



# **6BF RELINE PROJECT**

## **Construction Traffic Management Plan**

6BFR-PRJ-PLN-0020

Revision 1 20/07/2023



<b>DOCUMENT TYPE:</b>	Management Plan		
<b>DOCUMENT NO:</b>	6BFR-PRJ-PLN-0020		
<b>TITLE:</b>	6BF Reline Project Construction Traffic Management Plan		
<b>GENERAL DESCRIPTION:</b>	Describes the methodology, planning and processes required to demonstrate due diligence in respect of BlueScope Steel Limited Corporate Governance during the construction activities of the Project		
<b>REFERENCED DOCUMENTS:</b>			
<b>ORIGINATOR:</b> David Otsyula	<b>POSITION</b> HSE Manager	<b>DocuSigned by:</b>  4DD25D21077147A...	<b>DATE</b>  09 August 2023   09:17 AEST
<b>CHECKED BY:</b> Trevor Jenkins	<b>POSITION</b> Logistics Manager	<b>DocuSigned by:</b>  770F4594E2884A2...	<b>DATE</b>  10 August 2023   09:46 AEST
<b>CHECKED BY:</b> Anita Rojas	<b>POSITION</b> Senior Environmental Advisor	<b>DocuSigned by:</b>  F423C3951D6644B...	<b>DATE</b>  09 August 2023   11:08 AEST
<b>CHECKED BY:</b> Clint Mackenzie	<b>POSITION</b> Construction Engineer	<b>DocuSigned by:</b>  517CFAFB5BA3413...	<b>DATE</b>  09 August 2023   10:27 AEST
<b>CHECKED BY:</b> Matthew Handicott	<b>POSITION</b> Construction Manager	<b>DocuSigned by:</b>  2B866A67056E45F...	<b>DATE</b>  11 August 2023   08:16 AEST
<b>APPROVED BY:</b> Tim Rodwell	<b>POSITION</b> Project Manager	<b>DocuSigned by:</b>  67E6647D47AA416...	<b>DATE</b>  09 August 2023   09:21 AEST



## REVISIONS

REV NO	DATE	DESCRIPTION	BY	CHKD	APPROVED
1	20/07/2023	Issued for use	DO	TJ, AR, CJM, MH	TMR



# Table of Contents

- 1. Introduction .....5
  - 1.1 Purpose & Application of this Plan .....8
  - 1.2 Objectives .....8
  - 1.3 Scope of Work of Construction Traffic Management Plan .....8
  - 1.4 Project Management System.....9
  - 1.5 Environmental, Health and Safety Policy .....10
  - 1.6 BSL Policies and External Policies .....10
- 2. Existing Traffic and Speed Environment .....13
  - 2.1 Environmental Conditions.....13
- 3. Roles and Responsibilities.....14
  - 3.1 Project Manager .....14
  - 3.2 Construction Manager .....14
  - 3.3 Logistics Manager.....15
  - 3.4 6BF Reline Area Managers .....15
  - 3.5 Construction Coordinators and Logistics Coordinators .....15
  - 3.6 Traffic Controllers .....15
- 4. Vendor / Contractor Responsibilities .....17
  - 4.1 Vendor / Contractor Supervision .....17
  - 4.2 Vendor / Contractor Workforce.....17
  - 4.3 Drivers.....17
  - 4.4 Plant and Equipment .....18
  - 4.5 Incident / Accident Procedures .....18
- 5. Planning .....19
  - 5.1 Risk Identification and Assessment.....19
  - 5.2 Traffic Assessment (vehicular movements).....19
  - 5.3 Traffic Volume and Composition .....25
- 6. Construction Traffic Management Plan Implementation .....27
  - 6.1 Construction Site Perimeter.....27
  - 6.2 Traffic Control Devices .....27
  - 6.3 Signs .....28
  - 6.4 Variable Message Signs.....28
  - 6.5 Delineation .....28
- 7. Monitoring and Measurement.....29



7.1 Site Inspections and Record Keeping .....29

7.2 Construction Traffic Management Plan Auditing .....29

8. Other Considerations .....30

8.1 Environmental Management Measures .....30

8.2 Traffic Plan .....30

8.3 Delivery Request Notification .....30

8.4 Vehicle Specifications .....30

8.5 Management of Change .....31

8.6 Training .....31

8.7 Pedestrian Access to Site .....32

9. Summary .....33

Appendix A. Request for Road Access by Oversize Vehicles or Loads .....36

Appendix B. Traffic Risk Matrix – Inclusive of Loading/Unloading Zones .....37

Appendix C. Delivery Routes .....45

Appendix D. Laydown Areas .....46

Appendix E. Terminology .....47

## 1. INTRODUCTION

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.

This project aims to return the No.6 Blast Furnace (6BF) to service through a reline process, to allow operations to continue at PKSW following the end of the current No.5 Blast Furnace (5BF) campaign with minimal disruption to production levels.

Current planning aims for a transition to a relined No.6 Blast Furnace in 2026, with execution of site works commencing in late 2023.

The project is located in Port Kembla in the Wollongong Local Government area and Illawarra region of NSW. 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 then private internal roads within PKSW.

The project site is an established (brown-field) site located within the No.2 Works at the PKSW. The land to which this project applies, including all connecting infrastructure and materials handling elements that require upgrades as part of the project, is within the southern section of the No.2 Works, and is part of the ironmaking facilities, located within Lot 1 DP 606434. Ancillary construction facilities will also be required, and will be located within the broader PKSW site as shown on Figure 1.2.

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 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. The urban areas of Cringila are located adjacent to the No.1 Works and No.2 Works areas, and are the nearest to the project site, being approximately 1.2 km to the southwest as shown on Figures 1.1 and 1.2.

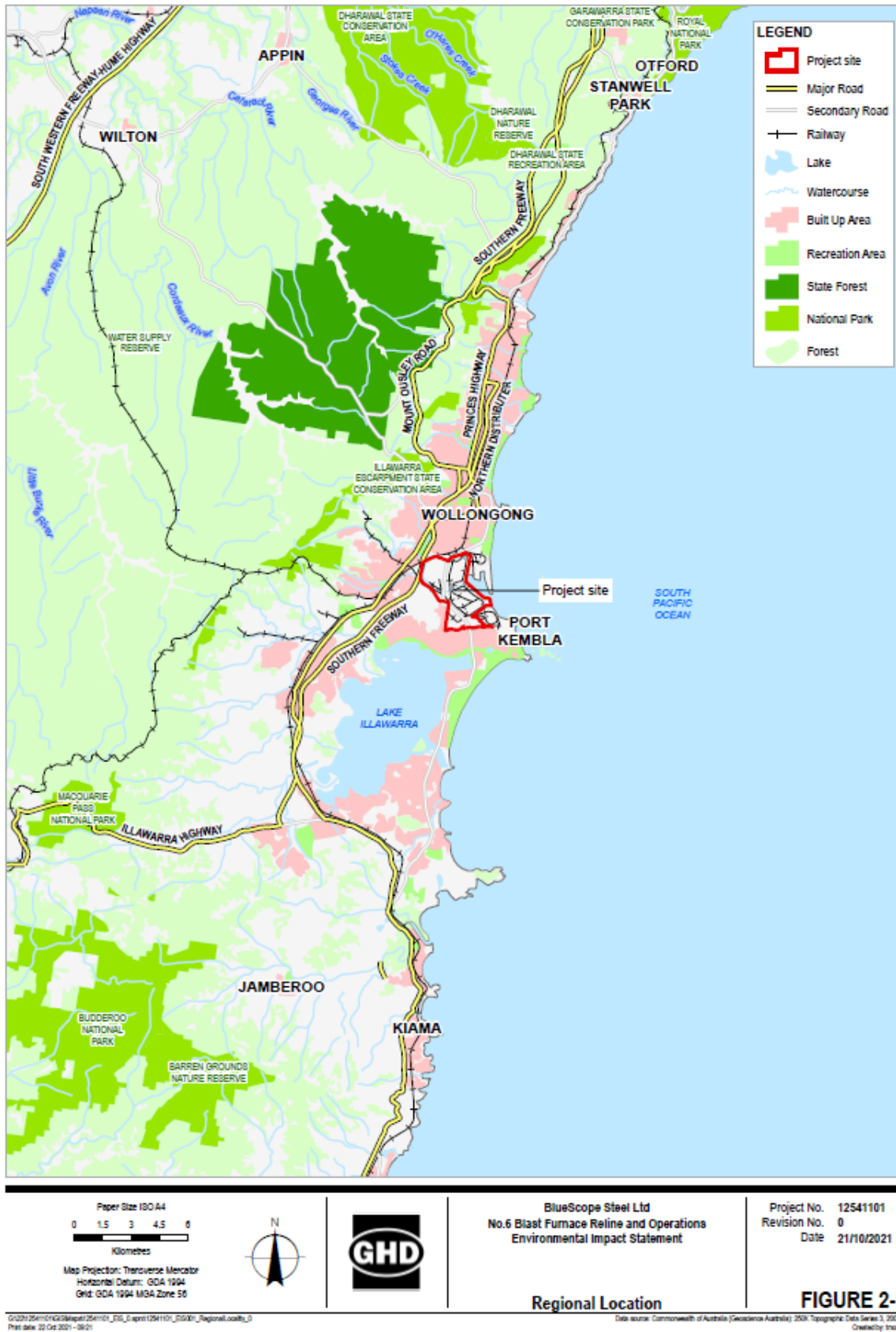


Figure 1.1: Project Regional Location. Extracted from *Blast Furnace No.6 Reline Project Environmental Impact Statement* (p. 5) GHD, 2022.

