads. The briefing will reinforce posted speed limits, advisory speeds and historic high accident points on winding sections of road;
- driving in snow and during icy conditions; and
- driver fatigue awareness training.

Targeted training in the form of toolbox talks or pre-start briefs will also be provided to personnel with a key role in traffic, transport and access management. Further details regarding the staff induction and training are outlined in Section 5 of the EMS.

Where sub-contracted drivers are operating heavy and OSOM vehicles, procurement processes will require drivers to have had suitable experience and training driving in alpine conditions. Sub-contractors will be required to undertake their works in accordance with the TMP and its sub-plans, including this SITMP.

All Future Generation personnel who will be driving on site will be required to undertake an approved and accredited defensive driver training. All personnel required to drive in winter conditions will be required to complete additional approved Snow and Ice Driver training.

Emergency Preparedness and Response Awareness training will be provided and will address identified incident scenarios. This may include inductions, awareness and refresher training and emergency drills.

5.2. Inspections

Winter Inspections

Subject to weather and conditions, Traffic & Transport Supervisors will commence road inspections at 3:00am daily inspecting the following;

- **Snowy Mountains Highway** from the intersection of Kosciuzko Road and Snowy Mountains Highway, Pine Valley NSW to Yarrangobilly Chain Bay, Snowy Mountains Hwy, Yarrangobilly NSW.
- **Link Road** from the intersection of Link Road and Snowy Mountains Highway, Kiandra NSW to intersection of Link Road and Goat Ridge Road, Cabramurra NSW.
- **Goat Ridge Road** from the intersection of Link Road and Goat Ridge Road, Cabramurra NSW to the intersection of Goat Ridge Road and Snow Ridge Road, Cabramurra NSW.
- **Tantangara Road** from the intersection of Snowy Mountains Highway & Tantangara Rd, Kosciuszko National Park NSW to Snowy Hydro 2.0 Tantangara Construction Site, The Quarry Trail, Kosciuzko National Park NSW.

Inspection of traffic management measures will be undertaken regularly by the Future Generation Traffic and Transport team daily for the duration of the Project, with attention being made to safe transit in winter months and shoulder periods with the potential for snow and ice risk.

Table 5-1: Snow and ice traffic management inspections

Inspection	Frequency	Action	Reporting	Responsibility
Internal Roads	Monthly	Inspection of the road surfaces for signs of deterioration and maintenance requirements	Maintenance inspection report	Future Generation Construction team
Project Roads	As required	Inspection of roads for snow and ice risk	Maintenance inspection report	Future Generation Traffic & Transport

Where inspections identify actionable items, which could endanger project staff, subcontractors or the public, Future Generation will rectify the non-conformance as soon as possible and no later than 7 days after identification.

Snow and ice traffic management measures will be discussed and communicated at Traffic and Transport Liaison Group (TTLG) meetings. Discussion with the TTLG will enable the inclement weather scenarios to be workshopped by all relevant stakeholders, including NSW Police, NPWS, TfNSW and councils. Where testing identifies any defects, the TTLG will work to rectify the non-conformance as soon as possible.

Discussions for winter preparedness with Snowy Hydro, TfNSW, Police and NPWS will undertaken prior to the winter season, either through the TTLG or other forums.

5.3. Auditing

Audits will be undertaken to assess the effectiveness of snow and ice transport management measures, compliance with this SITMP, the conditions of approval, EIS, RTS and other relevant approvals, licences and guidelines.

Audit requirements are detailed in Section 8.3 of the EMS.

5.4. Reporting

Future Generation will report to Snowy Hydro and other agencies as required on snow and ice related traffic management issues related to the project. This includes notification in relation to road incidents which adversely impact on traffic associated with the project.

Reporting requirements and responsibilities are documented in Section 8.4 of the EMS. Reporting will include:

- reporting of non-compliances;
- notification of works commencement (including commencement and completion of the required road upgrades);
- Snowy Hydro and / or other agency environmental inspection reports; and
- website updates.

APPENDIX D – HEAVY VEHICLE SALVAGE PLAN (S2-FGJV-LOG-PLN-0011)



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MANAGEMENT PLAN

MAIN WORKS – HEAVY VEHICLE
SALVAGE PLAN

S2-FGJV-LOG-PLN-0011

REV E

DECEMBER, 2025

ABSTRACT

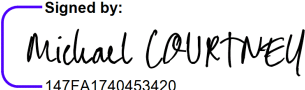
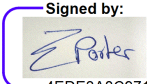
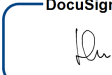
The Heavy Vehicle Salvage Plan (HVSP) for Main Woks details the management of heavy vehicle recovery and salvage operations, outlining control measures to minimize potential impacts on the road network from accidents or breakdowns.

Revision Record

E	21.12.2025	Updated in conjunction with the Transport Management Plan	M. Courtney	E. Porter	F. Lazzarin
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A	27.05.2020	Revision A for Snowy Hydro review
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C	10.07.2020	Updated to reflect agency comments. For submission to DPIE
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CONTENTS

1. INTRODUCTION 5

1.1. Purpose and Objective 5

2. ENVIRONMENTAL REQUIREMENTS 5

2.1. Conditions of Approval 5

3. HEAVY VEHICLE SALVAGE ASPECTS AND IMPACTS 6

3.1. Environmental Risk Assessment 6

4. HEAVY VEHICLE SALVAGE MANAGEMENT MEASURES 7

4.1. Heavy Vehicle Breakdown 7

4.1.1. Future Generation Heavy Vehicles 7

4.1.2. Future Generation Traffic & Transport Management 7

4.1.3. Subcontractors 7

4.2. Public Road Network Heavy Vehicle Salvage 8

4.2.1. Future Generation Heavy Vehicles 8

4.2.2. Future Generation Traffic & Transport Management 8

4.2.3. Sub-contractors 8

4.3. Project Site Heavy Vehicle Salvage 9

5. COMPLIANCE MANAGEMENT 11

5.1. Training 11

5.2. Inspection and Testing 11

5.3. Reporting 12

5.4. Procurement 12

TABLE OF TABLES

Table 2-1: Conditions of approval relevant to heavy vehicle salvage5

Table 3-1: Project aspects and impacts relevant to heavy vehicle salvage6

Table 4-1: Key contacts9

1. INTRODUCTION

This Heavy Vehicle Salvage Plan (HVSP or plan) forms part of the Transport Management Plan and Environmental Management Strategy (EMS) for Snowy 2.0 – Main Works (Main Works).

This HVSP has been prepared to address the requirements of:

- the Infrastructure Approval (SSI 9687) issued for Snowy 2.0 Main Works;
- the Main Works Snowy 2.0 - Environmental Impact Statement; and
- the revised environmental management measures (REMMs) within the Submissions Report.

1.1. Purpose and Objective

The purpose of this plan is to describe how project related heavy vehicle recovery and salvage will be managed during the delivery of Main Works. It outlines the control measures that are to be implemented to minimise the potential impacts on the road network from unexpected accidents or breakdowns.

The key objective of the HVSP is to ensure that impacts related to project heavy vehicle recovery and salvage are minimised and within the scope permitted by the conditions of Approval. To achieve this, Future Generation will:

- ensure appropriate measures are implemented to avoid or minimise the impact of project related heavy vehicle salvage, including safety related impacts; and
- ensure appropriate measures are implemented to comply with all relevant requirements.

Regardless of the allocation of responsibilities within this plan, the responsible party is to be assigned in accordance with the Contract.

2. ENVIRONMENTAL REQUIREMENTS

2.1. Conditions of Approval

The conditions relevant to heavy vehicle salvage are presented in Table 2-1.

Table 2-1: Conditions of approval relevant to heavy vehicle salvage

Condition	Requirement	Where addressed
Schedule 3, condition 46	Prior to the commencement of construction, the Proponent must prepare a Transport Management Plan for the development to the satisfaction of the Planning Secretary. This plan must: ... (d) include a detailed: • Heavy Vehicle Salvage Plan; ...	This plan

3. HEAVY VEHICLE SALVAGE ASPECTS AND IMPACTS

The aspects and impacts relevant to heavy vehicle salvage are summarised in Table 3-1.

Table 3-1: Project aspects and impacts relevant to heavy vehicle salvage

Environmental Aspects	Environmental Impacts	Environmental Factors
Break downs or accidents involving project related heavy vehicles along the allocated road network	Reduced efficiency of the road network during salvage Safety risks to other road users during salvage Safety risks to project staff, sub contractors and emergency services	Inclement weather Driver fatigue Availability of maintenance and salvage response Lack of alternate routes within the regional and local road networks

3.1. Environmental Risk Assessment

The environmental aspects and impacts for heavy vehicle salvage and recovery are further considered within Appendix A3 of the EMS. This includes a risk assessment process. The risk assessment is based on (1) the likelihood of an impact occurring as a result of the aspect; and (2) the consequences of the impact if the event occurred.

4. HEAVY VEHICLE SALVAGE MANAGEMENT MEASURES

4.1. Heavy Vehicle Breakdown

In the event of the breakdown of a project heavy vehicle without incident / accident within the project site or on the public road network,

4.1.1. Future Generation Heavy Vehicles

In the event of a breakdown without incident / accident project heavy vehicle drivers should:

- Ensure personal safety.
- Ensure the vehicle is visible to the public (hazard lights, safety triangles). All project heavy vehicles will require working hazard lights and safety triangles in order to increase vehicle visibility and enable safe transit for other vehicles. Similarly, on-call workshop service trucks will require working hazard lights and sufficient safety triangles to ensure a safe working environment during repairs.
- Contact Future Generation Traffic & Transport Management to coordinate response.

4.1.2. Future Generation Traffic & Transport Management

In the event of a breakdown without incident / accident Future Generation Traffic & Transport Management will:

- Ensure the safety of the heavy vehicle driver.
- Contact the on-call mechanic for response to project vehicles.
- Deploy traffic control to assist with traffic management at the direction of road managers.
- Contact TfNSW, Transport Management Centre (TMC) , NSW Police and NPWS (if required) to notify of the breakdown without incident / accident and any potential for network interruption.
- Coordinate movement of project and sub-contractor vehicles with authorities to minimise additional congestion on the road network (e.g. lay up and or alternate routes).

4.1.3. Subcontractors

Outside of the site boundary, vehicle breakdown will be the responsibility of the relevant subcontractor. Through procurement, Future Generation subcontractors would be required to provide a roadside recovery strategy (or similar) for their vehicles, detailing procedures to be undertaken in the event of requiring response.

In the event of a breakdown without incident / accident a sub-contracted heavy vehicle drivers should:

- Ensure personal safety.
- Contact the allocated on-call mechanic for response.
- Contact Future Generation Traffic & Transport Management who will;
- . Deploy traffic control to assist with traffic management at the direction of road managers.
- Contact TfNSW, Transport Management Centre (TMC) , NSW Police and NPWS (if required) to notify of the breakdown without incident / accident and any potential for network interruption.

- Coordinate movement of project and sub-contractor vehicles with authorities to minimise additional congestion on the road network (e.g. lay up and or alternate routes).

4.2. Public Road Network Heavy Vehicle Salvage

In the event of an unexpected accident of a project related vehicle on a public road, requiring recovery or salvage, the Police and Road Authority would be notified, and Police control the accident scene for first response and or investigation. Any ultimate salvage operation would need to be coordinated through these agencies as Future Generation are not authorised to immediately commence a salvage or tow operation which would likely involve emergency TCPs for road closures, use of cranes and or other equipment.

In the event of a simple breakdown without incident/accident Future Generation would have access to both an on-call workshop service truck (best case – repair and recommence journey) or on-call HV tow service (worst case – tow back to base) for any project owned heavy vehicles. Future Generation subcontractors would be required to have a plan for the same (on road emergency plan).

Where a Future Generation project related heavy vehicle is broken down or involved in an accident, Future Generation will notify the Police and relevant road authority so that Police and TfNSW can notify other road users and undertake appropriate measures to mitigate the situation.

4.2.1. Future Generation Heavy Vehicles

If the accident has caused injury to the driver or members of the public, drivers are to contact emergency services immediately.

In the event of an breakdown / accident, without injury where tow or salvage is required, project heavy vehicle drivers should:

- Ensure personal safety.
- Ensure the vehicle is visible to the public (hazard lights, safety triangles).
- Contact Future Generation Traffic & Transport Management will:
- . Deploy traffic control to assist with traffic management at the direction of road managers.
- Contact TfNSW, Transport Management Centre (TMC) , NSW Police and NPWS (if required) to notify of the breakdown without incident / accident and any potential for network interruption.
- Coordinate movement of project and sub-contractor vehicles with authorities to minimise additional congestion on the road network (e.g. lay up and or alternate routes).

4.2.2. Future Generation Traffic & Transport Management

In the event of an breakdown / accident, without injury where tow or salvage is required, Future Generation managent will:

- Ensure the safety of the project heavy vehicle driver.
- Contact TfNSW, TMC , NSW Police and NPWS (if required) to notify of the potential for network interruption.
- Coordinate tow or salvage in accordance with Section 4.2 of this plan.

4.2.3. Sub-contractors

If the accident has caused injury to the driver or members of the public, drivers are to contact emergency services immediately.

In the event of an breakdown / accident, without injury where tow or salvage is required, sub-contracted heavy vehicle drivers should:

- Ensure personal safety.
- Ensure the vehicle is visible to the public (hazard lights, safety triangles).
- Contact the allocated heavy vehicle tow or salvage contractor for reponse.
- Contact Future Generation Traffic & Transport Management who will;
- Deploy traffic control to assist with traffic management at the direction of road managers.
- Contact TfNSW, Transport Management Centre (TMC) , NSW Police and NPWS (if required) to notify of the breakdown without incident / accident and any potential for network interruption.
- Coordinate movement of project and sub-contractor vehicles with authorities to minimise additional congestion on the road network (e.g. lay up and or alternate routes)..

4.3. Project Site Heavy Vehicle Salvage

In the event of an unexpected accident or breakdown within the project site, resulting in a heavy vehicle requiring recovery, tow or salvage, the Future Generation Project will prepare a recovery plan with relevant project disciplines where required.

Project plant and infrastructure will be used to recover and repair the heavy vehicle prior to release. Within the project site, where necessary and in accordance with incident management protocols detailed in the project EMS and Health and Safety Management Plan, Responsibilities

Key contacts, in the event of heavy vehicle breakdown, tow or salvage are provided in Table 4-1.

Table 4-1: Key contacts - Public Road Network

Organisation / Agency	Contact Details
Future Generation Traffic & Transport	Internal contact to be confirmed
Emergency Services:	000 (24/7)
• Fire and Recovery NSW • NSW Police • NSW Ambulance	

Table 4-2: Key contacts - Project Site Roads

Organisation / Agency	Contact Details
Future Generation Traffic & Transport	Internal contact to be confirmed
Future Generation ERT	Internal contact to be confirmed
Future Generation HSE	
Future Generation P&E	

5. COMPLIANCE MANAGEMENT

5.1. Training

Online driver induction training for all project personnel including sub-contractors, will address elements related to heavy vehicle salvage and recovery including:

- vehicle routes to and from site;
- insight into the local road network, including peak traffic periods and activities;
- driver behaviour and the Drivers Code of Conduct (DCC) for heavy vehicles including permitted parking and lay-up areas; and
- procedures to be implemented in the event of an incident (e.g. traffic accidents or breakdown) and where vehicles require salvage or recovery.

Targeted training in the form of toolbox talks or specific training will also be provided to project personnel with a key role in traffic, transport and access management. Examples of training topics include:

- vehicle movement plans – approved heavy vehicle haulage routes, safe entry and exit and other access restrictions;
- delivery driver's induction which will include safe protocols to be followed whilst travelling on internal and external roads. The briefing will reinforce posted speed limits, advisory speeds and historic high accident points on winding sections of road
- communication of traffic incidents to Future Generation Traffic & Transport Management, road authorities and emergency services;
- driving in snow and during icy conditions; and
- driver fatigue awareness training.

Targeted training in the form of toolbox talks or pre-start briefs will also be provided to project personnel with a key role in traffic, transport and access management. Further details regarding the staff induction and training are outlined in Section 5 of the EMS.

Details of requirements for heavy vehicle salvage and recovery procedures and plans and the training and induction requirements of personnel, will be integrated into procurement documents issued to relevant sub contractors.

5.2. Inspection and Testing

Inspection of heavy vehicle salvage and recovery management measures will be undertaken regularly during construction with particular attention given to the testing and simulation of heavy vehicle salvage.

This strategy and heavy vehicle salvage and recovery scenarios will be discussed and communicated at Traffic and Transport Liaison Group (TTLG) meetings. Testing at the TTLG will enable the salvage scenarios to be workshoped by all relevant stakeholders, including NSW Police, NPWS, TfNSW and councils. Where testing identifies any defects, the TTLG will work to rectify the non-conformance as soon as possible.

In addition, effectiveness of the implemented management measures will be monitored in accordance with the EMS Section 8. This includes monitoring through the implementation of a regular program of environmental inspections.

Audits will be undertaken to assess the effectiveness of the management measures, compliance with this HVSP, the conditions of approval, EIS, Submissions Reports and other relevant approvals, licences and guidelines. Audit requirements are detailed in Section 8.3 of the EMS.

5.3. Reporting

Future Generation will report to Snowy Hydro and other agencies as required on heavy vehicle recovery and salvage issues related to the project. This includes notification in relation to traffic incidents which adversely impact on road networks associated with the project as detailed within Section 4.

Where Future Generation Traffic & Transport Management becomes aware of traffic incidents (including breakdowns), the nature of the incident will be communicated to emergency services, the relevant road authorities and Snowy Hydro.

Reporting requirements and responsibilities are documented in Section 8.4 of the EMS, Reporting will include:

- Non-compliances;
- Notification of works commencement (including commencement and completion of the required road upgrades);
- Monthly environmental reports;
- Snowy Hydro and / or other agency environmental inspection reports; and
- Website updates.

5.4. Procurement

Through procurement, Future Generation subcontractors will be required to provide a roadside recovery strategy (or similar) for their vehicles, detailing procedures to be undertaken in the event of requiring response. Sub-contractor roadside recovery strategies should include:

- procedures in the event of a heavy vehicle breakdown;
- procedures in the event of a heavy vehicle accident;
- communication channels between drivers, management, road authorities and Future Generation; and
- organisation of a heavy vehicle tow and breakdown response mechanic.

APPENDIX E – MARINE TRANSPORT MANAGEMENT PLAN (S2-FGJV-LOG-PLN-0012)



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MANAGEMENT PLAN

SNOWY 2.0 MAIN WORKS – MARINE TRANSPORT MANAGEMENT PLAN

S2-FGJV-LOG-PLN-0012

REV F

DECEMBER 2025

ABSTRACT

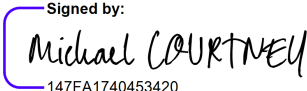
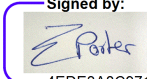
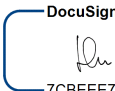
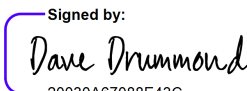
This document outlines the proactive measures and controls implemented to ensure the safe and compliant **management of marine transport operations**. It details a strategic approach to mitigate risks, maintain operational safety, and guarantee adherence to all relevant maritime laws and regulations. The plan provides clear guidelines for all personnel to uphold the highest standards of safety and regulatory compliance in marine environments.

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C	10.07.2020	Updated to reflect agency comments. For submission to DPIE
D	03.08.2020	Revised to address DPIE comments. For approval.
E	30.07.2025	Updated for currency
F	18.12.2025	Updated to address NPWS comments

CONTENTS

ABBREVIATIONS AND DEFINITIONS	6
1. INTRODUCTION	8
1.1. Project Description	8
1.1.1. Overview	8
1.1.2. Construction Activities and Program.....	8
1.2. Project Approval	12
1.3. Disturbance area	12
1.4. Environmental Management System	14
1.5. Purpose and objectives of this plan.....	14
1.6. Consultation.....	14
2. ENVIRONMENTAL REQUIREMENTS	16
2.1. Legislation	16
2.2. Conditions of Approval	16
2.3. Revised Environmental Management Measures	17
2.4. Licences and Permit.....	19
2.5. Guidelines and Standards	19
3. EXISTING ENVIRONMENT	20
3.1. Talbingo Reservoir and Recreational Facilities.....	20
3.2. Tantangara Reservoir and Recreational Facilities	20
4. MARINE TRANSPORT ASPECTS AND IMPACTS.....	22
4.1. Marine Construction Traffic Volumes	25
4.1.1. Talbingo	25
4.1.2. Tantangara.....	26
4.1.3. Hours of Operations.....	26
4.2. Environmental Risk Assessment.....	26
5. MARINE TRANSPORT AND ACCESS MANAGEMENT MEASURES	27
5.1. Marine Traffic Control Plans	30
5.2. Access Management.....	30
5.2.1. Exclusion Zones.....	30
5.2.2. Reservoir Public Access	31
5.2.3. Talbingo Boat Ramp	31
5.2.4. Peak Marine Activities Season	31
5.3. Marine Plant and Equipment.....	32
6. COMPLIANCE MANAGEMENT	33
6.1. Monitoring.....	33
6.2. Training.....	33
6.3. Maritime Transport Incidents.....	34
6.4. Auditing.....	34
6.5. Reporting.....	34

TABLE OF TABLES

Table 1-1: Disturbance area terminology12

Table 1-2: Consultation undertaken for this plan.....15

Table 2-1: Conditions of approval relevant to marine transport16

Table 2-2: Main Works (CSSI 9687) revised environmental management measures relevant to marine transport18

Table 2-3: Exploratory Works (CSSI 9208) revised environmental management measures.....18

Table 4-1: Project aspects and impacts relevant to marine transport management.....22

Table 5-1: Marine transport management measures28

Table 6-1: Construction monitoring locations parameters and frequency.....33

TABLE OF FIGURES

Figure 1-1: Timing of Snowy 2.0 Main Works9

Figure 1-2: Snowy 2.0 Main Works work areas.....11

Figure 1-3: Disturbance area and construction envelope.....13

Figure 3-1: Talbingo boat ramp20

Figure 4-1: Talbingo Reservoir construction elements requiring marine operations.....23

Figure 4-2: Tantangara Reservoir construction elements requiring marine operations24

ABBREVIATIONS AND DEFINITIONS

Acronym	Definition
AFL	Agreement for Lease
CoA	Conditions of Approval
Construction envelope	The envelope within which the disturbance area of the development may be located
CSSI	Critical State Significant Infrastructure
DAWE	Commonwealth Department of Agriculture Water and the Environment (formerly Department of Energy and Environment)
DEC	Department of Environment and Conservation (now Office of Environment and Heritage)
DECC	Department of Environment and Climate Change (now Office of Environment and Heritage)
Disturbance area	The area within the construction envelope where development may be carried out; the precise location of the disturbance area will be fixed within the construction envelope following final design
DPIE	NSW Department of Planning, Industry and Environment
EIS	<i>Environmental Impact Statement Exploratory Works for Snowy 2.0</i>
EMS	Environmental Management Strategy
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA	NSW Environment Protection Authority
EPL	Environment Protection Licence
FSL	Reservoir Full Supply Level
Future Generation	Future Generation Joint Venture
Future Generation-PMS	Project Management System
Hydro-electric	Generation of electricity using flowing water (typically from a reservoir held behind a dam or barrage) to drive a turbine which powers a generator
Kosciuszko National Park	A National Park protected under the <i>National Parks and Wildlife Act 1974</i> (NSW) and managed by NSW National Parks and Wildlife Service. It covers an area of 673,543 hectares and forms part of Australia's only Alpine area
KNP PoM	Kosciuszko National Park Plan of Management
Main Works EIS	<i>Snowy 2.0 Main Works - Environmental Impact Statement</i>
MOL	Reservoir Minimum Operating Level
MTMP	Marine Transport Management Plan
NPWS	NSW National Parks and Wildlife Service
PEP	Project Execution Plan
POEO Act	<i>Protection of the Environment Operations Act 1997</i>
Project, the	Snowy 2.0 Main Works
Project area	The project area is the broader region within which Snowy 2.0 will be built and operated, and the extent within which direct impacts from Snowy 2.0 Main Works are anticipated. The project area does not represent a footprint for the construction works, but rather indicates an area that was investigated during environmental assessments.
Project, the	Snowy 2.0 Main Works
REMM	Revised Environmental Management Measures

Submissions Report or RTS	<i>Main Works Preferred Infrastructure Report and Response to Submissions</i>
TfNSW	Transport for New South Wales
TMP	Transport Management Plan

1. INTRODUCTION

1.1. Project Description

1.1.1. Overview

Snowy Hydro Limited (Snowy Hydro) is constructing a pumped hydro-electric expansion of the Snowy Mountains Hydro-electric Scheme (Snowy Scheme), called Snowy 2.0. Snowy 2.0 will be built by the delivery of two projects: Exploratory Works (which has commenced) and Snowy 2.0 Main Works.

