



Commodity Logistics & Import Project

Traffic Management Plan

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Commodity Logistics & Import Project SSI-36408005



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Commodity Logistics & Import Project SSI-36408005



Contents

1	Introduction	4
1.1	Background.....	4
1.2	Objectives	4
1.3	Location	5
2	References.....	8
3	Roles and Responsibilities.....	8
3.1	BACH Project.....	8
3.1.1	Construction Manager.....	8
3.1.2	Construction Coordinator	9
3.1.3	Construction Supervisor.....	9
3.2	Contractor	9
3.2.1	Management Team.....	9
3.2.2	Contractor Supervision	10
3.2.3	Contractor Workforce.....	10
3.2.4	Drivers.....	10
3.2.5	Plant and Equipment.....	11
4	Incident / Accident Procedures	11
4.1	Emergencies	11
5	Planning.....	12
5.1	Risk Identification and Assessment	12
5.2	Traffic Assessment (vehicular movements).....	12
5.2.1	Over Dimensional movements from Suppliers	12
5.2.2	Over Dimensional movement through the BSL Steelworks.....	13
5.2.3	Environmental Requirements	13
5.2.4	Traffic Control	14
5.2.5	Speed Zones.....	14
6	Traffic Management Implementation	14
6.1	Parking.....	14
6.2	PPE requirements.....	15
6.3	Deliveries	15
6.3.1	Delivery Vehicles	15
6.3.2	Delivery Times	15
6.3.3	Unloading and loading	16

**Commodity Logistics & Import Project
SSI-36408005**



6.4 Road Rules 16

6.5 Railway Crossings 16

6.6 Fitness for Duty 16

6.7 Fit for Purpose 16

7 Monitoring and Measurement 17

7.1 Site inspections and record keeping 17

7.2 Auditing 17

8 Environmental Planning Restrictions 17

9 Delivery Routes 17

Appendix A - Risk Mitigation Strategies 18

Appendix B Oversize Overmass Permit 20

Appendix C Road Closure Permit 21

Appendix D Application for Access 22

Appendix E Interworks Map of Port Kembla Steelworks 23

Appendix F Delivery Routes Within Port Kembla Steelworks 24

Appendix G Driver Code of Conduct 25

Drivers Code of Conduct 25

General Requirements 25

Appendix H Approval Conditions Relevant to the CTMP 26

1 Introduction

1.1 Background

BlueScope Steel (AIS) Pty Ltd (BlueScope) is one of Australia's leading manufacturers and with its parent company, BlueScope Steel Limited (BSL), is a global leader in finished and semi-finished steel products.

BlueScope's Port Kembla Steelworks (PKSW) currently operates as an integrated iron and steel plant utilising Blast Furnace ironmaking and Basic Oxygen Furnace steelmaking operating model. The plant is co-located with hot rolling mills for plate and coil and has adjacent manufacturing facilities for cold rolling, coated products, flat products and welded beams. The site is licenced and operates in accordance with Environment Protection Licence (EPL) 6092.

South32 has notified BlueScope that from 2028, South32 will not be able to supply BlueScope with 3-seam coal as it will have exhausted available reserves at its Dendrobium mine. As there is no immediate replacement for the local 3-seam coal, BlueScope has identified that the importation of metallurgical coal from Queensland by ship will provide a suitable alternative source following the end of extraction of the 3-seam coal. BlueScope leases and operates five berths in Port Kembla Inner Harbour to import raw materials for use at PKSW which is currently used to import minor quantities of coal, however the capacity to import additional coal via these berths is constrained by the existing ship unloading infrastructure.

BlueScope plans to upgrade the PKSW raw materials berths 111, 112 and 113 (the Berths), including the unloading and conveying infrastructure through the Commodity Logistics and Import Project (CLIP) (the Project) to facilitate the ongoing supply of raw materials to supply suitable feed streams for the ongoing operation of No.5 Blast Furnace and the restart of No.6 Blast Furnace. The project will include construction of a new continuous ship unloader (CSU), relocation of existing ship unloaders and new conveying infrastructure. These upgrades will allow BlueScope to import the required quantities of raw materials and continue operation.

On 25 January 2022, the Minister for Planning and Public Spaces declared the project to be Critical State Significant Infrastructure (CSSI) in accordance with section 5.13 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and Schedule 5 of the State Environmental Planning Policy (Planning Systems) 2021.

On 24 May 2023, the Minister for Planning and Public Spaces approved the project under section 5.19 of the EP&A Act subject to conditions specified in Infrastructure Approval SSI-36408005 (Approval).

1.2 Objectives

The CLIP site sits within an operating plant and hence safe access and interactions with the surrounding plant must be always managed throughout the construction process.

The objective of this Traffic Management Plan is to provide stakeholders with a clear understanding of the management measures being implemented during the construction phase of the project to:

- ensure the safe movement of construction vehicles to and from the construction site.
- to manage interactions between all construction traffic, day to day operational traffic, plant, and pedestrians on the Plant whilst maintaining compliance with business continuity requirements, and
- to manage access to and from the construction site.

This plan applies to all construction personnel for the duration of the construction and commissioning work only.



Figure 1: CLIP Work Sites

1.3 Location

The PKSW is in Port Kembla in the Wollongong Local Government Area and Illawarra region of NSW as shown in Figure 2-1. Sydney is approximately 80 km to the north of Port Kembla, while the Wollongong Central Business District is approximately 2.5 km to the north, and Lake Illawarra is approximately 3 km to the south. Port Kembla is the main industrial centre of the Illawarra region.

The PKSW site is zoned IN3 – Heavy Industrial under State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP). PKSW and the adjacent Springhill Works together comprise the largest site in the Port Kembla industrial area, occupying approximately 750 ha, and are mostly built around the western and southern side of Port Kembla's Inner Harbour. The PKSW site is a multi-use industrial area which includes storage, manufacturing, port berths, private internal roads and offices. Access to PKSW is provided by Springhill Road, Five Islands Road and Flinders Street, and private internal roads in PKSW.

The area surrounding the Port Kembla industrial area is primarily occupied by residential development. These urban areas provide small and large-scale retail outlets, community services (e.g. medical facilities, hospital, schools and sporting facilities) and commercial facilities (e.g. banking and post office). The Project will be located on an established (brown-field) site within the No.2 Works at the PKSW. The land to which the Project applies is predominantly within the southern section of the No.2 Works, as part of the Ironmaking and Cokemaking facilities, which is located within Lot 1 DP 606434. Ancillary facilities will also be required within Lot 71 DP1182824, Lot 72 DP1182824, and the broader PKSW site

The closest urban developments to PKSW are the suburbs of Cringila, Berkeley, Lake Heights, Warrawong and Port Kembla to the south, Unanderra, Cobblers Hill, Mount St Thomas, Coniston and Figtree to the north and west as shown in Figure 2-2.