6BF Reline Project  
Construction Traffic Management Plan

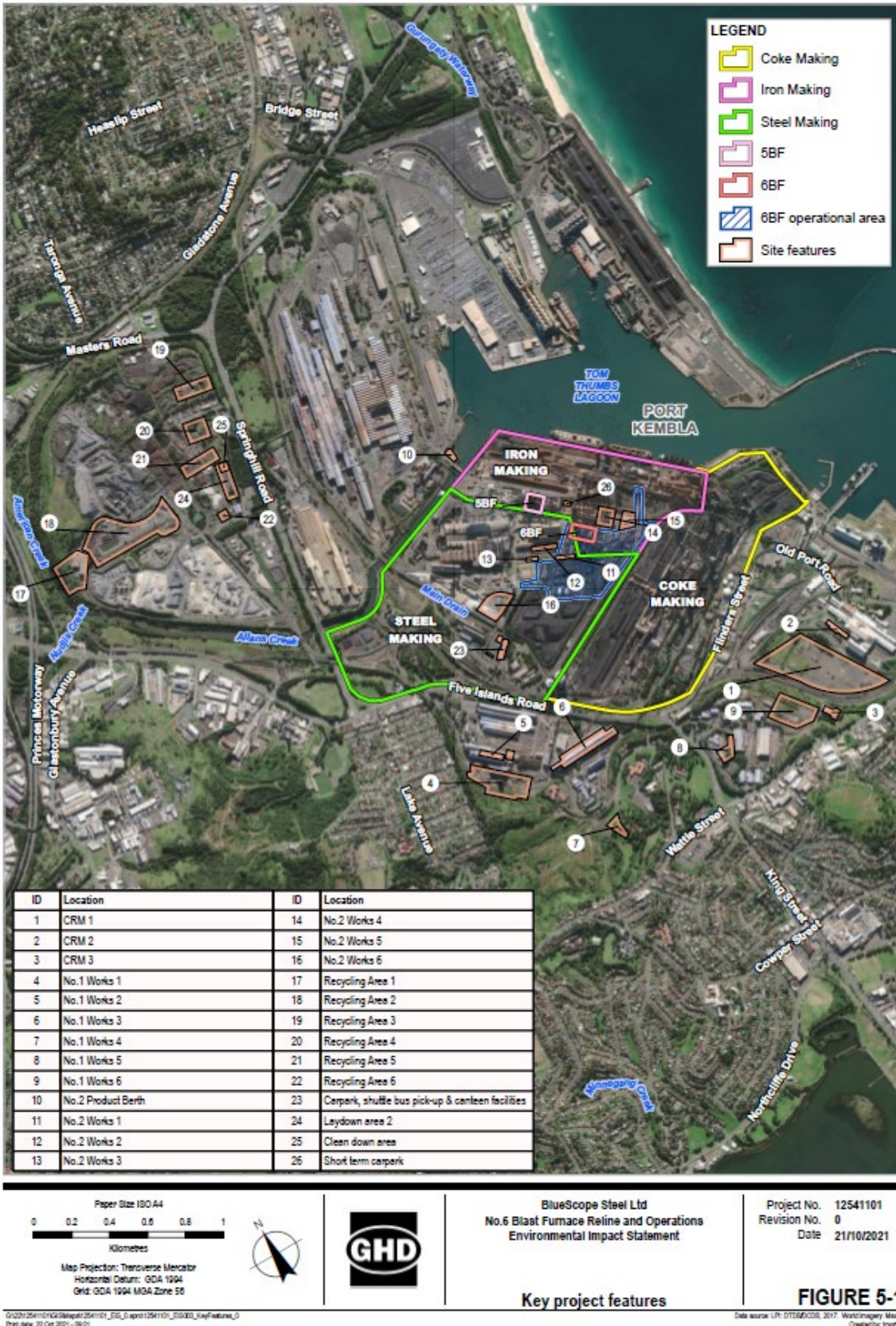


Figure 1.2: Project site and laydown areas. Extracted from *Blast Furnace No.6 Reline Project Environmental Impact Statement* (p. 28) GHD, 2022.



## 1.1 Purpose & Application of this Plan

This Construction Traffic Management Plan provides the traffic management procedures to be implemented by BlueScope employees, contractors, and sub-contractors during the No.6 Blast Furnace Reline Project (6BF Reline Project).

This plan is to be a working document for all site personnel engaged in the work and will be issued to all construction personnel. It may be reviewed from time to time as processes and procedures are modified or requirements varied.

This plan was developed following the finding and recommendations of the Blast Furnace No. 6 Reline Project Traffic Impact Assessment undertaken by GHD in March 2022.

## 1.2 Objectives

The principal objectives of this Construction Traffic Management Plan are to:

- Identify and provide information for project traffic to enable safe access and egress from the construction and storage sites from Port Kembla Steelworks entry points.
- Provide guidelines to protect persons, whether a visitor, contractor, or employee, from traffic hazards that may arise due to the construction activity.
- Minimise and manage the disruption, congestion, delays and risk from project traffic to road users, both internal and external to the BlueScope road network.

To achieve the above objectives, the Construction Traffic Management Plan will provide a plan for the project to deliver:

- Reduced risk of delays and traffic congestion levels caused by the 6BF Reline Project.
- Installation of appropriate warning and information signs, and provision of adequate guidance to delineate the travel routes.
- A guide for Traffic Control Diagrams and Drawings.

To assist in meeting these objectives, the Construction Traffic Management Plan provides information on:

- The Scope of Works for 6BF Reline traffic management.
- Site Conditions within Port Kembla Steelworks.
- Procedures and responsibilities of Project personnel for traffic management.

## 1.3 Scope of Work of Construction Traffic Management Plan

<b>Scope of work</b>	No. 6 Blast Furnace Reline: <ul style="list-style-type: none"> <li>• All traffic movements to and from the 6BF Reline construction site</li> <li>• All traffic movements from the onsite designated storage areas</li> <li>• All traffic movements removing redundant equipment/wastes from the reline site</li> <li>• All traffic movements from Contractor yards to the reline site (e.g. refurbished equipment, toolboxes, consumables)</li> </ul>
<b>Details of work</b>	The construction stages are detailed in the <i>6BF Reline Construction Management Plan</i> (6BFR-PRJ-PLN-0003)
<b>Boundaries</b>	Boundary of the 6BF Reline construction site: <ul style="list-style-type: none"> <li>• Iron Ore Road</li> <li>• Sinter Plant Road</li> <li>• Caster Park Road</li> <li>• Blast Furnace Road</li> <li>• Iron Making Road</li> <li>• Ash Road</li> </ul>
<b>Project Date</b>	Anticipated to commence in late 2023

<b>Estimated Duration</b>	September 2023 to August 2026
<b>Other issues</b>	<p>Constraints within the reline area that form barriers to a streamlined delivery chain include:</p> <ul style="list-style-type: none"> <li>• Mobile equipment on site</li> <li>• Large number of people on site</li> <li>• Restricted entry and exit points</li> <li>• People working at heights above loading/unloading areas</li> <li>• Limited laydown areas</li> <li>• Need to pre-stage a large number of crane lifts</li> <li>• Narrow roadways</li> <li>• Tight turning circles for trucks</li> <li>• Limited rail access</li> <li>• Limited offloading areas</li> <li>• Congested roadways</li> </ul>
<b>Equipment and by-products to be removed from site</b>	<p>All materials to be removed from site will be managed in accordance with the <i>6BF Reline Construction Environmental Management Plan</i> (CEMP) (document number 6BFR-PRJ-PLN-0008).</p> <p>All by-products and waste are detailed in the CEMP, and associated risk mitigating strategies are also detailed.</p> <p>It should be noted that some of the materials being removed are classified as hazardous, and must be transported in accordance with the associated policies and procedures detailed in the CEMP. Since the composition of the spent refractories and other equipment removed from the furnace cannot be known until they are removed, all materials will need to be delivered/transported to intermediate laydown areas, to enable testing and classification of the wastes to be conducted prior to delivery to the appropriate waste disposal facility. It is anticipated that the majority of materials will be temporarily stored in the Recycling Area in pre-designated areas.</p>
<b>Explosives</b>	<p>An accredited Contractor may use explosives to remove the skull from the furnace. No explosives will be stored on site. All explosives and associated equipment will be bought onto site in accordance with AS 2187.1 <i>Explosives – Storage, transport and use – Storage</i>.</p>

## 1.4 Project Management System

The 6BF Reline Project will be executed in accordance with the BlueScope Steel Management System, which incorporates all key management process plans, procedures and systems required for the reline. This Construction Traffic Management Plan also references other plans for specific details in areas such as internal communication procedures (*6BF Reline Project Communications Plan*) and safety management (*6BF Reline Safety Management Plan*).

**Table 1 – Examples of 6BF Reline Project Management Documentation**

Document No.	Title
6BFR-PRJ-PLN-0001	6BF Reline Project Execution Plan
6BFR-PRJ-PLN-0004	6BF Reline Communications Plan
6BFR-PRJ-PLN-0007	6BF Reline Safety Management Plan
SAP Qualification 50277160	No 6 Blast Furnace Induction
SAP Qualification 50280214	Capital Store Site Induction
SP-BF6-O-A-SAF-10	Emergency Management Plan
6BFR-PRJ-PLN-0003	6BF Reline Construction Management Plan
6BFR-PRJ-PLN-0008	6BF Reline Construction Environmental Management Plan
6BFR-PRJ-PLN-0011	6BF Reline Risk Management Plan
6BFR-PRJ-PLN-0015	6BF Reline Commissioning Management Plan
6BFR-PRJ-PLN-0021	6BF Reline Logistics Management Plan
6BFR-PRJ-PLN-0032	6BF Reline Noise and Vibration Management Plan

Document No.	Title
6BFR-PRJ-PLN-0033	6BF Reline Soil and Water Management Plan
6BFR-PRJ-PLN-0034	6BF Reline Dust Management Plan
6BFR-PRJ-REG-0001	6BFR Project Risk Register
In ChemAlert	Hazardous Substances Register

As part of pre-construction preparation, vendors and Contractors will be required to develop Management Plans which describe their system and detail how the requirements of this Construction Traffic Management Plan will be implemented for their proposed works. This will also be reflected through their safe systems of work, i.e. SSOs, JSEAs and Toolbox Meetings. This document should be read in conjunction with the Logistics Management Plan (6BFR-PRJ-PLN-0021).

## 1.5 Environmental, Health and Safety Policy

The BlueScope Steel Health, Safety, Environment and Community (HSEC) Policy (BSL-MS-P-01) states BlueScope's aspirations and provides a high-level framework of actions to realise these aspirations.

It has been ratified by the BlueScope Steel Limited executive officers, and copies are on display in all Project and site offices. Copies are also freely available on request. This Construction Traffic Management Plan supports these aspirations and incorporates detail around the high-level action framework.

The 6BF Reline Project will be undertaken in accordance with the BlueScope Steel HSEC Policy. Fundamental standards are defined by BlueScope Steel Limited policies, and should any 6BF Reline Project policy be considered by the 6BF Reline Project Management Team to be of a higher standard than the analogous BlueScope Steel Limited policy, the 6BF Reline Project policy will take precedence.

## 1.6 BSL Policies and External Policies

Whilst working within the confines of the BlueScope plant, the 6BF Reline Project expects that all employees, visitors, vendors, and Contractors will, as a minimum, meet the requirements of any specific BlueScope policy. The following procedures and policies are referenced within this document.