Snowy 2.0 is a pumped hydro-electric project that will link the existing Tantangara and Talbingo reservoirs through a series of new underground tunnels and a hydro-electric power station. Most of the project's facilities will be built underground, with approximately 27 kilometres of concrete-lined tunnels constructed to link the two reservoirs and a further 20 kilometres of tunnels required to support the facility. Intake and outlet structures will be built at both Tantangara and Talbingo Reservoirs.

Snowy 2.0 will increase the generation capacity of the Snowy Scheme by an additional 2,000 MW, and at full capacity will provide approximately 350,000 MWh of large-scale energy storage to the National Electricity Market (NEM). This will be enough to ensure the stability and reliability of the NEM, even during prolonged periods of adverse weather conditions.

Salini Impregilo, Clough and Lane have formed the Future Generation Joint Venture (Future Generation) and have been engaged to deliver both Stage 2 of Exploratory Works and Snowy 2.0 Main Works.

1.1.2. Construction Activities and Program

The Snowy 2.0 Main Works project includes, but is not limited to, construction of the following:

- pre-construction preparatory activities including dilapidation studies, survey, investigations, access etc;
- exploratory works including:
 - an exploratory tunnel to the site of the underground power station;
 - horizontal and test drilling;
 - a portal construction pad;
 - an accommodation camp;
 - barge access infrastructure;
- an underground pumped hydro-electric power station complex;
- water intake structures at Tantangara and Talbingo reservoirs;
- power waterway tunnels, chambers and shafts;
- access tunnels;
- new and upgraded roads to allow ongoing access and maintenance;
- power, water and communication infrastructure, including:
 - a cable yard to facilitate connection between the NEM electricity transmission network and Snowy 2.0;

- permanent auxiliary power connection;
- permanent communication cables;
- permanent water supply to the underground power station; and
- post-construction revegetation and rehabilitation.

The Snowy 2.0 Main Works construction program is summarised in Figure 1-1.

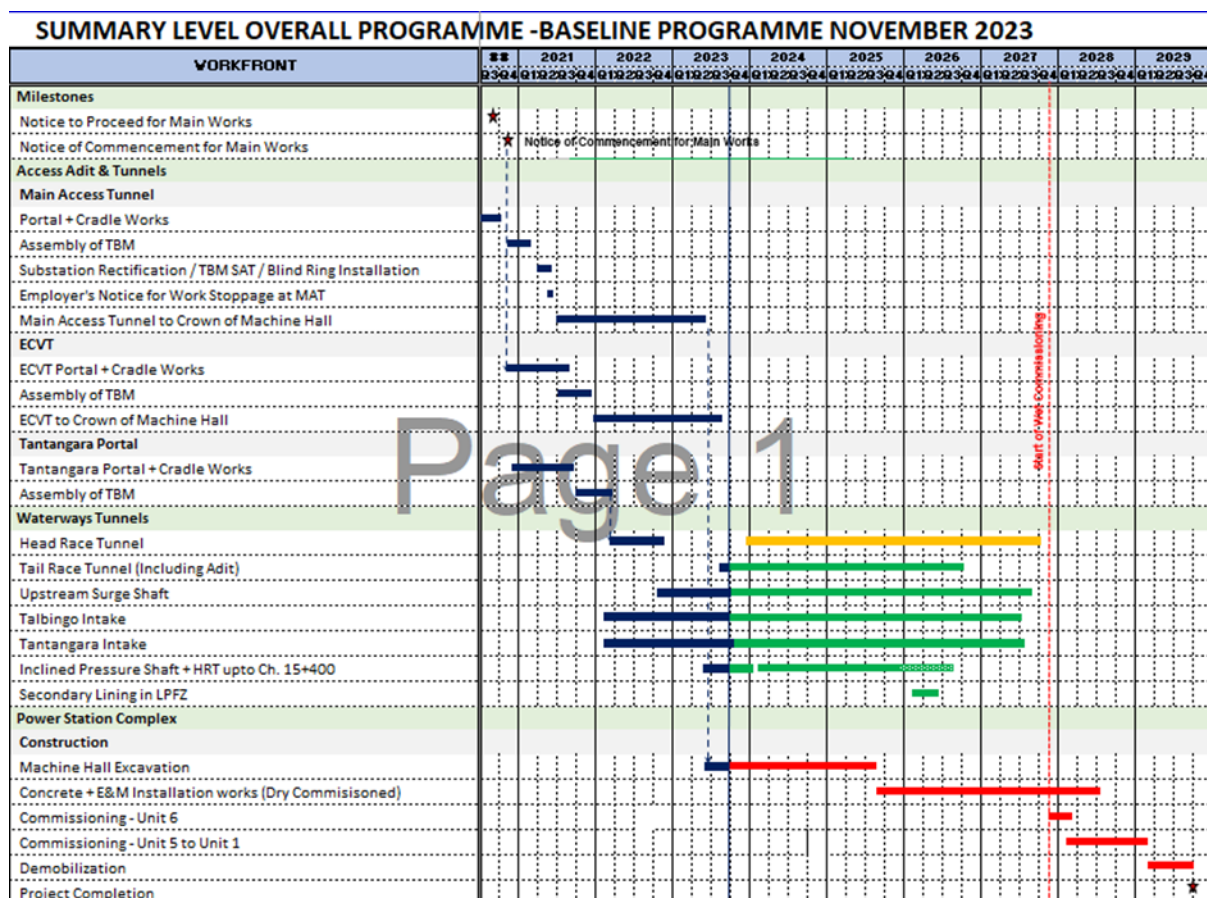


Figure 1-1: Timing of Snowy 2.0 Main Works

Snowy 2.0 Main Works includes various work areas as shown in Figure 1-2. These work areas include:

- Lobs Hole Ravine Road;
- Lobs Hole;
- Marica;
- Plateau;
- Rock Forest;

- Talbingo; and
- Tantangara.

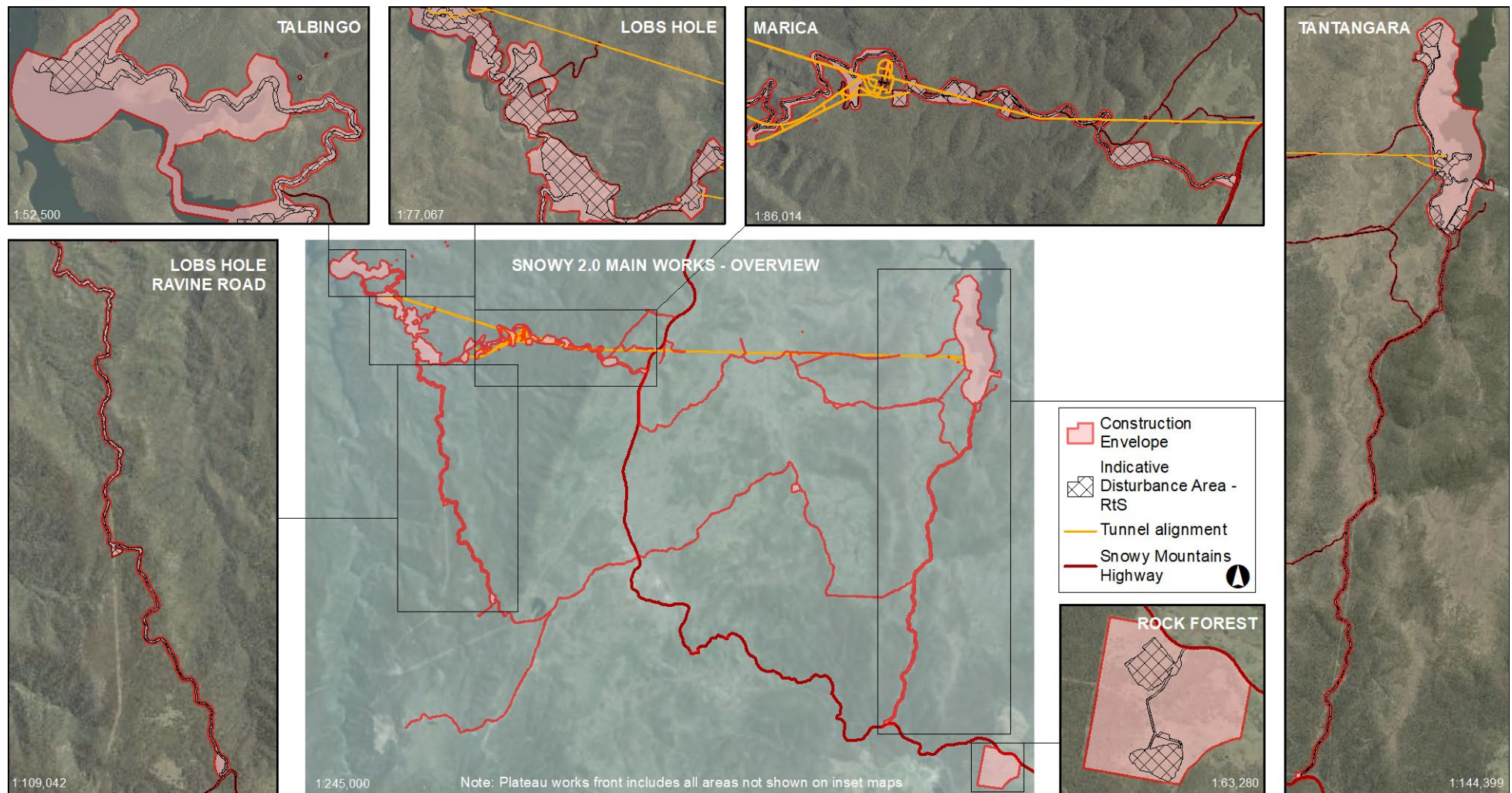


Figure 1-2: Snowy 2.0 Main Works work areas

1.2. Project Approval

On 7 March 2018 the NSW Minister for Planning declared Snowy 2.0 to be State significant infrastructure (SSI) and critical State significant infrastructure (CSSI) under the Environmental Planning and Assessment Act 1979 (EP&A Act) on the basis that it is critical to the State for environmental, economic or social reasons.

An environmental impact statement for the first stage of Snowy 2.0, the *Environmental Impact Statement Exploratory Works for Snowy 2.0* (Exploratory Work EIS) was submitted to the then Department of Planning and Environment in July 2018 and publicly exhibited between 23 July 2018 and 20 August 2018. Approval for the first stage of Snowy 2.0 was granted for Exploratory Works by the Minister for Planning on 7 February 2019. The purpose of Exploratory Works is primarily to gain a greater understanding of the underground geological conditions at the new power station. In accordance with section 5.25 of the EP&A Act, the Infrastructure Approval for Exploratory Works was modified on 2 December 2019 and on 27 March 2020.

An environmental impact statement for the second stage of Snowy 2.0, the *Snowy 2.0 Main Works - Environmental Impact Statement* (Main Work EIS) was submitted to Department of Planning, Industry and Environment (DPIE or the Department) in September 2019 and was publicly exhibited between 26 September 2019 and 6 November 2019. A total of 222 submissions were received during the public exhibition period, including 10 from government agencies, 30 from special interest groups and 182 from the general public. In February 2020, the response to submissions (RTS or Submissions Report) was issued to DPIE to address the public and agency submissions (*Snowy 2.0 Main Works - Preferred Infrastructure Report and Response to Submissions, February 2020*).

Following consideration of the Main Works EIS and RTS, approval was granted by the Minister for Planning and Public Spaces on 20 May 2020, through issue of Infrastructure Approval SSI 9687.

The Infrastructure Approval contains 86 conditions of Approval. The Snowy 2.0 Project will be carried out in accordance with these conditions of Approval. Further to the Infrastructure Approval, the Main Works RTS includes revised environmental management measures (REMMs) within Appendix C which will also be implemented for the project.

In addition to the State approval, a referral (EPBC 2018/8322) was prepared and lodged with the Commonwealth Department of Agriculture, Water and the Environment (DAWE) under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act). The Commonwealth Minister’s delegate determined on 5 December 2018 that Snowy 2.0 Main Works is a “controlled action” under the EPBC Act. The EPBC Act referral decision determined that the project will be assessed by accredited assessment under Part 5, Division 5.2 of the NSW *Environmental Planning and Assessment Act 1979*.

1.3. Disturbance area

A key refinement following public exhibition of the Main Works EIS was a change to and clarification of disturbance area terminology.

The revised disturbance area terminology as defined within the Infrastructure Approval and Submissions Report is detailed within Table 1-1. An example of the terminology is provided in Figure 1-3.

Table 1-1: Disturbance area terminology

Term	Definition	Reasoning
Project area	The project area is the broader region within which Snowy 2.0 will be built and operated,	The project area does not represent a footprint for the construction works, but

Term	Definition	Reasoning
	and the extent within which direct impacts from Snowy 2.0 Main Works are anticipated.	rather indicates an area that was investigated during environmental assessments.
Construction envelope	The envelope within which the disturbance area of the development may be located	As detailed design continues, final siting of the infrastructure (i.e. the disturbance area) can move within the assessed construction envelope subject to recommended environmental management measures and provided it does not exceed the limits defined by the construction envelope.
Disturbance area	The area within the construction envelope where development may be carried out; the precise location of the disturbance area will be fixed within the construction envelope following final design.	



Figure 1-3: Disturbance area and construction envelope

1.4. Environmental Management System

The overall environmental management system for the project is described in the Environmental Management Strategy (EMS). The EMS forms part of the Project Management System (Future Generation-PMS) and will include any requirements specified in the contract documents, where appropriate. All Future Generation-PMS procedures will support, interface or directly relate to the development and execution of the plan.

This Marine Transport Management Plan (MTMP or plan) forms part of Future Generation's Transport Management Plan (TMP). This plan aims to transfer the relevant requirements of the Approval documents into a management plan which can be practically applied on the project site and managed by the Future Generation logistics department.

1.5. Purpose and objectives of this plan

The purpose of this Marine Transport Management Plan (MTMP) is to address the construction environmental management requirements detailed in:

- the Infrastructure Approval (SSI 9687) (Approval) issued for Snowy 2.0 Main Works on 20 May 2020;
- the Infrastructure Approval (SSI 9208) (Approval) issued for Snowy 2.0 Exploratory Works on 07 February 2019;
- the *Main Works Snowy 2.0 - Environmental Impact Statement*;
- the revised environmental management measures (REMMs) within the Main Works RTS;
- the *Exploratory Works for Snowy 2.0 - Environmental Impact Statement*;
- the *Exploratory Works for Snowy 2.0 – Modification 1 Assessment Report*;
- the *Exploratory Works for Snowy 2.0 – Modification 2 Assessment Report*; and
- the REMMs within the Exploratory Works RTS.

The key objective of this plan is to detail management measures and inform site procedures for implementation so that potential impacts from marine transport operations are minimised and within the scope permitted by the Approval. To achieve this, Snowy Hydro and Future Generation will:

- ensure appropriate measures are implemented to address relevant conditions of approval and REMMs listed within the Submissions Report;
- ensure reasonable and feasible measures are implemented during construction to avoid or minimise marine transport impacts on Talbingo and Tantangara Reservoirs associated with the construction of the project;
- ensure appropriate measures are implemented during construction to avoid or minimise marine transport related impacts including safety related impacts;
- ensure appropriate measures are implemented to comply with all relevant legislation and other requirements as described in this plan; and
- establish a marine transport monitoring program to assess the effectiveness of management measures and promote adherence with the code of conduct.

1.6. Consultation

In accordance with schedule 3, condition 46 of the Approval, the MTMP, with the TMP, is to be prepared in consultation with;

- Transport for NSW (TfNSW);
- National Parks and Wildlife Service (NPWS);
- Snowy Monaro Regional Council;
- Snowy Valleys Council; and
- NSW Police.

The primary platform for consultation on the MTMP will be through the Traffic and Transport Liaison Group (TTLG) as described in Section 7.3 of the TMP. The Traffic and Transport Liaison Group will be held on a regular basis and will include all stakeholders listed above.

Agency briefings for the TMP were held on 19 and 28 May 2020 with SVC, SMRC, NPWS, TfNSW, National Heavy Vehicle Regulator (NHVR) and NSW Police.

On 03 June 2020, the plan was also issued to relevant stakeholders for review and comment.

Comments from the consultation process have been incorporated into this plan where appropriate and are summarised in Table 1-2.

Table 1-2: Consultation undertaken for this plan

Date	Consultation	Outcomes
19 March 2020	Traffic Transport Liaison Group Meeting	Presentation on the content of the Main Works Transport Management Plan prior to issue of the Main Works approval.
28 May 2020	Traffic Transport Liaison Group Meeting	Presentation on the content of the Main Works Transport Management Plan following issue of Main Works approval and prior to agency consultation.
26 June 2020	NPWS Snowy 2.0 Team - Southern Ranges Branch	Comments on various items in the Main Works Transport Management Plan and its appendices. Management plans were revised following receipt of NPWS comments.
26 June 2020	TfNSW Maritime Division	Comments on various items in the Main Works Marine Transport Management Plan. Management plans were revised following receipt of TfNSW Maritime Division comments.
30 June 2020	NSW Police Force – Southern Cluster	The NSW Police confirmed on 30 June 2020 that they have no comments on the TMP or its Sub-plans.
01 July 2020	Snowy Valleys Council	A representative from Snowy Valleys Council confirmed on 01 July 2020 that they have no comments on the TMP or its Sub-plans.
06 July 2020	Snowy Monaro Regional Council	A representative from Snowy Monaro Regional Council confirmed on 06 July 2020 that they have no comments on the TMP or its Sub-plans.
07 July 2020	TfNSW	Comments on various items in the Main Works Transport Management Plan and its appendices. Management plans were revised following receipt of TfNSW comments.
30 July 2020	DPIE	Comments on various items in the Main Works Transport Management Plan and its appendices. Management plans were revised following receipt of DPIE comments and reissued.

2. ENVIRONMENTAL REQUIREMENTS

2.1. Legislation

Legislation relevant to marine transport includes:

- *Marine Safety Act 2013*;
- *Marine Safety Regulation 2016*; and
- *Commonwealth Marine Safety (Domestic Commercial Vessel) National Law 2012*.

2.2. Conditions of Approval

Table 2-1 details the conditions from the Infrastructure Approval which are relevant to marine transport management.

Table 2-1: Conditions of approval relevant to marine transport

Condition	Requirement	Where addressed
Recreation Management Requirements		
Schedule 3, condition 38	The Proponent must: ... (b) minimise the impacts of the development on users of the Kosciuszko National Park both within and in the vicinity of the construction envelope;	Transport Management Plan Recreation Management Plan (to be prepared within 12 months of construction commencement) Section 5 Section 5.2
	(c) minimise any disruption to the use of the Talbingo Boat Ramp;	Section 5 Recreation Management Plan
	(e) control the recreational activities of the workers staying in the accommodation camp to minimise the impacts of the development outside the approved disturbance area;	Section 5 Recreation Management Plan
	(f) progressively reopen those areas of the Kosciuszko National Park that are closed to the public during construction as soon as possible following the completion of construction;	Section 5 Section 5.2 Access Network Plan
	(g) keep the community informed about the temporary closure of areas or any recreational facilities within the Kosciuszko National Park.	Section 2.4 Section 5
Vehicle Restrictions		
Schedule 3, condition 44	The proponent must: ... (c) restrict vessel speeds on Tantangara Reservoir and Talbingo Reservoir to current TfNSW speed limits.	Section 5 NAV05
Transport Management Requirements		
Schedule 3, condition 45	The proponent must: ... (b) maintain all roads and water-related infrastructure on site in a safe and serviceable condition;	Section 5 NAV10

Condition	Requirement	Where addressed
	(k) minimise the development-related traffic safety impacts of the development for the public: • using the Talbingo Reservoir and Tantangara Reservoir and any water-related infrastructure, such as the Talbingo Boat Ramp; • using Tantangara Road, particularly during the construction of the development;	Section 5 Section 5.2 Transport Management Plan
	(l) ensure any vessel or structure occupying waters must display appropriate shapes and lights in accordance with the <i>Marine Safety (Domestic Commercial Vessel) National Law Act 2012</i> ;	Section 5 NAV06
Schedule 3, condition 46	Prior to the commencement of construction, the Proponent must prepare a Transport Management Plan for the development to the satisfaction of the Planning Secretary. This plan must:	Transport Management Plan
	(a) be prepared in consultation with the TfNSW, NPWS, Snowy Monaro Regional Council, Snowy Valleys Council and NSW Police;	Transport Management Plan Section 1.6 of this plan
	(b) describe the measures that would be implemented to comply with the transport mitigation requirements in condition 45 above;	Transport Management Plan
	(c) include a detailed: • Heavy Vehicle Salvage Plan; • Driver's Code of Conduct; • Marine Transport Management Plan; • Snow & Ice Traffic Management Plan; • Communication Strategy to keep the public informed about the transport impacts of the development;	TMP Appendix B TMP Appendix A This Plan TMP Appendix D TMP Appendix E
	(d) include a program to monitor and public report on the effectiveness of these measures.	Section 6.1 Section 6.5
Schedule 3, condition 49	The Proponent must implement the approved Transport Management Plan for the development.	Transport Management Plan

2.3. Revised Environmental Management Measures

Environmental safeguards and management measures are included in the Main Works EIS in Appendix G. During preparation of the Submissions Report, REMMs were developed and included in Appendix C.