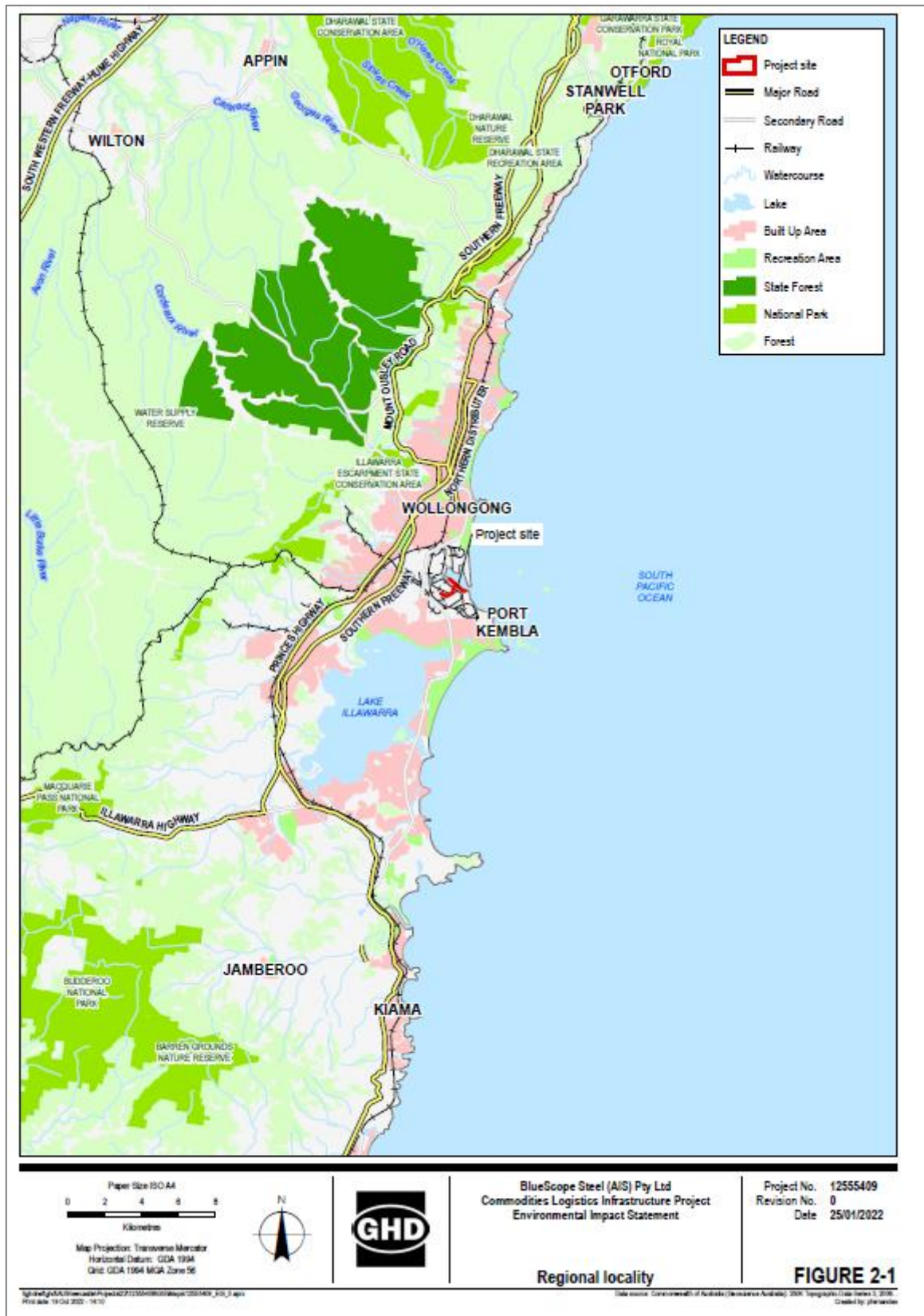


Figure 2: Berth 113 Project Site

Commodity Logistics & Import Project SSI-36408005

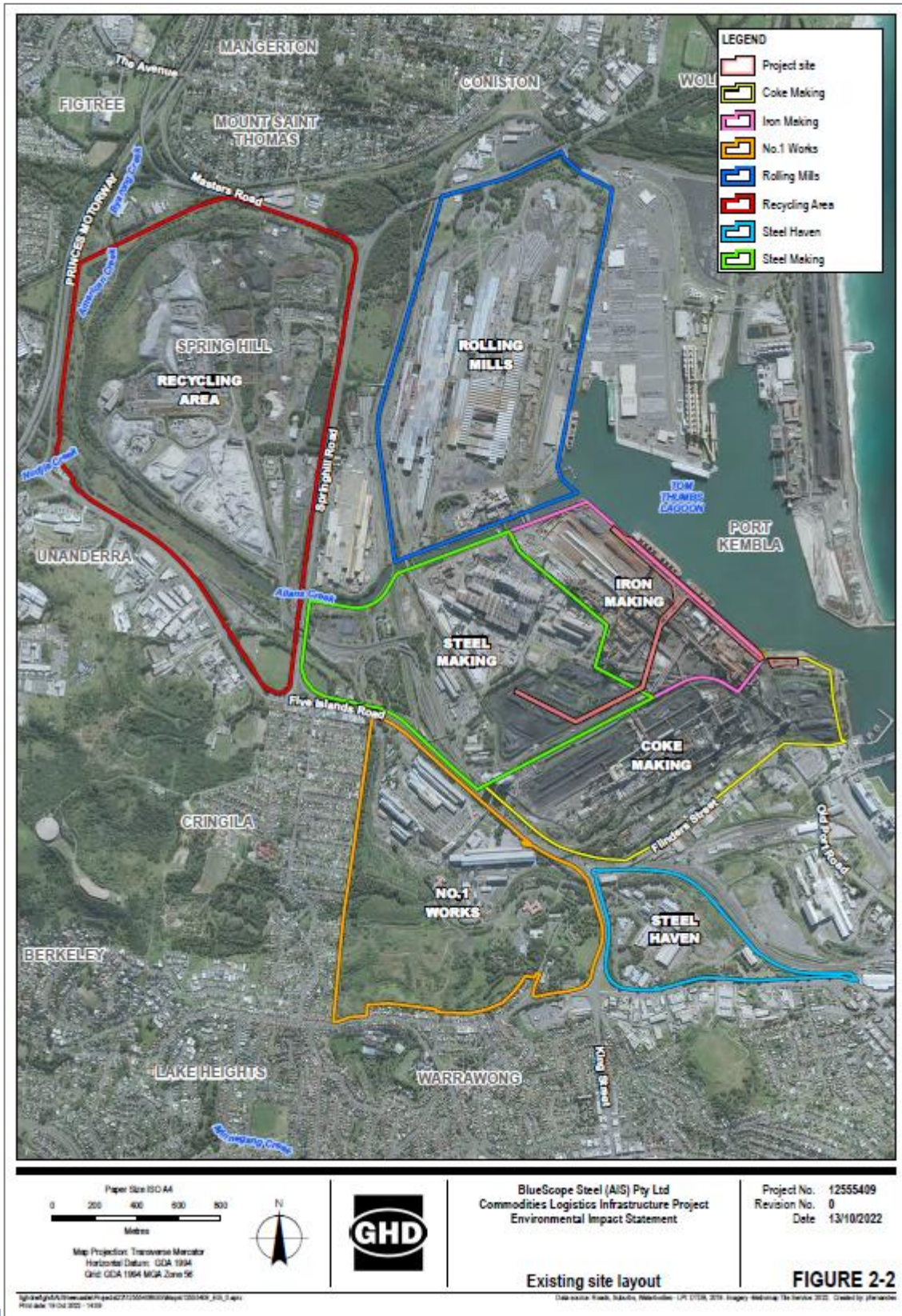


Figure 3: Existing Site Layout

2 References

Table 1: List of References

DIV-OHS-C-03-03	Mobile Equipment Code of Practice
BSL-OHS-C-03-16	Traffic Management Code of Practice
BSL-OHS-C-03-18	Overhead Cranes Code of Practice
	BlueScope Road and Rail Induction
	BlueScope Port Kembla Ore Preparation Induction
BZ-SEQ-S-04-10	Fatigue Management (Fitness for Work) Policy
DIV-OHS-01-40	Road Safety and Site Access
Dwg 417944	Vehicle Permit Areas
Dwg 542479/C	(Preliminary) Site Plan
DIV-AR-RS-04	Application of Gross Vehicle Mass Limits for PKSW
DIV-OHS-08-03	Alcohol and Other Drugs Management Procedure
SP-OPRM-05-52	Managing Yard Machine, Pedestrian and Mobile Equipment Interactions in All Yards at RMH
DIV-AR-RO-04	Oversized Vehicle / Loads – Escorting Procedure for Port Kembla Steelworks
DIV-AR-RO-03	Obtain authorisation to close a road and notify relevant departments of the closure

3 Roles and Responsibilities

3.1 BACH Project

3.1.1 Construction Manager

Responsibilities include:

- a) Responsible for the worksite implementation and execution of this plan.
- b) Developing a culture in which traffic management issues are always considered.
- c) Participating in traffic and load restraint audits and communication sessions.
- d) Setting objectives, monitoring, and analysing the Traffic Management Plan performance.
- e) Always Maintaining adherence to the nominated standards and guidelines.
- f) Provision of resources to ensure that actions to address traffic management issues are implemented.
- g) Ensuring that systems are in place to inform employees, Contractors, and visitors of pertinent transportation issues.

Commodity Logistics & Import Project SSI-36408005



3.1.2 Construction Coordinator

Responsibilities include:

- a) Ensuring that management systems are in place and understood to provide a safe construction workplace, inclusive of traffic management requirements.
- b) Ensuring that the transportation hazards and risks are identified.
- c) Participating in transportation inspections and serious incident investigations.
- d) Participating in transportation audits (inclusive of load restraint).
- e) Focusing on the elimination of unsafe acts and rectifying unsafe conditions quickly.
- f) Ensuring there is responsible management of Contractors on site.
- g) Ensuring that competent and trained, responsible supervisors are appointed and made accountable for the management of Contractors on the works.
- h) Ensuring all incidents are thoroughly investigated to avoid reoccurrence.

3.1.3 Construction Supervisor

Responsibilities include:

- a) Being aware of environmental hazards and risks in the plant area of activity.
- b) Promoting a culture in which traffic effects are considered at all times.
- c) Defining and documenting safe systems of work and, through consultation, ensuring they are applied.
- d) Ensuring there is responsible management of Contractors on the site.
- e) Ensuring that competent and trained, responsible supervisors exist to manage Contractors on the works.
- f) Ensuring that Contractors and employees understand any transport hazards associated with performing tasks.
- g) Promoting the involvement of all employees in improving transport awareness.

3.2 Contractor

3.2.1 Management Team

Contractor management personnel have the following responsibilities for traffic management:

- a) Preparing, implementing, and maintaining Management Plans to ensure all deliveries to and from the site are in accordance with this Traffic Management Plan.
- b) Participating in pre-start reviews with the BACH Project Construction Supervisor and Project Coordinator to facilitate the development of delivery plans, to remove any uncertainties arising from differences between this management plan and Contractor management plans.
- c) Ensuring that all members of the Contractor workforce have clearly defined responsibilities for transport management, and that these responsibilities are understood and carried out.
- d) Ensuring any transport providers hired comply with the Road Transport (Safety and Traffic Management) (Driver Fatigue) Regulation 1999, and the RTA Load Restraint Guide (Third edition 2018).
- e) Ensuring that all Contractor activities comply with the requirements of the management documents and relevant statutory and contractual requirements.
- f) Ensure that all members have been correctly inducted into the BlueScope systems.
- g) Participating in incident investigations and Contractor audits.

Commodity Logistics & Import Project SSI-36408005



- h) Establishing an ongoing system for training and assessment of critical procedures.

3.2.2 Contractor Supervision

Contractor supervisors have the following responsibilities for transport management, which will be reflected in their Management Plans:

- a) Ensuring traffic management aspects inclusive of load restraint requirements are adequately addressed and mitigated during Job Safety Analyses and execution of Works.
- b) Leading Toolbox Meetings to the defined schedule and ensuring that the meetings are of high standard, with all employees attending and participating.
- c) Initiating and completing environmental audits and inspections.
- d) Ensure that all members have been correctly inducted into the BlueScope systems. Assist any workers in the induction processes including the BlueScope Comply Flow portal.
- e) Reporting incidents and identifying non-conformance at the work site.
- f) Participating in relevant investigations of accidents, incidents and non-conformance.
- g) Demonstrating to the Contractor workforce, by their actions, commitment to the highest standards of management.

3.2.3 Contractor Workforce

Contractor personnel involved in site work have the following responsibilities, which will be reflected in the Contractor's Management Plans:

- a) Ensuring compliance with the requirements of the Traffic Management Plans.
- b) Attending team's Pre-start meetings and toolbox meetings.
- c) Reporting all incidents, accidents, and non-conformances.
- d) Ensuring hazards and controls are addressed and implemented prior to and during the execution of Works.
- e) Where requested by senior management, attend, complete and understand any inductions that are required to do the work safely.

3.2.4 Drivers

Responsibilities for Drivers (workers and sub-contractors) include:

- a) Correctly wearing PPE, in addition to other protective equipment required (described in the Project Safety Induction) at all times whilst on the worksite.
- b) Ensuring all loads are restrained to the TfNSW load restraint guidelines.
- c) Complying with the requirements of this Traffic Management Plan to ensure no activity is undertaken that will endanger the safety of other workers.
- d) Entering and leaving the site by approved routes and in accordance with safe work practices.
- e) Ideally being BlueScope and Project inducted, or fully escorted by an authorised person.
- f) Where requested by senior management, attend complete and understand any inductions that are required to do the work safely.
- g) Obeying all road rules as posted

Commodity Logistics & Import Project SSI-36408005



3.2.5 Plant and Equipment

All plant and equipment at the workplace shall meet statutory requirements and have the required registrations, licences or certification where required.

4 Incident / Accident Procedures

In the event of an incident or accident, whether or not involving traffic or road users, all work shall cease, traffic shall be stopped as necessary to avoid further deterioration of the situation. First Aid shall be administered as necessary, and medical assistance shall be called for as per BlueScope management documents, namely:

Table 2: BlueScope Incident Management documents

Source	Type	Document No.	Title
BlueScope Steel Limited	Procedure	DIV-GGM-03-01	Emergency Management
BlueScope Steel Limited	Plan	BZ-SEQ-S-11-03	Emergency Management Plan
BlueScope Steel Limited	Procedure	BSL-HSE-S-12-01	BSL HSE Incident Management Procedure
BlueScope Steel Limited	Policy	DIV-EA-01-05	Accidents / Major Incidents – Media Access to Plant

Broken down vehicles and vehicles involved in minor, non-injury crashes shall be temporarily moved to a safe area as soon as possible after the details of the crash locations have been gathered and noted. Where necessary to maintain traffic flow, vehicles shall be temporarily moved into the closed section area behind the cones, providing there is no risk to vehicles and their occupant or workers.

Suitable recovery systems shall be used to facilitate prompt removal of broken down or crashed vehicles. Assistance shall be rendered to ensure the impact of the incident on the network is minimised as detailed in 4.1.

Details of all incidents shall be reported to the BACH Project Manager using the MARS system.

4.1 Emergencies

In the event of an emergency:

- a) Immediately notify Security by calling 4275 6000 and request their attendance at the appropriate Emergency Pickup Point.
- b) If required Security will contact and coordinate external emergency services.
 - The Employee, Contractor or Sub-Contractor is not to call external Emergency Services
- c) Notify the BSL Construction Coordinator
- d) The Construction Coordinator shall notify the relevant Department and inform of the specific details.
- e) Emergency response vehicles have right of way over all other vehicles and pedestrians when responding to an emergency.

5 Planning

5.1 Risk Identification and Assessment

Risk analysis of the proposed works has identified a number of risk events/items that will be managed by effective traffic management planning and the implementation of this Traffic Management Plan. A risk analysis table is attached in Introduction.

The Contractor shall ensure that all risks are identified when planning transport movements through the Plant. A preliminary list of risks have been treated by development of this management plan. Unforeseen risks arising during the works will be treated in accordance with standard work practices and procedures where appropriate.

Contractors are to be aware of the defined boundaries of the different Departments that this project will encounter. Clarification shall be sought from the Project Team during the planning process to minimise disruptions.

Considerations when applying this traffic management plan are:

- a) All drivers to be site must be appropriately inducted,
- b) Non-inducted drivers must be issued with a Visitors Pass and they must be always escorted by an inducted person when inside the Plant,
- c) Oversize and overweight vehicle movements within the Plant will require pre planning and notification. Escort vehicles are required for such activities. Refer to DIV-OHS-01-04 Road Safety and Site Access.
- d) The Contractor is responsible for all permits and approvals for external roads.
- e) Drivers are to ensure they always comply with the BlueScope BSL-OHS-C-03-16 Traffic Management Code of Practice.
- f) Contractors are to provide evidence of their Chain of Responsibility when planning external truck movements.

5.2 Traffic Assessment (vehicular movements)

Port Kembla is well served by an extensive network of road and rail infrastructure.

5.2.1 Over Dimensional movements from Suppliers

During the project, construction vehicles shall utilise the existing arterial roads to gain access to the Port Kembla Steelworks and shall avoid the residential road network.

There are three (3) primary six-lane divided arterial roads linking the Port Kembla Steelworks to the Southern Freeway:

- a) Springhill Road,
- b) Five Islands Road, and
- c) Master's Road.

Access may also be gained through two (2) two-lane roads, namely Old Port Road and Flinders Street.

These roads are suited to delivery of large heavy vehicles and have been detailed by TfNSW as 4.6 m High Vehicle Routes (refer to the 4.6m High Vehicle Route Notice 2013). This notice states the approved 4.6-metre-high routes and special requirements related to construction, loading and equipment.

If equipment is greater than that specified by TfNSW, approval must be sought from TfNSW prior to movement. As a minimum TfNSW will require 2 weeks' notice to confirm the route the load must take. The responsibility for obtaining the appropriate approvals remains the responsibility of the Supplier delivering those items or their transport company.