**Table 2 – BSL Policies and Procedures**

Source	Type	Document No.	Title
BlueScope Steel Limited	Policy	<a href="#">BSL-MS-P-01</a>	Health, Safety, Environment and Community (HSEC) Policy
BlueScope Steel Limited	Procedure	<a href="#">DIV-AR-RS-01</a>	Management of Waste Material
6BF Reline Project	Plan	6BFR-PRJ-PLN-0007	6BF Reline Safety Management Plan
BlueScope Steel Limited	CoP	<a href="#">BSL-OHS-C-03-03</a>	Mobile Equipment Code of Practice
BlueScope Steel Limited	Guideline	<a href="#">DS.BSL-OHS-C-03-03.01</a>	Mobile Equipment CoP Technical Guideline
BlueScope Steel Limited	CoP	<a href="#">BSL-OHS-C-03-16</a>	Traffic Management Code of Practice
BlueScope Steel Limited	Guideline	<a href="#">DS.BSL-OHS-C-03-16.01</a>	Traffic Management CoP Technical Guideline
BlueScope Steel Limited	Procedure	<a href="#">DIV-OHS-01-40</a>	Road Safety and Site Access Procedure
BlueScope Steel Limited			<a href="#">ASP Delivery Vehicle Specifications and Standards</a>
BlueScope Steel Limited	Procedure	<a href="#">DIV-AR-RO-02</a>	Procedure for Working on or Near BlueScope Port Kembla Steelworks Roads
BlueScope Steel Limited	Procedure	<a href="#">DIV-AR-RO-03</a>	Obtain Authorisation to Close a Road and Notify Relevant Departments of the Closure
BlueScope Steel Limited	Form	<a href="#">F.DIV-AR-RO-03.01</a>	Request for Road Closure
BlueScope Steel Limited	Form	<a href="#">F.DIV-AR-RO-03.02</a>	List of BSL – Port Kembla Steelworks Road Ownership

Source	Type	Document No.	Title
BlueScope Steel Limited	Procedure	<a href="#">DIV-AR-RO-04</a>	Oversize Vehicle / Loads - Escorting Procedure for Port Kembla Steelworks
BlueScope Steel Limited	Guideline	<a href="#">BZ-SEQ-G-10-40</a>	Standard Colours for Signage, Roads and Walkways
BlueScope Steel Limited	Guideline	<a href="#">DS.BZ-SEQ-G-10-40.01</a>	Uniform Colour Guide
BlueScope Steel Limited	Guideline	<a href="#">DS.BZ-SEQ-G-10-40.02</a>	Specification for Colours
BlueScope Steel Limited	Guideline	<a href="#">DS.BZ-SEQ-G-10-40.03</a>	Pedestrian Walkway Guide
BlueScope Steel Limited	Guideline	<a href="#">DS.BZ-SEQ-G-10-40.04</a>	Signage
BlueScope Steel Limited	CoP	<a href="#">BSL-OHS-C-03-11</a>	Load Restraint Code of Practice
BlueScope Steel Limited	Guideline	<a href="#">DS.BSL-OHS-C-03-11.01</a>	Load Restraint CoP Technical Guidelines
BlueScope Steel Limited	Procedure	<a href="#">BZ-SEQ-S-03-213</a>	Falls Prevention Procedure
BlueScope Steel Limited	Standard	<a href="#">BZ-SEQ-S-10-11</a>	Safe System of Work – Use of the Authority to Work Permit (ATWP)
BlueScope Steel Limited	Guideline	<a href="#">LSG04</a>	Loading and unloading of trucks
BlueScope Steel Limited	Guideline	<a href="#">LSG06</a>	Falling Off Trucks
BlueScope Steel Limited	Guideline	TSG07	Conditions of Entry for Mobile Equipment at PK
BlueScope Steel Limited	Guideline	<a href="#">TSG08</a>	Manual Handling
BlueScope Steel Limited	Procedure	<a href="#">DIV-OHS-06-01</a>	Manual Handling and Physical Ergonomics Procedure
BlueScope Steel Limited	COP	<a href="#">BSL-OHS-C-03-30</a>	Manual Tasks Code of Practice
BlueScope Steel Limited	Standard	<a href="#">BZ-OHS-S-03-04</a>	Manufacturing Hand Safety Standard
6BF Reline Project	Plan	SP-BF6-O-A-EMG-05	6BF Reline Emergency Management Plan
BlueScope Steel Limited	Plan	<a href="#">BZ-SEQ-S-11-03</a>	Emergency Management Plan
BlueScope Steel Limited	Plan	<a href="#">MA-DIV-OHS-01-03</a>	Illawarra Manufacturing Emergency Management Team (EMT) Guidance and Checklists
BlueScope Steel Limited	Policy	<a href="#">DIV-EA-01-05</a>	Accidents / Major Incidents – Media Access to Plant Policy
BlueScope Steel Limited	Procedure	<a href="#">BSL-HSE-S-12-01</a>	BSL HSE Incident Management Procedure
6BF Reline Project	Plan	6BFR-PRJ-PLN-0021	6BF Reline Logistics Management Plan

The following documents have also been referenced within this document:

**Table 3 – External Reference Documents**

Source	Type	Document No.	Title
National Transport Commission Australia	Guideline		<a href="#">Load Restraint Guide</a> – Third edition 2018
TfNSW	Regulation	Notice under the Road Transport (Vehicle Registration) Regulation	4.6 Metre High Vehicle Route Notice 2013, Road Transport (General) Act 2005
NSW Legislation	Law	Heavy Vehicle National Law (NSW) No 42a of 2013	Heavy Vehicle National Law
GHD/BlueScope	Assessment	6BFR-PRJ-REP-0006-APP I	Blast Furnace No. 6 Reline Project Traffic Impact Assessment



## 1.6.1 Revisions

It is possible that changes will be made to existing legislation or that new legislation will be enacted prior to completion of commissioning. BlueScope and vendors/Contractors will be obligated to comply with the requirements of any such changes.

Both BlueScope and vendors/Contractors shall be responsible for identifying any changes to legislation and policies that are relevant to the construction and commissioning of the 6BF Reline. The 6BF Reline Project Manager is responsible for relaying any changes to the vendor or Contractor, ensuring that necessary approvals are obtained, and that changes are incorporated into all relevant management plans.

## 2. EXISTING TRAFFIC AND SPEED ENVIRONMENT

The 6BF facility is located within the part of the PKSW known as Ironmaking. Access to the site is limited, being surrounded by the Blower Station, 5BF and Ore Preparation operations (refer Figure 2.1 below).



Figure 2.1 – Aerial photograph of the Ironmaking department of BSL Steelworks

### 2.1 Environmental Conditions

<p><b>Weather:</b> (Rain, Floods, Heat, Sun glare, fog, wind, night)</p>	<p>Stormwater drainage for the site will be controlled as per 6BFR-PRJ-PLN-0003 <i>6BF Reline Construction Management Plan</i>.</p> <p>It is anticipated that no significant flooding or water sheeting is expected. In the event of rain, an on-site assessment shall be made, and sign spacing and tapers may be extended by 25% to account for increased stopping distances or temporary traffic diversions.</p> <p>It is expected that little night-works will be undertaken, however if this were to occur, additional illumination will be required for traffic moving through the specific parts of the worksite after working hours.</p>
<p><b>Road Geometry/Terrain:</b> (Horizontal and Vertical approach geometry, safe stopping distances, visibility, vegetation)</p>	<p>The roads are flat, with ample sight distances on the approaches to the worksite. There are no grades to affect deceleration or acceleration of vehicles, and current geometry meets safe stopping sight distances for the existing 20 km/h zone. The exception will be the Slag Handling Area once completed, and the existing ramp to #3 Casthouse Floor, however given the low speed limits in these areas, they will comply with the safe stopping distance.</p> <p>There are significant structures that may cast shadows. All signs shall be regularly inspected and re-positioned as required to reduce the effects of shadows. All changes shall be recorded in the daily diary.</p>
<p><b>Existing signage:</b> (Obstruction, Visibility of temporary signage)</p>	<p>The 6BF area currently has extensive signage including speed zones, gaseous areas and roads. There are 20 km/h speed limit signs within the work area. All existing signs on the carriageway within the worksite that are not relevant to reline operations shall be covered for the duration of the works whilst other temporary signage is in place.</p>
<p><b>Other:</b> (Structures, Dust, Noise, Fumes)</p>	<p>The area has height and road width restrictions due to the structure of the Blast Furnaces and surrounding plants, including pipework and conveyors that cross the roads. Additionally, it is anticipated that dust will be a potential issue for all vehicles leaving the 6BF Reline Project site during the reline period. It is therefore compulsory that vehicles leaving unsealed roads must minimise dust on the roads. Further, if waste products are being removed that are particulate in nature, they must be covered or capped to prevent runoff. A range of dust suppression controls will be implemented in accordance with the 6BF Reline Dust Management Plan (6BFR-PRJ-PLN-0034).</p> <p>Within the construction site area there will be dedicated loading/unloading areas for B-double or tri-axle trucks. There will also be limited areas for service utes and vans, and dedicated areas for the larger Kress movements.</p>

### 3. ROLES AND RESPONSIBILITIES

The 6BF Reline Project Director and Project Manager are responsible to the BlueScope Steel Project Advisory Committee for the successful completion of the 6BF Reline. Refer to the 6BFR-PRJ-PLN-0001 *6BF Reline Project Execution Plan* for more detail.

Responsible to the 6BF Reline Project Manager for the environmental impact, safety, quality, technology, engineering, implantation commissioning and operation of the 6BF reline is the 6BF Reline Project Management Team, consisting of:

- 6BF Reline Project Engineering Manager
- 6BF Reline Project Construction Manager
- 6BF Reline Project MTEC (Manuals, Training, Equipment and Commissioning) Manager
- 6BF Reline Project Area Managers (4 off)
- 6BF Reline Project Logistics Manager
- 6BF Reline Project HSE Manager
- 6BF Reline Project Commissioning Manager
- 6BF Reline Project Controls Manager.

Each position in the 6BF Reline Project Management Team has defined responsibilities for the management of traffic issues. The Construction Manager takes primary responsibility for traffic issues, and for compliance with this Construction Traffic Management Plan. The Logistics Manager, Area Managers and HSE Manager will support the Construction Manager.

The traffic responsibilities for the key management and supervision roles include (but are not limited to) the following:

#### 3.1 Project Manager

Responsibilities include:

- Developing a culture in which traffic management issues are considered at all times.
- Participating in traffic and load restraint audits and communication sessions.
- Setting objectives, monitoring and analysing the Construction Traffic Management Plan performance.
- Maintaining adherence to the nominated standards and guidelines at all times.
- Provision of resources to ensure that actions to address traffic management issues are implemented.
- Ensuring that systems are in place to inform employees, contractors, and visitors of pertinent traffic issues.

#### 3.2 Construction Manager

Responsibilities include:

- Ensuring that management systems are in place and understood to provide a safe construction workplace, inclusive of traffic management requirements.
- Ensuring that the traffic hazards and risks are identified.
- Participating in traffic inspections and serious incident investigations.
- Participating in traffic audits (inclusive of load restraint).
- Focusing on the elimination of unsafe acts, and rectifying unsafe conditions quickly.
- Ensuring there is responsible management of Contractors on site.
- Maintaining adherence to the nominated standards and guidelines at all times.
- Provision of resources to ensure that actions to address traffic management issues are implemented.
- Ensuring that systems are in place to inform employees, contractors, and visitors of pertinent traffic issues.

- Ensuring that competent and trained, responsible supervisors are appointed and made accountable for the management of Contractors on the works.

### 3.3 Logistics Manager

Responsibilities include:

- Ensuring the traffic control measures for this Construction Traffic Management Plan are placed and maintained in accordance with this plan and the relevant Acts, Codes, Standards and Guidelines.
- Ensuring suitable communication and consultation with the affected stakeholders is maintained at all times.
- Ensuring inspections of the traffic controls are undertaken in accordance with this management plan, and the results recorded. Detailing of any variations, together with reasons.
- Reviewing feedback from field inspections and worksite personnel, and taking action to amend the traffic control measures as appropriate.
- Arranging and/or undertaking any necessary audits and incident investigations.

### 3.4 6BF Reline Area Managers

Responsibilities include:

- Being aware of environmental hazards and risks in the plant area of activity.
- Promoting a culture in which traffic effects are considered at all times.
- Ensuring all incidents are thoroughly investigated to avoid reoccurrence.
- Ensuring there is responsible management of Contractors on the site.
- Ensuring that competent and trained, Engineers and Construction Coordinators exist to manage Contractors on the works.
- Promoting the involvement of all employees in improving transport awareness.