The revised environmental management measures relevant to this plan are listed in Table 2-2 below. If additional measures are cross-referenced from another section of the Main Works EIS or Submissions Report, these measures are also included. To evaluate the continuity or redundancy of Exploratory Works REMMs, these are provided in Table 2-3.

In accordance with CSSI 9687, schedule 2, condition 3, if there is any inconsistency between the Exploratory Works and Main Works documents, the most recent document will prevail to the extent of the inconsistency (i.e. Main Works).

Table 2-2: Main Works (CSSI 9687) revised environmental management measures relevant to marine transport

Impact	Reference	Revised environmental management measure	Where addressed
Marine transport	NAV01	The following measures will be implemented to manage interactions between marine transport and public boating activities during construction:	This Plan
		public exclusion zones will be established around all in-reservoir construction areas;	Section 5 NAV01
		an aquatic licence will be obtained from RMS for in-reservoir construction activities and exclusion zones in accordance with Section 12 and 18 of the Marine Safety Act 1998;	Section 5 NAV01
		all work vessels will be limited to 4 knots;	Superseded by Main Works. Refer to schedule 3, condition 44 (c)
		all vessels and barges will be fitted with Automatic Identification System and comply with all licensing requirements of Australian Maritime Safety Authority and Roads and Maritime Services including specific requirements for Alpine Waters;	Section 5 NAV04
		any fixed obstruction such as marker buoys and moorings will comply with Roads and Maritime Services requirements and are adequately lit at night; and	Section 5 NAV08
		- notification signs advising of the works and public closures at: - the intersection of Snowy Mountains Highway and Tantangara Road; - the intersection of Snowy Mountains Highway and Long Plain Road; and Tantangara Boat Ramp.	Section 5 NAV02 and 5.2

Table 2-3: Exploratory Works (CSSI 9208) revised environmental management measures

Impact	Reference	Revised environmental management measure	Where addressed
Restricted access to Talbingo Reservoir for recreational users	SEC06	Access to Talbingo spillway and boat ramp will be closed to the public for the period of the Exploratory Works.	This REMM is no longer applicable. Access to Talbingo Reservoir will be maintained and conflict with construction marine traffic and works managed in accordance with Section 5 of this plan.

Impact	Reference	Revised environmental management measure	Where addressed
Access	PUS05	Consideration of maritime traffic management to minimise conflict between Reservoir users and barge activities during Exploratory Works through the development and implementation of a maritime traffic management plan. Mitigation measures to be implemented include: - establishing exclusion zones around barge access infrastructure and at other locations where navigation channel widths are constrained; - undertaking community notification prior to maritime operations and barging. Posting information material at the boat ramps including the location of exclusion zones and - informing on legally enforceable speed restrictions around construction plant and equipment in accordance with the Marine Safety Act 2013; and - ensuring construction plant and equipment are fitted with Automatic Identification Systems	This plan Section 5 NAV01 Section 5 NAV02, Section 5.2 Section 5 NAV05 Section 5 NAV04

2.4. Licences and Permit

Environment Protection Licence (EPL) 21266 has been issued for the project for the scheduled activity of extractive activities for the Exploratory Works phase. The premises boundary for the Exploratory Works EPL has been expanded to encompass both Exploratory Works and Main Works activities and the governing schedule activity for Main Works will be Electricity Generation.

An Agreement for Lease (AfL) and Works Access Licence will be established with NPWS in order to carry out the relevant Snowy 2.0 Main Works.

As required, an aquatic licence will be obtained from TfNSW for in-reservoir construction activities and exclusion zones in accordance with Section 12 and 18 of the *Marine Safety Act 1998*. Appropriate notifications of exclusive use areas and waterway restrictions will be made including statutory Marine Notices published in the NSW Government Gazette.

2.5. Guidelines and Standards

The guidelines also considered in the completion of this assessment include:

- Safety Management System (SMS) Guidelines – Commercial Vessels (RMS); and
- Guidelines for a Safety Management System (Australian Maritime Safety Authority, 2018).

3. EXISTING ENVIRONMENT

3.1. Talbingo Reservoir and Recreational Facilities

Talbingo Reservoir is approximately 5km south of the township of Talbingo. It is used for water skiing, canoeing, swimming and paddle boarding. It is also a popular fishing spot with Brown Trout, Rainbow Trout, Golden Perch, Macquarie Perch, Redfin and Trout Cod present, however surveys undertaken for the project indicate that Redfin is the predominant species.

Public access to the reservoir for boats is from a concrete boat ramp on the eastern side of the dam wall. The reservoir is also accessible from points within KNP including Lobs Hole Ravine campground and O'Hares Camping and Rest Area. Access to Lobs Hole Ravine Campground has been closed as part of the Snowy Hydro project. Picnic tables and toilets are provided at both the boat ramp and the spillway.

Vessel counts undertaken between March and April 2018, reviewed as part of the Excavated Rock Placement - Navigation Impact Assessment for Talbingo and Tantangara Reservoirs (RHDHV, 2019) indicate a peak daily demand of 75 vessels per day using the boat ramp and a typical daily demand of less than 10 vessels.



Figure 3-1: Talbingo boat ramp

3.2. Tantangara Reservoir and Recreational Facilities

The southern end of Tantangara Reservoir is accessible to the public via Tantangara Road while the northern end is accessible via Port Phillip Trail. Both Tantangara Road and Port Phillip Trail are unsealed. The nearest town is Adaminaby, approximately 35km (via road) to the south. As access to Tantangara Reservoir is relatively limited, the site is not used as widely for recreational use as

other Reservoirs in the area. Activities at the site include camping, boating and fishing. Trout fishing is the primary recreational purpose at this reservoir.

There is one formal unformed boat launching area at the southern end of the reservoir, accessible from Tantangara Road. Vessels are also launched at a number of unmarked and informal locations around the foreshore (particularly along the western foreshore).

Based on the available recreational user counts, peak recreational boating use of the reservoir is assumed to be 40 vessels per day. However, on a typical weekday in summer, recreational boating use would be generally less than 10 vessels per day (RHDHV, 2019).

4. MARINE TRANSPORT ASPECTS AND IMPACTS

An environmental aspect is an element of an organisation's activities, products, or services that has, or may have, an impact on the environment (ISO 14001 Environmental Management Systems). The relationship of aspects and impacts is one of cause and effect.

Key aspects of the project that could result in marine transport impacts are identified in Table 4-1. The extent of these impacts will depend on the nature, extent and magnitude of construction activities and their interaction with the natural environment (Column 2). This is further exacerbated by environmental factors (Column 3).

Key aspects of the project that may result in impacts to and from marine transport include:

- construction of a new barge launch area in Tantangara Reservoir;
- use of the existing unformed boat ramp at Tantangara Reservoir for initial mobilisation of barges prior to construction of the new launch area;
- use of existing boat ramp at Talbingo Reservoir
- mobilisation of marine vessels at construction site barge ramps within the Talbingo and Tantangara Reservoir;
- placement and use of vessel moorings;
- loading and unloading of marine vessels at barge ramps;
- ongoing geotechnical investigation in Talbingo and Tantangara Reservoirs including additional survey for subaqueous blasting as required;
- excavated rock management including subaqueous placement within Talbingo Reservoir;
- excavated rock management at Tantangara Reservoir between minimum operating level (MOL) and full supply level (FSL); and
- excavation of the intake channels, including dredging, and removal of the rock plugs at both Tantangara and Talbingo Reservoirs. The proposed method of excavation will include some subaqueous drill and blasting (D&B).

Table 4-1: Project aspects and impacts relevant to marine transport management

Environmental Aspects (Construction activities that may impact marine transport)	Environmental Impacts	Environmental Factors (Conditions)
Construction of new barge launch facility at Tantangara Reservoir Installation and use of vessel moorings. Operation of marine vessels on Talbingo and Tantangara Reservoir that directly interface with recreational vessels and the public.	Short-term limits/restrictions on public access to existing boat ramps. Reduced access for recreational vessels and public on Talbingo and Tantangara Reservoirs. Reduced access for recreational vessels in work exclusion / restricted access areas. Includes access to subaqueous rock disposal areas and intake and gate structures.	Existing maritime traffic numbers.

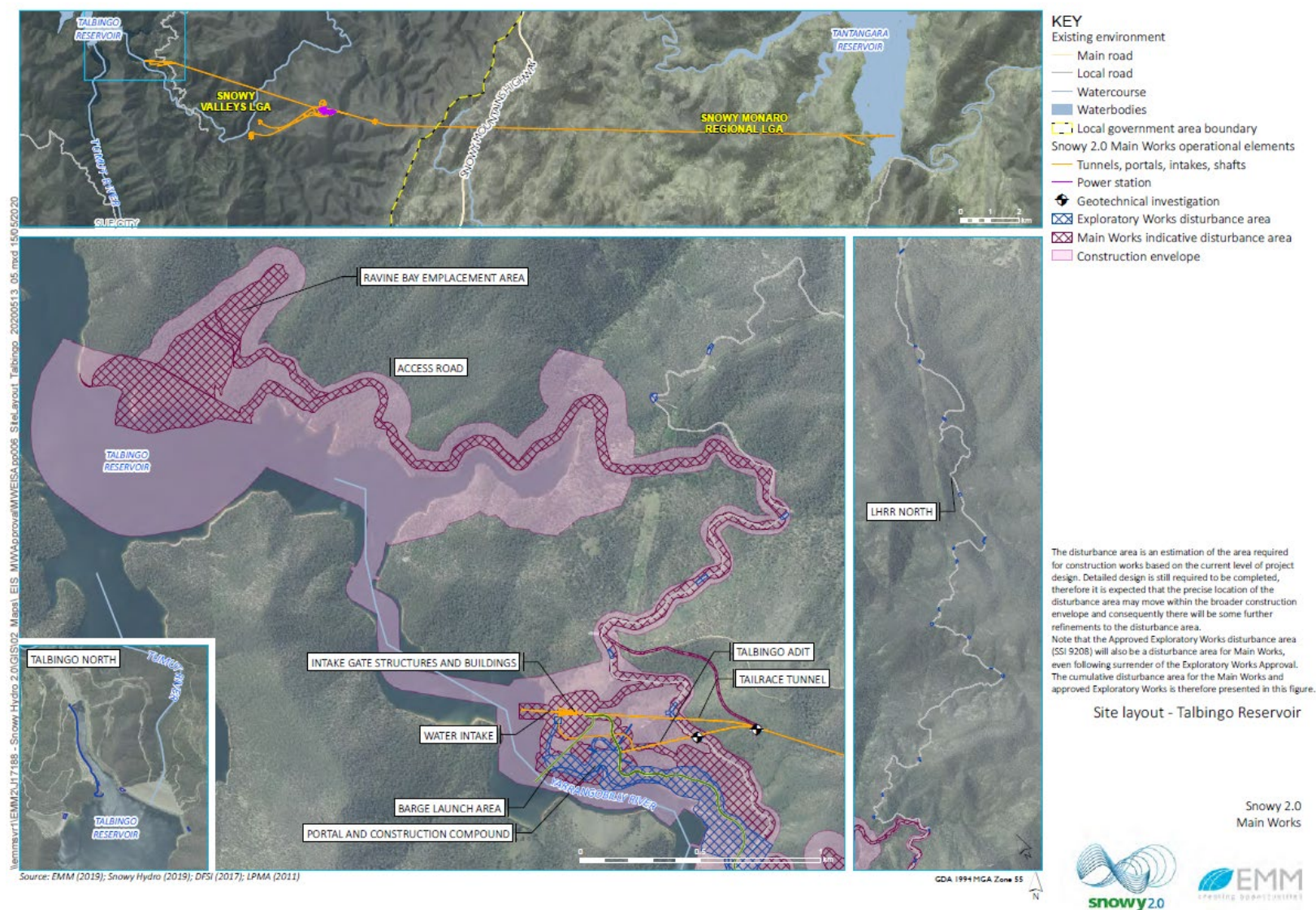


Figure 4-1: Talbingo Reservoir construction elements requiring marine operations

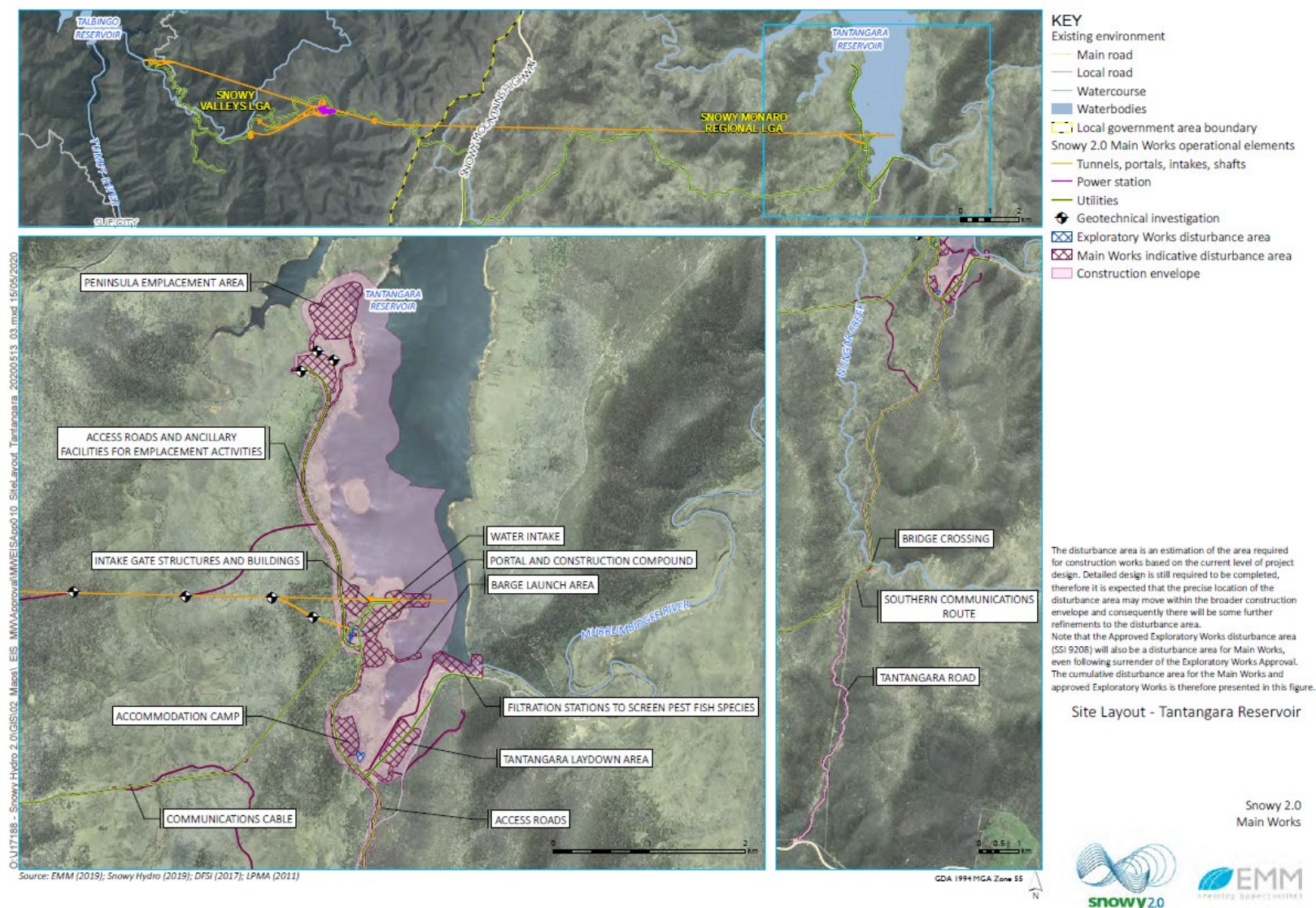


Figure 4-2: Tantangara Reservoir construction elements requiring marine operations

4.1. Marine Construction Traffic Volumes

Construction maritime traffic on both reservoirs has the potential to impact recreation vessels and activities and will be made up of a combination of the following:

- construction vessels being mobilised at existing boat ramp locations;
- vessel mooring within the reservoir;
- construction barges with mooring systems operating within the reservoir;
- construction barges assisting with management of placement of excavated material by subaqueous means;
- construction barges with mounted rigs for subaqueous drill and blast operations; and
- associated work boats, crew transport boats and tugs assisting with the above work as well as other work including survey and monitoring.

4.1.1. Talbingo

The main construction activities requiring marine transport at the Talbingo Reservoir will be:

- rock emplacement at Ravine Bay; and
- removal of the rock plug and construction of the water intake structure.

The rock emplacement at Ravine Bay will take place below FSL using land-based operations. Further details on this method will be included in the Spoil Management Plan when detailed design is completed. Support from marine vessels is anticipated for activities such as silt curtain installation.

Removal of the rock plug and construction of the water intake structure will require marine transport equipment for the sub aqueous construction component. This will include sub-aqueous drill and blasting to remove the rock plug and dredging to construct the water intake structure.

The methodology for the drill and blast activities will be further detailed in the Blast Management Plan. The disposal of blasted material will be included in the Spoil Management Plan on finalisation of detailed design.

Work on the intake structure and removal of the rock plug will take approximately 1.5 years to complete and is currently scheduled to commence in 2025.

Marine based equipment will be required for these works and will include barges and barge mounted equipment, tugs and other support work boats. These vessels will be launched and generally operated within the disturbance area shown in Figure 4-1 and Figure 4-2. As the work area is focused within Ravine Bay and the Yarrangobilly arm of Talbingo Reservoir the majority of Talbingo Reservoir will be unimpacted by works and will remain available to the public for normal recreational use.

Some vessel movement outside of this area may also be required for monitoring and associated investigation activities (e.g. water quality, biodiversity, seismic survey). Generally, this work will use one work boat. Marine survey work, to confirm the intake channel profile has been achieved, may require approximately three work boats.

Vessel movement between the Middle Bay barge ramp and the Talbingo Dam boat ramp may continue during the construction period. Routine use of the Talbingo Dam boat ramp is not anticipated however periodic use may be required for safety or logistics requirements. Use of the Talbingo Dam boat ramp may also be needed for any maintenance of the communications cable.

4.1.2. Tantangara

The main construction activities requiring marine transport activities at the Tantangara Reservoir will be:

- construction of a new barge launching area;
- rock emplacement works; and
- removal of the rock plug and construction of the water intake structure.

During construction of the new barge launching area marine construction vessels will use the existing public boat ramp near the Tantangara spillway for initial access to the reservoir.

Construction of the new barge launch area will require minor dredging and installation of a concrete ramp. Marine vessels would include a barge, tugs and support boats. Public access to the existing boat ramp will be temporarily closed during this work. Once construction of the new barge launch area is complete public access to the reservoir will be reinstated.

The rock emplacement area at Tantangara Reservoir is located between MOL and FSL and construction will therefore be done as 'dry' land-based operations, however marine support may be required. Further details on this method will be included in the Spoil Management Plan when detailed design is completed.

Removal of the rock plug and construction of the water intake structure will require marine transport equipment for the sub aqueous construction component. This will include sub-aqueous drill and blasting to remove the rock plug and dredging to construct the water intake structure.

The methodology for the drill and blast activities will be further detailed in the Blast Management Plan. The disposal of blasted material will be included in the Spoil Management Plan on finalisation of detailed design.

A filtration / screening unit will be installed at the Tantangara Dam spillway to screen for pest fish species. The design for the filtration station has not yet been finalised however this element will be constructed prior to operation of the project. Further detail about the design and construction of the filtration / screening unit will be provided in the Biosecurity Risk Management Plan.

Marine based equipment will be required for these works and will include barges and barge mounted equipment, tugs and other support work boats. These vessels will be launched and generally operated within the disturbance area shown in Figure 4-2 above.

Some vessel movement outside of this area may also be required for monitoring and associated investigation activities (e.g. water quality, biodiversity, seismic survey). Generally, this work will use one work boat. Marine survey work, to confirm the intake channel profile has been achieved, may require approximately 3 work boats.

4.1.3. Hours of Operations

Marine construction operations may occur up to 24 hours per day, 7 days per week.

4.2. Environmental Risk Assessment

The environmental aspects and impacts for marine transport are further considered within Appendix A3 of the EMS. This includes a risk assessment process. The risk assessment is based on (1) the likelihood of an impact occurring as a result of the aspect; and (2) the consequences of the impact if the event occurred. These risks as well as any regulatory requirement form the basis for the mitigation measures committed to in this plan, Section 5.

5. MARINE TRANSPORT AND ACCESS MANAGEMENT MEASURES

Maritime transport impacts during Snowy 2.0 Main Works will be managed through the development and implementation of specific marine traffic management plans and up to date communication of marine traffic impacts to the community. Snowy Hydro and Future Generation aim to minimise adverse impacts during construction. Specific safeguards and management measures to address potential marine transport impacts of the project are identified in Table 5-1.

Regardless of the allocation of responsibilities within this plan, the responsible party is to be assigned in accordance with the Contract.

All proposed Marine transport activities are notified to the FGJV Traffic and Transport team once identified and approval required from this team before commencement.