Commodity Logistics & Import Project SSI-36408005



Equipment entry to the site will be via the Recycling Area gate, accessed from Springhill Road, or the Stockpile Road gate, accessed from Flinders Street or Old Port Road. Springhill Road and Flinders Street are NSW Oversize Overmass Load Carrying Vehicles Network Approved Roads. Once suppliers of oversize equipment have been confirmed and BlueScope has received detailed dimensions, weight and other characteristics, as well as the origin of the materials/equipment to be transported, BlueScope or its heavy haulage contractors will contact the TfNSW Special Permits Unit to discuss requirements. It is understood that supporting information for permits may require route and bridge assessments. BlueScope is committed to working closely with the TfNSW Special Permits Unit at the appropriate time to determine, and address, appropriate routes and permitting requirements.

5.2.2 Over Dimensional movement through the BSL Steelworks

It is anticipated that less than 1% of the projects traffic will be heavy and/or oversized vehicles. The BlueScope Steel internal roads have been categorised to separate, wherever practical, heavy vehicles and commercial vehicles.

Appendix E Interworks Map of Port Kembla Steelworks illustrates road designations, with red being exclusive for heavy vehicles roads and yellow for light and heavy vehicles.

The route utilised within the works to deliver product will be dependent upon the source and destination of the delivery, and the size of the load (weight, height, and width). Drawing 542479 shown in Appendix F Delivery Routes Within Port Kembla Steelworks highlights the potential routes that will be required during the project and details the limits of each road.

The roads surrounding the project sites are primarily two-directional and are utilised by all the service vehicles requiring access to the site. Some of these vehicles include:

- a) Employee cars.
- b) Departmental vehicles.
- c) Service vehicles, primarily Utes and vans.
- d) Dump trucks.
- e) Forklifts.
- f) Trucks – mixture of A and B-doubles, and truck & dog configurations.
- g) Kress Carriers.

Within BlueScope Steel, there are several “owners” of specific areas of the road network who will need to be consulted to gain permission to move out of gauge or heavy loads. BSL procedure DIV-AR-RO-03 Obtain Authorisation to Close a Road and Notify Relevant Departments of the Closure to determine the road owner and the process to be followed. This procedure references form number F.DIV-AR-RO-03.02 List of BSL Port Kembla Steelworks Road Ownership.

To gain authority to move heavy vehicles requires 24 hours’ notice as a minimum. A copy of the form Request for Road Access By Oversize Vehicles or Loads (F.DIV-AR-RO-04.01) is provided Section in 0 and requires 24 hours’ notice as a minimum.

5.2.3 Environmental Requirements

The contractor will take into consideration the following when planning to drive to, in and from the site.

- a) Ensure that when transporting materials to and from the PKSW site, that the loads are covered and are that material will not spill onto a public roadway. This includes, large items being transported, materials that may cause excessive dust in transit, construction rubble etc. All vehicles leaving PKSW are to ensure that the wheels, underside of carriage and trailer and steps are washed using the wheel wash at the site egress location.
- b) All vehicles movements to and from site are to ensure that they do so in a manner, which does not create unreasonable or unnecessary noise or vibration.
- c) That all vehicles coming to and from site do not obstruct public roadways with materials, vehicles and refuse skips or the like.

Commodity Logistics & Import Project SSI-36408005



5.2.4 Traffic Control

If a contractor is required to implement traffic control as part of their scope, they must ensure that the traffic control company abides by the following requirements.

- a) Engage a recognised, qualified and registered traffic control company assigned to the works. The company must have the appropriate qualifications and all staff need to be trained to perform traffic control duties safely as per the relevant codes of practice.
- b) They have completed the relevant BlueScope inductions to enter the PKSW site and all relevant departmental inductions.
- c) Have the correct equipment to perform traffic control safely using the AS 1742 Set – 2014 Manual of uniform traffic control devices.
- d) Provide a Traffic Guidance Scheme (TGS) for the works.

5.2.5 Speed Zones

Variable speed zones are in place throughout the Steelworks and are sign posted accordingly. The nominal speed is 40km/h.

6 Traffic Management Implementation

The following routes have been identified for the project. Reference drawing 542479 for site map.

6.1 Parking

Private vehicles are not permitted on site and the Contractor shall consider shuttle buses where required. Only approved vehicles are permitted beyond the Christy Drive carpark area, with approved vehicles displaying a Permit sticker in the front window.

Employees personal vehicles shall only be parked at the Christy Drive carpark at the rear of the Project Office at the eastern end of the parking lot, or in the overflow carpark on Christy Drive as shown in Figure 4: Private Vehicle Parking

Vehicles are specifically prohibited from parking in the construction site unless they form an integral part of the construction teams. Vehicles delivering personnel, tools or equipment are to be parked within the designated parking area inside the construction site after the task has been completed. Vehicles parked on the construction site must have the keys left in the ignition.

All Pedestrians must wear full PPE when accessing the construction site from the carpark.



Figure 4: Private Vehicle Parking

6.2 PPE requirements

The minimum PPE requirements for the construction site access are as follows:

- a) Hi Vis Shirts/jackets;
- b) Long work pants;
- c) Hard Hat;
- d) Steel cap boots, lace up (no elastic sides);
- e) Gloves suitable to the task to be performed;
- f) Safety glasses; and
- g) Goggles for dusty environments.

6.3 Deliveries

6.3.1 Delivery Vehicles

- a) Delivery drivers are subject to the same PPE requirements as those doing construction work.
- b) One-off deliveries outside of these times are permitted on a case-by-case basis and must be planned and communicated with the BlueScope Project Team prior to the event.
- c) Delivery Drivers must remain with the vehicle at all times.

6.3.2 Delivery Times

The projects approved delivery times to site are:

- a) Monday to Friday: 7:00am to 5:00pm

Commodity Logistics & Import Project SSI-36408005



- b) Saturday: 8:00am to 12:00pm.
- c) Sundays and public holidays: No work
- d) Out of hours deliveries are by prior approval only.

6.3.3 Unloading and loading

When carrying out loading and unloading activities:

- a) Delivery Drivers must remain with the Vehicle at all times.
- b) Delivery Driver can only access the truck deck if compliant with BSL Fall prevention procedure. Refer to BZ-SEQ-S-03-213 Fall Prevention.
- c) All loads arriving to site must comply with National Transport Commissions Load Restraint Guide. Loads failing to meet the requirement outlined in the Load Restraint Guide will be Denied site access.
- d) Contractor to establish delivery locations on site. Locations to include exclusion zones for unloading and loading.
- e) Loading and unloading must comply with BSL No Touch Policy Refer to BZ-OHS-S-03-04 Hand Safety Standard.

6.4 Road Rules

The road rules as contained within the NSW Road Rules 2014 are to be observed when driving at the PKSW. The exceptions to the Code are that, throughout the Steelworks, pedestrians must give way to vehicular traffic and traffic will observe any changes to normal traffic flow for the purposes of maintenance or projects or any other requirement as advised by the Project Team.

Speed limits are to be observed within the Port Kembla Steelworks site are signposted and, in some instances, can be temporarily signposted for specific equipment movements, road maintenance or plant maintenance activities.

Random speed auditing is conducted by the site security provider BSMS Security.

For further information see the Road Safety and Site Access procedure (DIV-OHS-01-40).

6.5 Railway Crossings

In Port Kembla Steelworks all railway crossings include STOP signs. They function the opposite to those on public roads.

Vehicles must come to a complete stop no closer than 2.5m to the nearest rail of the crossing, give way to any trains and proceed only when it is safe to do so.

6.6 Fitness for Duty

The Fatigue Management (Fitness for Work) Policy (BZ-SEQ-S-04-10) is applicable to all persons who access BlueScope owned sites.

BlueScope carries out random and for-cause testing of all personnel who access port-controlled areas for drugs and alcohol. Refer to Alcohol and Other Drugs Policy: DIV-OHS-08-03

Any driver that is involved in a motor vehicle or mobile plant incident that occurs on the Project which results in injury to persons or damage to property, shall be subject to drug and alcohol testing in accordance with Alcohol and Other Drugs Policy.

6.7 Fit for Purpose

Transport companies are to ensure they meet a number of requirements prior to allocating vehicles to move cargo. The vehicle selected to transport the materials and equipment shall be load capable, mass capable and fit for purpose. Poorly loaded vehicle will not be unloaded and refused entry to site.

7 Monitoring and Measurement

7.1 Site inspections and record keeping

The Construction Manager will ensure that the Traffic Management Plan is implemented and evaluated for effectiveness. The Supervisor shall inspect and monitor traffic movements around the site in conjunction with the personnel who have erected the control measures. The outcomes of the inspection will be diarised for the information of the Construction Manager.

Inspections shall be undertaken as required and at a minimum on the following occasions:

- a) before the start of work activities on site
- b) during the hours of work
- c) closing at the end of construction

Where significant changes to the work or traffic environment or adverse impacts are observed, the controls should be reviewed as a matter of urgency. Daily Inspection sheets shall be completed by the person undertaking the inspections and reviewed by the supervisor. All variations to the report shall be forward to the Construction Manager All audits are to be entered into MARS, and any corrective actions assigned and managed through this system.

All non-conformances are to be discussed at the daily operational meeting for rectification.

7.2 Auditing

One compliance audit shall be conducted following setting-up of the traffic management and prior to commencement of the works. Audit findings, recommendations and actions taken shall be documented and copies forward to the Construction Manager.

8 Environmental Planning Restrictions

In order to protect the environment and to minimise impact on residents surrounding the BlueScope Steel site, the following precautions must be taken:

- a) All vehicles that leave unsealed roads must utilise on site truck wheel washing stations to minimise the effects of fugitive dust.
- b) Loads on vehicles removing spoil or delivering material to be within the TfNSW legal weight limits, travel only on approved highways, loads secured and covered.
- c) All vehicles removing equipment or materials from the reline site must either have their loads covered, or the ends capped from equipment to prevent dust and contaminates falling onto the road.

9 Delivery Routes

The preferred delivery route for all deliveries to site are detailed in Appendix F Delivery Routes Within Port Kembla Steelworks

Commodity Logistics & Import Project SSI-36408005



Appendix A - Risk Mitigation Strategies

Table 3: Risk Mitigation Strategies

Control	Timing	Methodology	Responsibility	Monitoring and Reporting	Performance measure
Prior to construction					
Inform all stakeholders of the proposed works, including work program, traffic routes and hours of work	Prior to works commencing	Arrange through consultation committees	Project Coordinator	Confirmation of meeting prior to works	Minutes and/or attendance sheets
Develop a non-conformance register	Prior to works commencing	MARS	HSE Coordinator	Inspect register	Non-conformances tabled in operations morning meeting
Clearly label routes and access points	Prior to works commencing	Arrange for signs to be erected	Area Superintendent	Site inspection	Non-conformances tabled in operations morning meeting
During construction					
Notify adjoining properties likely to be affected by noise	Minimum of 5 days in advance	Via BSL External Affairs	Construction Manager	Continuous	Issues from the public or authorities
Ensure traffic access is through designated entry/access points	Ongoing	Traffic Management Plan	Contractors	Continuous	Auditing/ incidents reported through MARS
Keep exposed surfaces disturbed by trucks moist with water or dust suppressant as required	Daily or as necessary when dry or windy weather conditions prevail	Watering of road and laydown areas scheduled	Contractor	Continuous	Auditing/ incidents reported through MARS
Ensure all vehicles leaving site utilise truck wheel wash where required	At all times	Traffic Management Plan	Contractors	Continuous	Auditing/ incidents reported through MARS


Commodity Logistics & Import Project SSI-36408005



Ensure no vehicles exceed maximum sign posted within the site	At all times	Traffic Management Plan	Contractors	Continuous	Auditing/ incidents reported through MARS
Ensure trucks transporting loose material to and from site are covered	Ongoing	Traffic Management Plan	Contractors	Continuous	Auditing/ incidents reported through MARS
Ensure delivery and removal of materials is planned and scheduled	At all times	Traffic Management Plan	Contractors	Ensure deliveries arrive at scheduled times	Auditing/ incidents reported through MARS
Delivery drivers to be escorted by project inducted people	Continuous	Traffic Management Plan	Contractors	Continuous	Auditing/ incidents reported through MARS
Delivery drivers to made aware of hazards driving through Stockpile Road	Prior to commencing work	Traffic Management Plan	Contractors	Continuous	Auditing/ incidents reported through MARS
Communicate daily with Coke making Team Leader	Daily, and when changes to plans occur	Traffic Management Plan	Project Team	Daily	Auditing/ incidents reported through MARS
Communicate daily with BOP team leader	Daily, and when changes to plans occur	Standards procedures	Operations	Planned	Auditing/ incidents reported through MARS
Communicate daily with shipping team leader	Daily, and when changes to plans occur	Standards procedures	Operations	Planned	Auditing/ incidents reported through MARS
Oversize and wide loads	Prior to works commencing	Traffic Management Plan	Contractors	Daily	Auditing/ incidents reported through MARS
Road Closures	Prior to works commencing	Traffic Management Plan	Contractors	Daily	Auditing/ incidents reported through MARS