### 3.5 Construction Coordinators and Logistics Coordinators

The Construction Coordinators and Logistics Coordinators are responsible for overseeing the day-to-day activities, and are therefore responsible for the practical application of this Construction Traffic Management Plan. Responsibilities include:

- Instructing workers on the relevant safety standards, including the correct wearing of PPE as required.
- Ensuring traffic control measures are implemented and maintained in accordance with this Construction Traffic Management Plan.
- Ensuring that the 6BF Reline Project Transport Plans are produced in a timely manner where required.
- Ensuring that Contractors and employees understand any transport hazards associated with performing tasks.
- Implementation and execution of safe systems of work as the Work Owner. Where required they may also fulfil the responsibilities of Person in Charge (PIC).
- Rendering assistance to stakeholders when incidents arising out of the works affect the network performance or the safety of road users and workers.
- By actions, demonstrating to Contractors at all times the commitment of the 6BF Reline Project Team to the highest standards of management.
- Suggesting appropriate action to correct unsafe conditions, including any necessary modifications to this Construction Traffic Management Plan.

### 3.6 Traffic Controllers

Traffic Controllers shall be used to control road users to avoid conflict with plant, workers, traffic and pedestrians, and to stop and direct traffic in emergency situations. Responsibilities include:

- Holding a current Traffic Controller's accreditation.



6BF Reline Project  
Construction Traffic Management Plan



- Operating in accordance with procedures specified in this Construction Traffic Management Plan.
- Assisting emergency vehicles requiring to enter and/or travel through the worksite.

## 4. VENDOR / CONTRACTOR RESPONSIBILITIES

Vendor/Contractor management personnel have the following responsibilities for traffic management:

- Preparing, implementing, and maintaining Transport Plans to ensure all deliveries to and from the site are in accordance with this Construction Traffic Management Plan.
- Pre-start reviews with the relevant Lead Engineers (as the Principal's Representative), Construction Coordinators and Logistics Coordinator to ensure the Contractor developed Transport plan is in alignment with this Transport Management Plan.
- Ensuring that all members of the vendor/Contractor workforce have clearly defined responsibilities for transport management, and that these responsibilities are understood and carried out.
- Ensuring any transport providers hired comply with the Heavy Vehicle National Law (NSW), and the RTA Load Restraint Guide (Third edition 2018).
- Ensuring that all vendor/Contractor activities comply with the requirements of the management documents and relevant statutory and contractual requirements.
- Participating in incident investigations and vendor/Contractor audits.
- Establishing an ongoing system for training and assessment of critical procedures.

### 4.1 Vendor / Contractor Supervision

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

- Ensuring traffic management aspects inclusive of load restraint requirements are adequately addressed and mitigated during Job Safety and Environment Analyses and execution of Works.
- Ensuring the stores retrieval request is completed in accordance with specified notification requirements to enable transport planning to occur.
- Leading Toolbox Meetings to the defined schedule and ensuring that the meetings are of high standard, with all employees attending and participating.
- Initiating and completing environmental audits and inspections.
- Reporting incidents and identifying non-conformance at the work site.
- Participating in relevant investigations of accidents, incidents and non-conformance.
- Demonstrating to the vendor/Contractor workforce, by their actions, commitment to the highest standards of management.

### 4.2 Vendor / Contractor Workforce

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

- Ensuring compliance with the requirements of this Construction Traffic Management Plan.
- Attending team's Toolbox Meetings.
- Reporting all incidents, accidents and non-conformances.
- Ensuring hazards and controls are addressed and implemented prior to and during the execution of Works.

### 4.3 Drivers

Responsibilities for Drivers (employees, contractors and sub-contractors) include:

- Correctly wearing PPE, in addition to other protective equipment required (described in the 6BF Reline Project Safety Induction) at all times whilst on the worksite.
- Ensuring all loads are restrained to the TfNSW Load Restraint Guidelines and the BSL Load Restraint CoP Technical Guidelines (DS.BSL-OHS-C-11.01).

- Complying with the requirements of this Construction Traffic Management Plan to ensure no activity is undertaken that will endanger the safety of other workers.
- Entering and leaving the site by approved routes and in accordance with safe work practices.
- Ideally being 6BF Driver Inducted, or fully escorted by an authorised person.

## 4.4 Plant and Equipment

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

## 4.5 Incident / Accident Procedures

In the event of an incident or accident, whether or not involving traffic or road users, all work shall cease and traffic shall be stopped as necessary to avoid further deterioration of the situation. Work that is carried out to ensure the health and safety of individuals may be carried out. First Aid shall be administered as necessary, and external medical assistance shall be called for as per BlueScope management documents, namely:

**Table 4 – BlueScope Incident / Accident Documentation**

Source	Type	Document No.	Title
6BF Reline Project	Plan	SP-BF6-O-A-EMG-05	6BF Reline Emergency Management Plan
BlueScope Steel Limited	Procedure	DIV-GGM-03-01	Emergency Management
BlueScope Steel Limited	Plan	<u>BZ-SEQ-S-11-03</u>	Emergency Management Plan
BlueScope Steel Limited	Plan	MA-DIV-OHS-01-03	BHP Flat Products Emergency Response and Support Team Plan
BlueScope Steel Limited	Procedure	<u>BSL-HSE-S-12-01</u>	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 temporary traffic 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.

Details of all incidents shall be reported to the 6BF Reline Project Manager including using the Projects Incident and Risk Management System.

## 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 Construction Traffic Management Plan is attached as Appendix B.

All identified risks have been addressed during the development of this management plan. Unforeseen risks arising during the works will be treated in accordance with standard work practices and procedures where appropriate.

### 5.2 Traffic Assessment (vehicular movements)

Port Kembla is well served by an extensive network of road and rail infrastructure. For the reline, the majority of product will be pre-received to the storage locations within the steelworks, limiting the majority of movements during the reline to within the Port Kembla Steelworks boundaries. There is currently only one storage area identified and under the stewardship of the 6BF Reline Team. This is the Capital Store. The Capital Store (previously known as No.1 Open Hearth Building or Shinagawa Building) is located within No. 1 Works. as shown in Figure 5.1 and 5.2. Additional storage areas will be added to this plan as they are identified and placed under the stewardship of the 6BF Reline Team.