Table 5-1: Marine transport management measures

ID	Measure / Requirement	When to implement	Responsibility	Source document
General				
NAV01	The project shall establish 'Exclusion Zones' around marine construction works as declared by NSW Maritime to ensure the safety of vessel traffic and to establish safe working zone/s. An appropriate licence from TfNSW will be sought for the exclusion zones. Exclusion zones will change with activities being undertaken. Further detail provided in Section 5.2.1.	Construction	Future Generation	REMM NAV01 Schedule Condition 45(k) 3
NAV02	The community will be notified of the marine construction works and any potential effects to recreation vessels. This will include public notices and signage at boat ramps and potential launch sites around Talbingo Reservoir (Talbingo Boat Ramp and O'Hares Boat Ramp) and Tantangara Reservoir (at Tantangara Boat Ramp and on access roads at the intersections of the Snowy Mountains Highway with Tantangara Road & Long Plain Road.	Construction	Future Generation	REMM NAV01 Schedule Condition 45(k) 3
NAV03	Specific Maritime Traffic Control Plans (MTCPs) will be developed as part of the construction planning process for all construction activities that affect maritime traffic conditions and the safety of waterway users on the Talbingo Reservoir.	Construction	Future Generation	Good practice
NAV04	All work vessels will be fitted with an Automatic Identification System and comply with all licensing requirements of AMSA and RMS under the acts and regulations including specific requirements for Alpine Waters.	Construction	Future Generation	Good practice REMM NAV01
NAV05	All work vessels will be limited to existing posted (TfNSW speed) limit vessel speeds on Tantangara Reservoir and Talbingo Reservoir.	Construction	Future Generation	Schedule Condition 44(c) 3
NAV06	Vessel and structures must display appropriate shapes and lights in accordance with the <i>Marine Safety (Domestic Commercial Vessel) National Law Act 2012</i> .	Construction	Future Generation	Schedule Condition 45(l) 3 REMM NAV01
NAV07	All vessel will display an all-round white whilst at anchor light between the hours of sunset and sunrise	Construction	Future Generation	Schedule Condition 45(l) 3 REMM NAV01
NAV08	All mooring and anchor buoys will be lit in accordance with the <i>Marine Safety (Domestic Commercial Vessel) National Law Act 2012</i> .	Construction	Future Generation	Schedule Condition 45(l) 3 REMM NAV01
NAV09	All operators and vessels used must comply with the <i>Marine Safety (Domestic Commercial Vessel) National Law Act 2012</i> , and that no agent shall be exempted from the provisions of the <i>Marine Safety Act 1998</i> and relevant subordinate legislation.	Construction	Future Generation	REMM NAV01

ID	Measure / Requirement	When to implement	Responsibility	Source document
NAV10	All water-related infrastructure will be maintained in a safe and serviceable condition.	Construction	Future Generation	Schedule Condition 45(b) 3
NAV11	No recreational vessels owned by Future Generation workers will be authorised to operate within the declared exclusion zone.	Construction	Future Generation	Schedule Condition 38(e) 3
NAV12	Any moorings established which are outside of the declared exclusion zone must be regulated in accordance with NSW marine legislation.	Construction	Future Generation	Good practice

5.1. Marine Traffic Control Plans

Specific Maritime Traffic Control Plans (MTCPs) will be developed as part of the construction planning process for all construction activities that affect marine traffic conditions and the safety of waterway users on the Talbingo and Tantangara Reservoir. They will be developed progressively during construction in accordance with this MTMP and the Roads and Maritime requirements. Drivers of marine vessels will be communicated MTCPs, including reservoir speed limits and other safety protocols.

Where required the MTCPs will be developed in consultation with TfNSW. The emergency services will be notified prior to the implementation of marine transport management to ensure that they are aware of the potential impacts that may affect emergency responses.

5.2. Access Management

5.2.1. Exclusion Zones

The project will establish Exclusion Zones around marine construction works to ensure the safety of vessel traffic and to establish safe working zone/s. Appropriate licences from NSW Maritime will be sought for the exclusion zones. Exclusion zones will change with activities being undertaken

NSW Maritime will be provided written notice of the intention to commence works within an Exclusion Zone or to undertake any works which will restrict or vary existing navigation conditions (safety, access, environment and amenity).

Future Generation will not commence works until notified by NSW Maritime of the declaration of the Exclusion Zone, and/or any appropriate conditions of use, activity, and/or operation within the Exclusion Zone.

Future Generation will provide NSW Maritime with notice of any intention to alter an Exclusion Zone and will not alter the Zone until approved by NSW Maritime.

Upon receipt of notification by NSW Maritime, and prior to undertaking any other works, Future Generation will establish the Exclusion Zone including supply and installation of all navigation marks, buoyage and signage required. Requirements may include:

- buoyage and signage for the Exclusion Zone;
- navigation channel lateral marks;
- channel blocked/closed signals;
- any other navigation marks or signage required by NSW Maritime to ensure the safe and efficient operation of the navigation channel or channels through or around the Exclusion Zone; and
- temporary removal or covering of any existing contradictory or superfluous signs, buoyage or marks.

When directed by NSW Maritime, Future Generation will relocate navigational marks, buoyage and signage to positions determined by NSW Maritime.

Future Generation will maintain all navigational marks, buoyage and signage until 'the completion of relevant works, or until NSW Maritime agrees that the navigational marks, buoyage and signage are no longer required, where by they will be removed by Future Generation.

Exclusion Zone navigational markings may comprise lit buoys (or alternate lighting at the approval of NSW Maritime) delineating the upstream, downstream, and/or relevant side perimeter, detailing

the boundaries of the Exclusion Zone. Buoys would be placed at a maximum distance of 50 metres apart (or at the approval of NSW Maritime), be marked “Unauthorised Vessels Prohibited” and with the TfNSW Maritime logo, and be suited to the installation of lights, such as a Sealite SL70, and use in high wind environments, such as Sealite SLB700.

5.2.2. Reservoir Public Access

Marine recreational activities are undertaken in both Tantangara and Talbingo Reservoir and includes boating, fishing, water skiing, canoeing and swimming.

To ensure the safety of the public and an ongoing positive experience for reservoir users during construction the following will be implemented to manage marine access and waterway user impacts:

- providing advance notification of any changes to Talbingo and Tantangara reservoir through advance signage, flyers, community announcements and the project and national park websites;
- where possible peak periods for the use of Tantangara and Talbingo reservoirs will be avoided;
- providing updates as works progress and notification of any ongoing changes that impact users;
- providing clear directional signage to waterway users;
- providing park users the opportunity to give feedback during construction to enable ongoing improvements to be made; and
- informing the workforce of the likely presence of waterway users and actions to be taken in the event that they enter the project exclusion zones.

5.2.3. Talbingo Boat Ramp

It should be noted that construction works at and use of the Talbingo Boat Ramp will be for a limited duration and that routine use of the Talbingo Dam boat ramp is not anticipated however periodic use may be required for safety or logistics requirements.

To minimise disruption to the public use of Talbingo Boat Ramp, following temporary uses adjacent work areas will either be removed or made tidy and secure. Additionally, Future Generation will ensure that the boat ramp and any related infrastructure is in a safe and serviceable condition following use.

Where works are undertaken in proximity to the Talbingo Boat Ramp adequate safety exclusion, signage and work practices will be implemented.

The community will be notified of the marine construction works and any potential effects to recreation vessels. This will include public notices and signage at the boat ramp and on key access roads and intersections.

5.2.4. Peak Marine Activities Season

The peak marine activities season is summer. There is potential for greater impacts to marine traffic and waterway users due to the increase marine related traffic volumes. During these periods additional inspections will be undertaken to confirm that these impacts do not warrant further mitigation and maritime transport management. Additional maritime transport management measures will be implemented where required.

Access to the public boat ramps at Tantangara will be restricted during the initial construction works for the dedicated barge access within the work site. Controls will be in place during these periods to manage public vehicles, vessels and pedestrians and to delineate exclusion zones.

5.3. Marine Plant and Equipment

Outside daylight hours and at times of restricted visibility, Future Generation marine plant and equipment must be secured within the Exclusion Zone well clear of any navigation channels and marked by a fixed white light (anchor light).

Marine plant and equipment operating in the exclusion zone during daylight hours will be marked with rotating or flashing amber lights, where practical.

6. COMPLIANCE MANAGEMENT

6.1. Monitoring

Monitoring will be undertaken to confirm the satisfactory marine transport and access outcomes are achieved during construction. The parameters and frequency of monitoring is provided in Table 6-1.

Table 6-1: Construction monitoring locations parameters and frequency

Road	Site Location	Parameters	Type	Frequency	Responsibility
External	All	Waterway use	Review	Monthly review of marine transport related complaints	Traffic Manager
Internal/ External	All	Marine safety signage and lighting	Inspection	Monthly review of signage and lighting whilst in use	Traffic Manager

Inspection of maritime transport and access management measures will be undertaken regularly during construction with attention given to those areas that interface with the public and affecting public safety. For example, navigation channel access, signage, notices and navigation lighting.

During peak waterway use periods, the interface of project and public areas will be inspected weekly and randomly to monitor the efficacy of management measures.

Where inspections identify any issues, which could endanger the safety or waterway users as a result of the construction work the Contractor will rectify the non-conformance as soon as possible.

In addition, effectiveness of the implemented management measures will be monitored in through regular inspections by the traffic manager. These inspections are intended to:

- provide for surveillance to ensure that safeguards are being implemented;
- identify where problems might be occurring;
- identify where sound environmental practices are not being implemented; and
- facilitate the identification and early resolution of problems.

The use of marine IVMS or equivalent, for use in limiting and monitoring project vessel speeds will be investigated.

6.2. Training

All site personnel involved in marine works will undergo site induction training relating to marine transport and access management issues. The induction training will address elements related to maritime transport management including:

- existence and requirements of this MTMP;
- reservoir speed limits and other safety protocols;
- relevant legislation;
- roles and responsibilities for marine transport management;
- arrangements for marine transfer of workers to construction vessels;
- marine transport and access mitigation and management measures; and

- procedures to be implemented in the event of an incident (e.g. marine accidents).

Targeted training in the form of toolbox talks or specific training will also be provided to personnel with a key role in marine transport and access management. Examples of training topics include:

- vessel movement plans – approved routes, personnel transfer locations;
- skipper behaviour and the skippers code of conduct for vessels;
- Australian Maritime Safety Authority (AMSA) incident notification procedures;
- compliance with *Marine Safety (Domestic Commercial Vessel) National Law Act 2012*, the *Marine Safety Act 1998* and relevant subordinate legislation;
- specific vessel inductions;
- potential weather impacts on vessel use;
- spill response and notification; and
- skipper fatigue awareness training.

6.3. Maritime Transport Incidents

Marine incidents will be managed in accordance with the HSE Plan, Emergency Response Plan, Section 7 of the EMS and the Environmental Incident Procedure included within Appendix A5 of the EMS.

In the event of the occurrence of an incident, the Future Generation Environment Manager will immediately inform Snowy Hydro who will contact DPIE in accordance with the requirements of schedule 4, condition 6 of the Approval.

Safety related marine transport incidents within the bounds of the project area will be managed in accordance with the Safety Management Plan and the associated incident and emergency reporting procedures.

In the event of a spill, all personnel must follow the specific procedures outlined in the Spill Response Procedure S2-FGJV-ENV-PRO-0039. Adherence to this document is mandatory to ensure a swift, safe, and effective response to all spill incidents, mitigating potential environmental and safety risks.

-All workers should be familiar with the AMSA incident notification procedures. It is important to note that all operators and vessels (including the barges and punts) used in this operation must comply with the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012*, and that no agent shall be exempted from the provisions of the *Marine Safety Act 1998* and relevant subordinate legislation.

6.4. Auditing

Audits will be undertaken to assess the effectiveness of maritime transport and access management measures, compliance with this MTMP, the conditions of approval, EIS, Submissions Reports and other relevant approvals, licences and guidelines.

6.5. Reporting

Future Generation will report to Snowy Hydro and other agencies as required on marine transport management issues related to the project.

Reporting requirements and responsibilities are documented in Section 8.4 of the EMS

APPENDIX F – TRANSPORT COMMUNICATIONS STRATEGY (S2-FGJV-CCA-PLN-0003)



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MANAGEMENT PLAN

SNOWY 2.0 MAIN WORKS – TRANSPORT COMMUNICATION STRATEGY

S2-FGJV-CCA-PLN-0003

REV E.

DECEMBER 2025

ABSTRACT

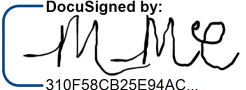
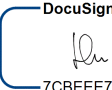
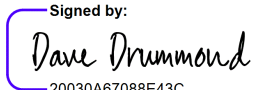
This document provides a framework for communicating traffic and transport information, managing disruptions on the road network, and discussing road safety for the Snowy 2.0 project. It is to be read in conjunction with the Transport Management Plan.

Revision Record

Rev.	Date	Reason for Issue	Responsible	Accountable	Endorsed
E	18.12.2025	Updated to address NPWS comments	M. McCabe	R. Rowe	F. Lazzarin D. Drummond



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I nformed:	See distribution list on Page 3.	
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Rev.	Date	Description of Revision
A	27/05/2020	Issued for Review
B	03/06/2020	Updated to reflect SHL comments. For consultation.
C	10/07/2020	Updated to reflect agency comments. For submission to DPIE.
D	30/07/2025	Updated for currency
E	18/12/2025	Updated to address NPWS comments

Table of Contents

1 INTRODUCTION 5

1.1 Purpose 5

1.2 Community and Stakeholder Analysis 5

1.2.1 Local Area 5

1.3 Stakeholder Analysis 6

1.3.1 Government 6

1.3.2 Community 6

1.3.3 Media 7

1.4 Transport issues 7

2 CONSULTATION APPROACH 8

2.1 Stakeholder engagement 8

2.2 Traffic and Transport Liaison Group 9

2.3 Snowy 2.0 Communication Working Group 9

2.4 Other Consultation Tools 9

2.5 Traffic and transport operations 10

2.5.1 Key messages 11

2.5.2 Communication Sub-Plans 12

2.6 Consultation activities 12

2.6.1 Complaints management 14

2.6.2 Dispute Resolution Process 15

2.7 Community contacts 15

2.8 Recording feedback 15

2.8.1 Responsibility 15

2.9 Audit and review 16

2.10 Management reporting 16

1 INTRODUCTION

1.1 Purpose

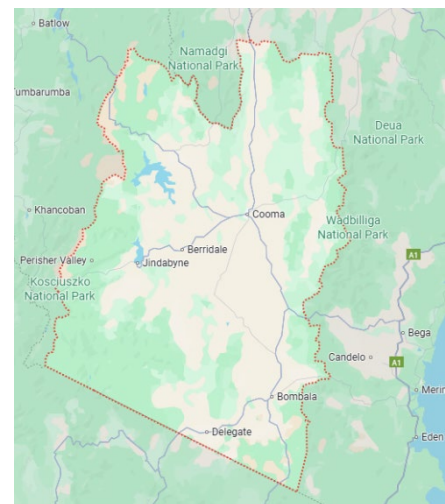
This Transport Communication Strategy provides the approach to community and stakeholder communications to provide information about the transport impacts of Snowy 2.0 Main Works. This strategy forms part of FGJV’s wider communication and stakeholder management as described in the Community and Stakeholder Engagement Plan (CSEP). This Strategy is also an Annexure to the Snowy 2.0 Main Works – (Appendix F of the Transport Management Plan S2-FGJV-LOG-PLN-0008).

1.2 Community and Stakeholder Analysis

1.2.1 Local Area

The local area is defined as the Snowy Monaro Regional and Snowy Valleys Local Government Areas and includes the towns of Cooma, Tumut, Talbingo, Cabramurra, Providence Portal, Adaminaby, Tumbarumba, Bombala, Nimmitabel, Jindabyne, Dalgety, Berridale, Bibbenluke and Cathcart. Some Snowy 2.0 activities and operations also extend to the NSW Far South Coast, including Bega, Eden, Merimbula, Pambula and Tura Beach.

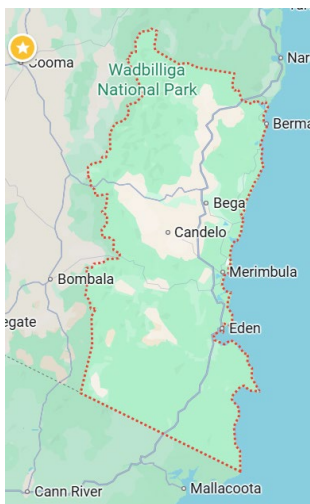
Due to the proximity of the Project to the NSW and ACT borders Wagga Wagga and Queanbeyan are also included in the local area and communications may be extended into these areas as required.



Snowy-Monaro Regional Local Government Area



Snowy Valleys Local Government Area



Bega Valley Regional Local Government Area

1.3 Stakeholder Analysis

Four key stakeholder groups have been identified for the project, including: Government, Community, Industry (e.g., ski fields, local business, logging etc.) and Media.

Engagement activities in relation to the Snowy 2.0 project with all stakeholder groups is principally lead and managed by SHL, with support from the FGJV Community and Stakeholder Engagement Team. Engagement with road and transport authorities is managed by the FGJV Traffic and Transport Team.

1.3.1 Government

Government stakeholder groups identified include:

- Federal and State Government Departments and agencies (within relevant policy areas such as energy, environment, climate change, planning, treasury, finance, industry & training, infrastructure and regional affairs);
- Federal and State regulatory agencies;
- Federal and State Ministers and Opposition spokespeople;
- Federal and State Members of Parliament and Senators; and
- State and Federal Parliamentary and policy committees.

Ongoing engagement will be undertaken with the following state government departments:

- Department of Planning, Industry and Environment (DPIE);
- Environment Protection Authority (EPA);
- National Parks and Wildlife Service (NPWS);
- Transport for New South Wales (TfNSW);
- NSW Police;
- Department of Climate Change, Energy, the Environment and Water (DCCEEW);
- Department of Primary Industries (specifically matters relating to fishing and water);
- Department of Regional NSW;
- Department of Education; and
- the two regional councils, Snowy Monaro and Snowy Valleys.
- Neighbouring regional councils (Bega Valley)

FGJV will lead engagement with local councils, departments, agencies, committees, industry and roads authorities. Specific consultation with government and agency stakeholders is also required for the development and review of management plans as detailed within the Approval. SHL will lead engagement across Federal departments and parliamentarians across all parties and jurisdictions.

1.3.2 Community

Community groups or stakeholders identified in the Snowy Mountains region include:

- Chambers of Commerce and community groups;
- Destination Southern NSW;
- Local businesses;

- Registered Aboriginal Parties;
- Townships / communities (as required Cooma, Tumut, Tumbarumba, Talbingo, Cabramurra, Providence Portal, Adaminaby, Bombala, Nimmitabel, Bega, Eden, Merimbula, Pambula and Tura Beach);
- Training and education providers;
- SHL staff;
- Service Level Providers;
- Selwyn Snow Resort, Perisher and Thredbo ski resorts;
- Recreational users of Kosciusko National Park (hiking, camping, fishing, boating / water sports, and horse-riding).
- Motorists – locals, tourists, freight operators;
- Other local groups; and
- General public.

FGJV will maximise the reach of communications through use of existing communication networks and platforms. This may include NPWS information centres, Destination Southern networks, ski resorts and local councils. Road Safety Officers embedded with regional councils are key points of contact, along with communications and engagement personnel from Transport for NSW. FGJV will lead local engagement across the local area.

1.3.3 Media

SHL's media strategy has a targeted and proactive approach, as well as being responsive to media requests and queries. All media in relation to the project is managed by SHL and supported by FGJV. Transport-related communications and operational information about traffic, transport and road safety is managed by FGJV.

1.4 Transport issues

Potential impacts on traffic and transport attributable to Snowy 2.0 Main Works activities may include:

- short term road closures and/or traffic restrictions during the transport of oversize loads, increasing congestion and interface with the public;
- short term road or lane closures and/or traffic restrictions during road upgrades, maintenance repairs and minor road improvements increasing congestion and interface with the public;
- increased traffic turning movements into and out of the site at the intersection of the Link Road with Lobs Hole Ravine Road and the intersection of the Link Road and the Snowy Mountain Highway;
- increased traffic turning movements into and out of the site at the intersection of Tantangara Road and the Snowy Mountain Highway; at Marica worksite entrance and the Snowy Mountains Highway; at Rock Forest entrance and the Snowy Mountains Highway; and at the segment factory access road and Polo Flat Road;
- increased Light Vehicle movements on project-related roads;
- increased Heavy Vehicles and escorts on identified transport routes along public roads from Port Kembla and Port of Eden to Cooma and the Snowy Mountains Highway;
- short term closure or part closure of public roads due to Heavy Vehicle breakdown and or salvage increasing congestion and interface with the public;
- temporary and long-term marine exclusion zones in place at Talbingo and Tantangara;
- temporary closures or periodic disruptions to public boat ramps at Talbingo and Tantangara;
- increased heavy vehicle volumes and associated impacts including noise and road deterioration; and
- the closure of access roads to some recreational facilities within KNP.

- Upgrades to the external road network and intersections, that will be undertaken are detailed in Section 5.1 of the Transport Management Plan.

Other road impacts may result from ancillary use of various local KNP roads and fire trails for activities such as laying of trunk services, erosion and sediment control, access for geotechnical works and emergency services. These locations are identified in detailed in Section 4 of the Transport Management Plan.

2 CONSULTATION APPROACH

A range of communication and engagement tools and techniques will be used throughout the delivery of the project and to communicate traffic impacts. These tools allow the project team to circulate information on construction progress, traffic management and other project impacts. They also provide the mechanisms to respond to enquiries and allow the community to discuss the project and provide feedback.

Given the scale of the project and the unique characteristics of local communities across the region, a variety of tools and techniques are essential to achieve the objectives of the engagement program. Most consultation and engagement are focused on the local government areas and the Snowy Mountains region.

FGJV will work collaboratively with SHL to assess the effectiveness of each community engagement tool, and to identify opportunities to incorporate new tools and techniques into the stakeholder and community engagement program.

2.1 Stakeholder engagement

The Community and Stakeholder Engagement Team will combine broad community engagement with targeted communications to meet the needs of the project. The stakeholder engagement approach for SHL and FGJV is summarised in Table 2-1 below.

Table 2.1: Stakeholder engagement approach

LEVEL	STAKEHOLDER	STAKEHOLDER GROUPS	ENGAGEMENT GOALS	COMMITMENT TO COMMUNITY	POTENTIAL TOOLS AND METHODS
Inform	Government	MPs and Senators Parliamentary committees	Provide stakeholders with information to assist their understanding of the project and build advocacy. Provide a two-way communication between SHL / FGJV and stakeholder groups	Keep informed by providing information and updates as the project advances	Community information line and email Project Website Media releases / social media (managed by SHL) Newsletters Face to face meetings / briefings Community Notifications Print Advertisements VMS Boards
	Community stakeholders	General public			
	Industry groups	Business groups Generators/ retailers Regional/special interest groups			
	Media stakeholders	National media Regional media Local media Special interest and trade media			
Consult	Government	Policy/regulatory agencies Federal and State Departments Federal and State Ministers/Opposition spokespeople Local Councils	As per 'Inform' plus: Provide information and seek community stakeholder feedback	As per 'Inform' plus: Listen to, acknowledge concerns, and give feedback on how input has been actioned.	Meetings Community information sessions
	Community stakeholders	Townships/Communities SHL staff			

Involve	Government	Shareholder governments	As per 'Consult' plus:	As per 'Consult' plus:	As per 'Consult' plus:
	Community stakeholders	Key individuals	Work with stakeholders throughout the project to understand and consider issues and expectations	Maintain a two-way dialogue to ensure concerns and aspirations are understood.	Presentations/ workshops Briefings and consultations

2.2 Traffic and Transport Liaison Group

The Traffic and Transport Liaison Group (TTLG) will enable high-level notification to all stakeholders of project transport management, including but not limited to logistics planning for upcoming changes and revision of existing traffic arrangements. The Traffic and Transport Liaison Group will be held on a regular basis and will include:

- NSW Police;
- Snowy Monaro Regional Council (SMRC) and Snowy Valleys Council (SVC);
- National Parks and Wildlife Service (NPWS);
- Transport for NSW (TfNSW);
- National Heavy Vehicle Regulator; and
- other appropriate agency(s) as required.