Appendix B Oversize Overmass Permit

 BlueScope	DIVISIONAL HANDBOOK Alliances & Recycling <small>Controlled Document on day of Print only 29/01/2024</small>		
<div style="border: 1px solid black; padding: 5px; margin: 0 auto; width: 80%;"> <p style="margin: 0;">FORM - REQUEST FOR ROAD ACCESS BY OVERSIZE VEHICLES OR LOADS</p> <p style="margin: 0; font-size: small;">(REFER: DIV-AR-RO-04 OVERSIZE VEHICLE/LOADS - ESCORTING PROCEDURE FOR PORT KEMBLA STEELWORKS.)</p> </div>			
PART A: REQUEST FOR ROAD ACCESS			
FROM:	TO:		
TITLE:	DEPT:		
DEPT:	PHONE:		
PHONE:			
DATE:			
REASON FOR ROAD ACCESS:			
DATE: / / TO / / TIME: AM / PM UNTIL: AM / PM			
FREQUENCY:			
MOVEMENTS PER HOUR:	MOVEMENTS PER DAY:		
ACCESS ROADS REQUIRED:			
DESCRIPTION OF LOAD:			
TARE WEIGHT:	GROSS WEIGHT:		
TYPE OF VEHICLE TO BE USED:			
MAP ATTACHED: YES <input type="checkbox"/> NO <input type="checkbox"/> (TICK BOX)			
PART B: AUTHORITY TO ACCESS ROADS			
AUTHORISATION GIVEN: YES <input type="checkbox"/> NO <input type="checkbox"/> (TICK BOX)			
AUTHORISED BY:	DEPARTMENT:		
TITLE:	PHONE: DATE:		
SIGNATURE:			
COMMENTS			
PART C: OVERSIZE VEHICLE/LOAD - ROAD ACCESS NOTIFICATION			
DISTRIBUTION LIST:	Phone / E-Mail	DISTRIBUTION LIST:	Phone / E-mail
SECURITY Services (Control Room)	4275 7575		
RELEVANT DEPARTMENTS:			
REVISION No : 2		REFERENCE: P.DIV-AR-RO-04.01	
ISSUED : MAY 2019 LAST REVIEW: NOVEMBER 2022		Page 1 of 1	



Appendix C Road Closure Permit



DIVISIONAL HANDBOOK
 Alliances & Recycling
Controlled Document on day of Print only 29/01/2024

FORM – REQUEST FOR ROAD CLOSURE

HALF ROAD
 FULL ROAD - =(TICK BOX)

PART-A: REQUEST FOR ROAD CLOSURE
(TO BE FILLED OUT BY ACTIONING DEPARTMENT & E-MAILED TO DEPARTMENT RESPONSIBLE FOR ROAD)

<u>REQUESTOR</u>	<u>ROAD OWNER</u>
NAME: _____	NAME: _____
TITLE: _____	DEPT: _____
<u>DEPT</u> : _____	PHONE: _____
DATE: _____	
PHONE: _____	

ROAD TO BE CLOSED: _____

DATE: ____/____/____ TIME: _____ UNTIL DATE: ____/____/____ TIME: _____

REASON FOR CLOSURE: _____

ALTERNATIVE ACCESS: _____

1.LOCATION MAP ATTACHED: YES NO =(TICK BOX)

2.TRAFFIC CONTROL PLAN NO:

PART-B: ROAD OWNER AUTHORITY TO CLOSE ROAD
(TO BE FILLED OUT BY DEPARTMENT RESPONSIBLE FOR ROAD & E-MAILED TO ACTIONING DEPARTMENT)

AUTHORISATION GIVEN: YES NO =(TICK BOX)

AUTHORISED BY: NAME: _____ TITLE: _____

DEPARTMENT: _____ PHONE: _____ DATE: _____

SIGNATURE: _____

COMMENTS: _____


PART-C: ROAD CLOSURE NOTIFICATION
(TO BE E-MAILED OUT BY ACTIONING DEPARTMENT)

DISTRIBUTION LIST: _____

REVISION No: 6
ISSUED MAY 2019 | LAST REVIEW: NOVEMBER 2022

REFERENCE: F.DIV-AR-RO-03.01
Page 1 of 1

Appendix D Application for Access

		<h1>APPLICATION FOR ACCESS</h1>		Health and Safety																														
1. ACCESS TYPE AND PERSONAL DETAILS:																																		
Access Required <input type="checkbox"/>		Vehicle Permit <input type="checkbox"/>		Access Card <input type="checkbox"/>																														
Essential Services <input type="checkbox"/>																																		
Full Name: _____		Drivers Licence No: _____																																
Dept/ Company Name: _____		Complyflow/Passport No _____																																
Contact Details: Work Phone _____		Mobile: _____																																
Email _____																																		
New Expiry Date _____		Or <input type="checkbox"/> (BlueScope Employees)																																
		<input type="checkbox"/> (3 years maximum for BlueScope Contractors)																																
Vehicle Type e.g. Sedan: _____		Rego No.: _____		Vehicle make: _____																														
Colour: _____																																		
<table border="1" style="width: 100%;"> <tr> <td style="width: 80%;">I have completed the Illawarra Site Induction; (Protective Services to verify record via certificate/GSAP or Comply Flow)</td> <td style="width: 20%;"></td> </tr> <tr> <td>My Authorising Manager has sighted my current driver's licence</td> <td></td> </tr> </table>					I have completed the Illawarra Site Induction; (Protective Services to verify record via certificate/GSAP or Comply Flow)		My Authorising Manager has sighted my current driver's licence																											
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My Authorising Manager has sighted my current driver's licence																																		
2. AREA(S) ACCESS REQUIRED:																																		
<table border="1" style="width: 100%;"> <tr> <th colspan="2" style="text-align: center;">Single Zone (Circle One)</th> </tr> <tr> <td colspan="2" style="text-align: center;">(Blue, Yellow, Green, Purple)</td> </tr> <tr> <td style="width: 50%;"> Ironmaking and Slabmaking (BLUE) </td> <td style="width: 50%;"> Hot Mills (YELLOW) </td> </tr> <tr> <td> Cokemaking (GREEN) </td> <td> Recycling (PURPLE) </td> </tr> <tr> <td colspan="2" style="text-align: center;"> Springhill Works (YELLOW) </td> </tr> <tr> <td colspan="2" style="text-align: center;"> CRM, Stainless (ORANGE) </td> </tr> </table>		Single Zone (Circle One)		(Blue, Yellow, Green, Purple)		Ironmaking and Slabmaking (BLUE)	Hot Mills (YELLOW)	Cokemaking (GREEN)	Recycling (PURPLE)	Springhill Works (YELLOW)		CRM, Stainless (ORANGE)		<table border="1" style="width: 100%;"> <tr> <th colspan="2" style="text-align: center;">Multi Zone (Circle all Required)</th> </tr> <tr> <td colspan="2" style="text-align: center;">(RED STICKER)</td> </tr> <tr> <td style="width: 50%;"> Ironmaking and Slabmaking </td> <td style="width: 50%;"> Hot Mills </td> </tr> <tr> <td> Cokemaking </td> <td> Recycling </td> </tr> <tr> <td colspan="2" style="text-align: center;"> No 1 Works, Steelhaven </td> </tr> <tr> <td colspan="2" style="text-align: center;"> CRM, Stainless </td> </tr> </table>		Multi Zone (Circle all Required)		(RED STICKER)		Ironmaking and Slabmaking	Hot Mills	Cokemaking	Recycling	No 1 Works, Steelhaven		CRM, Stainless		<table border="1" style="width: 100%;"> <tr> <th colspan="2" style="text-align: center;">Building/ Turnstile (TS) Access</th> </tr> <tr> <td colspan="2" style="text-align: center;">(Circle access required)</td> </tr> <tr> <td style="width: 50%; vertical-align: top;"> <ul style="list-style-type: none"> • Altair, Sirius, Vega Buildings • North Gate Car Park • ROC Buildings </td> <td style="width: 50%; vertical-align: top;"> <ul style="list-style-type: none"> • Cokemaking TS • Lysaght TS • Port North TS • Christy Drive TS • Cringila TS Loop Rd </td> </tr> </table>	Building/ Turnstile (TS) Access		(Circle access required)		<ul style="list-style-type: none"> • Altair, Sirius, Vega Buildings • North Gate Car Park • ROC Buildings 	<ul style="list-style-type: none"> • Cokemaking TS • Lysaght TS • Port North TS • Christy Drive TS • Cringila TS Loop Rd
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For BSL employees, Illawarra Site Induction is here: http://www.ext.bluescopesteel.com/sites/BANZ/people/633/Pages/welcome.aspx																																		
3. PERMIT CONDITIONS AGREEMENT																																		
<table border="1" style="width: 100%;"> <tr> <td style="width: 80%;">I understand that if I am found in an area that I have not been given access to my driving privileges may be revoked</td> <td style="width: 20%;"></td> </tr> <tr> <td>I understand that I can only access gates for the nominated zones</td> <td></td> </tr> <tr> <td>I agree to abide by the Road Safety & Site Access Procedure available on the BSL intranet & internet, or upon request</td> <td></td> </tr> <tr> <td>My vehicle is registered with Roads & Maritime Services (RMS), & I hold a valid Australian driver's licence or approval by a Red Form Authorising Manager to drive with an overseas licence. Failure to comply may result in my dismissal</td> <td></td> </tr> <tr> <td>I understand and agree to the conditions on page 2 of this form</td> <td></td> </tr> <tr> <td>I understand that if I have been invited to another area, I will abide by the rules applying to visitors for that area, including obtaining appropriate permits</td> <td></td> </tr> </table>					I understand that if I am found in an area that I have not been given access to my driving privileges may be revoked		I understand that I can only access gates for the nominated zones		I agree to abide by the Road Safety & Site Access Procedure available on the BSL intranet & internet, or upon request		My vehicle is registered with Roads & Maritime Services (RMS), & I hold a valid Australian driver's licence or approval by a Red Form Authorising Manager to drive with an overseas licence. Failure to comply may result in my dismissal		I understand and agree to the conditions on page 2 of this form		I understand that if I have been invited to another area, I will abide by the rules applying to visitors for that area, including obtaining appropriate permits																			
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4. AUTHORISATION																																		
Applicant's Signature: _____		Date: _____																																
BlueScope or Contractor Manager acknowledges that he/she has sighted all relevant documents.																																		
Name (Please Print): _____		Signature: _____		Date: _____																														
BlueScope Manager Approval: _____ (You must have a BlueScope Manager's signature).																																		
Name printed: _____		Signature: _____		Date: _____																														
Email to PKAdmin@bluescopesteel.com Enquiries: 4275 7582 Office Hours: Monday to Friday – 8:00 am until 12:00 noon																																		
Office use only: CARD NO: _____ PERMIT NO: _____ COLOUR: _____ Processed by: _____ Signed by: _____																																		
Verified current Illawarra Induction Record: <input type="checkbox"/> COMPLY FLOW, OR, <input type="checkbox"/> GSAP Controlled Document on day of Print only 7/05/2020																																		
Revision No: 17		Issued: August 2021		AUTHORISED BY: ALEX ZUZEK, MANAGER H & S ASP MANUFACTURING Sheet 1 of 2 F.DIV-OHS-01-40.01																														