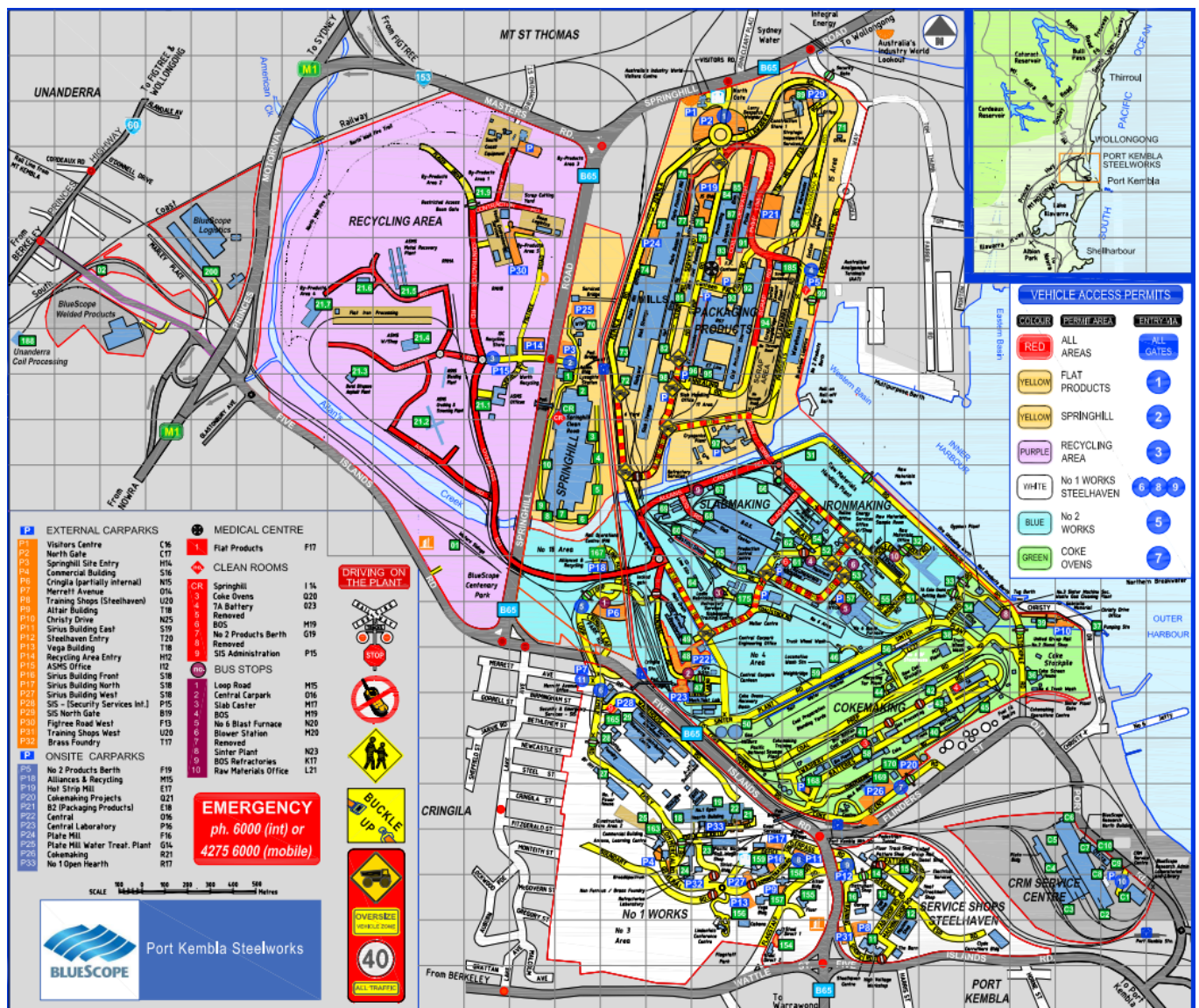


Figure 5.1 – Interworks Map of Port Kembla Steelworks

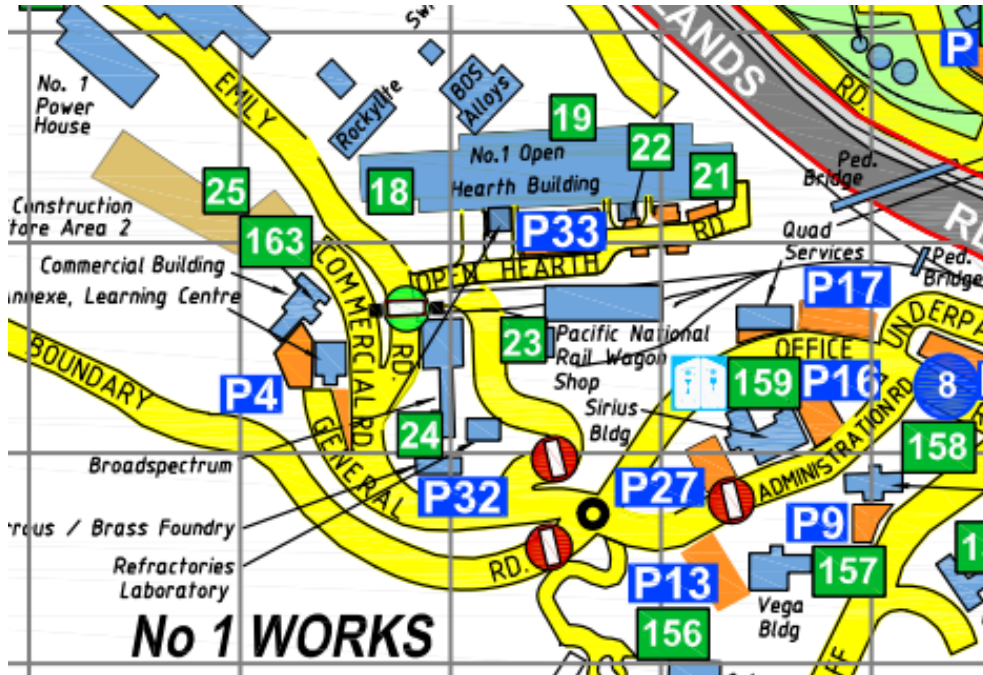
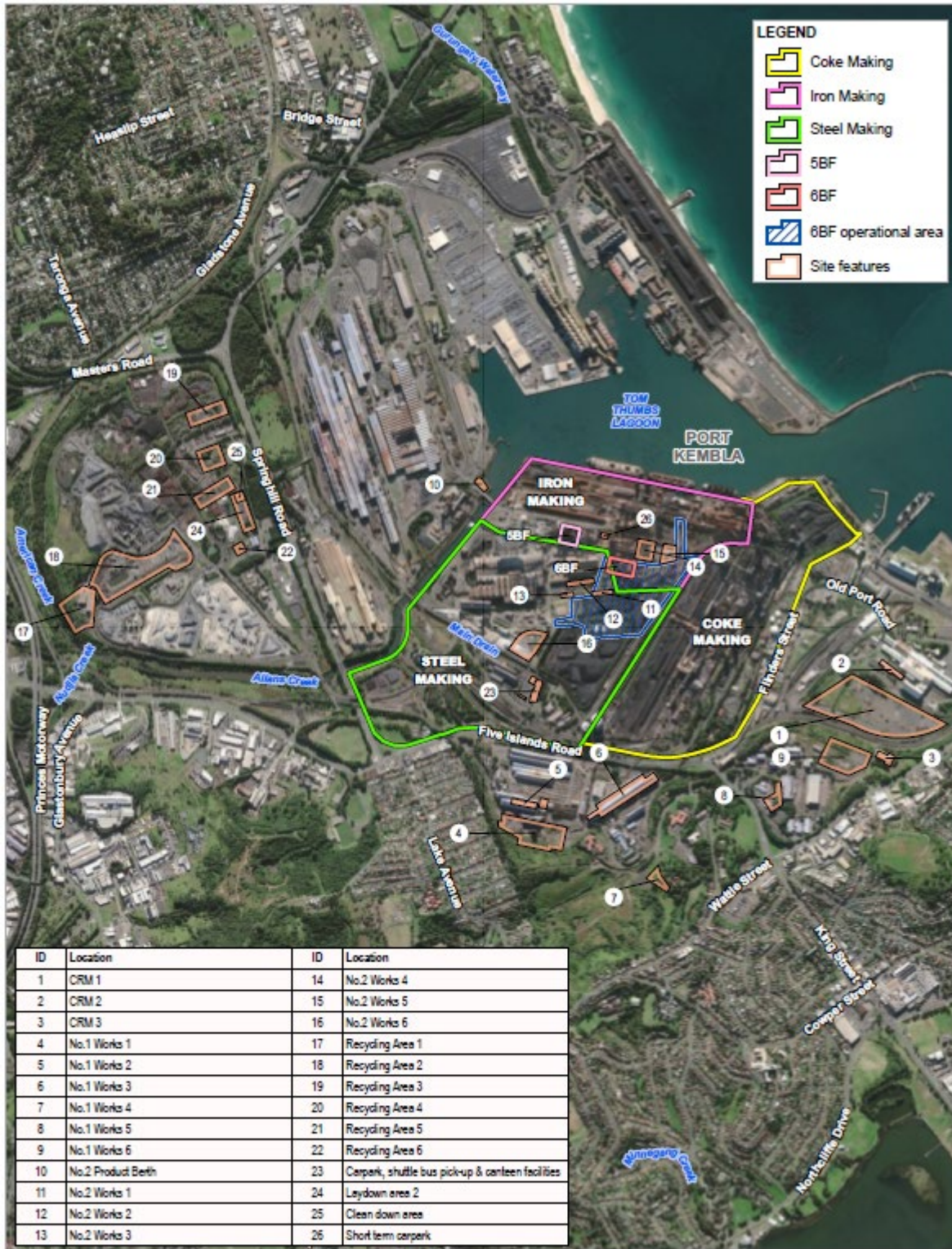


Figure 5.2 – Interworks Map of Capital Store (No. 1 Open Hearth Building) within the Port Kembla Steelworks



Paper Size: ISO A4

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 56

BlueScope Steel Ltd  
No.6 Blast Furnace Reline and Operations  
Environmental Impact Statement

Project No. 12541101  
Revision No. 0  
Date 21/10/2021

Key project features

**FIGURE 5-1**

© 2021 BlueScope Steel Ltd. All rights reserved. Data source: LPI, DTG, GDA, 2017. World Imagery: Microsoft. Date: 21/10/2021.

Figure 5.3 - Proposed Laydown Areas. Extracted from *Blast Furnace No.6 Reline Project Environmental Impact Statement* (p. 28) GHD, 2022.

## 5.2.1 Over Dimensional movements from Suppliers

During the reline, 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:

- Springhill Road
- Five Islands Road
- Masters 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 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.

## 5.2.2 Over Dimensional movement through the BSL Steelworks

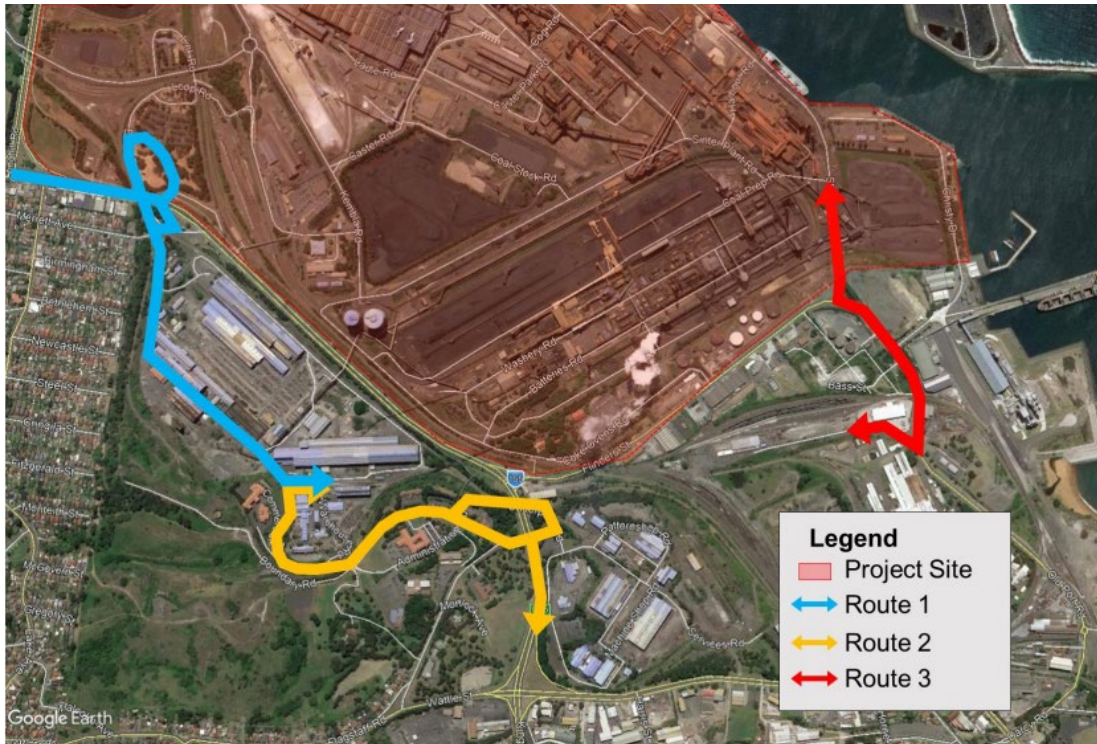
It is anticipated that 90% of the traffic will be heavy and oversized vehicles. The PKSW roads have been categorised to separate, wherever practical, heavy vehicles and commercial vehicles. Figure 5.1 above and Figure 5.4 below illustrate road designations, with red being exclusive for heavy vehicle roads, yellow for light vehicle roads, and red/yellow dashes for roads used by heavy vehicles with escort.



Figure 5.4 – Interworks Map of Ironmaking within the Port Kembla Steelworks

The route utilised within the works to deliver product will be dependent upon the source of the delivery and the size of the load (weight, height and width). Figure 5.5 below highlights the potential routes that will be required during the reline;

- Route 1: access to laydown area via Cringila Car Park Road. Vehicles to depart at Emily Road/Five Islands Road intersection.
- Route 2: access to laydown area via Flagstaff Road and Five Islands Road intersection.
- Route 3: access to laydown area and construction site via Flinders Street, Stockpile Road and Old Port Road.



**Figure 5.5 – Road Access on Site.** Extracted from *Blast Furnace No.6 Reline Project Traffic Impact Assessment* (p. 35) GHD, 2022.

The roads surrounding the 6BF site are primarily two-directional, and are utilised by all the service vehicles requiring access to the site. Some of these vehicles include:

- Employee cars
- Departmental vehicles
- Service vehicles, primarily utes and vans
- Dump trucks
- Forklifts
- Trucks – mixture of B-doubles and tri-axes
- Kress Carriers.

Figure 5.6 below shows the existing road network within the PKSW and includes limitations of roads.

Within BlueScope Steel, there are several “owners” of the road who will need to be consulted to gain permission to move out of gauge or heavy loads. Refer BlueScope’s 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 out of gauge or 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 in Appendix A.