2.3 Snowy 2.0 Communication Working Group

The Snowy 2.0 Communication Working Group (CWG) shares resources and communication tools between stakeholder representatives. The group discusses issues relevant to Snowy 2.0 construction and traffic impacts and opportunities. Importantly, the CWG provide Snowy 2.0 with an opportunity to initiate a range of actions across stakeholders' existing communication platforms, operational tools and regular forums. The CWG is held on a regular basis throughout the life of the project and will include:

- Transport for NSW (TfNSW);
- Snowy Monaro Regional Council (SMRC); Snowy Valleys Council (SVC); Bega Valley Council (BVC);
- National Parks and Wildlife Service (NPWS);
- NSW Police;
- National Heavy Vehicle Regulator;
- Destination Southern (Tourism NSW); and
- other appropriate agency(s) as required.

2.4 Other Consultation Tools

In addition to regular meetings described above, a range of other communication tools and techniques will be used by the project to inform stakeholders and the community of periodic traffic related impacts. Indicative tools and tactics for communication of transport impacts are outlined in Table 2.2.

Table 2.2: Indication communication tools and activities

COMMUNICATION TOOL	DESCRIPTION OF ACTIVITY
Advertising	Advertising in local newspapers of significant construction activities, major disruptions and/or community consultation events such as info booths.
Community information line and email	The enquiry number (1800 SNOWY2 (1800 766 992)) will be published on all communication materials and is staffed by FGJV. Snowy 2.0 enquiries may be directed to the relevant FGJV contact to be resolved and updated in the complaints management database.
Community information sessions and information stands	Project updates and members from the project team from FGJV and SHL available to answer questions about the project if required.
Emails	Containing reminders of works notification information, event or promotional information, and project updates
Door knocks	Provide timely notification to nearby residents or neighbouring businesses where required regarding upcoming construction works, expected impacts and proposed mitigation. Provide information about construction activities and Project Team contact details.
Community relations database	Interactions and feedback from stakeholders Community issues or complaints are to be recorded
Face to face meetings / briefings	Activities include meetings, briefings and information sessions to engage directly with key stakeholders, directly impacted residents and businesses and the wider community.
Fact sheets	Information sheets detailing particular aspects of project construction, as required
Media releases (managed by SHL)	Contribute to SHL media to promote major project milestones and activities and generate broader community awareness. SHL is responsible for all media management supported by FGJV.
Newsletters	Published by SHL and available in hard copy and electronic format providing updated information on project scope, benefits, construction progress, achievement of project milestones and other project related issues of interest.
Website (SHL managed)	Support of the dedicated project page located on the SHL website through the provision of planning documents relating to the project, updates about the works, stakeholder and community engagement activities or events, video and photography.
Project website (FGJV managed)	Dedicated Snowy 2.0 website for the provision of planning documents relating to the project, updates about the works, traffic and transport information and schedules, online career portal, contact details and forms, news and information.
Works notifications	Provide specific information about construction activities - what will be happening, when, and what the impacts will be.
VMS boards	Scheduled messages about traffic arrangements and real-time road safety information on Variable Message Signage (VMS) boards positioned at key locations of major transport routes.
WhatsApp	Traffic & Transport WhatsApp group with latest road conditions. This is an internal communication tool. Externals can currently be added when requested.
Social media	Use of digital marketing and social media platforms managed by SHL and supported by FGJV (via LinkedIn) and other agencies to publicise and share information about the project with the local community and targeted groups. TTLG and CWG agencies to provide assistance with existing networks and communication platforms to share, follow and like transport updates.

2.5 Traffic and transport operations

The Snowy 2.0 project has brought increased construction traffic in the project area, specifically on the Snowy Mountains Highway, Tantangara Road and the Link Road. There has been a particular increase in traffic, including heavy vehicle movements, in Cooma.

The Snowy 2.0 project is expected to have a large increase in traffic movements on our roads, particularly heavy vehicle movements to remote project sites. This includes a large number of OSOM loads completed at night time under police and pilot escort, departing from Port Kembla as well as a new entry point, Port of Eden. Shipments from the Port of Eden is a new route for the Snowy 2.0 project.

In 2025 and 2026, multiple shipments are expected for Voith, ATB and TBM 4 components. Spoil from TBM 4 and the upstream surge shaft at Marica will be transported to Rock Forest.

Slower moving Heavy Vehicles will travel on the Snowy Mountains Highway eastbound, whereas predominately slower moving Heavy Vehicles have been on the westbound leg. This will create further risk with both volumes and traffic flow in both directions to other road users and project related vehicles.

Safety for all motorists and managing complaints must be given high priority.

2.5.1 Key messages

The key traffic and transport messages to community and stakeholders are as follows:

THEME	KEY MESSAGES
Roads - Traffic	2025 and 2026 is projected to be the largest volume of traffic for the Snowy 2.0 project including oversize and overmass (OSOM) movements. Numerous oversize and overmass (OSOM) movements are anticipated. - Multiple shipments are expected for TBM 4, Voith electro-mechanical components and ATB steel pipes and components. - Spoil from material excavated by TBM4 and upstream surge shaft at Marica will be transported and emplaced at Rock Forest. - Heavy vehicles will use the Snowy Mountains Highway eastbound, in addition to westbound. - Large ATB steel pipes will use the Port of Eden as a new entry point, due to bridge height limits at Port Kembla. - Road traffic information is communicated via Traffic Notices sent via emails to stakeholders and subscribers, published on the FGJV project website, the SHL website, regional newspaper advertising, variable message boards, FGJV's Traffic & Transport WhatsApp group, SHL newsletters and through regional visitor centres. - Detailed advice regarding specific traffic impacts are communicated as the Project schedule progresses. - Traffic management arrangements are put in place to minimise safety risks for road users during periods of high traffic flow. - Traffic advice will be updated prior to the start of the TBM4 delivery, TBM4 excavation, shipment of steel lining from Port of Eden - Rock Forest neighbours will be consulted prior to spoil emplacement. - Traffic information is shared and discussed with communication teams from local councils, road authorities (Transport for NSW and National Heavy Vehicle Regulator), NPWS, Destination Southern, NSW Police Media, and Selwyn Snow Resort. - As part of the Project, road conditions will be monitored and maintained to ensure safety and reliability. Wear & Tear of main roads is managed by relevant road authority (Transport NSW, Snowy Monaro Regional Council, Snowy Valleys Council, National Parks & Wildlife Service).
Transport deliveries – Wide loads	- Delivery of major components for Snowy 2.0 is continuing with large loads transported via Cooma and the Snowy Mountains Highway - All oversize moves will be transported under pilot escort and at times, depending on size, police escort. Please always adhere to directions from pilots and NSW Police. These moves may involve some minor delays for motorists. - To minimise disruptions to road users and the community, loads wider than 4 metres will travel on the Snowy Mountains Highway at night. A number of overnight loads are scheduled. - For travel times and more detailed information on escorted loads please visit futuregenerationjv.com.au/traffic-notifications - Please note, dates and times published on the Traffic page of the project website are subject to change at short notice. - Heavy Vehicle deliveries will increase over the coming months. - Thank you for your patience and take care when driving around the Snowies. - For more information contact the Snowy 2.0 Community Infoline - 1800 766 992

THEME	KEY MESSAGES
Roads - Closures	- Road restrictions and closures are necessary in the Project area for public and worker safety. - Lobs Hole Ravine Road (along with the Lobs Hole camping area) is currently closed to public access. - Tantangara Road is open to the public. Drivers are recommended to take care due to the high volume of construction traffic on Tantangara Rd. - There may be some short-term restrictions applied to certain roads during construction of the Project to facilitate the movement of large equipment. - Detailed advice regarding specific traffic impacts will be communicated as the Project schedule is confirmed.

2.5.2 Communication Sub-Plans

Detailed communication sub-plans will be prepared for internal planning to support public communications about dates and expected impacts in relation to the general increase of truck movements on Snowy Mountains Highway and key traffic and transport operations. The communication sub-plans will be developed by FGJV in collaboration with SHL, covering high-impact traffic and transport operations such as:

- Increase in major OSOM loads – Transporting TBM4 components and Voith's electro-mechanical components and general freight for materials to remote worksites
- Start of powerline (overhead wires) alterations
- Start of truck movements from Port of Eden for delivery of steel components
- Spoil movement from Marica to Rock Forest

2.6 Consultation activities

Effective communication of transport related impacts will rely on a coordinated approach using a combination of tools and tactics from FGJV and external stakeholders. These are shown in Table 2.3 below.

Table 2.3: Indicative communications activities

Impact	Mitigation	Communication tools and tactics
National Park Public Access		
Recreational users general – touring, picnicking, camping, walking, horse riding, cross country skiing, downhill skiing, snowboarding and snow play, cycling, climbing, caving, canoeing and rafting, boating and fishing). Local business and tourist operators.	• Clear and regular community updates about project footprint, progress and impacts • Communication targeting tourists to advise of access changes and alternatives • Communications targeting peak holiday periods • Timely responses to community enquiries • Timely notifications to tourist operators about project impacts	• FGJV to communicate with tourism providers, ski resorts, recreational sporting bodies through local Councils and other industry groups as applicable. • Community information sessions • Letter box drops and media notifications • FGJV Community information line and email • Updates to project website • Review feedback from park users during construction to enable ongoing improvements to be made • Implement traffic management plan including advance warning signs and virtual messaging signs (VMS) • TTLG and CWG with NSW Police and TfNSW, local councils and road authorities to provide assistance with existing networks and communication platforms • NPWS to lead required updates on existing NPWS platforms with requested content

		from FGJV.
Road closures	• Timely responses to community enquiries • Clear communication about truck routes, transport schedules and respite periods	As above and • Community notifications and advertisements in local print media • Community Information Sessions • Providing clear signage of restricted access and alternative routes • Advance notification of changes to park facilities must be provided to NPWS. No changes to park facilities are permitted unless agreed to in writing by NPWS. Changes to traffic conditions within NPWS estate must be communicated in time for NPWS to update their platforms. The use of VMS boards and Traffic Management Plan/Traffic Control Plans within Park is appropriate.
Seasonal public traffic	• Clear and regular community updates about project footprint, progress and impacts • Communication targeting tourists to advise of access changes and alternatives • Communications targeting peak holiday and event periods • Timely responses to community enquiries • Timely notifications to tourist operators about project impacts	• FGJV to communicate with tourism providers, ski resorts, recreational sporting bodies through local Councils and other industry groups as applicable. • Community information sessions • Letter box drops and media notifications • FGJV Community information line and email • Updates to project website • Review feedback from park users during construction to enable ongoing improvements to be made • Implement traffic management plan including advance warning signs and virtual messaging signs (VMS) • TTLG and CWG with NSW Police and TfNSW, local councils and road authorities to provide assistance with existing networks and communication platforms • NPWS to lead required updates on existing NPWS platforms with requested content from FGJV.
Water Public Access		
Recreational users (canoeing and rafting, boating and fishing etc). Reduced water access	• Clear and regular community updates about project footprint, progress and impacts • Communication targeting tourists to advise of access changes, closures and alternatives • Timely responses to community enquiries	• FGJV to communicate with tourism providers, ski resorts, recreational sporting bodies through local Councils and other industry groups as applicable. • FGJVn Community information line and email • Updates to project website • TTLG and CWG with TfNSW (NSW Maritime) to provide assistance with existing networks and communication platforms including all required marine notices. • NPWS to lead required updates on existing NPWS platforms • Providing clear signage on access roads advising any changes to reservoir access.
Local Road Work		

Road closures, construction noise and traffic impacts	• Clear and regular community updates about project footprint, progress and impacts • Communication targeting residents, business, industry to advise work • Timely responses to community enquiries	• Updates to project website • Print advertising and works notifications as required • Targeted door knocks and email blasts if required for adjacent residents, business or industry • TTLG with TfNSW and Snowy Monaro Regional Council and Snowy Valley Council, to provide assistance with existing networks and communication platforms • Implement Traffic Management Plan / Traffic Control Plans including all required signage • VMS boards with real-time updates.
Pedestrian Safety		
Increased traffic numbers in Cooma town centre	• Clear and regular community updates about project impacts	• Updates to project website • Print advertising and works notifications • FGJV Community information line and email • Community information sessions • Briefings and updates for Cooma Chamber of Commerce • Letter box drops and media notifications as required • Consultation with Snowy Monaro Regional Council and Transport for NSW re signage and notification of the presence of trucks and the use of safe pedestrian crossings.
Traffic incident or breakdown		
Road closures and traffic impacts	• Clear and immediate communication via phone and UHF radio. • Transport Management Plan S2-FGJV-LOG-PLN-0008 • Heavy Vehicle Management Plan S2-FGJV-LOG-PLN-0007	• Communication of staff and subcontractors to emergency services and FGJV management • Communication from FGJV management of traffic incidents to emergency services, the relevant road authorities and SHL • Communication of road authorities and emergency services to road users and the local community • Updates to project website • Print advertising and works notifications • FGJV Community information line and email.

2.6.1 Complaints management

A complaints management system including a complaints register will be maintained by SHL and FGJV consistent with AS4269: Complaints Handling, in order to effectively manage traffic and noise related complaints. These will be managed in accordance with the Complaint Management Framework outlined in Section 6.2 of the Environmental Management Strategy, and as per the CoA Schedule 4 Condition 12; a monthly summary of complaints will be published on the SHL website.

The complaints management system will include a process to manage complaints including receiving, recording, tracking and responding to complaints within a defined timeframe. Details of the complaints and dispute resolution processes are provided in the Main Works EMS.

The key processes involved in recording complaints are as follows:

- all complaints will be recorded in a complaints register;

- complaints received for the duration of the project will be acknowledged verbally within 2 hours from the time of complaint unless the complainant agrees otherwise. Any received out of hours will be responded to on the next working day;
- complaints received via email will be acknowledged within 24 hours; and
- complaints received via letters will be acknowledged within 5 days of receipt. Where a phone number or email address is supplied, a response will be provided within 24 hours.

The community and stakeholder engagement staff will attend to enquiries and complaints received through the enquiries and complaints 1800 information line, project email address, contact forms on the project website, from letters mailed to the project team, during community meetings or through construction / site staff.

The project enquiries and complaints 1800 number will be included on project communications, including notifications, advertisements, and on the SHL website.

FGJV is committed to providing a clear, effective and open Enquiries and Complaint Management Process for the Snowy 2.0 Project. Ideally, most stakeholder concerns will be resolved at first contact. However, should it become necessary to escalate a complaint, there is a clear process to support the management and escalation of complaints.

2.6.2 Dispute Resolution Process

Wherever possible, complaints will be resolved directly between FGJV and the stakeholder.

If a complaints management process has been followed and the issue cannot be resolved, the complaint will be referred to FGJV's Senior Management and SHL's Representative for further review. The escalated review process will include an assessment of the details of the complaint received, any findings of the investigation undertaken in response to the complaint, and any further matters raised by the complainant.

If a complaint requires referral to senior management and SHL, the complainant will be informed of this and the outcome of the review process.

2.7 Community contacts

The primary point of contact for stakeholder enquiries and complaints are:

- Direct contact with project or FGJV staff;
- Via Snowy 2.0 Community Information Line (1800 766 992);
- Via community@futuregenerationjv.com.au; and
- Project website: www.futuregenerationjv.com.au

All reasonable efforts will be made by FGJV to resolve an issue with the complainant. In the event a complaint is unable to be resolved, FGJV will raise the issue with SHL or delegate to review and facilitate an outcome.

2.8 Recording feedback

SHL has a community relations database to capture and record feedback from communications and engagement activities. FGJV also records details about community and stakeholder engagement activities in a weekly Dashboard that is submitted to SHL. A database is used to register stakeholder contact details so ongoing updates and information can be provided. Stakeholder contact details will be regularly updated, and new stakeholders added to a distribution list as they are identified.

2.8.1 Responsibility

The FGJV Community and Stakeholder Engagement Manager (CSEM) will be responsible for all local community, industry and stakeholder communications. The CSEM will provide strategic support to SHL as required on media and key stakeholder communications.

2.9 Audit and review

Evaluation of the performance and effectiveness of communication activities will be undertaken every 12 months or as required. Key elements of the evaluation will include examining the adequacy of the strategy and its implementation in achieving its intent, as evidenced by the following:

- availability, quality and distribution of information about the project to the local community and stakeholders;
- currency and accuracy of the enquiries and complaints management system;
- nature of issues/complaints raised, and level of responsiveness and appropriateness of action taken by the FGJV team;
- response timeframes;
- quality of reporting; and
- feedback received on the value of updates and other public information, responsiveness of the construction team and attendance at quarterly community forums or meetings with stakeholders.

FGJV will monitor the performance and effectiveness of the communication activities on a regular basis. FGJV will modify processes and communication channels in light of any feedback or issues identified in the monitoring process.

2.10 Management reporting

A report detailing community involvement activities for the current and previous month will be included in the FGJV monthly project report to SHL. The report will identify emerging issues, track trends in enquiries and complaints, and describe measures to mitigate issues and trends identified. The Dashboard submitted to SHL each week also provides details about community and stakeholder engagement activities, enquiries and complaints.

APPENDIX G –HEAVY VEHICLE MANAGEMENT PLAN (S2-FGJV-LOG-PLN-007)



webuild | clough | lane

MANAGEMENT PLAN

**SNOWY 2.0 MAIN WORKS - HEAVY VEHICLE
MANAGEMENT PLAN**

S2-FGJV-LOG-PLN-0007

REV C

DECEMBER 2025

ABSTRACT

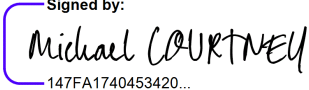
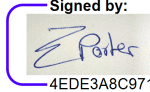
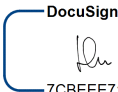
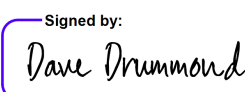
This Heavy Vehicle Management Plan outlines a comprehensive strategy for the safe and efficient management of heavy vehicle movements. The plan aims to ensure compliance with all current road safety regulations, minimize risks associated with heavy vehicle operations, and promote best practices for all personnel involved. By implementing the procedures and guidelines within this document, we can effectively manage our fleet, protect our staff and the public, and maintain a high standard of operational safety.

Revision Record

C	18/12/2025	Updated for currency	M. Courtney	E. Porter	F. Lazzarin D. Drummond
Rev.	Date	Reason for Issue	Responsible	Accountable	Endorsed



Document Verification
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Rev.	Date	Description of Revision
A	12/09/2019	FIRST ISSUE
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TABLE OF CONTENTS

1	Introduction.....	6
1.1	Purpose	6
1.2	Distribution and intended audience	6
1.3	Definitions, Acronyms and Abbreviations.....	6
2	Chain of Responsibility	11
2.1	Overview.....	11
2.2	Training and Competence	13
2.3	Primary Duty	13
2.4	Principle of shared responsibility HVNL section 26A	14
2.5	Principles applying to duties HVNL section 26B:	14
3	Leadership	14
3.1	Governance	14
3.2	Executive	15
3.3	Duty of executive of legal entity - HVNL section 26D.....	15
3.4	Roles and Responsibilities	15
3.5	Supply Chain Partner Responsibilities	21
4	Planning	21
4.1	Hazard Identification, Risk Assessment & Control	21
4.2	Legal & Other Requirements.....	22
4.3	Objectives & Targets	22
5	Implementation.....	23
5.1.1	Induction.....	23
5.1.2	Heavy Vehicle Licencing	23
5.1.3	Consulting with Supply Chain Partners	23
5.1.4	Reporting.....	24
5.2	Record Management.....	24
5.3	Emergency Preparedness	24
6	Operations.....	24
6.1	Fatigue Management & Fitness for Duty.....	24
6.1.1	Standard Hours	25
6.1.2	Basic Fatigue Management:.....	25
6.1.3	Advanced Fatigue Management	25
6.1.4	Fitness for Duty	25
6.1.5	Fatigue Management & Fitness for Duty Controls.....	26
6.2	Speed Compliance	26
6.2.1	Speed Management Controls	27
6.3	Restricted Access Vehicle Management.....	27
6.3.1	Class 1, Oversize and/or Overmass (OSOM) Vehicles	27
6.3.2	Class 2 & Class 3 Vehicles	28
6.4	Container Weight Declarations.....	28
6.5	Mass & Dimension Management Controls	29
6.6	Load Restraint	29
6.6.1	Load Restraint Management Controls	30
6.7	Vehicle Standards & Roadworthiness	30
6.7.1	Vehicle Standards & Roadworthiness Management Controls.....	31
7	Governance & Assurance.....	31
7.1	Subcontractors and Supply Chain Partners	31

7.2	Incidents, breaches and non-conformances	32
7.3	Inspections and monitoring	33
7.3.1	Internal Auditing	34
7.4	Management Review	34

1 Introduction

Snowy Hydro Limited (SHL) is constructing a pumped hydro-electric expansion of the Snowy Mountains Hydro-electric Scheme (Snowy Scheme), called Snowy 2.0. Snowy 2.0 is being built by the delivery of two project: Exploratory Works and Snowy 2.0 Main Works, which commenced in May 2020.

Snowy 2.0 is a pumped hydro-electric project that will link the existing Tantangara and Talbingo reservoirs through a series of new underground tunnels and a hydro-electric power station. Most of the project's facilities will be built underground, with approximately 27 kilometres of concrete-lined tunnels constructed to link the two reservoirs and a further 20 kilometres of tunnels required to support the facility. Intake and outlet structures will be built at both Tantangara and Talbingo Reservoirs.

Snowy 2.0 will increase the generation capacity of the Snowy Scheme by an additional 2,000 MW, and at full capacity will provide approximately 350,000 MWh of large-scale energy storage to the National Electricity Market (NEM). This will be enough to ensure the stability and reliability of the NEM, even during prolonged periods of adverse weather conditions.

Webuild, Clough and Lane have formed the Future Generation Joint Venture (FGJV) and have been engaged to deliver both Stage 2 of Exploratory Works and Main Works.

1.1 Purpose

The purpose of this Management Plan is to provide a framework on management of transport safety by FGJV and its Supply Chain Partners engaged in the delivery of our Heavy Vehicle transport activities during the delivery of the project. It outlines how we will ensure the safety of our Heavy Vehicle transport activities and meet our obligations under, and ensure compliance with, the Heavy Vehicle National Law (HVNL).

This plan is to be read in conjunction with FGJV Transport Management Plan S2-FGJV-LOG-PLN-0008 (the TMP). The TMP describes how traffic, transport and access requirements are to be managed during the delivery of the project. It outlines the control measures that are to be implemented to minimise the potential impacts from construction traffic and transport on the surrounding community and environment.

Specifically, this Heavy Vehicle Management Plan will address the requirements of the Heavy Vehicle National Law relating to:

- Chain of Responsibility
- Fatigue
- Mass, dimension, and loading
- Speed; and
- Vehicle standards and roadworthiness.