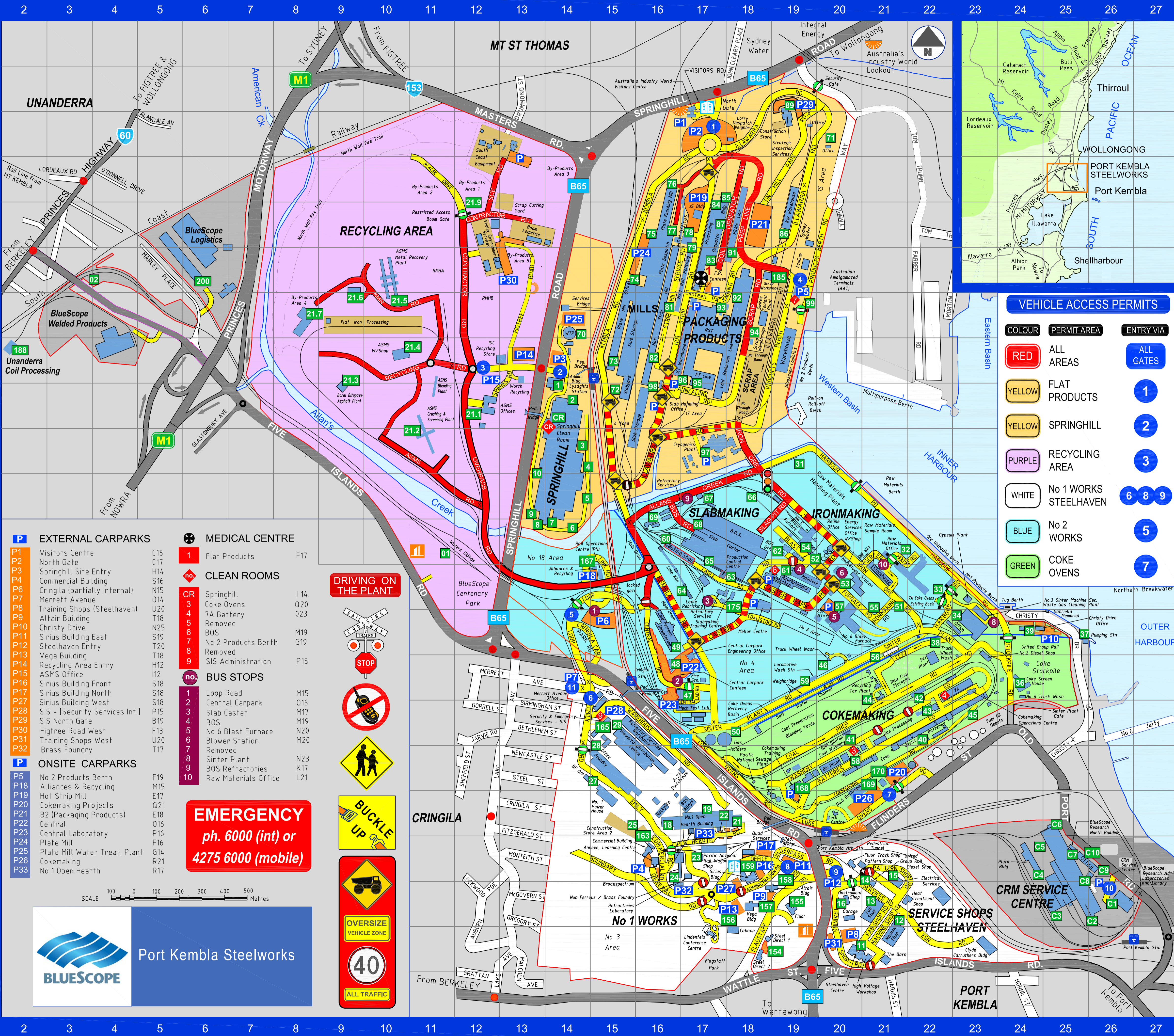
Appendix E Interworks Map of Port Kembla Steelworks

ENTRIES

- 1 NORTH GATE C 17
- 2 SPRINGHILL WORKS H 14
- 3 RECYCLING AREA H 13
- 4 PRODUCTS BERTH F 20
- 5 CRINGILA CARPARK N 14
- 6 No.1 WORKS O 14
- 7 COKE MAKING R 21
- 8 ADMINISTRATION S 19
- 9 STEELHAVEN S 20
- 10 CRM SERVICE CENTRE T 26
- 11 MERRETT AVE O 14

LEGEND

- ROADS USED BY OVERSIZE VEHICLES. RESTRICTED ACCESS.
- ROADS USED BY OVERSIZE VEHICLES WITH ESCORT.
- COMPANY BOUNDARY
- PICK UP POINTS
- MEDICAL CENTRE
- CLEAN ROOM
- SECURITY GATE / ENTRY POINT
- LOCKED GATE
- ACCESS CONTROL GATE
- CAR PARK
- OVERSIZE VEHICLE CROSSING
- BUS STOP
- TRAFFIC LIGHTS
- GENERAL ACCESS TOILET
- A.I.W. LOOKOUT
- A.I.W. GATEWAY SIGN

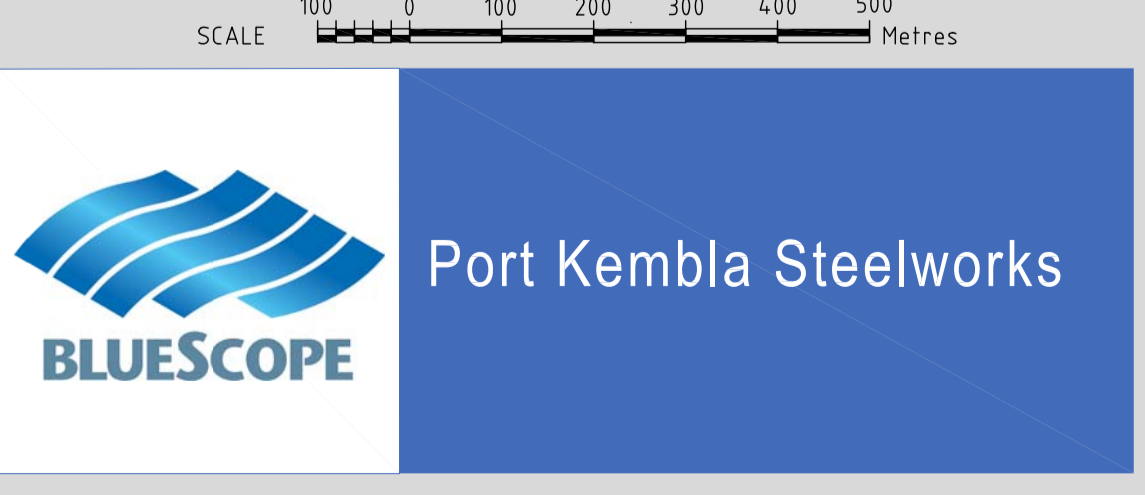


VEHICLE ACCESS PERMITS

COLOUR	PERMIT AREA	ENTRY VIA
RED	ALL AREAS	ALL GATES
YELLOW	FLAT PRODUCTS	1
YELLOW	SPRINGHILL	2
PURPLE	RECYCLING AREA	3
WHITE	No 1 WORKS STEELHAVEN	6 8 9
BLUE	No 2 WORKS	5
GREEN	COKE OVENS	7

- EXTERNAL CARPARKS**
- P1 Visitors Centre
 - P2 North Gate
 - P3 Springhill Site Entry
 - P4 Commercial Building
 - P6 Cringila (partially internal)
 - P7 Merrett Avenue
 - P8 Training Shops (Steelhaven)
 - P9 Altair Building
 - P10 Christy Drive
 - P11 Sirius Building East
 - P12 Steelhaven Entry
 - P13 Vega Building
 - P14 Recycling Area Entry
 - P15 ASMS Office
 - P16 Sirius Building Front
 - P17 Sirius Building North
 - P18 Sirius Building West
 - P19 SIS - [Security Services Int.]
 - P20 SIS North Gate
 - P21 Figtree Road West
 - P22 Training Shops West
 - P23 Brass Foundry
- ONSITE CARPARKS**
- P5 No 2 Products Berth
 - P18 Alliances & Recycling
 - P19 Hot Strip Mill
 - P20 Kokemaking Projects
 - P21 B2 (Packaging Products)
 - P22 Central
 - P23 Central Laboratory
 - P24 Plate Mill
 - P25 Plate Mill Water Treat. Plant
 - P26 Kokemaking
 - P33 No 1 Open Hearth
- MEDICAL CENTRE**
- 1 Flat Products
 - CR Springhill
 - 3 Coke Ovens
 - 4 7A Battery
 - 5 Removed
 - 6 BOS
 - 7 No 2 Products Berth
 - 8 Removed
 - 9 SIS Administration
- CLEAN ROOMS**
- 1 Loop Road
 - 2 Central Carpark
 - 3 Slab Caster
 - 4 BOS
 - 5 No 6 Blast Furnace
 - 6 Blower Station
 - 7 Removed
 - 8 Sinter Plant
 - 9 BOS Refractories
 - 10 Raw Materials Office

EMERGENCY
ph. 6000 (int) or
4275 6000 (mobile)



- PICK UP POINTS**
- 01 WATER SIDINGS
 - 02 UNANDERRA SIDINGS ROAD 5
 - CR SPRINGHILL CLEAN ROOM
 - 1 SPRINGHILL ADMINISTRATION
 - 2 FINISHING DEPARTMENT NORTH END
 - 3 NORTH END CPCM
 - 4 CPCM EAST
 - 5 SPRINGHILL MAIN SUBSTATION
 - 6 INSTRUMENT DEPARTMENT
 - 7 SOUTH MC LINE METAL COATER
 - 8 SOUTH END WATER TREATMENT
 - 9 MECHANICAL SERVICES
 - 10 MAIN PAINT STORE
 - 11 STEELHAVEN CENTRE
 - 12 No 1 MACHINE SHOP
 - 13 STEELHAVEN CLEANROOM
 - 14 STEELHAVEN DIESEL SHOP
 - 15 ELECTRICAL SHOP
 - 16 INSTRUMENT SHOP
 - 17 No 1 OPEN HEARTH BUILDING WEST
 - 18 No 1 OPEN HEARTH BUILDING NORTH
 - 21 No 1 OPEN HEARTH BUILDING CENTRAL
 - 21.1 ASMS OFFICE
 - 21.2 ASMS CRUSHING & SCREENING PLANT
 - 21.3 BORAL BITUPAVE ASPHALT PLANT
 - 21.4 ASMS WORKSHOP
 - 21.5 ASMS METAL RECOVERY PLANT
 - 21.6 IRON PROCESSING AREA
 - 21.7 BY-PRODUCTS AREA 4
 - 21.9 CONTRACTOR ROAD
 - 22 No 1 OPEN HEARTH BUILDING EAST
 - 23 BOGIE REPAIR SHOP
 - 24 BRASS FOUNDRY
 - 25 No 1 WORKS CONSTRUCTION STORE
 - 26 removed
 - 27 No 1 POWER HOUSE WEST
 - 28 FOUNDRY
 - 29 ILLAWARRA DISTRIBUTION CENTRE
 - 31 RAW MATERIALS RAIL DESPATCH
 - 32 RAW MATERIALS MTCE OFFICE
 - 33 BULK BERTH SHIPPING OFFICE
 - 34 SINTER PLANT OFFICE
 - 35 removed (Rev 13)
 - 36 COKE STOCKPILE
 - 37 LIFT PUMP STN. CHRISTY DRIVE
 - 38 PCI PLANT
 - 39 CHRISTY DRIVE CARPARK
 - 40 No 4 BATTERY, PUSHER SIDE
 - 41 COKE OVENS MID WASHERY RD
 - 42 COKE OVENS EAST WASHERY RD
 - 43 COKE OVENS 7A BATTERY
 - 44 COKE OVENS EAST BLENDING RD
 - 45 No 6 BATTERY PUSHER SIDE
 - 46 No 4 COAL STOCK AREA
 - 47 CENTRAL LAB
 - 48 CENTRAL CANTEN
 - 49 DEWATERING & COLD FERROUS PROCESS
 - 50 GASHOLDERS
 - 51 IRON ORE ROAD SOUTH
 - 52 No 5 BLAST FURNACE EAST
 - 53 No 2 BLOWER STATION
 - 54 No 5 BLAST FURNACE WEST
 - 55 No 2 BLOWER STATION SOUTH
 - 56 No 6 BLAST FURNACE STOCKHOUSE
 - 57 No 6 BLAST FURNACE
 - 58 COKE OVENS CLEAN ROOM
 - 59 LADLE REPAIR SHED
 - 61 BOS CLEAN ROOM
 - 62 BOS J CASTER OFFICE
 - 63 SLAB CASTER-EAST END
 - 64 LIME KILN
 - 65 SLAB CASTER SOUTH END
 - 66 BOS SLAGPITS NORTH SIDE
 - 67 DESULPHURISATION PLANT
 - 68 BOS SLAB CASTER WEST END
 - 69 CASTER WATER TREATMENT
 - 70 3500mm PLATE MILL WATER TREATMENT
 - 71 15 AREA SLAB HANDLING
 - 72 SLAB YARD BUILDING SOUTH END
 - 73 3500mm PLATE MILL SOUTH END
 - 74 3500mm PLATE MILL NORTH END
 - 75 PLATE MILL NORTH END NORMALISING
 - 76 PLATE FINISHING MILL NORTH END
 - 77 PLATE DESPATCH NORTH END
 - 78 HOT STRIP MILL JS BUILDING
 - 79 HSM NORTH END PSM MACHINE SHOP
 - 81 HSM EAST SIDE PSM MACHINE SHOP
 - 82 HSM STH END PSM MACHINE SHOP
 - 83 KA BUILDING SOUTH END
 - 84 KA BUILDING NORTH END
 - 85 K BUILDING NORTH END
 - 86 KW WAREHOUSE
 - 87 COIL DESPATCH BUILDING
 - 89 STRATEGIC INSPECTION SERVICES
 - 91 P21 CARPARK
 - 92 TIN MILL COLD MILL
 - 93 TIN MILL PRODUCTION OFFICES
 - 94 SCRAP WEIGHBRIDGE
 - 95 TIN MILL STRAPPING LINE
 - 96 TIN MILL ASSORTING ROOM
 - 97 CYROGENICS PLANT
 - 98 SLAB YARD OFFICE HOT STRIP ROAD
 - 99 No 2 PRODUCTS BERTH
 - 154 STEEL DIRECT
 - 155 FLUOR OFFICE (OLD MEDICAL CENTRE)
 - 156 CABANA
 - 157 VEGA BUILDING
 - 158 ALTAIR BUILDING
 - 159 SIRIUS BUILDING
 - 163 COMMERCIAL BUILDING
 - 165 SIS ADMINISTRATION
 - 167 ALLIANCES & RECYCLING
 - 168 COKE OVENS TRAINING CENTRE
 - 169 COKE OVENS CARPARK
 - 170 COKE MAKING PROJECTS (WHITEHOUSE)
 - 175 SLAB MAKING TRAINING CENTRE
 - 185 SCRAP WORKSHOP
 - 188 UNANDERRA COIL PROCESSING
 - 200 BLUESCOPE LOGISTICS MARLEY PLACE
 - C1 CARPARK RESEARCH SOUTH
 - C2 LOADING BAY
 - C3 TRANSPORT BUILDING
 - C4 PLUTO BUILDING
 - C5 RECLAMATION LOADING DOCK
 - C6 ENTRY END PAINT LINE
 - C7 RESEARCH BUILDING NORTH
 - C8 CRM SERVICE CENTRE - MAIN ENTRY
 - C9 MAIN ADMIN BUILDING SOUTH
 - C10 MAIN ADMIN BUILDING FRONT ENTRY