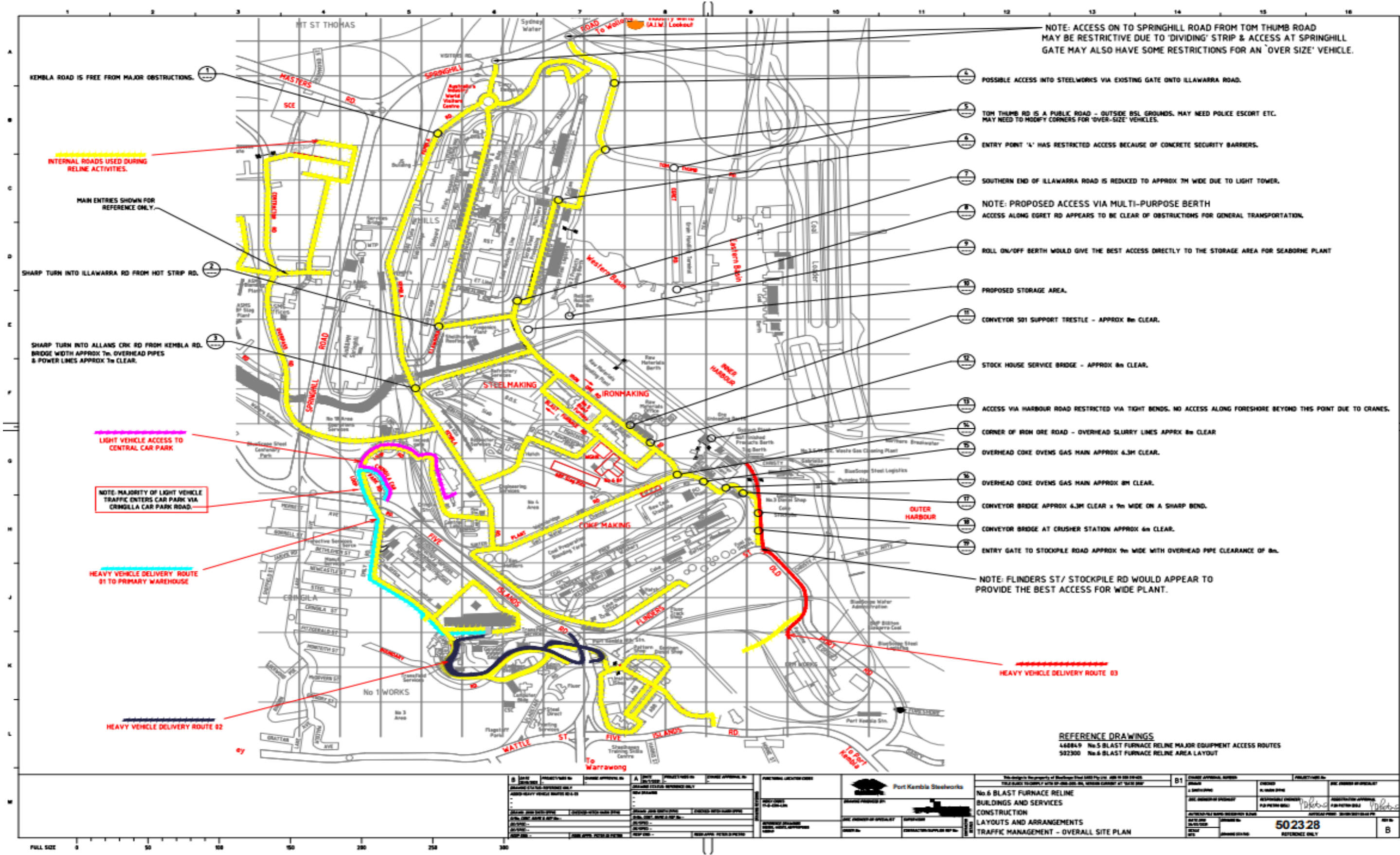


Figure 5.6 – Schematic of Potential Road Routes considered as Access Points within the Works, and Limitations of Existing Road Network

### 5.2.3 Existing and Proposed Speed Zones

The posted speed limit within the 6BF area is currently 20 km/h, and will remain the same for the duration of the reline. The closure of the site to through traffic will not separate the workers from the traffic delivering and moving equipment to the site, nor movements within the PKSW. A detailed plan has therefore been developed to separate people and equipment wherever possible (refer 6BFR-PRJ-PLN-0007 *6BF Reline Safety Management Plan*).

### 5.2.4 Existing Parking Facilities

6BF Reline construction site has a limited area for traffic movements and material lay down. There will be no parking allowed in the 6BF Reline area, and approval from the Construction Manager is required prior to any mobile equipment coming onto the site.

All site labour and team members park at Central Carpark and walk to site along the designated green walkways as shown in Figure 5.7 below.

Alternatively, some site labour assembles at their workshops and contract companies bus their teams to site. No parking will be made available on 6BF Reline site for Contractors' buses, however they can park at Central Carpark.

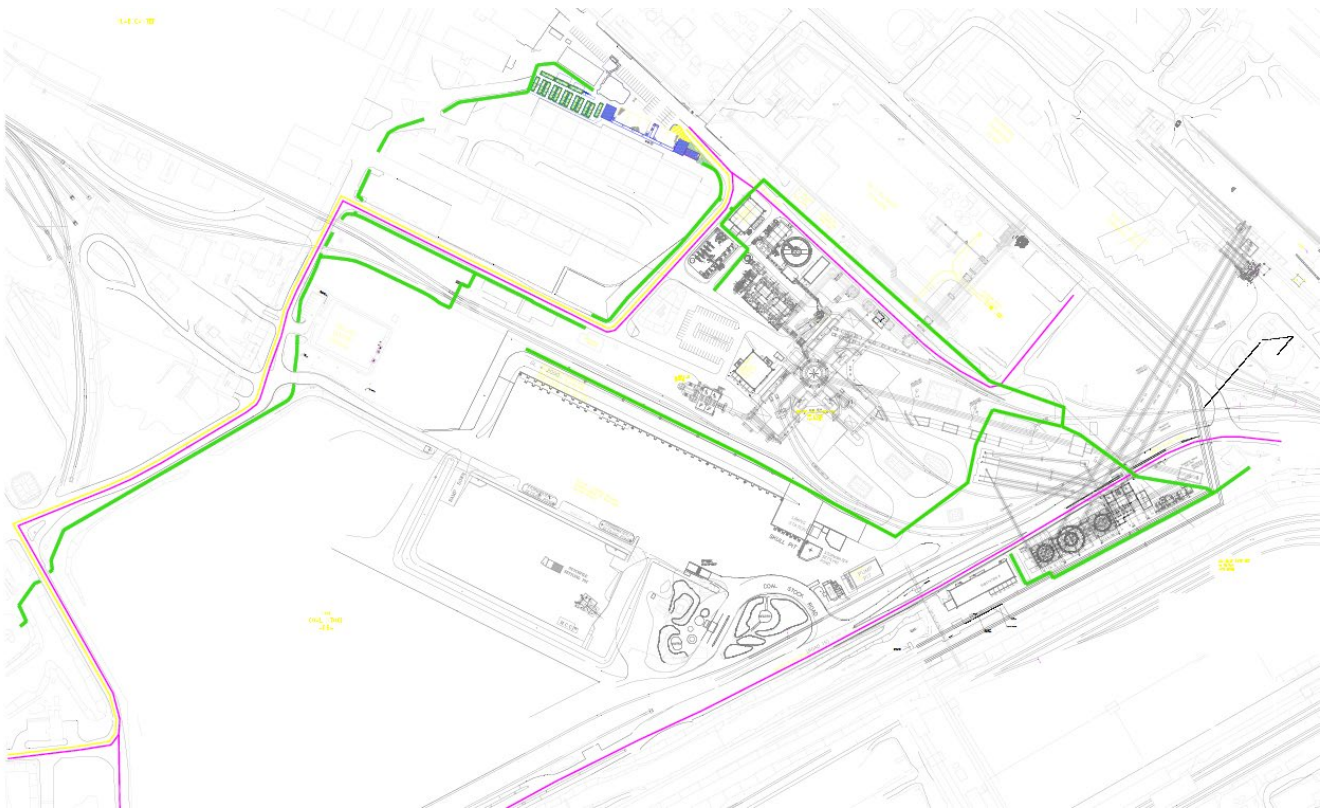


Figure 5.7: Pedestrian access to site from Central Carpark

## 5.3 Traffic Volume and Composition

In accordance with the 2022 GHD Traffic Impact Assessment, the following traffic movements are anticipated during construction:

- Approximately 300 light vehicles per day, comprising of contractors and construction personnel vehicles, which will result in 600 light vehicle movements per day (300 arrivals and 300 departures). These vehicles are expected to arrive between 5:00 am and 6:00 am and depart between 4:00 pm and 6:00 pm.
- Up to 50 buses per day, resulting in 100 bus movements per day via Cringila Car Park Road. These buses will be used to transport workers within PKSW premises.

6BF Reline Project  
Construction Traffic Management Plan



- Between 50 and 100 trucks per day (depending upon the phase of construction works), resulting in between 100 and 200 truck movements per day.

This volume of traffic is within the capacity of the internal road network.

## 6. CONSTRUCTION TRAFFIC MANAGEMENT PLAN IMPLEMENTATION

### 6.1 Construction Site Perimeter

To minimise congestion at the 6BF Reline site, all traffic will be controlled through a series of access gates that will be either manned or locked, depending upon the operational requirements at the time (refer Figure 6.1 below). It should be noted that there are five (5) proposed gates as shown in Figure 6.1, namely:

- Gate 1: Off Caster Park Road will be an entry only gate, and will be the main access for all vehicles.
- Gate 2: Off Caster Park Road will be an exit only gate for vehicles that have entered through Gate 1.
- Gate 3: Off Blast Furnace Road, primarily used for Contractor light vehicles.
- Gate 4: Ramp access off Blast Furnace Road that will lead onto the Casthouse Floors.
- Gate 5: Off Sinter Plant Road for access to the Stockhouse.

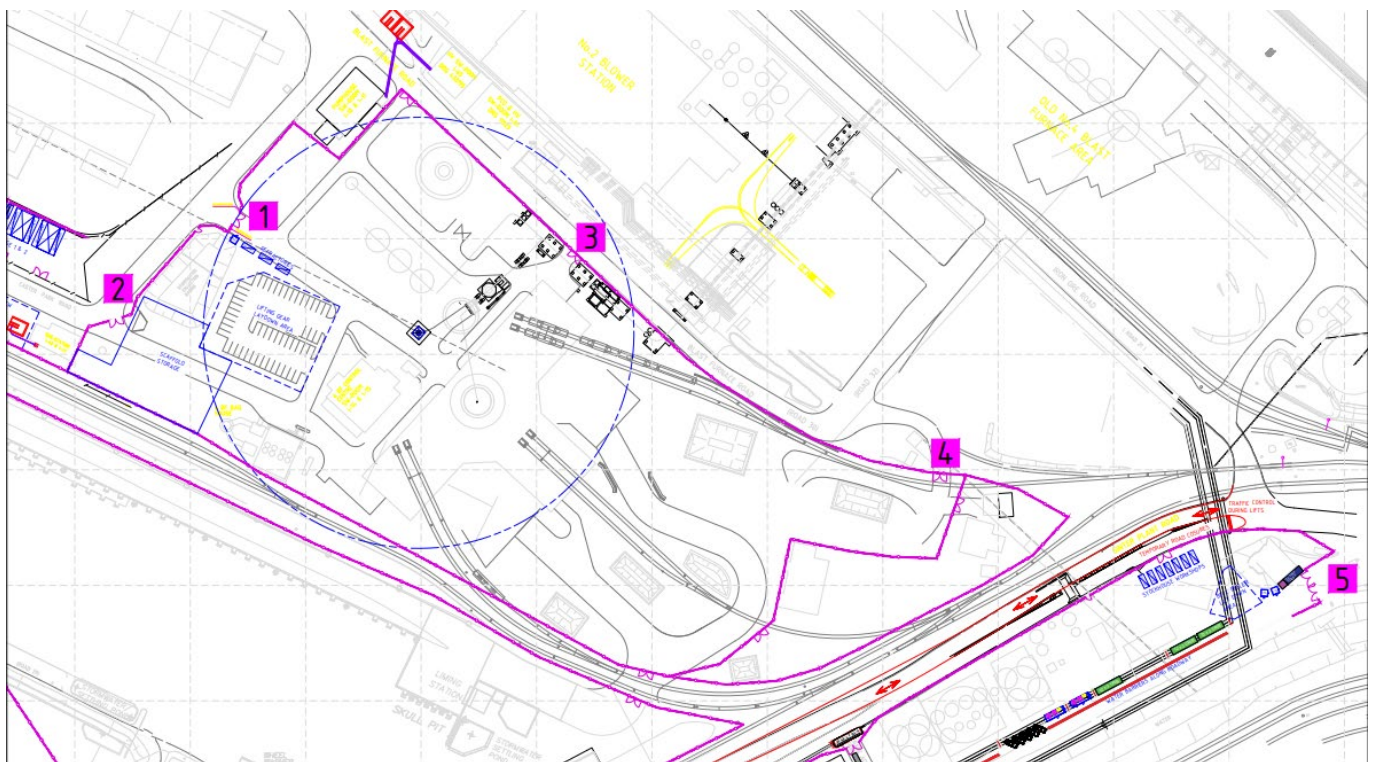


Figure 6.1 – Gate access to 6BF Reline Site

### 6.2 Traffic Control Devices

Before work commences, signs and devices at the approaches to the work area shall be erected in accordance with the installation plan in the following sequence:

1. Advance warning signs (erect approach and departure signs on approaches to the work site)
2. All intermediate advance and positional signs and devices required in advance of the taper or start of the work area
3. All other required warning and regulatory signs.