1.2 Distribution and intended audience

Unless otherwise authorised by FGJV, the distribution of this document is confined to FGJV.

1.3 Definitions, Acronyms and Abbreviations

Term/Acronym	Definition
Accident	An unplanned event causing physical harm and/or damage.
Australian Design Rules (ADRs)	Are national standards for road vehicle safety, anti-theft and emissions. All new road vehicles manufactured in Australia and imported new or second-hand vehicles, must comply with the relevant ADRs when they are first supplied to the Australian market.
Advanced Fatigue Management (AFM)	Those operating under NHVAS with Advanced Fatigue Management (AFM) accreditation adopt a genuine risk management approach to managing

Term/Acronym	Definition
	heavy vehicle driver fatigue. Rather than prescribing work and rest hours, AFM offers more flexibility than Standard Hours or BFM in return for the operator demonstrating greater accountability for managing their drivers' fatigue risks.
Aggregate Trailer Mass (ATM)	The total mass of the trailer when carrying the maximum load recommended by the manufacturer. This includes mass imposed onto the towing vehicle when the combination vehicle is resting on a horizontal supporting plane.
Audit	A systematic and independent examination to verify by examination or evaluation of objective evidence the adequacy of and compliance with established systems. An audit is conducted against defined standards. An audit can be an internal audit (first party) or an external audit (second party or third party), and it can be a combined audit (combining two or more disciplines).
Basic Fatigue Management (BFM)	Those operating under NHVAS with Basic Fatigue Management (BFM) accreditation can operate under more flexible work and rest hours, allowing for (among other things) work of up to 14 hours in a 24-hour period. BFM gives operators a greater say in when drivers can work and rest if the risks of driver fatigue are appropriately managed.
CML	Concessional Mass Limit – Mass Management accreditation system under NHVAS.
Container Weight Declaration (CWD)	Container Weight Declaration is a documented declaration of the weight of a freight container and its contents. It may be in electronic form, hard copy or placard attached to the freight container. It may consist of more than one document in different formats but must be able to be produced in its entirety, to an authorised officer, upon request. There is no specific CWD form, but it must include: • weight of the container including its contents • container number and other details necessary to identify the container • name and residential address or business name and address in Australia of the responsible entity for the freight container • date of declaration.
Contractor	Any person not directly employed by FGJV undertaking transport activities on behalf of FGJV
CoR	Chain of Responsibility
CoR Parties	Includes Registered Operator, Prime Contractor, Transport Operator, Consignor/Consignee, Loading Manager, Loader and Unloader, Scheduler, Packer, and responsible persons.
Corrective Action	Any action taken to eliminate or remedy an undesirable situation or condition and to prevent recurrence.
Electronic Work Diary (EWD)	An electronic device or system approved by the NHVR, to monitor and record the work and rest times of a driver and is a voluntary alternative to the written work diary.
Employee	Any person who is employed by FGJV, including managers and staff personnel.
Executive Officer	A director of a corporation or any person, by whatever name called, (director or not), who is concerned, or takes part, in the management of the corporation. This includes for example owners, directors, managers, and operators.

Term/Acronym	Definition
Fatigue Regulated Heavy Vehicle	Any heavy vehicle or combination which is: • A vehicle with a Gross Vehicle Mass (GVM) of over 12 tonnes • A combination when the total of the GVM is over 12 tonnes • Buses with a GVM over 4.5 tonnes fitted to carry more than 12 adults (including the driver) • A truck, or a combination including a truck, with a GVM of over 12 tonnes with a machine or implement attached.
GCM	Gross Combination Mass – the maximum loaded mass of a motor vehicle and any vehicles it may lawfully tow as specified by the registration authority or otherwise as stated by the motor vehicle's manufacturer.
GML	General Mass Limit – the allowable mass of a heavy vehicle not operating under an accreditation or exemption under the HVNL.
GVM	Gross Vehicle Mass –The maximum loaded mass of the vehicle as stated by the manufacturer, unless the NHVR has specified the vehicle's maximum loaded mass. or otherwise as stated by the vehicle's manufacturer.
Hazard	Something that has the potential to cause harm to people, property, or the environment.
Heavy Vehicle	Any vehicle (including trucks, buses, and plant) over 4.5 tonnes Gross Vehicle Mass (GVM). Does not include a vehicle operating or moving on a railway track.
HML	Higher Mass Limit – Mass Management accreditation system under NHVAS.
HVNL	The ministerially agreed national law that regulates the use of heavy vehicles throughout Australia. Note: Northern Territory and Western Australia have adopted different laws
Load	Includes all the goods, passengers, drivers, and other persons on or in the vehicle along with all fuel, water, lubricants, and readily removable equipment that are carried, personal items necessary for normal use of the vehicle, and anything normally removed from the vehicle when not in use.
Management Review	Cross-functional review by an organisation's top management which takes place at regular intervals aimed to assess the organisation's success at achieving objectives established, thus, ensuring its continued suitability, adequacy, and effectiveness and to take action to correct it when necessary.
Measurement	Involves the assignment of numbers to objects or events and is the basis for quantitative data.
Monitoring	Can involve continual checking, supervising, critically observing or determining status to identify a change from the performance level required or expected.
Motor Vehicle Incidents (MVI)	Any motor vehicle incident that occurs, regardless of the level of risk, damage or cost. This includes all drivers working on behalf of the primary carrier, including fleet drivers and sub- contract drivers.
National Driver Work Diary	A work diary is evidencing that a driver's work and rest hours are compliant with the law and their fatigue is being managed. All drivers of fatigue regulated heavy vehicles who drive more than 100km from their home base or operate under Basic Fatigue Management (BFM) or Advanced Fatigue Management (AFM), must

Term/Acronym	Definition
	complete a work diary to record their work and rest times unless they have a work diary exemption (either through a notice or permit). A copy of the yellow page, which is marked DUPLICATE, must be given to the record keeper within 21 days of the date recorded on the daily sheet.
IVMS	In Vehicle Monitoring System
Near miss	An unplanned event that did not impact the safety of operations but had the potential to lead to an incident.
NHVAS	National Heavy Vehicle Accreditation Scheme
NHVR	National Heavy Vehicle Regulator
NPWS	NSW National Parks and Wildlife Service
NTC	National Transport Commission
OSOM	Oversize Over Mass Load
Primary Duty	The primary duty is the obligation to ensure so far as is reasonably practicable the safety of transport activities.
Public Safety	Means the safety of persons or property, including the safety of the drivers of, and passengers and other persons in, vehicles and combinations; and persons or property in or in the vicinity of, or likely to be in or in the vicinity of, road infrastructure and public places; and vehicles and combinations and any loads in them.
Rest time	Any time that a person is not working in relation to a fatigue regulated heavy vehicle.
Risk	The likelihood and the possible consequences of exposure to the hazard.
Risk Management	The process where potential hazards arising from transport activities are identified, the level of risk is assessed, and the hazard and risk is eliminated or where this is not reasonably practicable, minimised.
Road	Includes roads and roads related areas, as defined in the Road Rules, Vehicle Standards, and the Heavy Vehicle National Law.
Road Rules and Vehicle Standards	<i>Australian Road Rules. Road Rules 2014 (NSW), Road Transport Act 2013 NSW Heavy Vehicle (Vehicle Standards) National Regulation (NSW) Heavy Vehicle National Law (HVNL)</i> Any regulations, as amended, reproduced, or updated from time to time. Any other like legislation in force in any other state or territory jurisdiction from time to time where FGJV conducts operations.
Safe Work Practice (SWP)	A one-page reference document based upon a risk assessment.
SDP	Safe Driving Plan.
Speed Regulated Heavy Vehicle	Any heavy vehicle or combination which is: Built to comply with ADR 65

Term/Acronym	Definition
	• A truck with a Gross Vehicle Mass (GVM) exceeding 15 tonnes • A bus used to provide a public passenger service and with a GVM exceeding 14.5 tonnes • A heavy vehicle or bus manufactured on or after 1 January 1991 being either a: • Truck having a GVM exceeding 12 tonnes; or • Bus used to provide a public passenger service with a GVM exceeding 5 tonnes.
Standard hours	Standard hours are the work and rest hours allowed in the HVNL for all drivers who are not operating under National Heavy Vehicle Accreditation Scheme (NHVAS) or an exemption. They are the maximum amount of work and minimum amount of rest possible that can be performed safely without additional safety countermeasures.
Transport activities	Under HVNL means activities, including business practices and making decisions, associated with the use of a heavy vehicle on a road or road related areas
Total Recordable Injury (TRI)	Is the combination of fatalities, lost time injuries, restricted duty injuries and medically treated injuries? This includes all drivers working on behalf of the primary carrier, including fleet drivers and sub-contract drivers.
Vehicle standards	The standards derived from Australian Design Rules, HVNL and Heavy Vehicle (Vehicle Standards) National Regulation that set out the minimum safety, emissions and anti-theft requirements that apply to heavy vehicles. The vehicle standards are used to guide heavy vehicle inspections as published in the National Heavy Vehicle Inspection Manual (NHVIM).
Work time	Work time includes all tasks to do with the operation of the fatigue-regulated heavy vehicle such as: • driving • sitting in the driver's seat with the engine on • waiting in a line of vehicles to load or unload • loading and unloading the vehicle performing marketing tasks in relation to the use of the vehicle • inspecting, servicing or repair work • attending to the load or to passengers (on a bus) • cleaning or refuelling the vehicle • instructing or supervising another person (for example, a trainee learning to drive a heavy vehicle, navigate a new route or make deliveries) • recording information or completing a document (for example your work diary). It doesn't matter if any of these tasks occur on private property or on a road or road-related area, they are still classified as work.

2 Chain of Responsibility

2.1 Overview

Future Generation Joint Venture conducts its activities in compliance to the Heavy Vehicle National Law and Chain of Responsibility in accordance with Policy for Chain of Responsibility (refer document S2-FGJV-LOG-POL-0001).

The Chain of Responsibility (CoR) is road transport legislation that applies to vehicles over 4.5 tonnes Gross Vehicle Mass (GVM) and passenger vehicles over 12 seats. It defines who is responsible for ensuring safety across all parts of the heavy vehicle journey. The HVNL identifies 10 functions within the supply chain and attaches a duty to each party that performs one of those functions. That duty is called the primary duty.

The HVNL and Regulations apply to heavy vehicles and fatigue-regulated heavy vehicles. They do not apply to heavy vehicles on private roads or work areas that are not accessible to the public. However, hours of work undertaken on private property, or a road related area remain applicable to the calculation of working hours for the management of fatigue. Loading and unloading activities are the exception as they will be undertaken not on a road in most cases.

All persons who have influence or control over heavy vehicle activities, whether through planning, ordering, scheduling, supervising, or managing work activities associated with heavy vehicle loading, unloading and transportation, are responsible for safety and compliance.

A “CoR party” can include both individuals and legal entities that have influence over managing the risks associated with transport activities.

Shared responsibility is to protect the driver, the general public, and infrastructure by placing a duty on all individuals in the heavy vehicle supply chain to foster and encourage business practices that reduce risk. This duty cannot be transferred.

HVNL section 5 defines a CoR party as a person (including an individual or a company) performing any of the following 10 functions:

1. employing a heavy vehicle driver (employer)
2. engaging a self-employed driver of a heavy vehicle under a contract for services (prime contractor)
3. directing the control and use of a heavy vehicle (operator)
4. scheduling the transport of goods or passengers in a heavy vehicle, or scheduling a driver's work and rest hours (scheduler)
5. consigning (coordinating and sending) goods for transport by a heavy vehicle (consignor)
6. receiving goods delivered by a heavy vehicle (consignee)
7. packing or assembling goods for transport in a heavy vehicle (packer)
8. managing premises where five or more heavy vehicles are loaded or unloaded each day (loading manager)
9. loading a heavy vehicle (loader)
10. unloading a heavy vehicle (unloader)

Heavy vehicle safety is affected by decisions made, actions or omissions, and the policies and procedures of businesses.

Many factors contribute to the overall safety of the transport activities and the use of heavy vehicles on the road, but no single party controls all the factors. A holistic approach, looking at all the elements each party contributes, is necessary to ensure safety.

A heavy vehicle driver is not a CoR party unless they are an owner/operator or perform one of the ten functions listed above. However, a driver is subject to other requirements under the HVNL and other road laws.

Transport activities are defined as all tasks associated with using a heavy vehicle on a road, including but not limited to:

- Traditional activities related to road transport such as loading, packing, and scheduling.
- Business practices such as purchasing vehicles or equipment, creating contracts, running a depot, hiring and training employees, developing and implementing policies and procedures, and managing risks.
- Making decisions about using a heavy vehicle on a road.
- Contracting, directing, or employing a person to drive a heavy vehicle.
- Contracting, directing, or employing a person to perform other work associated with a heavy vehicle, such as repair and maintenance.

The level and nature of a party's responsibility for a transport activity depend on:

- The functions the person performs or is required to perform,
- The nature of the public risk created by carrying out the transport activity, and
- The party's capacity to control, eliminate, or minimize the risk.

The HVNL is supported by five Heavy Vehicle National Regulations:

- Heavy Vehicle (Fatigue Management) National Regulation,
- Heavy Vehicle (General) National Regulation,
- Heavy Vehicle (Mass, Dimension, and Loading) National Regulation,
- Heavy Vehicle (Registration) National Regulation, and
- Heavy Vehicle (Vehicle Standards) National Regulation.

This plan applies in all jurisdictions in which the HVNL has been adopted. The HVNL has been adopted in the following jurisdictions by the following enabling legislation.

<i>Jurisdiction</i>	<i>Act</i>	<i>Regulations</i>
<i>Australian Capital Territory (ACT)</i>	<i>Heavy Vehicle National Law (ACT) Act 2013</i>	<i>N/A</i>
<i>New South Wales (NSW)</i>	<i>Heavy Vehicle (Adoption of National Law) Act 2013</i>	<i>Heavy Vehicle (Adoption of National Law) Regulation 2013</i>
<i>Queensland (QLD)</i>	<i>Heavy Vehicle National Law Act 2012 (Qld)</i>	<i>Heavy Vehicle National Law Regulation 2014</i>
<i>South Australia (SA)</i>	<i>Heavy Vehicle National Law (South Australia) Act 2013</i>	<i>Heavy Vehicle National Law (South Australia) (Expiation Fees) Regulations 2013</i>
<i>Tasmania (TAS)</i>	<i>Heavy Vehicle National Law (Tasmania) Act 2013</i>	<i>Heavy Vehicle National Law (Tasmania) Regulations 2014</i>
<i>Victoria (VIC)</i>	<i>Heavy Vehicle National Law Application Act 2013</i>	<i>Heavy Vehicle National Law Application (Infringements) Regulations 2023</i>

The HVNL is aligned closely with the risk-based approach that underpins work health and safety laws. These laws enforce upon organisations the requirement to adopt a proactive approach in managing risk through identification of transport safety hazards and implementing appropriate and effective controls that will eliminate or minimise the risk, so far as reasonably practicable.

The nature of our heavy vehicle activities means that we are part of the CoR in several capacities and have therefore developed this plan to ensure our transport activities are safe and comply with our responsibilities under the HVNL.

2.2 Training and Competence

Competence and training directly affect work output and safety outcomes. Any person identified as responsible for controlling or influencing transport activities which are likely to have an impact on safety or CoR compliance needs to be competent.

FGJV will ensure adequate skilled resources are provided to manage transport safety and CoR risks and will address any shortages identified.

The necessary competences should be determined based on tasks the person will be performing and/or contract requirements. A person's responsibilities and accountabilities should be outlined in their position description. Personnel must be appointed and/or trained to meet required competencies, or the work is to be sub-contracted to already competent providers.

At no time will FGJV allow workers to undertake tasks that they have not been trained in or have not been deemed competent in.

Training for activities performed by FGJV is conducted in accordance with the Training Management Plan (refer document S2-FGJV-HSA-PLN-0050).

It is expected that Supply Chain Partners will identify and document their own training needs and be able to demonstrate that key personnel have received appropriate training and been deemed competent. FGJV will ensure during our contractor pre-qualification process that all Supply Chain Partners maintain training records as required.

2.3 Primary Duty

HVNL section 26C, each party has a primary duty to ensure the safety of transport activities, so far as is reasonably practicable.

This is an obligation to eliminate public risks, or to the extent that is not reasonably practicable to eliminate them, to minimise public risks. It also includes a prohibition against directly or indirectly causing or encouraging a driver or another person, including a party in the CoR, to speed or contravene the HVNL.

CoR parties should also be aware that they remain a CoR party even when their transport activities are contracted, or subcontracted, to another party.

Under the HVNL section 26D, an executive of a business that is a party in the CoR has a distinct duty to exercise due diligence to ensure the business complies with its primary duty to ensure the safety of its transport activities so far as is reasonably practicable.

Note: Transport activities includes all activities and business processes associated with the use of a heavy vehicle on a road.

The scope of the primary duty encompasses all transport activities and is intentionally broad to account for the vast range of activities that could impact heavy vehicle safety on the road. This includes things that a business may not typically consider part of using a heavy vehicle.

For example:

- how heavy vehicle procurement and maintenance is undertaken and managed
- recruitment strategies including considering the skill and experience a driver has and their ability to undertake higher risk driving or carry specialised loads
- induction and training
- the layout and configuration of a premises
- board decisions and their implementation
- organisational structure
- the policies and procedures of the business that influence the use of heavy vehicles on the road

- communication systems, negotiation, and contracts with other parties.

2.4 Principle of shared responsibility HVNL section 26A

In most situations more than one CoR party will have control or influence of the safety of the same heavy vehicle transport activity.

Safety of transport activities relating to a heavy vehicle is the shared responsibility of each party in the chain of responsibility.

Each CoR party shares responsibility and has the same duty. It is not a matter of determining which party is responsible for each part or each transport activity; rather all parties share the responsibility.

However, parties may have to do different things to ensure safety and what is reasonably practicable may be different from party to party. This is determined by a range of factors including:

- the type of transport activities undertaken
- the nature of the risk created
- the party's capacity to control, eliminate or minimise the risk.

The duty never changes regardless of the number of CoR parties involved in a transport activity. Each party must ensure so far as is reasonably practicable to achieve the same standard of safety.

2.5 Principles applying to duties HVNL section 26B:

The HVNL also sets out other principles applying to the primary duty including:

- More than one person can, at the same time, have a primary duty under the HVNL, and each person must comply with that duty to the standard required and to the extent of their capacity to control or influence the activity.
- Where multiple parties have a primary duty for the same activity, the primary duty is not diminished. Regardless of how many parties there are, the level of responsibility remains the same.
- The primary duty cannot be transferred or delegated to another person.

3 Leadership

3.1 Governance

The HVNL imposes a positive due diligence obligation for Executive Officers, who must ensure parties in the chain comply with their safety duties. Where a legal entity has an obligation under the primary duties, its executives must exercise due diligence to ensure the entity complies with that duty. The executive due diligence duty is independent, meaning that if the executive does not proactively take steps to perform its duty, the executive can still be prosecuted for a breach even if no incident or accident arises.

To exercise due diligence means:

- Acquiring and maintaining knowledge about carrying out transport activities safely;
- Understanding the nature of the entity's transport activities, including the hazards and risks of those activities;
- Ensuring the business has, and uses, the resources needed to eliminate or minimise the hazards and risks created by its transport activities; and
- Ensuring the business has, and uses, processes to eliminate or minimise the hazards and risks created by its transport activities - and that information about hazards, risks and incidents is received, considered and responded to quickly.

As such our Executive Leadership Team are responsible for the conduct and performance of FGJV, its Supply Chain Partners, and their subcontractors undertaking transport activities on their behalf. They have an important role in providing leadership, direction and monitoring the performance of FGJV's transport activities, and so far, as they can reasonably control and influence its Supply Chain Partners' compliance with the HVNL.

Our CoR responsibilities and obligations are recognised in the FGJV's Risk Register, which is reviewed periodically as outlined in our Risk Management Process. Controls for associated risks are updated accordingly. The Executive Leadership Team and Board receive reports on our CoR performance. Our trends regarding CoR performance are monitored with concerns investigated to improve our CoR compliance systems.

3.2 Executive

Under HVNL section 26D – Duty of executive of legal entity an executive, of a legal entity, means—

- a. for a corporation—an executive officer of the corporation; or
- b. for an unincorporated partnership—a partner in the partnership; or
- c. for an unincorporated body—a management member of the body.

legal entity means—

- a. a corporation; or
- b. an unincorporated partnership; or
- c. an unincorporated body.

For a corporation, an executive officer, means– a director of the corporation; or any person who is concerned or takes part in the management of the corporation

3.3 Duty of executive of legal entity - HVNL section 26D

Due diligence includes taking reasonable steps —

- a. to acquire, and keep up to date, knowledge about the safe conduct of transport activities; and
- b. gain an understanding of—
 - i. the nature of the legal entity’s transport activities; and
 - ii. the hazards and risks, including public risk, associated with those activities; and
- c. to ensure the legal entity has, and uses, appropriate resources to eliminate or minimise those hazards and risks; and
- d. to ensure the legal entity has, and implements, processes—
 - i. for eliminating or minimising those hazards and risks; and
 - ii. for receiving, considering, and responding in a timely way to, information about those hazards and risks and any incidents; and
 - iii. for complying with the legal entity’s safety duties; and
- e. To verify the resources and processes mentioned in paragraphs (c) to (d) are being provided, used and implemented.

3.4 Roles and Responsibilities

FGJV recognises the following persons exercise (or have the capability of exercising) direct or indirect control or influence over our transport activities. Hence, have a responsibility to ensure our transport activities are safe regardless of whether they are present or not.

Role	Responsibilities
Executive The term ‘executive’ includes an executive officer, a manager or another person who takes part in	Foster a positive safety culture and the execution of this Plan and our <i>Policy for Chain of Responsibility</i> through: Ensuring the distribution, communication, implementation, and execution of this Plan and our <i>Policy for Chain of Responsibility</i>.

Role	Responsibilities
the management of a business. It also includes a director of a company and a partner in a partnership.	• Ensuring breaches or non-conformances are investigated and recorded. • Ensuring corrective actions are developed and actioned to address breaches or non-conformances to eliminate repeat occurrences. • Regularly review compliance with CoR requirements and monitor the implementation and effectiveness of this Plan. • Ensuring their direct reports fulfil their responsibilities. Supporting workers to immediately stop any 'At Risk Behaviour' identified during their activities.
Manager	Foster a positive safety culture and ensuring adherence to this Plan and our <i>Policy for Chain of Responsibility</i> on their site / area / operation through: • Identifying CoR activities related to the supply chain and identifying, assessing, and controlling the associated risks. • Assessing the CoR training needs for all personnel within their area of responsibility and ensuring they are competent to safely perform their duties and understand their responsibilities. • Ensuring processes are implemented to ensure Supply Chain Partners have formal processes in place to manage CoR responsibilities, and CoR compliance is reviewed in contracts. • Ensuring processes are implemented to monitor, audit, and review FGJV's and its Supply Chain Partners' transport activities to verify compliance with CoR requirements and this Plan. • Assisting in the identification and resolution of transport safety and CoR issues arising within their area of responsibility. • Ensuring effective communication of required standards, special conditions and / or scope of works in respect of transport safety and CoR within area of responsibility including to Supply Chain Partners. • Supporting workers to immediately stop any 'At Risk Behaviour' identified during their activities.