Appendix F Delivery Routes Within Port Kembla Steelworks

REV No.	DATE	SHEETS REVISED	DESCRIPTION OF CHANGE	CHANGE APPROVAL No.	RESPONSIBLE ENGINEER	DISCIPLINE ENGINEER	REGISTRATION APPROVAL
D	06-02-2024	-	MADE A MULTI SHEET DRAWING, SHTS 0011 TO 0013 ADDED	-	NAME A. ALLITT SIGNATURE	NAME - SIGNATURE	NAME M. ZOUROS SIGNATURE

IMPORTANT DRAWING PACK NOTE:

THIS DRAWING PACK IS SET UP SUCH THAT THE GENERAL ARRANGEMENTS WITH GENERAL NOTES ARE IN THE FRONT OF THE PACK AND SHOP DETAILS ARE NEAR TO THE BACK.

ITEM NUMBERS IN ALL BILL OF MATERIALS IN THIS DRG PACK ?????, TO BE READ AS FOLLOWS.


1. ALL ITEM DESCRIPTORS ARE DESCRIBED AS XX-0000, 00-0000 OR x1-00.
2. WHERE THE FIRST TWO DIGITS BEFORE THE DASH ARE UPPERCASE LETTERS OR NUMBERS, THEY ARE UNIQUE TO THIS DRAWING PACK (IE AA-00, 01-05 ETC).
3. WHERE THE FIRST DIGIT IS A LOWERCASE LETTER, (I.e. a1-10, b2-20 ETC.). THIS TYPE OF DIGIT IS GENERALLY USED FOR PROPRIETARY PARTS/FASTENERS ETC.
4. THE DIGITS AFTER THE DASH IN ANY CASE DESCRIBE THE SHEET NUMBER IN THE DRAWING PACK
EG HB-101 THIS STATES THAT ITEM HB, IS LOCATED ON DRG ?????-0101 AND 02-1001
THIS STATES THAT ITEM 02, IS LOCATED ON DRG ?????-1001.

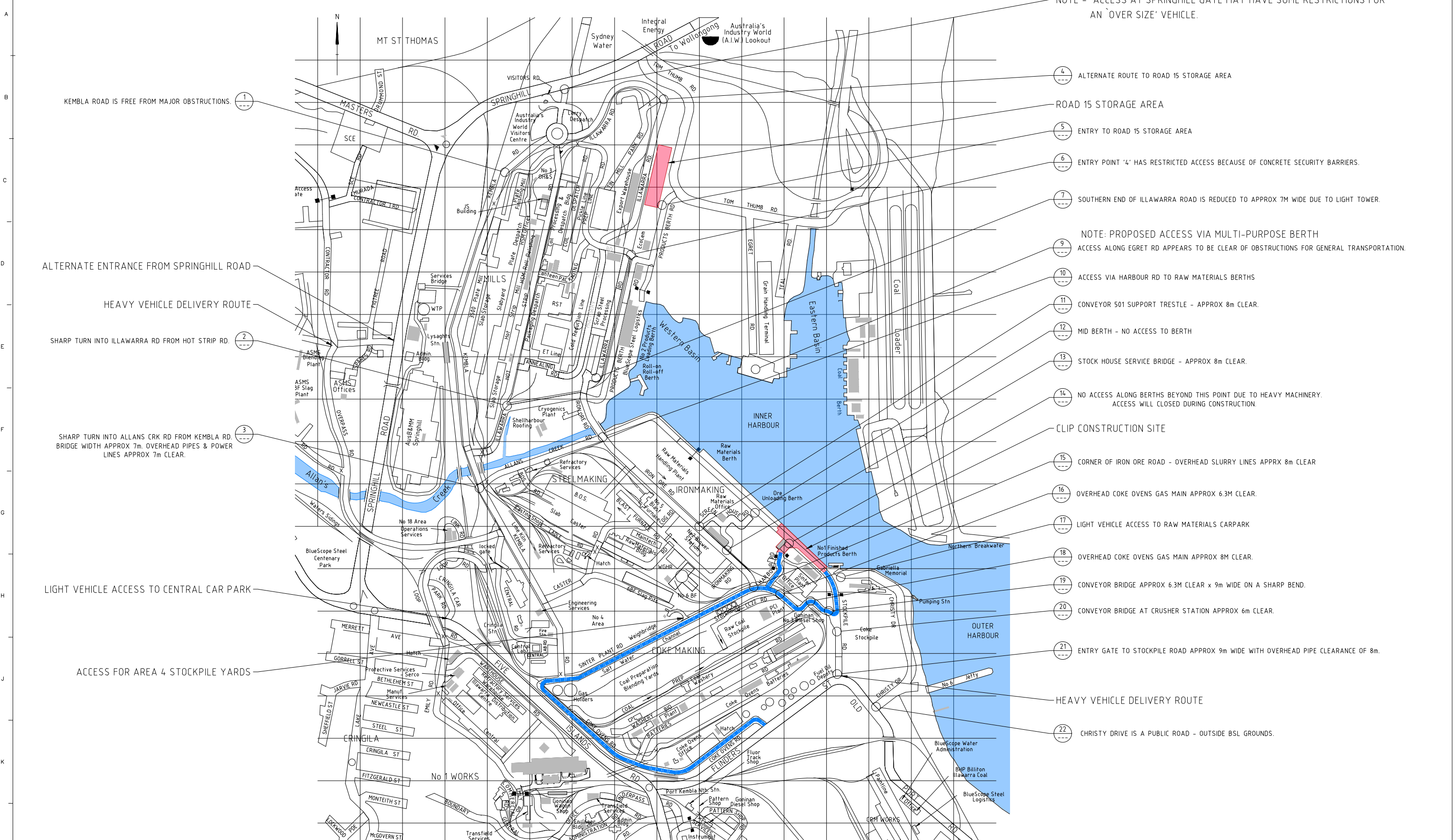
THIS DRAWING PACK CONSISTS OF DRAWINGS:

- 542560_0000A - COVER SHEET.
- 542560_0010 TO 0013 - ARRANGEMENTS.

NOTE:

1. WITHIN THIS DRAWING PACK, EACH DRAWING CONTAINS A RELEVANT REFERENCE DRAWING NUMBER, THIS REFERENCE DRAWING NUMBER REFERS "BACK" TO IT'S APPLICABLE ARRANGEMENT/ASSEMBLY/WELDMENT DRAWING.
2. IN ALL BILL OF MATERIALS, "No OFF" SHOWN ARE FOR 1 OFF ARRANGEMENT/ASSEMBLY/WELDMENT ONLY. (FOR ASSEMBLY QTY'S, REFER "BACK" TO APPLICABLE ARRANGEMENT/ASSEMBLY DRAWING)
BELOW ITEM DESCRIPTION (ON EVERY DETAILED ITEM) "REQ'D" IS FOR ENTIRE ARRANGEMENT (NEW BUILD)
WHEN MAKING 1 OFFS, REFER TO BILL OF MATERIALS FOR "No OFF".

 Port Kembla Steelworks	This design is the property of BlueScope Steel (AIS) Pty Ltd. ABN 19 000 019 625 TITLE BLOCK TO COMPLY WITH SP-ENG-DES-196, VERSION CURRENT AT "DATE DRN"	A3	FUNCTIONAL LOCATION CODES	CHANGE APPR No: -	PROJECT/WBS No:	
	RAW MATERIALS HANDLING BERTH AND COMMODITY HANDLING PROJECTS ARRANGEMENT TRAFFIC MANAGEMENT SITE PLAN			DRAWN M. WHITE	CHECKED -	
DRAWING PRODUCED BY: COMMODITY LOGISTICS AND IMPORT PROJECT.			DATE DRAWN: 06.02.2024	AUTOCAD FILE NAME: 542479 REV D.DWG		
			INDEX CODES J1-02	DRAWING No: 542479_0000A		SHEET REV No D
				DRAWING STATUS: PRELIMINARY - NOT FOR CONSTRUCTION		



NOTE - ACCESS AT SPRINGHILL GATE MAY HAVE SOME RESTRICTIONS FOR AN 'OVER SIZE' VEHICLE.

- ④ ALTERNATE ROUTE TO ROAD 15 STORAGE AREA
- ⑤ ROAD 15 STORAGE AREA
- ⑥ ENTRY TO ROAD 15 STORAGE AREA
- ⑦ ENTRY POINT '4' HAS RESTRICTED ACCESS BECAUSE OF CONCRETE SECURITY BARRIERS.
- ⑧ SOUTHERN END OF ILLAWARRA ROAD IS REDUCED TO APPROX 7M WIDE DUE TO LIGHT TOWER.
- ⑨ NOTE: PROPOSED ACCESS VIA MULTI-PURPOSE BERTH
- ⑩ ACCESS ALONG EGRET RD APPEARS TO BE CLEAR OF OBSTRUCTIONS FOR GENERAL TRANSPORTATION.
- ⑪ ACCESS VIA HARBOUR RD TO RAW MATERIALS BERTHS
- ⑫ CONVEYOR 501 SUPPORT TRESTLE - APPROX 8m CLEAR.
- ⑬ MID BERTH - NO ACCESS TO BERTH
- ⑭ STOCK HOUSE SERVICE BRIDGE - APPROX 8m CLEAR.
- ⑮ NO ACCESS ALONG BERTHS BEYOND THIS POINT DUE TO HEAVY MACHINERY. ACCESS WILL CLOSED DURING CONSTRUCTION.
- ⑯ CLIP CONSTRUCTION SITE
- ⑰ CORNER OF IRON ORE ROAD - OVERHEAD SLURRY LINES APPRX 8m CLEAR
- ⑱ OVERHEAD COKE OVENS GAS MAIN APPROX 6.3M CLEAR.
- ⑲ LIGHT VEHICLE ACCESS TO RAW MATERIALS CARPARK
- ⑳ OVERHEAD COKE OVENS GAS MAIN APPROX 8M CLEAR.
- ㉑ CONVEYOR BRIDGE APPROX 6.3M CLEAR x 9m WIDE ON A SHARP BEND.
- ㉒ CONVEYOR BRIDGE AT CRUSHER STATION APPROX 6m CLEAR.
- ㉓ ENTRY GATE TO STOCKPILE ROAD APPROX 9m WIDE WITH OVERHEAD PIPE CLEARANCE OF 8m.
- ㉔ HEAVY VEHICLE DELIVERY ROUTE
- ㉕ CHRISTY DRIVE IS A PUBLIC ROAD - OUTSIDE BSL GROUNDS.

KEMBLA ROAD IS FREE FROM MAJOR OBSTRUCTIONS.