The signs and traffic control devices shall be removed in the reverse order of installation.

A detailed listing depicting the type and quantity of devices required to implement this Construction Traffic Management Plan is included in the Traffic Control Diagram. Should the use of additional devices (not shown on the

Traffic Control Diagram or listing of devices) or a reduced number of devices be required due to unforeseen requirements, they shall be added to the Traffic Control Diagram.

Work will not commence or continue until all signs, devices and barricades are in place and operational in accordance with the requirements of this Construction Traffic Management Plan.

### 6.3 Signs

All signs shall be in accordance with AS 1742 (and manufactured in accordance with AS 1743), and shall be Class 1 retro-reflective. Prior to installation, all signs shall be checked for damage and cleanliness, and repaired, replaced or cleaned as necessary.

Signs and devices shall be erected in accordance with the locations and spacings shown on the drawings, such that they:

- Are properly displayed and securely mounted
- Are within the driver's line of sight
- Cannot be obscured from view
- Do not obscure other devices from the driver's line of sight
- Do not become a possible hazard to workers or vehicles
- Do not deflect traffic into an undesirable path.

To ensure drivers are able to navigate the site, the following visual standard is proposed to direct all vehicles to site (Figure 6.2). All drivers must be given paperwork which accurately reflects the delivery destination and the route to be taken.

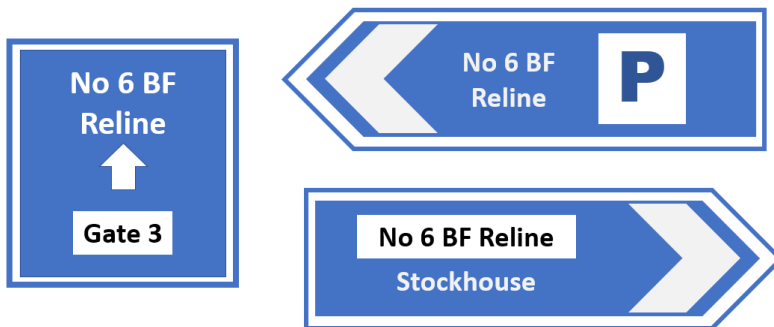


Figure 6.2 – Proposed Visual Standard

### 6.4 Variable Message Signs

Except in the Stockhouse area for alternative flow past cranes, variable message signs will not be necessary, due to the advance warning signs erected in advance of the work site.

### 6.5 Delineation

Posts, bollards or water filled barriers will be erected in accordance with the drawings as temporary lane separators between the construction site and roadway. Posts and bollards shall be fitted with suitable white reflective tape to increase visibility.

All posts or bollards will be inspected daily, and where displaced or missing, made good immediately.

Traffic cones shall be at least 450 mm high, fluorescent, and fitted with retro-reflective tape. The base of the cones and bollards shall be designed to be stable under reasonably expected wind conditions and air turbulence from passing traffic. The supervisor will inspect the cones at intervals necessary to ensure that any misalignment or displacement is identified and corrected prior to this causing disruption to traffic.

---

## 7. MONITORING AND MEASUREMENT

### 7.1 Site Inspections and Record Keeping

The Construction Manager will ensure that the Construction Traffic Management Plan is implemented, and evaluated for effectiveness. The Work Owner 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 input into the project's safety management system.

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

- Before the start of work activities on site
- During the hours of work
- 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 Inspections shall be completed by the Person in Charge (typically the Contractor Supervisor), and reviewed by the Work Owner (typically the Construction Coordinator). All variations to the report shall be forwarded to the Construction Manager. All audits shall be entered into the Project's Incident and Risk Management System, and any corrective actions assigned and managed through this system.

All non-conformances shall be discussed at the daily meeting for rectification.

### 7.2 Construction Traffic Management Plan 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 forwarded to the Project Manager and Construction Manager.

## 8. OTHER CONSIDERATIONS

### 8.1 Environmental Management Measures

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

- All vehicles that leave unsealed roads and are heavily soiled must utilise on site truck wheel washing stations to minimise the effects of fugitive dust. This does not include hard stand areas, temporary roads where bitumen is replaced by road base, or other areas where dust generation is low.
- Loads on vehicles removing spoil or delivering material shall be within the TfNSW legal weight limits; travel shall be only on approved highways, with loads secured and covered.
- 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 contaminants falling onto the road.
- Although it is not expected for there to be a direct impact on residents, it will be a requirement to prioritise loading from laydown locations on a dayshift basis to minimise the potential to disturb residents.

### 8.2 Traffic Plan

It is anticipated that up to 900 vehicle movements may occur per day during peak periods of construction activities, through a variety of internal road networks. To meet the operational requirements of the reline, the requirements under the EIS document, and to remove bottlenecks within the system, all movements to and from site by trucks must be coordinated through a traffic schedule.

It is anticipated that the schedule minimise impact of:

- Truck deliveries avoiding peak external road traffic hours, i.e. 7:00 am – 8:00 am and 5:00pm – 6:00pm. Deliveries will need to be coordinated so they can be evenly distributed during the construction day.
- It is also recommended that truck deliveries avoid peak internal road traffic hours of 05:30 – 06:30 and 17:30 – 18:30.
- Truck access/exit to and from the Port Kembla Steelworks shall be coordinated to minimise congestion of the internal works roads.
- Construction traffic should avoid residential areas. Construction traffic should be coordinated along main and arterial routes.
- During construction some oversized equipment will need to be brought to the reline site. Special arrangements will need to be made with TfNSW, Wollongong City Council and/or police regarding appropriate traffic controls for transport via oversized vehicles on the public road system.

### 8.3 Delivery Request Notification

The basis of the schedule will be pre-ordering of loads 48 hours prior to requirement. Documentation (including potentially online) will track the request from the customer as well as the progress in planning and delivery from the Logistics Team.

To confirm delivery schedule to the customer, a delivery schedule will be completed for all delivery points, each with a unique load number to allow for tracking of deliveries.

### 8.4 Vehicle Specifications

Materials handling will predominately be by the use of mobile cranes, forklifts, tip trucks, small trucks, B-doubles and tri-axes. The removal of materials will be by load covered trucks and waste bins.

All vehicles accessing the construction site must be registered with TfNSW, and conform with the *Traffic Management Code of Practice* ([BSL-OHS-C-03-16](#)) and the *Road Safety and Site Access Procedure* ([DIV-OHS-01-40](#)).

Vehicles accessing the site shall only utilise the approved routes. Appropriate directional signage and traffic control will be provided to ensure vehicles enter and leave the site with minimal disturbance to other road users.

All Contractors will be required to plan to restrain product to meet TfNSW load restraint guidelines, possibly via engineer certified documents. BlueScope Steel does have guidelines that may be applicable in certain circumstances, and can be discussed upon request. Under no circumstances are loads to be moved unrestrained.

## 8.5 Management of Change

It is expected that the proposed routes are the most suitable for the anticipated vehicles to enter and leave the 6BF Reline site. It must however be noted that variation to these routes may occur prior to or even during the reline for various reasons, including:

- Changes to the road height or widths
- Temporary road closures, e.g. due to road repairs, local flooding, etc.
- Changes to BSL procedures or TfNSW legislation.

In order to minimise the effects of the change, and to ensure that the key stakeholders are notified of the change, the Change Management process needs to be followed.

It is proposed that:

- All over-mass or oversize (over width/height) loads must be planned, with relevant TfNSW and BSL documentation completed prior to commencement of the reline.
- All in-gauge loads must be pre-planned a minimum of 24 hours prior to delivery.
- All route clearances must be re-checked prior to the commencement of the reline.

If a variation is to occur, the variation form shall be completed via Aconex and distributed to key stakeholders for sign-off. This would not supersede any existing authorisations required for oversize or heavy vehicle movements, but would ensure that the process of movement of product was controlled and managed.

## 8.6 Training

All site access via vehicles of all types shall be in accordance with BSL Port Kembla Steelworks Driver Inductions. All drivers must be road and rail inducted to the BlueScope site and have the relevant inductions to each respective area.

A specialised driver induction for the 6BF site will be developed, due to the unique hazards in the area. The induction will include:

- Site Safety Sheets for storage areas
- Routes to be taken and associated height restrictions
- 6BF gate locations
- Special signage for the reline
- Need for oversized loads to be escorted on site.

If specialised delivery is required and the driver is not inducted, the truck will be escorted to and from site by an authorised person, as per BlueScope's *Traffic Management Code of Practice* ([BSL-OHS-C-03-16](#)).

Due to the associated dangers with driving vehicles, guidelines will be provided to all Contractors moving product on site. Guidelines will include, but not be limited to:

- Load Restraint Code of Practice Technical Guidelines ([DS.BSL-OHS-C-03-11.01](#))
- Logistics Safety Guideline: Falling off trucks ([LSG06](#))
- Logistics Safety Guideline: Loading and unloading of trucks ([LSG04](#))
- Transport Safety Guideline: Manual Handling ([TSG08](#))
- Mobile Equipment Code of Practice Technical Guideline ([DS.BSL-OHS-C-03-03.01](#))



## 8.7 Pedestrian Access to Site

In addition to vehicular access, alternative access to the PKSW is available via bus, train, and active transport (cycle/walking). The recommended access points for travel to the project site is via the Cringila footbridge turnstile, as this location is in close proximity to Cringila Train Station, bus stops on Five Islands Road, and established footpaths and cycleways. In accordance with BlueScope's site rules, bicycles are not to be used on the PKSW site, and must be walked from the turnstile to the site destination.

## 9. SUMMARY

In conclusion, there are several key risk mitigation strategies that need to be adopted. They are listed below in tabular form for simplification.