Role	Responsibilities
Supervisors	Fostering a positive safety culture and ensuring adherence to this Plan and our <i>Policy for Chain of Responsibility</i> on their site through. • Approving the commencement of works and allocation of necessary resources to complete a job safely in accordance with this Plan. • Demonstrating through their actions and behaviour that safety and compliance with the HVNL are core values. • Monitoring the workplace to ensure safe work practices are adhered to through regular routine checks for compliance with CoR requirements. • Holding all persons (FGJV & Supply Chain Partners) accountable for the fulfilment of their duty and obligations as identified within the CoR. • Allocating work to ensure appropriate supervision for those with lesser experience. • Ensuring suitable, appropriate, and well-maintained plant and equipment is provided to carry out work safely and without undue harm to other road users, the environment, assets, infrastructure, or community.
HSE Advisor / Quality Manager	Foster in conjunction with management a positive safety culture and implement this Plan and our <i>Policy for Chain of Responsibility</i> through: • Demonstrating through their actions and behaviour that safety and compliance with the HVNL are core values. • Holding all responsible persons (FGJV & Supply Chain Partners) accountable for the fulfilment of their CoR responsibilities. • Providing coaching and mentoring for behavioural & practical changes. • Working closely with all responsible persons and Supply Chain Partners to assist them in understanding their CoR responsibilities and the procedures they need to comply with. • Monitoring transport safety and CoR controls and compliance within the supply chain. • Collecting and analysing data to review transport safety and CoR performance and communicate those matters to the management team. • Immediately stopping actual or potential transport safety breaches from progressing. • Leading incident investigations and assisting the management team to identify and implement corrective actions to prevent reoccurrence.
Consignee - A person named as 'consignee' on transport documentation or who receives the goods after their road transport (but does not include a person who merely unloads the goods).	Ensure that: • Operators carrying freight containers have a valid Container Weight Declaration. • Delivery requirements do not require or encourage drivers to: • Exceed the speed limits. • Exceed regulated driving hours. • Fail to meet the minimum rest requirements. • Drive while impaired by fatigue.

Role	Responsibilities
	Must not knowingly encourage or reward a breach of the HVNL.
Consignor - A person named as 'consignor' on transport documentation or if there is no such person identified, the person who engages a heavy vehicle's operator (directly or indirectly) or has possession of or control over the goods immediately before they are transported by road or the person who imports the goods.	Ensure that: - Loads do not exceed vehicle mass or dimension limits. - Goods carried on their behalf are able to be appropriately secured. - Operators carrying freight containers have a valid Container Weight Declaration. - Delivery requirements do not require or encourage drivers to: - Exceed the speed limits. - Exceed regulated driving hours. - Fail to meet the minimum rest requirements. - Drive while impaired by fatigue. - Must not knowingly encourage or reward a breach of the HVNL.
Driver - A driver of a heavy vehicle which includes a person who is sharing the task of driving during the journey, a person driving under instruction and a person instructing a driver who is under instruction. Driving is not one of the CoR functions. An employed driver is not a party in the CoR because they drive. Drivers have other duties and HVNL obligations. Note: When a driver is performing another CoR function – such as loading a heavy vehicle – then the driver (and their employer) are 'loaders' and are parties in the CoR.	Ensure that: - They hold a current valid licence for the vehicle or combination they are operating. - They are fit for duty – not fatigued or under the influence of drugs or alcohol. - Report any changes to their licence status or fitness for duty. - Comply with relevant fatigue management work and rest requirements. - Keep an accurate work diary and records required by law and produce it when requested by an authorised officer. - Respond to changes in circumstances (e.g., delays) and report these to their base. - The vehicle and load comply with mass and dimension requirements. - Goods carried are appropriately secured. - Check and report on all maintenance issues. - Required equipment fitted to the vehicle (e.g., speed limiter) is not tampered with. - Adhere to all road rules and speed limits as well as observe cautionary speeds as signposted that are applicable to heavy vehicles. - Drive in a manner that is suitable to the traffic and road conditions. - Subcontractors should follow the lawful requirements of the prime contractor and be able to demonstrate compliance. - Identify and report hazards and risks associated with transport activities.
Employer – A person or institution responsible for or employs another person responsible for controlling or directing the use of a heavy vehicle.	Ensure that: - Business practices do not require or encourage drivers to: - Exceed the speed limits; - Exceed regulated driving hours; - Fail to meet the minimum rest requirements; - Drive while impaired by fatigue.

Role	Responsibilities
	• Heavy vehicles and their loads comply with relevant mass and dimension requirements; • Competent employees are recruited who understand their HVNL responsibilities; • Relevant HVNL training programs are implemented; • Appropriate, serviceable and well-maintained loading and restraining equipment is provided; • Suitable and appropriate vehicles and/or combinations are provided; • Systems to manage safety and all requirements and obligations of the HVNL are in place.
Loader - A person who loads goods onto or into a heavy vehicle or container or loads a container onto a heavy vehicle.	Ensure that: • Loads do not exceed vehicle mass or dimension limits. • Goods carried are appropriately secured. • Load documentation is accurate, not false, or misleading. • Delays in loading are prevented. • Loading does not require or encourage drivers to: • Exceed the speed limits. • Exceed regulated driving hours. • Fail to meet the minimum rest requirements. • Drive while impaired by fatigue.
Loading Manager - A person who controls, manages or supervises (directly or indirectly) the loading or unloading of heavy vehicles at a regular loading / unloading premises or is responsible for the operations of such premises or has been assigned such responsibilities.	Ensure that: • The vehicle together with its load comply with mass and dimension requirements. • Appropriate, serviceable, and well-maintained loading and restraining equipment is used. • Potential loading and unloading congestion is identified in consultation with other supply chain parties. • Advise drivers if loading / unloading times will be 30 minutes or more either late or early so they can manage their work / rest times. • Rest facilities are provided to allow drivers to rest while waiting to load / unload. • Reasonable arrangements are made to manage loading / unloading time slots. • Loading and unloading practices do not require or encourage drivers to: • Exceed the speed limits. • Exceed regulated driving hours. • Fail to meet the minimum rest requirements. • Drive while impaired by fatigue.
Packer - A person who puts goods into packaging or assembles packaged goods into outer packaging (even if the packaging is already on a heavy vehicle) or supervises, manages, controls such an activity.	Ensure that: • Goods packed are marked correctly and documentation is accurate, and not false or misleading. • Goods packed are appropriately secured. • Goods packed in a freight container do not cause the container's gross weight or safety approval rating to be exceeded. • Delays in loading packed goods are prevented.

Role	Responsibilities
Prime Contractor - A person who engages the driver to drive the vehicle under a contract or other arrangement for services. Example— a logistics business that engages a subcontractor to transport goods.	Ensure that: - Requests do not require or encourage drivers to: - Exceed the speed limits. - Exceed regulated driving hours. - Fail to meet the minimum rest requirements. - Drive while impaired by fatigue. - Operators and other parties are properly informed of the nature and type of goods for transportation. - Heavy vehicles and their loads comply with relevant mass and dimension requirements. - Systems to manage safety and all requirements and obligations of the HVNL are in place.
Scheduler - Any person who schedules transport of any goods or passengers by heavy vehicle or the work and rest times of drivers. This may extend to include any person who dictates the scheduling (for example: pick-up, delivery or transit time).	Ensure that: - Journeys and routes are planned with consideration of potential traffic issues and other unexpected delays. - Drivers' activities, including work and rest times, are accurately recorded, and kept. - Regular scheduling reviews are carried out. - There is appropriate consultation with supply chain parties regarding rosters, schedules, and routes. - Rosters and schedules do not cause drivers to exceed work or rest hour requirements or speed limits. - All necessary scheduling, journey and route information is accessible. - Delivery requirements do not require or encourage drivers to: - Exceed the speed limits. - Exceed regulated driving hours. - Fail to meet the minimum rest requirements. - Drive while impaired by fatigue.
Operator - A person who is responsible for controlling or directing the use of a heavy vehicle (for example: a manager of the business that has control over or directs where and when a heavy vehicle travels).	Ensure that: - Appropriate, serviceable, and well-maintained loading and restraining equipment is used. - Suitable and appropriate vehicles and / or combinations are utilised for all loads. - Heavy vehicles and their loads comply with relevant mass and dimension requirements. - Goods carried are appropriately secured. - Drivers are provided with relevant documentation including a complying Container Weight Declaration before commencing a journey. - Business practices do not require or encourage drivers to: - Exceed the speed limits. - Exceed regulated driving hours. - Fail to meet the minimum rest requirements. - Drive while impaired by fatigue.

Role	Responsibilities
Unloader - A person who unloads goods or a container from a heavy vehicle.	Ensure that: - Delays in unloading are prevented. - Unloading does not require or encourage drivers to: - Exceed the speed limits. - Exceed regulated driving hours. - Fail to meet the minimum rest requirements. - Drive while impaired by fatigue.
Responsible Persons - A person having, at a relevant time, a role or responsibility associated with controlling or directing the use of a heavy vehicle.	Ensure their actions, inactions or demands do not place pressure either directly or indirectly on drivers and other parties within the supply chain to breach the HVNL.

3.5 Supply Chain Partner Responsibilities

To ensure the safety, so far as is reasonably practicable, of our Supply Chain Partners' road transport activities and that no breaches of the HVNL occur, we will ensure our Supply Chain Partners develop, implement, and maintain their own Safety Management System that manages the risk associated with road transport activities.

In the event a Supply Chain Partner subcontracts any part of its transport activities, we and our Supply Chain Partner remain responsible for the safety and compliance with the HVNL of transport activities conducted on our behalf. To ensure compliance with requirements we will ensure our Supply Chain Partner has verified that the subcontractor has implemented a system and work practices to ensure its compliance with the HVNL, CoR provisions, this Plan and any of our related policies and procedures prior to engagement.

Subcontractor pre-qualification and screening activities will include undertaking an assessment of the Subcontractor's competency, capacity, qualifications, training, expertise, compliance equipment, systems, and processes to ensure the safety of their transport activities, and compliance with the HVNL and CoR provisions including their relevant compliance history.

4 Planning

4.1 Hazard Identification, Risk Assessment & Control

FGJV, in consultation with key stakeholders and Supply Chain Partners, will identify, assess, and manage safety and compliance risks associated with heavy vehicle activities.

Many of the risks associated with heavy vehicle activities, particularly those directly related to compliance (as opposed to only safety) and relevant controls are outlined further in this plan. Those minimum controls have been identified through industry experience and provide basic strategies for mitigation.

However, further hazards will arise, and hazards will sometimes change. We will therefore ensure that risks are properly assessed, and controls implemented. If a hazard is shared with a subcontractor or Supply Chain Partner, each parties' controls will be assessed, and the highest or most robust control used for the task.

The identified hazards, once recognised, are assessed as to the degree of risk. The assessment task is subjective, in that, assessment relies on assessor's perceptions, knowledge and evidence gathering techniques. Most hazards can be assessed immediately as:

- Dangerous, immediate action to address;
- Potential, could be dangerous if certain scenarios occur; or
- Low, not of significant risk.

Hazard identification and risk assessment activities will be conducted in accordance with *AS/NZS ISO 31000 Risk Management – Principles and Guidelines*. The identified hazards and risks as well as the control measures will be documented, with risks considered during the execution of various processes. Additional risks can be identified by an employee or subcontractor at any time.

Once hazards are identified and the level of risk assessed, controls will be selected according to the Hierarchy of Control. The controls should be practical, and reviews will be undertaken to ensure that the controls are implemented, are effective in controlling the risk and have not introduced any new risks.

FGJV requires Supply Chain Partners to conduct their own risk assessment applicable to the nature of scope of their work as part of FGJV's transport activities.

We will maintain a proactive approach to risk management to identify hazards, assess risks, and implement controls in the manner described herein and in accordance with any associated work health and safety laws, policies, and procedures.

4.2 Legal & Other Requirements

Legal liability is imposed on all those in the supply chain who have control or influence over the safety of road transport activities. All parties in the supply chain have a primary duty to ensure, 'so far as is reasonably practicable', the safety of road transport operations in which they are involved. This aligns with our 'duty of care' to ensure safety in all our operations.

FGJV will remain informed of updates to legislation through relevant subscription services, peer and industry assistance, government departments and the Governmental Division bulletins.

We will monitor publications and guidance issued by the NHVR in relation to transport safety and take necessary action to address any issues identified. FGJV also requires our Supply Chain Partners to monitor, and action as required.

We will not make any request or enter into any contract or commercial arrangement which would cause, encourage, or provide an incentive for any person to contravene the HVNL or CoR provisions.

When engaging a Supply Chain Partner, FGJV requires the Supply Chain Partner to provide CoR details and include a Heavy Vehicle Management Plan or equivalent addressing:

- Safety and CoR issues associated with transport activities; and
- An initial risk assessment identifying specific transport safety and CoR risks as well as company policies and procedures relevant to the identified risks.

4.3 Objectives & Targets

As a minimum, FGJV will take the following steps, so far as is reasonably practicable, to ensure the safety of their own transport activities and those conducted by Supply Chain Partners and their subcontractors on their behalf:

- eliminate or minimise the likelihood of risks to safety and any potential contravention of the HVNL
- manage, eliminate, or minimise risks to safety arising from speeding or heavy vehicle driver fatigue
- accurately and safely weigh or measure the heavy vehicle or its load, and safely restrain the load on the heavy vehicle
- provide and obtain sufficient and reliable evidence on the weight or measurement of the heavy vehicle or its load
- eliminate, or minimise a potential contravention arising from the location of the heavy vehicle, or from the location of the load on the heavy vehicle, or from the location of goods in the load
- exercise supervision or control over others involved in road transport activities
- include compliance assurance conditions in relevant commercial arrangements with other responsible persons for heavy vehicles
- provide information, instruction, training and supervision to employees and contractors to ensure safety and enable compliance with legislation
- maintain equipment and work systems to ensure safety and enable compliance with legislation
- address and remedy non-compliances that have happened in the past to prevent reoccurrence

- meet the performance standards and recommendations contained in this Plan.

The above list is not exhaustive. FGJV and its Supply Chain Partners will consider any changes in the HVNL and road transport laws in the jurisdictions that we operate in, and any further guidance issued by the NHVR.

FGJV may release additional guidance material for its Supply Chain Partners from time to time in relation to this Plan.

5 Implementation

5.1.1 Induction

FGJV will ensure that all employees and subcontractors complete appropriate induction training in relation to each site managed by us on commencement of employment.

As part of the induction process, heavy vehicle drivers are issued with a copy of our Driver Code of Conduct (refer document S2-FGJV-LOG-PLN-0008) which sets to the expectations for all drivers transporting materials, plant and goods to FGJV project sites.

Prior to any FGJV qualified vendor work is undertaken FGJV conducts an Onboarding session to outline Heavy Vehicle Requirements for vendor leadership and related CoR staff. For drivers FGJV have a dedicated Heavy Vehicle Driver Induction for Qualified Vendors to conduct before a driver attends a FGJV site and refresher training every 12 months or sooner if desired.

5.1.2 Heavy Vehicle Licencing

Heavy vehicle drivers are required to hold an appropriate driver's licence for the class of heavy vehicles or combinations they are operating. Before being allowed to drive a heavy drive, a copy of their current licence is to be provided and kept.

FGJV will conduct licence and driver history checks as part of the onboarding process for new project employees.

As part of our pre-qualification and auditing activities we will ensure our Supply Chain Partners have adequate systems to confirm drivers are correctly and currently licenced to operate the heavy vehicle or combination they are operating. FGJV may request driver licencing information or driving histories from Supply Chain Partners.

5.1.3 Consulting with Supply Chain Partners

FGJV recognises that proactive engagement and collaboration between Supply Chain Partners will encourage safe and productive transport activities.

We will adopt a culture of shared responsibility with all Supply Chain Partners and encourage two-way consultation, cooperation, and coordination. We recognise that this is an important measure to ensure all parties meet their HVNL requirements.

Our safety and compliance systems include provisions for consultation, cooperation and coordination that encourage an integrated and consistent approach to safe transport activities include but are not limited to:

- Communicating CoR policies and procedures to other parties to support consistent understanding and application
- Involving other parties in the supply chain in discussions about identified risks to support consistent awareness and control of the risk
- Identifying safety and compliance synergies across the chain to create common solutions and strategies
- Sharing information to positively impact the activities of other CoR parties, for example, safety information and incident reporting
- Alerting our CoR parties to CoR incidents and non-compliances and working together to review the effectiveness of any remedial actions implemented (observe, record and report)
- Alerting other CoR parties to practices that have negative impacts, are unsafe, or may breach the HVNL.

- Reporting of incidents and non-compliances while conducting transport activities on our behalf by Supply Chain Partners;
- We will ensure our Supply Chain Partners also supply adequate skilled resources and nominate to FGJV a point or points of contact with the necessary knowledge, skills, and authority to deal with issues that may occur.

5.1.4 Reporting

As part of commercial arrangements with Supply Chain Partners, monthly CoR reporting of subcontractor activities to FGJV is required, including heavy vehicle movement, driving hours, mass and load restraint breaches, speeding, prestart checks and fitness for duty.

External reporting requirements are outline in FGJV's Transport Management Plan (S2-FGJV-LOG-PLN-0008).

5.2 Record Management

FGJV will maintain records related to transport safety, CoR awareness and compliance for a minimum of three (3) years. We retain records generated as a result of activities, including but not limited to:

- Audit, inspection and incident findings and reports including corrective actions and closeout;
- Formal correspondence;
- Hazard reports and safety risk management activities related to transport safety and CoR;
- Transport safety monitoring processes (including checklists and surveillance methodology);
- Transport safety and CoR reports, and lessons learned;
- Monthly transport safety and CoR Performance reports; and
- Training records.

We require our Supply Chain Partners to likewise manage records associated with transport safety and CoR compliance.

5.3 Emergency Preparedness

Emergency preparedness is outlined in the project's Emergency Response Plan (refer S2-FGJV-HSA-PLN-0002). Heavy vehicle incidents are managed in accordance with the Heavy Vehicle Salvage Plan (refer S2-FGJV-LOG-PLN-0011).

6 Operations

6.1 Fatigue Management & Fitness for Duty

The main purpose of the fatigue management requirements in the HVNL is to prevent drivers from being impaired by fatigue when operating a heavy vehicle. Even if the operator is compliant with work and rest requirements, you may still feel too tired to drive, so it's important to be aware of the signs of fatigue. Heavy vehicle operators should not feel pressured to drive while fatigued.

There is a risk that the behaviour or business practices of CoR parties may result in a driver feeling pressured to drive while impaired by fatigue or in breach of their work and rest hours.

If a driver breaches their work and rest hours option, there is an increased risk of the driver becoming fatigued and driving while impaired by fatigue.

Fatigue is when you feel sleepy, physically or mentally tired, weary or drowsy, exhausted and/or lacking in energy (HVNL sections 221 definitions 'signs of fatigue', section 223 of the HVNL).

A driver is 'impaired by fatigue' definition is outlined in section 225 of the HVNL.

<https://legislation.nsw.gov.au/view/html/inforce/current/act-2013-42a#statusinformation>

Additionally, fatigue management processes must consider other contributing factors such as:

- Placing unreasonable or unrealistic demands on drivers or operators to achieve delivery schedules.

- Poorly planned schedules with insufficient time to complete deliveries – no allowance for potential delays such as traffic congestion or roadworks.
- Delays in loading, unloading and packing which place pressure on drivers to make up for lost time.
- Inflexible loading/unloading time slots place pressure to drivers to take risks, e.g., skip a rest break to arrive on time.
- Offering incentives for early pick up / deliveries or imposing penalties for late deliveries.
- Inadequate resources, e.g., inadequate drivers and vehicles to meet deliveries requirements; and
- Poorly maintained heavy vehicles place pressure on drivers to make up for lost time due to breakdowns.

A heavy vehicle is defined as a fatigue-regulated heavy vehicle if it is any of the following—

- (a) a motor vehicle with a GVM of more than 12t.
- (b) a combination with a GVM of more than 12t. (for example a hauling unit with a 11 tonne gvm and trailer 2 tonne gvm)
- (c) a fatigue-regulated bus – able to seat more than 12 passengers

The Gross Vehicle Mass (GVM) is the maximum loaded mass of the vehicle as stated by the registration authority and/or manufacturer.

It is also a requirement to manage the work and rest hours of a driver of a fatigue-regulated heavy vehicle in accordance with the applicable work and rest hour option. There are three work and rest hour options:

- Standard hours
- Basic Fatigue Management (BFM); or
- Advanced Fatigue Management (AFM).

Drivers of heavy vehicles between 4.5t and 12t are not subject to prescribed work and rest limits; however, they are legally required to ensure they are not impaired by fatigue.

6.1.1 Standard Hours

Standard hours apply to all drivers who do not have accreditation for fatigue management.

Standard hour drivers can work for up to 12 hours in a 24-hour period.

6.1.2 Basic Fatigue Management:

Operators with BFM accreditation can operate under more flexible work and rest hours, allowing for (among other things) work of up to 14 hours in a 24-hour period. BFM gives operators a greater say in when drivers can work and rest if the risks of driver fatigue are properly managed. The table below shows the allowable work and rest hour requirements for a solo driver operating under BFM.

6.1.3 Advanced Fatigue Management

Advanced Fatigue Management (AFM) accreditation brings a risk management approach to managing driver fatigue. Rather than setting work and rest hours, AFM offers the flexibility to propose your own hours if the fatigue risks of those hours are offset by sleep, rest, and other management practices in a compliant fatigue management system.

6.1.4 Fitness for Duty

Additionally, we have a legal and moral responsibility to ensure no heavy vehicle activities are carried out by a person who is unfit for duty. This includes, in particular drivers of heavy vehicles, but extends to all others in the CoR.

Fitness for duty is managed in accordance with the Fitness for Work Management Plan (S2-FGJV-HAS-PLN-0002).

All employees and subcontractors are to present for duty only if they are fit to carry out their assigned tasks. FGJV's policies and procedures require all employees to be observant of others, particularly drivers, who may

pose a risk to themselves and/or the general public. As such as the driver of a heavy vehicle is required to sign the statement that he or she is fit for duty at the start of each shift before departure – see *Site PRE-Departure or Pre-Load Compliance Checklist (S2-FGJV-LOG-FRM- 0100)*.

6.1.5 Fatigue Management & Fitness for Duty Controls

The controls below will be complied with and have been incorporated into our safety and compliance management system to ensure compliance with fatigue management and fitness for duty requirements and to mitigate associated safety risks.