ALTERNATE ENTRANCE FROM SPRINGHILL ROAD

HEAVY VEHICLE DELIVERY ROUTE

SHARP TURN INTO ILLAWARRA RD FROM HOT STRIP RD.

SHARP TURN INTO ALLANS CRK RD FROM KEMBLA RD. BRIDGE WIDTH APPROX 7m. OVERHEAD PIPES & POWER LINES APPROX 7m CLEAR.

LIGHT VEHICLE ACCESS TO CENTRAL CAR PARK

ACCESS FOR AREA 4 STOCKPILE YARDS



REFERENCE DRAWINGS
 460849 No 5 BLAST FURNACE RELINE MAJOR EQUIPMENT ACCESS ROUTES
 502300 No 6 BLAST FURNACE RELINE AREA LAYOUT
 502328 No 6 BLAST FURNACE RELINE PROJECT TRAFFIC MANAGEMENT

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DE/SPEC:			DE/SPEC:			DE/SPEC:			DE/SPEC:		
RESP ENG: A.ALLITT	REGN APPR: M.ZOURIS		RESP ENG:	REGN APPR: M.ZOURIS		RESP ENG:	REGN APPR: M.ZOURIS		RESP ENG:	REGN APPR: M.ZOURIS	

BlueScope Port Kembla Steelworks

RAW MATERIALS HANDLING
 COMMODITY LOGISTICS AND IMPORT PROJECT
 ARRANGEMENTS
 TRAFFIC MANAGEMENT
 LIGHT VEHICLE ACCESS VIA COKE OVENS GATE

FUNCTIONAL LOCATION CODES: ---
 INDEX CODES: J1-02
 REFERENCE DRAWINGS: ---

Supervisor: ---
 Contractor/Supplier Ref No: ---
 Disc. Engineer or Specialist: ---
 Order No: ---

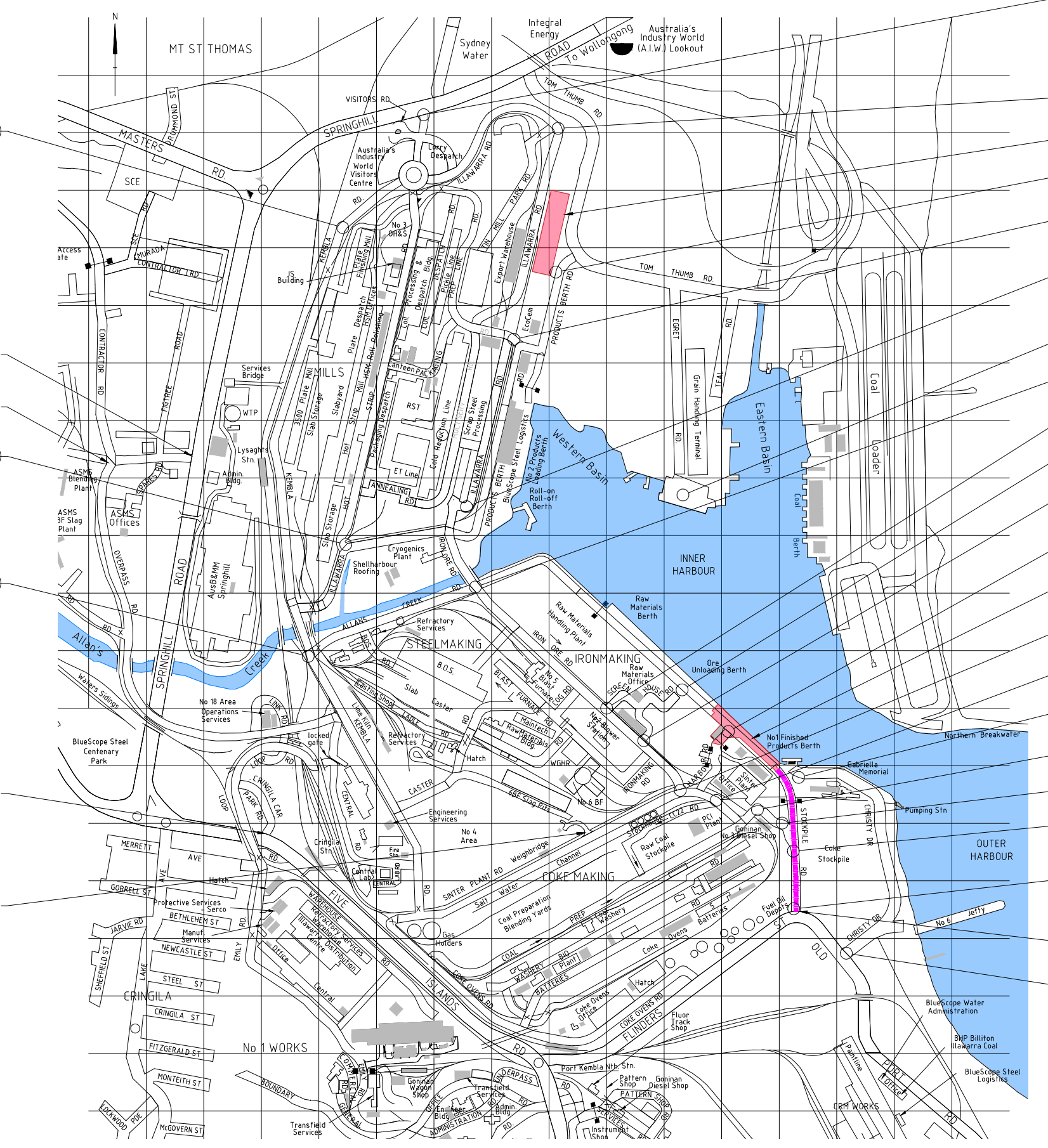
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 PROJECT/WBS No: ---

DRAWN: M.WHITE
 CHECKED: ---
 DISC. ENGINEER OR SPECIALIST: ---
 RESPONSIBLE ENGINEER: A. ALLITT
 REGISTRATION APPROVAL: M. ZOURIS

AUTOCAD FILE NAME: 542479 REV D.DWG
 AUTOCAD PRINT: 01/02/2024 11:00 AM
 DATE DRN: 11/03/2022
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 REV No: D

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- NOTE - ACCESS AT SPRINGHILL GATE MAY HAVE SOME RESTRICTIONS FOR AN 'OVER SIZE' VEHICLE.
- ④ ALTERNATE ROUTE TO ROAD 15 STORAGE AREA
 - ⑤ ROAD 15 STORAGE AREA
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 - ㉔ HEAVY VEHICLE DELIVERY ROUTE
 - ㉕ CHRISTY DRIVE IS A PUBLIC ROAD - OUTSIDE BSL GROUNDS.

KEMBLA ROAD IS FREE FROM MAJOR OBSTRUCTIONS.

ALTERNATE ENTRANCE FROM SPRINGHILL ROAD

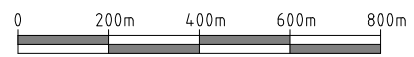
HEAVY VEHICLE DELIVERY ROUTE

SHARP TURN INTO ILLAWARRA RD FROM HOT STRIP RD.

SHARP TURN INTO ALLANS CRK RD FROM KEMBLA RD. BRIDGE WIDTH APPROX 7m. OVERHEAD PIPES & POWER LINES APPROX 7m CLEAR.

LIGHT VEHICLE ACCESS TO CENTRAL CAR PARK

ACCESS FOR AREA 4 STOCKPILE YARDS



REFERENCE DRAWINGS
 460849 No 5 BLAST FURNACE RELINE MAJOR EQUIPMENT ACCESS ROUTES
 502300 No 6 BLAST FURNACE RELINE AREA LAYOUT
 502328 No 6 BLAST FURNACE RELINE PROJECT TRAFFIC MANAGEMENT

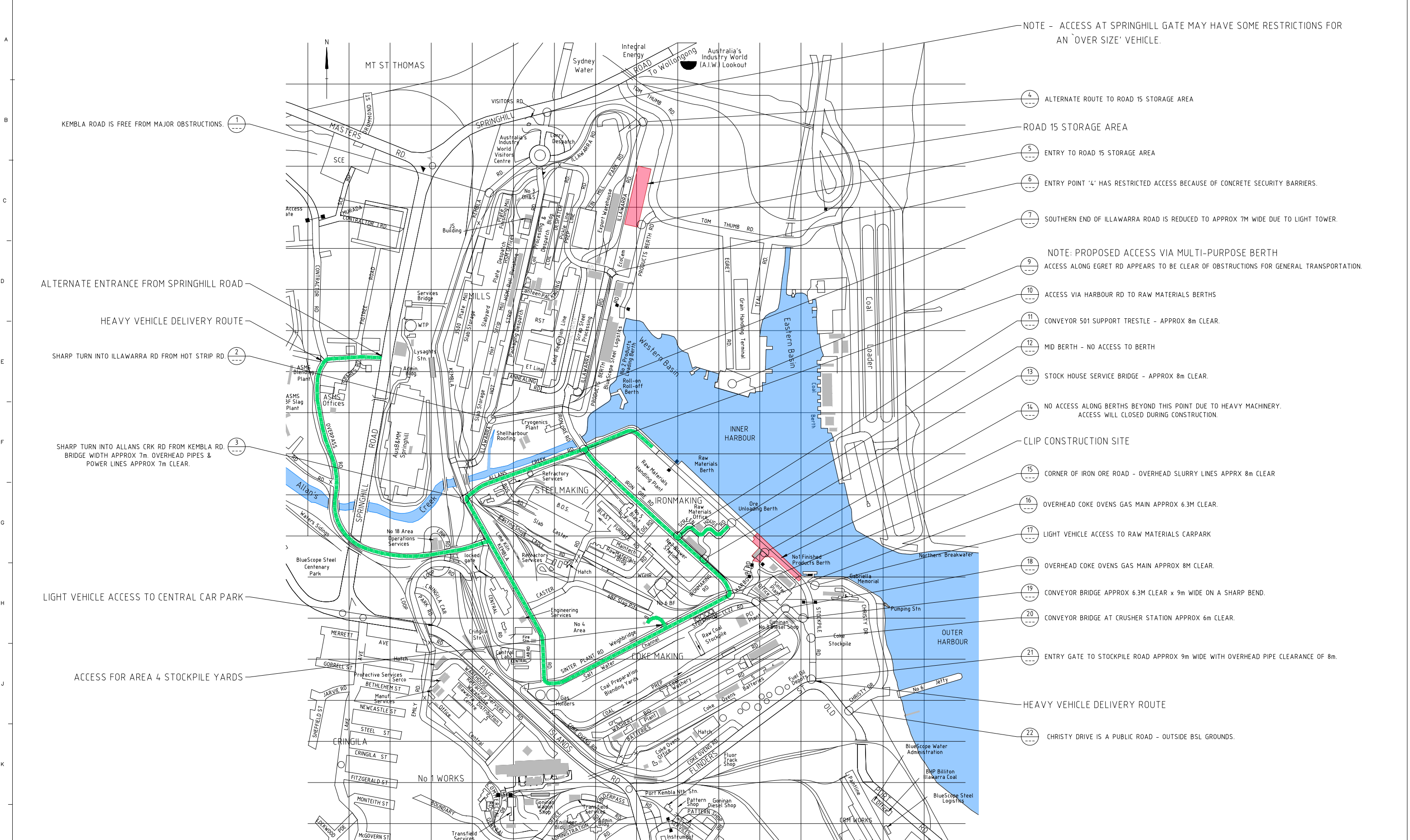
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RESP ENG: A.ALLITT	REGN APPR: M.ZOURIS		RESP ENG:	REGN APPR: M.ZOURIS		RESP ENG:	REGN APPR: M.ZOURIS		RESP ENG:	REGN APPR: M.ZOURIS	

BlueScope Port Kembla Steelworks

RAW MATERIALS HANDLING
 COMMODITY LOGISTICS AND IMPORT PROJECT
 ARRANGEMENTS
 TRAFFIC MANAGEMENT
 HEAVY VEHICLE ACCESS VIA STOCKPILE ROAD GATE

460849 No 5 BLAST FURNACE RELINE MAJOR EQUIPMENT ACCESS ROUTES
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542479_0011



NOTE - ACCESS AT SPRINGHILL GATE MAY HAVE SOME RESTRICTIONS FOR AN 'OVER SIZE' VEHICLE.

KEMBLA ROAD IS FREE FROM MAJOR OBSTRUCTIONS.

ALTERNATE ENTRANCE FROM SPRINGHILL ROAD

HEAVY VEHICLE DELIVERY ROUTE

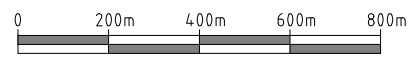
SHARP TURN INTO ILLAWARRA RD FROM HOT STRIP RD.