When conducting transport activities FGJV conduct checks to ensure as far as reasonably practicable:

- Unreasonable timeframes are not placed on any transport task.
- Rosters and schedules will include adequate time for minimum and adhoc rest breaks.
- Procedures and communication protocols are implemented to respond to any delays that would likely result in excessively delaying the driver.
- Monitoring to ensure drivers do not breach HVNL fatigue regulations.
- Demands or incentives are not placed on drivers that contribute to a driver committing a breach of fatigue regulations.
- All records required by law will be kept for all employed heavy vehicle drivers. <https://www.nhvr.gov.au/safety-accreditation-compliance/fatigue-management/record-keeping-requirements>.
- Random and risk-based fatigue audits will be conducted on a reasonable sample of journeys to verify they comply with applicable fatigue requirements (e.g., review run sheets / work diaries or similar). Records of such inspections and subsequent corrective actions will be retained for a minimum of three years.

6.2 Speed Compliance

Speed management obligations provide for the safe management of the speed of heavy vehicles while they are performing a transport activity.

Speeding is a high-risk behaviour. Speeding is not just driving faster than the sign-posted speed limit. It is also driving too fast for the weather, light, traffic and road conditions based on vehicle condition, driver skills and experience.

Speeding can affect the stability, steering and braking performance of a heavy vehicle, increasing the likelihood of a driver losing control of the vehicle. Other road users may misjudge the speed of the vehicle and make a mistake. Driving at an unsafe speed for the conditions, or failing to follow advisory and variable speed limits, increases the risk of things going wrong.

For example, driving too fast for conditions when cornering or negotiating a roundabout, even at lower speeds, increases the risk of the driver losing control of the heavy vehicle and the vehicle rolling over.

Contributing factors that may cause safety risks or encourage high-risk behaviours, such as heavy vehicle speeding, include but are not limited to:

- Lack of policy and procedures, or systems to report non-compliance
- Ineffective two-way consultation, cooperation and coordination of all parties along the supply chain
- Inadequate information, training, instruction and/or supervision of speed management obligations and associated policies and procedures
- Conflicting commercial arrangements or employment terms between CoR parties
- Poorly planned trip schedules and driver rosters and/or inadequate oversight to verify suitability
- Inflexible loading and unloading schedules or timeslots
- Non-compliance with speed-limiting requirements and/or inadequate maintenance of speed monitoring components
- Deliberate actions of drivers or other CoR parties

- Driver inexperience and skills
- Inadequate monitoring and/ or due diligence by all CoR parties to ensure safety and compliance of transport activities
- Inadequate resources, e.g., inadequate drivers and vehicles to meet deliveries requirements; and
- Poorly maintained heavy vehicles place pressure on drivers to make up for lost time due to breakdowns.

Australian Design Rule 65 requires heavy vehicles manufactured after 1991 to be fitted with a properly calibrated and functioning speed limiter. A speed limiter is a device that is used to limit the maximum road speed of a heavy vehicle, this can be via mechanical or electronic means.

There are significant penalties for those that tamper (alter, damage, remove, override, interfere with) with the speed limiter or those that permit the use of a heavy vehicle if they know the speed limiter has been tampered with in a way that enables it to be driven at a speed exceeding that permitted by an applicable heavy vehicle standard.

6.2.1 Speed Management Controls

The controls below will be complied with and have been incorporated into our safety and compliance management system to ensure compliance with speed requirements and to mitigate associated safety risks.

When conducting transport activities FGJV conduct checks to ensure as far as reasonably practicable:

- A heavy vehicle is driven in accordance with all applicable speed limits including those associated with certain road conditions, such as sharp bends, steep descents and winding roads that have special speed limits sign posted for heavy vehicles.
- Unreasonable timeframes are not placed on any transport task. Ideally timeframes in schedules will be developed in consultation with the driver and other Supply Chain Partners.
- Schedules will include adequate time to complete journeys in accordance with applicable speed limits.
- Schedules will take into consideration route delays (e.g., traffic congestion, roadworks, etc.) and conditions.
- Procedures and communication protocols are implemented to respond to any delays that would likely result in delaying the driver by more than 30 minutes.
- Drivers are not encouraged to breach, or demands are not placed on drivers that contribute to a driver breaching an applicable speed limit.
- All speed regulated heavy vehicles are fitted with an operational speed limiter which has regular check to ensure it is calibrated to the systems and equipment on the heavy vehicle.
- As a minimum all speed regulated heavy vehicles will be equipped with on-board telematics that monitor driver speeds.
- Random and risk-based inspections will be conducted on a reasonable sample of journeys to verify they comply with applicable speed requirements. Records of such inspections and subsequent corrective actions will be retained for a minimum of three years.

6.3 Restricted Access Vehicle Management

Vehicles other than General Access Vehicles represent an elevated risk on both site roads and public roads on which the project operates. As such, additional controls and requirements are imposed on the use of these vehicles.

6.3.1 Class 1, Oversize and/or Overmass (OSOM) Vehicles

In addition to the booking requirements for General Access Vehicles DLAH process for general access vehicles, FGJV's Traffic & Transport department must be notified of all movements of Class 1 vehicles a minimum of five days prior to travel. For vehicles not operating under an exemption notice on an approved route, this notification must be accompanied by a valid NHVR permit, and a Police Notification Form (where applicable).

A completed OSOM Signed Measurement Record (S2-FGJV-LOG-FRM-0101) must be submitted to FGJV's Traffic & Transport department before each load departs its origin, and must be carried by the driver during the journey.

To ensure compliance, FGJV shall review provided permits, conduct random in-field audits, and maintain a register of all Class 1 vehicle movements.

Subcontractors and package owners shall notify FGJV's Traffic & Transport department once they become aware of any major packages of OSOM cargo to allow for planning and coordination of heavy vehicle movements.

FGJV may request additional controls be implemented by subcontractors for particular packages where specific risks or additional requirements are identified.

During the Official Ski Season, project-related OSOM movements are not permitted between 12pm Friday and 12pm Monday on the Monaro Highway between Canberra and Cooma, and on the Snowy Mountains Highway, Tantangara Road and Link Road between Cooma and project sites.

6.3.2 Class 2 & Class 3 Vehicles

Class 2 and Class 3 vehicles operating under an exemption or authorisation notice on an approved route to access a project site must comply with the normal DLAH booking process for general access vehicles.

For vehicles not operating under notice on an approved route, a copy of a valid NHVR permit must be submitted to FGJV's Traffic & Transport department a minimum of five days prior to first use of the vehicle on the project, and again whenever any updates or changes are made to the permit.

FGJV will review the permit and assess suitability of the vehicle for use on the project and must grant approval prior to the use of that vehicle.

6.3.2.1 PBS Vehicles

In addition to the requirements for other Class 2 vehicles, a copy of the Vehicle Approval (VA) for PBS vehicles must also be submitted to FGJV's Traffic & Transport department a minimum of five days prior to first use of the vehicle on the project, and again whenever any updates or changes are made to the VA.

6.4 Container Weight Declarations

A CWD is a written declaration of the weight of a container and its contents. It may be either in hard copy or electronic form, or a placard attached to the freight container. It may consist of one or more documents in different formats – for example, documents may be in the form of a sheet of paper, an email, on an electronic device, or in otherwise electronic form – but in any case, it must be able to be produced in its entirety, to an authorised officer, upon request.

A complying CWD is required when transporting a consigned freight container on a road using a heavy vehicle. The requirement for a complying CWD is not dependent on whether the freight container is empty or loaded.

A complying container weight declaration is not required for a freight container that has been modified so it is no longer fit for use in multi-modal transport or its primary use would no longer be for the transport of freight (e.g. modified for use as a storage shed, portable office, portable plant equipment, etc.).

Although there is no specific form for a CWD, it must include the following information:

- weight of the container including its contents
- container number and other details necessary to identify the container
- name and residential address or business name and address in Australia of the responsible entity for the freight container
- date of declaration.

Freight containers for transport by sea must also meet the requirements of the Navigation Act 2012, including Marine Order 42. Transport documentation created for that purpose, such as a Pre-Receive Advice (PRA), may be used as a complying CWD (or part thereof) so long as it includes the information mentioned above, and is available for inspection by an Authorised Officer.

6.5 Mass & Dimension Management Controls

The controls below will be complied with and have been incorporated into our safety and compliance management system to ensure compliance with mass and dimension requirements and to mitigate associated safety risks.

When conducting transport activities FGJV conduct checks to ensure as far as reasonably practicable:

- Tare, gross and combination mass limits will be displayed on the vehicle where required.
- Site Pre-Departure or Pre-unloading Compliance Checklist (S2-FGJV-LOG-FRM-0100) is completed for every delivery and outwards load.
- The mass and dimension of any load will be ascertained before being consigned for transport to allow an appropriate vehicle for the transport task to be selected.
- All applicable mass and dimension limits and the mass and dimensions of any load will be recorded and communicated to the loader, driver, and any other relevant person, including (where necessary) the person unloading the vehicle. This includes those applicable to any road or route which the heavy vehicle is scheduled to take.
- Trailers designed to transport spoil, or other such materials will have the maximum payload displayed on the trailer body clearly visible to a loader.
- Any required permits for the movement of the heavy vehicle and load will be obtained and requirements communicated to the relevant parties, e.g., driver, loader, operator etc. The driver will be provided with a copy of the permit and have this in their possession during transportation of the load.
- Checks will be conducted to ensure all conditions of any permit or notice are met prior to commencing a journey.
- Loading plans should be developed. If the planned load cannot be loaded onto the heavy vehicle presented in compliance with the allowable mass and/or dimension limits, the planned load will not be loaded or only loaded to the extent in compliance with the maximum allowable mass and/or dimension limits.
- Weighbridges are available at all sites, with random and spot checks conducted, to ensure weight limits are adhered to as far as reasonably practicable.
- Any heavy vehicle identified as exceeding its maximum allowable mass or dimension limit will be unloaded, have excess material tipped off or its load repositioned so it is compliant before departing site.
- Any heavy vehicle identified as exceeding its maximum allowable dimension limits (e.g. OSOM large indivisible item) will be directed not to travel prior to obtaining the necessary approvals so as not to pose a risk to safety and road infrastructure.
- Any records of the actual mass and dimensions of a load will be recorded and retained for a minimum of three years.
- A complying Container Weight Declaration (CWD) will be provided to the driver when transporting a consigned freight container on a road using a heavy vehicle.
- Random and risk-based inspections will be conducted on a reasonable sample of load planning and mass and dimension measurement documentation to verify loads comply with applicable mass and dimension limits. On site weighbridges may be used for random compliance inspections. Records of such inspections and subsequent corrective actions will be retained for a minimum of three years.

6.6 Load Restraint

The main purpose of the loading requirements in the HVNL is to decrease risks from loads moving on or falling from a heavy vehicle. The law requires loads on a heavy vehicle must not be placed in a way that makes the

heavy vehicle unstable or unsafe and must be secured so it is unlikely to move, fall, dislodge, spill or leak from the heavy vehicle.

Loads that are not positioned or restrained correctly can:

- Fall off the vehicle, endangering the lives of other road users and pedestrians through a direct collision or by causing other drivers to swerve to avoid an object that has fallen onto the road.
- Move forward, pierce through the cabin impacting the driver or other occupants of the heavy vehicle.
- Shift when cornering due to poor packing and restraint increasing the risk of the heavy vehicle losing control and rolling over.

Additionally, if a load is poorly restrained or has shifted in transit, there is a risk of serious injury or fatalities when loading and unloading such loads. The load could fall from the vehicle and strike or crush persons in the immediate vicinity if appropriate control measures are not in place. A load that is poorly restrained or has shifted in transit should never be allowed to return to the road (or to sender) without first remedying the risks associated with the situation.

Any method of restraint used must comply with the performance standards noted in the Mass, Dimension and Loading Regulation of the HVNL.

6.6.1 Load Restraint Management Controls

When conducting transport activities FGJV will conduct random and risk-based inspections will be conducted on a reasonable sample of loads to verify they comply with applicable loading and restraint requirements. Records of such inspections and subsequent corrective actions will be retained for a minimum of three years.

6.7 Vehicle Standards & Roadworthiness

The main purpose of the vehicle standards obligations is to ensure the safe operation of a heavy vehicle and that heavy vehicles used on roads are of a standard and in a condition that prevents or minimises safety risks. Unsafe or defective heavy vehicles, for example, a heavy vehicle with faulty brakes, may cause serious injuries and fatalities to the driver and other road users if involved in a resulting motor vehicle incident, or damage to road infrastructure and the environment.

Having an effective system of inspection, fault finding, recording, maintenance, and repair are all critical elements of a safe trucking operation and help ensure the safety of transport activities.

Vehicle standards are the standards derived from Australian Design Rules, HVNL and Heavy Vehicle (Vehicle Standards) National Regulation that set out the minimum safety, emissions and anti-theft requirements that apply to heavy vehicles.

The vehicle standards are used to guide heavy vehicle inspections as published in the *National Heavy Vehicle Inspection Manual* (NHVIM) - <https://www.nhvr.gov.au/safety-accrreditation-compliance/vehicle-standards-and-modifications/national-heavy-vehicle-inspection-manual>. Vehicle standards apply to the vehicle, vehicle components and equipment, including all the equipment fitted to, or forming part of, the vehicle.

Under the HVNL it is an offence to use or permit another person to use a heavy vehicle on a road:

- That contravenes the heavy vehicle standards applying to the vehicle;
- That is unsafe; or
- In contravention of a defect notice.

Transport activities also include carrying out other activities associated with the use of a heavy vehicle (such as maintaining or repairing the vehicle). Therefore, maintenance and repairs have been included under the umbrella of vehicle standards as these activities can affect the condition and roadworthiness of a heavy vehicle.

Safety critical components on a heavy vehicle include:

- **Brakes:** must operate effectively and be correctly adjusted, including serviceable airlines
- **Couplings:** fifth wheel and other towing devices must be in a serviceable condition and provide the necessary load carrying capacity
- **Steering and suspension:** must be in good working order and allow the driver to effectively control the vehicle

- **Wheels, tyres and hubs:** must be of a suitable type and condition and provide the necessary load carrying capacity, speed rating and control of the vehicle, including inflation, tread integrity and wheel security.

Other components that can affect heavy vehicle roadworthiness and impact the safety of drivers, other road users and the general public include:

- Structure and body condition;
- Seats and seatbelts;
- Lights and reflectors;
- Mirrors;
- Windscreen and windows; and
- Engine, driveline and exhaust.

Off road parties such as loading staff are not required to conduct thorough mechanical assessments of heavy vehicle presenting to site for transport activities. However, they should identify and report any obvious visible defects or faults relating to that vehicle such as:

- Tyres are in good condition with sufficient tread and the tyre wall is not cut or damaged.
- There are no visible cracks in the body of the vehicle or a shipping container.
- The trailer deck is suitable for use (not cracked or warped).
- Tipper truck tailgate is secured, and load covers are in good condition.

6.7.1 Vehicle Standards & Roadworthiness Management Controls

The controls below will be complied with and have been incorporated into our safety and compliance management system to ensure compliance with vehicle standards and roadworthiness requirements and to mitigate associated safety risks.

When conducting transport activities FGJV conduct checks to ensure as far as reasonably practicable:

- All heavy vehicles comply with vehicle standards and Australian Design Rules before being selected for use.
- Any heavy vehicle used is registered and maintained in a roadworthy condition.
- A heavy vehicle will not be used if it is in an unsafe condition. Written confirmation from a qualified person the vehicle is safe to use will be received before it is returned to service.
- A daily vehicle prestart safety inspection – will be completed and documented prior to the first trip of the day or in the case of an extended journey, immediately after a major relevant rest break.
- Regular scheduled maintenance is performed on all heavy vehicles. At a minimum this will be aligned with the manufacturer's recommendations but may need to be more frequent when operating in regularly on unsealed roads, harsh conditions or transporting oversized loads.
- Inspection and maintenance records are maintained.
- All defects or other maintenance issues are recorded, reported, investigated, and actioned.
- Only appropriately skilled, experienced, and qualified persons will carry out servicing and repairs on a heavy vehicle.
- All vehicles will have a current roadworthy certificate.

7 Governance & Assurance

7.1 Subcontractors and Supply Chain Partners

FGJV will ensure that subcontractors and Supply Chain Partners who are engaged under a contract or commercial arrangement to perform transport activities on our behalf have appropriate systems in place to

ensure the safety of these activities and meet their responsibilities under the HVNL, Section 26B of the HVNL makes it clear that duties cannot be delegated (transferred).

When contracting services, we will consider whether the HVNL applies to any of the services and where it does:

- FGJV will review what new transport safety risks may arise from engaging third parties to perform these activities, what risks we will expose your contractors to and how will these be managed.
- Contractors undertaking transport activities on our behalf will be required to complete a safety questionnaire as part of the tender selection process. The pre-qualification process is a concise question set that have been mapped to the HVNL, which provides an initial assessment of whether the contractor is deemed to have a satisfactory safety management system in place before they can progress to the next stage of the selection process.
- The pre-qualification process ensures the transport contractor has necessary and relevant public liability insurance, workers compensation certificate of registration, industry accreditation documents such as NHVAS certificates and more. The project requires an annual review which acts as a safeguard to ensure insurances, certificates, accreditations, and safety management systems have not slipped or lapsed year on year.
- The subcontractor must implement a HVNL/CoR Management Plan or equivalent and not commence any work until the management plan has been submitted and approved by FGJV to ensure it provides adequate controls to ensure safety and compliance with the HVNL within the subcontractor's or Supply Chain Partner's scope of works.
- Consignment and commercial contracts will not cause, encourage, reward, or provide an incentive for a driver or any other party in the supply chain to breach the HVNL.
- Any contract will include obligations to ensure the safety of transport activities and compliance with the HVNL and for the contractor to nominate a dedicated point of contact with the necessary knowledge, skills and authority to deal with issues that may arise;
- The Procurement Department ensures safety schedules are embedded in the transport contracts. The safety schedule lists the ongoing requirements to actively measure safety performance, aspects for continuous improvement and to participate in transport safety forums. Within the contract the Driver Code of Conduct shall be referenced with suppliers having to show that they meet or exceed the minimum standard.
- Business assurance audits will be conducted by external independent auditors to provide a clear benchmark of how the subcontractor or Supply Chain Partner is complying with HVNL and WHS legislation.
- The Traffic and Transport Team will monitor the subcontractor's and Supply Chain Partner's transport activities to ensure they are safe and in compliance with the HVNL on an ongoing basis. Where the subcontractor's or Supply Chain Partner's performance does not meet the requirements of their contract, our safety standards or the HVNL and fair and reasonable efforts have been made to work with them to rectify issues, without resolve, FGJV will mark the contractor – as "not to be used" and seek alternative contractors.

7.2 Incidents, breaches and non-conformances

FGJV will investigate all breaches and incidents relating to our transport activities. We will consult with subcontractors and Supply Chain Partners and work collaboratively to identify root causes and appropriate corrective actions. See *S2-FGJV-HSA-PRO-0004 - HSE Incident Notification, Investigation and Review Procedure* for more information.

Our safety and compliance system will provide for corrective and preventive actions to be taken where a non-conformance has been identified from:

- Workplace inspection and testing processes;
- Internal audits;
- Hazard reporting processes;
- Incident investigations; and
- Reviews of client enquiries or complaints.

Our safety and compliance system will provide that upon detection of a breach or incident involving transport activities, we will:

- Control the situation to prevent injury, illness, or damage;
- Investigate to identify the root causes;
- Allocate remedial action to an appropriate person;
- Implement corrective actions appropriate to the breach or incident;
- Monitor corrective actions and evaluate their effectiveness;
- Record the findings and outcomes in INX, our Incident Management System, and report these to the responsible managers; and
- Share the learnings with others in the supply chain to minimise the risk of a similar occurrences happening in the future.

Where any breach or incident is identified by a subcontractor or Supply Chain Partner during the course of their transport activities conducted on behalf of FGJV, these are to be reported to FGJV as soon as reasonably possible. The Traffic and Transport Team will review of incident findings and outcomes to determine whether the action taken was appropriate or if additional action or investigation is required.

7.3 Inspections and monitoring

FGJV will conduct random and risk-based inspection and monitoring activities to ensure the safety of our transport activities and determine levels of compliance with the project standards and the HVNL. Our safety and compliance systems will provide for the following inspection and monitoring activities:

- Road condition inspections
- Heavy vehicle driver behaviour monitoring
- Verifying and reviewing the accuracy of mass and dimensions provided and a means to address any discrepancies;
- Measuring load mass and monitoring compliance with gross and axle/axle group mass limits and container maximum limits (for containerised goods);
- Physically weighing loads for initial verification to confirm compliance and verifying ongoing compliance at an agreed frequency based on severity of risk;
- Comparing estimated mass with any confirmed mass where possible and take any variations into consideration when adjusting future loading arrangements;
- Verifying accuracy of positioning and distribution of loads, including their stability, in accordance with loading instructions and adjusting as required;
- Verifying compliance with oversize over mass requirements;
- Visual inspection of the compliance with the applicable load restraint method;
- Comparing actual journey times with estimated times to determine whether actual time is materially less than those estimated;
- Conducting visual inspections for 'soft' signs of fatigue and drug or alcohol usage that would reasonably be suspected to adversely impact safety;
- Conducting random drug and alcohol testing of drivers and responsible persons;
- Review of run sheets / work diaries / record keeper records to ensure compliance with work and rest hour requirements;
- Inspection of heavy vehicles to identify any obvious visual defects; and
- Visual inspections of daily vehicle pre-start checklists to ensure they are being completed and actioned appropriately.

Where any of the above compliance monitoring processes identifies a non-conformance, this is to be reported in the Incident Management System and actioned.

7.3.1 Internal Auditing

Our safety and compliance systems will provide for the conduct of regular planned internal audits to ensure that this plan, the safety and compliance systems, and associated policies, procedures and practices are implemented across FGJV's heavy vehicle activities.

Internal audits will also be used to determine:

- Tasks undertaken as part of our transport activities are safe, and that risks have been eliminated or minimised as far as reasonably practicable.
- Compliance with requirements of the HVNL and applicable state / territory laws and regulations.
- Systems and processes have been effectively implemented and maintained; and
- Opportunities for continuous improvement with the aim of achieving best practice.
- Review documented procedures to monitor, identify, report, investigate and record non-compliances and take the necessary corrective action to prevent further occurrences.

7.4 Management Review

FGJV's senior management will undertake regular reviews of the project's transport safety performance against the objectives of this Plan. The review will include:

- The status of actions taken as a result of incidents, breaches or non-conformances.
- Results of inspection and monitoring activities as well as internal audits.
- The continuing effectiveness of this Plan and associated transport safety systems.
- Transport safety performance reports.
- Changes to regulatory requirements.
- Contractor performance.