SHARP TURN INTO ALLANS CRK RD FROM KEMBLA RD. BRIDGE WIDTH APPROX 7m OVERHEAD PIPES & POWER LINES APPROX 7m CLEAR.

LIGHT VEHICLE ACCESS TO CENTRAL CAR PARK

ACCESS FOR AREA 4 STOCKPILE YARDS

- 4 ALTERNATE ROUTE TO ROAD 15 STORAGE AREA
- 5 ROAD 15 STORAGE AREA
- 6 ENTRY TO ROAD 15 STORAGE AREA
- 7 ENTRY POINT '4' HAS RESTRICTED ACCESS BECAUSE OF CONCRETE SECURITY BARRIERS.
- 8 SOUTHERN END OF ILLAWARRA ROAD IS REDUCED TO APPROX 7M WIDE DUE TO LIGHT TOWER.
- 9 NOTE: PROPOSED ACCESS VIA MULTI-PURPOSE BERTH
- 10 ACCESS ALONG EGRET RD APPEARS TO BE CLEAR OF OBSTRUCTIONS FOR GENERAL TRANSPORTATION.
- 11 ACCESS VIA HARBOUR RD TO RAW MATERIALS BERTHS
- 12 CONVEYOR 501 SUPPORT TRESTLE - APPROX 8m CLEAR.
- 13 MID BERTH - NO ACCESS TO BERTH
- 14 STOCK HOUSE SERVICE BRIDGE - APPROX 8m CLEAR.
- 15 NO ACCESS ALONG BERTHS BEYOND THIS POINT DUE TO HEAVY MACHINERY. ACCESS WILL CLOSED DURING CONSTRUCTION.
- 16 CLIP CONSTRUCTION SITE
- 17 CORNER OF IRON ORE ROAD - OVERHEAD SLURRY LINES APPROX 8m CLEAR
- 18 OVERHEAD COKE OVENS GAS MAIN APPROX 6.3M CLEAR.
- 19 LIGHT VEHICLE ACCESS TO RAW MATERIALS CARPARK
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- 21 CONVEYOR BRIDGE APPROX 6.3M CLEAR x 9m WIDE ON A SHARP BEND.
- 22 CONVEYOR BRIDGE AT CRUSHER STATION APPROX 6m CLEAR.
- 23 ENTRY GATE TO STOCKPILE ROAD APPROX 9m WIDE WITH OVERHEAD PIPE CLEARANCE OF 8m.
- 24 HEAVY VEHICLE DELIVERY ROUTE
- 25 CHRISTY DRIVE IS A PUBLIC ROAD - OUTSIDE BSL GROUNDS.



REFERENCE DRAWINGS
 460849 No 5 BLAST FURNACE RELINE MAJOR EQUIPMENT ACCESS ROUTES
 502300 No 6 BLAST FURNACE RELINE AREA LAYOUT
 502328 No 6 BLAST FURNACE RELINE PROJECT TRAFFIC MANAGEMENT

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BlueScope Port Kembla Steelworks

RAW MATERIALS HANDLING
 COMMODITY LOGISTICS AND IMPORT PROJECT
 ARRANGEMENTS
 TRAFFIC MANAGEMENT
 HEAVY VEHICLE ACCESS VIA SPRINGHILL ROAD

FUNCTIONAL LOCATION CODES: ---
 INDEX CODES: J1-02
 REFERENCE DRAWINGS: ---

Supervisor: ---
 Contractor/Supplier Ref No: ---
 Disc. Engineer or Specialist: ---
 Order No: ---

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 PROJECT/WBS No: ---

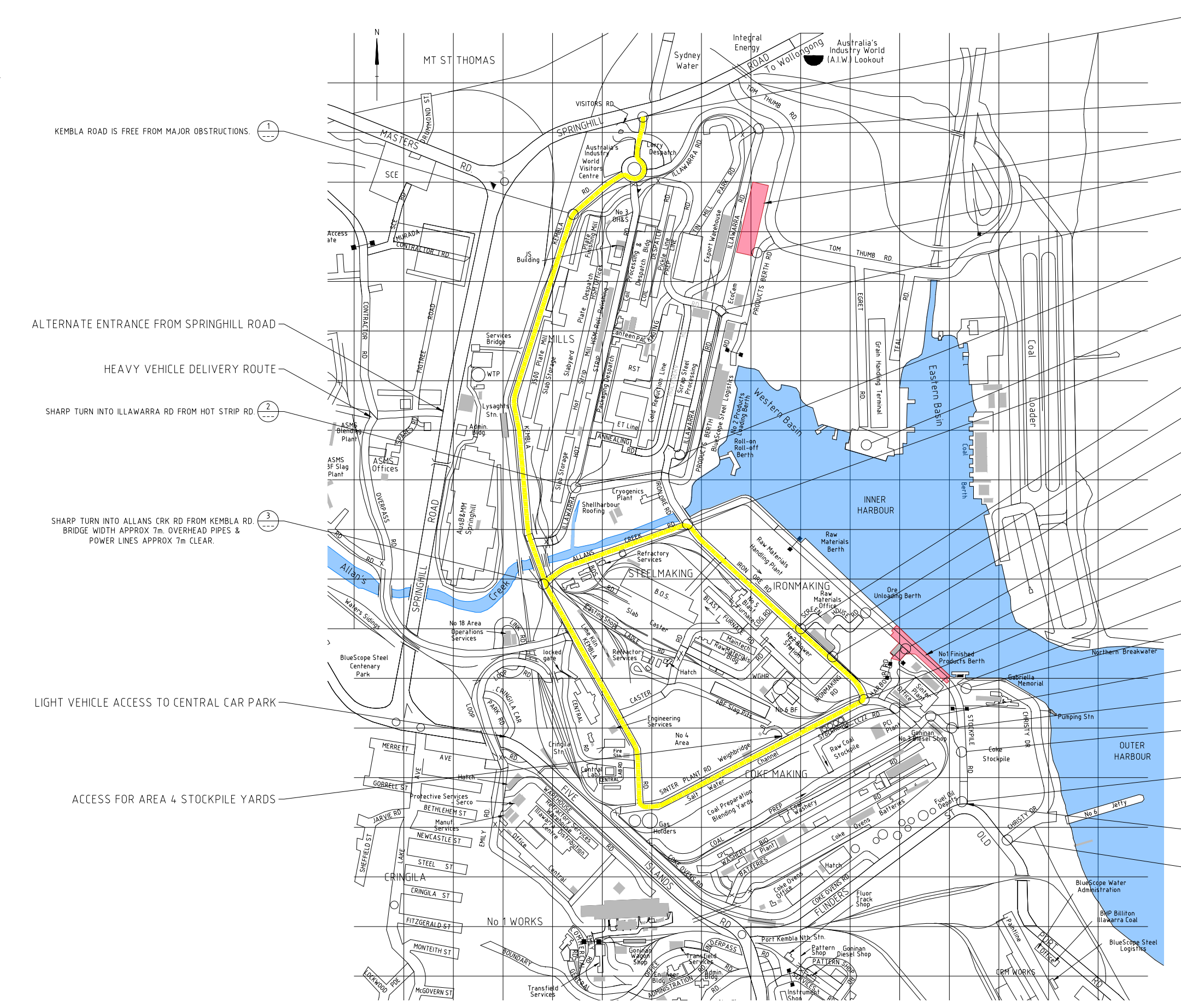
DRAWN: M.WHITE (NEB01)
 CHECKED: D.DARGHAM
 DISC. ENGINEER OR SPECIALIST: A.ALLITT
 RESPONSIBLE ENGINEER: A.ALLITT
 REGISTRATION APPROVAL: M.ZOURIS

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- NOTE - ACCESS AT SPRINGHILL GATE MAY HAVE SOME RESTRICTIONS FOR AN 'OVER SIZE' VEHICLE.
- ④ ALTERNATE ROUTE TO ROAD 15 STORAGE AREA
 - ⑤ ROAD 15 STORAGE AREA
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 - ㉕ CHRISTY DRIVE IS A PUBLIC ROAD - OUTSIDE BSL GROUNDS.

KEMBLA ROAD IS FREE FROM MAJOR OBSTRUCTIONS.

ALTERNATE ENTRANCE FROM SPRINGHILL ROAD

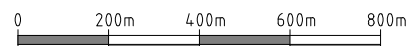
HEAVY VEHICLE DELIVERY ROUTE

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SHARP TURN INTO ALLANS CRK RD FROM KEMBLA RD. BRIDGE WIDTH APPROX 7m. OVERHEAD PIPES & POWER LINES APPROX 7m CLEAR.

LIGHT VEHICLE ACCESS TO CENTRAL CAR PARK

ACCESS FOR AREA 4 STOCKPILE YARDS



REFERENCE DRAWINGS
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DE/SPEC:			DE/SPEC:			DE/SPEC:			DE/SPEC:		
RESP ENG: A.ALLITT	REGN APPR: M.ZOURIS		RESP ENG:	REGN APPR: M.ZOURIS		RESP ENG:	REGN APPR: M.ZOURIS		RESP ENG:	REGN APPR: M.ZOURIS	

BlueScope Port Kembla Steelworks

RAW MATERIALS HANDLING
 COMMODITY LOGISTICS AND IMPORT PROJECT
 ARRANGEMENTS
 TRAFFIC MANAGEMENT
 LIGHT AND HEAVY VEHICLE ACCESS VIA NORTH GATE

FUNCTIONAL LOCATION CODES: ---
 INDEX CODES: J1-02
 REFERENCE DRAWINGS: ---

Supervisor: ---
 Contractor/Supplier Ref No: ---
 Disc. Engineer or Specialist: ---
 Order No: ---

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CHANGE APPROVAL NUMBER: ---
 PROJECT/WBS No: ---

DRAWN: M.WHITE (NEB01)
 CHECKED: D.DARGHAM
 DISC. ENGINEER OR SPECIALIST: A.ALLITT
 RESPONSIBLE ENGINEER: A.ALLITT
 REGISTRATION APPROVAL: M.ZOURIS

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 AUTOCAD PRINT: 01/02/2024 11:03 AM
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Appendix G Driver Code of Conduct

Drivers Code of Conduct

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

General Requirements

All drivers must:

- a) Participate in a Toolbox discussion prior to the commencement of works with the Main Contractor. This will include drivers being taken through the nominated routes (refer to BACH-MPN-CONS Traffic Management Plan and individual project Traffic Managements Plans) that drivers must follow when transporting vehicles.
- b) Attend the BSL site specific induction prior to commencing works on site.
- c) Comply with the requirements in DIV-OHS-01-40 - BSL Road Safety and Site Access Procedure.
- d) Hold a current and valid driver's licence for the class of vehicle that they operate.
- e) Operate a registered and roadworthy vehicle in accordance with the relevant vehicle standards regulations and laws.
- f) Operate on the road system in a safe and professional manner, with consideration for all road users and weather conditions.
- g) Comply with NSW road traffic regulations outside of the Port Kembla Steelworks (PKSW) site and the BSL Divisional Handbook for road safety; adhere to all parking and traffic controls (including load limits) on all public roads and internal PKSW roads; be aware that the NSW Roads are subject to NSW road rules and therefore the normal fine and penalties apply to breaches of the road rules.
- h) Comply with any directions made by authorised officers of Transport for NSW, Traffic Control Officers, NSW Police and Business Security & Management Solutions (BSMS) or other authorised parties.
- i) Be mindful of pedestrians and cyclists accessing the internal road areas and marked road crossings.
- j) Do not obstruct access to any public roads, internal roads, or pedestrian corridors.
- k) No verbal communication with the public or media, refer them to the BSL community hotline.
- l) Maintain a minimum of 3 metres clearance between truck and any excavation edges if possible and safe to do so.

Commodity Logistics & Import Project SSI-36408005



Appendix H Approval Conditions Relevant to the CTMP

Requirement	Details	Reference in this CTMP
Environmental Management Strategy		
C1(h)(i)	A Traffic Management Plan prepared in consultation with TfNSW and Council that includes:	This CTMP
	<ul style="list-style-type: none"> details of the transport route(s) to be used for all construction traffic; 	Appendix F Delivery Routes Within Port Kembla Steelworks
	<ul style="list-style-type: none"> details of the measures that would be implemented to minimise traffic safety issues and disruption to local users of the transport route/s; 	Section 6
	<ul style="list-style-type: none"> details about oversize/overmass vehicle requirements and management; and 	Section 5.2.1 Section 5.2.2 Appendix B Oversize Overmass Permit
	<ul style="list-style-type: none"> a driver's code of conduct; 	Appendix G Driver Code of Conduct