**Table 5 – Key Risk Mitigation Strategies for Traffic Management**

Control	Timing	Methodology	Responsibility	Monitoring and Reporting	Performance measure
<b>Prior to construction</b>					
Inform all stakeholders of the proposed works, including work program, traffic routes and hours of work	Prior to works commencing	Arrange through stakeholder engagement meetings	Area Manager	Confirmation of meeting prior to works	Minutes and/or attendance sheets
Key stakeholders, including owners/operators of adjacent lands and emergency service providers, will be notified of any changes to the traffic management arrangements prior to the commencement of works.	Prior to works commencing	Arrange through stakeholder engagement meetings	Area Manager	Confirmation of meeting prior to works	Minutes and/or attendance sheets
The construction site access will be reviewed during design development to consider the turn path required for the construction vehicles.	Prior to commencing work	Construction Traffic Management Plan	Area Manager	Design Reviews	Auditing/ incidents reported through the Safety Management System
Develop a non-conformance register	Prior to works commencing	Safety Management System	Area Manager	Inspect register	Non-conformances tabled in Daily Construction Meeting
Train all drivers in the Blast Furnace truck driver induction	Prior to commencing work	Construction Traffic Management Plan	Contractor	Audit for conformance	Non-conformances tabled in Daily Construction Meeting
Clearly label routes and access points	Prior to works commencing	Arrange for signs to be erected	Area Manager	Site inspection	Non-conformances tabled in Daily Construction Meeting

6BF Reline Project  
Construction Traffic Management Plan

Control	Timing	Methodology	Responsibility	Monitoring and Reporting	Performance measure
<b>During construction</b>					
Construction works should occur within the standard hours defined by the Interim Construction Noise Guideline (DECC, 2009) where practical. As discussed in Section 5.12 of the EIS, some works may occur outside of these hours.	Ongoing	Construction Traffic Management Plan	Area Manager	Continuous	Works conducted in accordance with schedule
Notify adjoining properties likely to be affected by noise	Minimum of 5 days in advance	Via BSL External Affairs	Area Manager	Continuous	Issues from the public or authorities
Ensure traffic access is through designated entry/access points following the predetermined haulage routes	Ongoing	Construction Traffic Management Plan	Contractors	Continuous	Auditing/ incidents reported through the Safety Management System
Keep exposed surfaces disturbed by trucks moist with water or dust suppressant	Daily or as necessary when dry or windy weather conditions prevail	Watering of road and laydown areas scheduled	Contractor	Continuous	Auditing/ incidents reported through the Safety Management System
Ensure vehicles that leave unsealed roads utilise on site truck wheel washing stations if heavily soiled	At all times	Construction Traffic Management Plan	Contractors	Continuous	Auditing/ incidents reported through the Safety Management System
Ensure no vehicles exceed maximum speed limit of 20 km/hr within the site	At all times	Construction Traffic Management Plan	Contractors	Continuous	Auditing/ incidents reported through the Safety Management System
Ensure trucks transporting loose material to and from site are covered	Ongoing	Construction Traffic Management Plan	Contractors	Continuous	Auditing/ incidents reported through the Safety Management System
Ensure delivery and removal of materials is planned and scheduled	At all times	Construction Traffic Management Plan	Contractors	Ensure deliveries arrive at scheduled times	Non-conformance
Workers required to undertake works or traffic control will be suitably trained and hold the required accreditation to carry out works on site and will also be site inducted	At all times	Construction Traffic Management Plan	Contractors	At all times	Training Records

6BF Reline Project  
Construction Traffic Management Plan

Control	Timing	Methodology	Responsibility	Monitoring and Reporting	Performance measure
Protection will be provided to workers and road users through advanced warning of roadworks, speed changes, safety barriers with adequate offsets and deflection allowance, where necessary	At all times	Warning signs erected and notifications of roadworks emailed to road users.	Contractors	At all times	Auditing/ incidents reported through the Safety Management System
Site access should be restricted to authorised personnel only and existing employees on site. Pedestrian access to and around the site will be maintained at all times.	At all times	PKSW site access and fencing around project areas.	Contractors	At all times	Auditing/ incidents reported through the Safety Management System

## APPENDIX A. REQUEST FOR ROAD ACCESS BY OVERSIZE VEHICLES OR LOADS

### FORM – REQUEST FOR ROAD ACCESS BY OVERSIZE VEHICLES OR LOADS

(REFER: DIV-AR-RO-04 OVERSIZE VEHICLE/LOADS – ESCORTING PROCEDURE FOR PORT KEMBLA STEELWORKS.)

<b>PART A : REQUEST FOR ROAD ACCESS</b>	
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)

<b>PART B : AUTHORITY TO ACCESS ROADS</b>	
AUTHORISATION GIVEN:	YES <input type="checkbox"/> NO <input type="checkbox"/> (TICK BOX)
AUTHORISED BY:	DEPARTMENT:
TITLE:	PHONE:     DATE:
SIGNATURE:	
COMMENTS	

<b>PART C : OVERSIZE VEHICLE/LOAD - ROAD ACCESS NOTIFICATION</b>			
DISTRIBUTION LIST:	Phone / E-Mail	DISTRIBUTION LIST:	Phone / E-mail
SECURITY Services (Control Room)	4275 7575		
RELEVANT DEPARTMENTS:			

## APPENDIX B. TRAFFIC RISK MATRIX – INCLUSIVE OF LOADING/UNLOADING ZONES

Task ID	OHSE Hazard / Aspect	Causes	Consequences	Raw Cons	Raw Lik'hd	Raw Risk	Existing Control Measures	C	L	R	Risk Tolerance	Resp. Person	Review Date	Next Risk Review Date	Risk Assessment Team	Related Procedure
B1	Forklifts spill oil, potential to go to external drains.	<ul style="list-style-type: none"> <li>Poor maintenance of mobile equipment</li> <li>Maintenance attended to as required</li> <li>failure of hydraulics - broken hose</li> </ul>	<ol style="list-style-type: none"> <li>Minor pollution. Oil into stormwater, soil.</li> <li>Breach of EPA licence.</li> <li>Generation of waste material from clean-up of oil spill.</li> <li>Low level social/cultural impacts.</li> <li>Operational Impact - easily addressed by immediate corrective action.</li> </ol>	2	3	5	<ol style="list-style-type: none"> <li>Scheduled servicing by whoever they are hired from.</li> <li>Emergency spill kit kept in warehouse.</li> <li>Reporting of incidents into safety system.</li> <li>Pre-start forklift checks.</li> <li>Accredited forklift operators.</li> </ol>	3	1	4	Tolerable					
B2	Diesel fume emissions to atmosphere	<ul style="list-style-type: none"> <li>Product of combustion</li> <li>Poor vehicle maintenance</li> </ul>	<ol style="list-style-type: none"> <li>Low Pollution.</li> <li>Low level social/cultural impacts.</li> <li>Serious injury from gas exposure.</li> </ol>	3	3	6	<ol style="list-style-type: none"> <li>Pre-start checks</li> <li>Scheduled servicing by Brambles.</li> <li>Accredited forklift operators</li> <li>Mobile Equipment Code of Practice.</li> <li>Warehouse open, and has very good air flow and ventilation</li> </ol>	2	1	3	Tolerable					

6BF Reline Project  
Construction Traffic Management Plan

Task ID	OHSE Hazard / Aspect	Causes	Consequences	Raw Cons	Raw Lik'hd	Raw Risk	Existing Control Measures	C	L	R	Risk Tolerance	Resp. Person	Review Date	Next Risk Review Date	Risk Assessment Team	Related Procedure
B3	Excess noise in warehouse	<ul style="list-style-type: none"> <li>Operating plant</li> </ul>	1. Serious injury - Noise Induced Hearing Loss.	3	3	6	1. Scheduled servicing by Brambles. 2. Earplugs issued to drivers.	2	2	4	Tolerable					
B4	Noise generated by mobile equipment/trucks entering and leaving storage areas	<ul style="list-style-type: none"> <li>Mobile equipment</li> </ul>	1. Community outage.	2	2	4	1. Minimise truck movements at night.	2	2	4	Tolerable					
B5	Dust in open storage areas	<ul style="list-style-type: none"> <li>Truck movements</li> <li>Unsealed surface</li> </ul>	1. Significant injury – dust in eyes/ mouth. 2. Breach of EPA licence.	3	4	7	1. Safety glasses compulsory in outside areas, with sealed dust proof eyewear in times of high winds. 2. Outside areas to be watered to suppress dust during planned high truck movement times.	2	3	5	Tolerable					

6BF Reline Project  
Construction Traffic Management Plan

Task ID	OHSE Hazard / Aspect	Causes	Consequences	Raw Cons	Raw Lik'hd	Raw Risk	Existing Control Measures	C	L	R	Risk Tolerance	Resp. Person	Review Date	Next Risk Review Date	Risk Assessment Team	Related Procedure
B6	Forklift malfunction resulting in interaction with people, product or environment	<ul style="list-style-type: none"> <li>Inadequate maintenance</li> <li>Health/wellbeing of operator</li> <li>Problems not reported, faulty equipment not tagged out</li> <li>Prestart checks not performed including water and oil</li> </ul>	<ol style="list-style-type: none"> <li>Fatality.</li> <li>Serious injury.</li> <li>Product damage/ warehouse damage.</li> <li>Loss of productivity.</li> <li>Legal. Major regulatory breach, investigation and prosecution.</li> <li>Outrage - media attention.</li> </ol>	4	3	7	<ol style="list-style-type: none"> <li>Accredited contractor, service contract in place with standards set in contract. Qualified tradespeople.</li> <li>Mobile Equipment Code of Practice.</li> <li>SafeWork NSW accredited forklift drivers.</li> <li>Pre-operational forklift checklists.</li> </ol>	4	2	6	ALARP					
B7	Access/Egress from mobile equipment (forklifts/cranes/trucks)	<ul style="list-style-type: none"> <li>Wet or oil on steps</li> <li>Tread on shoes worn out</li> <li>Anti-slip covering worn on steps</li> <li>Lack of concentration</li> <li>Going down forwards</li> <li>Rushing</li> <li>Not using handrail - 3 points of contact</li> <li>Insufficient lighting on steps</li> </ul>	<ol style="list-style-type: none"> <li>Serious injury.</li> <li>Loss of productivity.</li> </ol>	3	3	6	<ol style="list-style-type: none"> <li>Use of handrails alighting and accessing large fork cabin. Use of mobile platforms for accessing trucks if required. Use of handrails and/or harnesses to access cranes/crane counterweights where required.</li> <li>Take 2 protocol reinforced in toolbox meetings.</li> <li>Pre-inspection checklists.</li> </ol>	3	2	5	Tolerable					



6BF Reline Project  
Construction Traffic Management Plan

Task ID	OHSE Hazard / Aspect	Causes	Consequences	Raw Cons	Raw Lik'hd	Raw Risk	Existing Control Measures	C	L	R	Risk Tolerance	Resp. Person	Review Date	Next Risk Review Date	Risk Assessment Team	Related Procedure
B8	Mobile equipment / pedestrian interaction	<ul style="list-style-type: none"> <li>Not aware of environment</li> <li>Limited view from forklift</li> <li>Unaware/ un-inducted persons in vicinity of operations</li> <li>Persons entering warehouse whilst forklift operating</li> <li>Excessive speeds of forklifts</li> <li>Insufficient lighting</li> </ul>	<ol style="list-style-type: none"> <li>Fatality.</li> <li>Loss of loading productivity.</li> <li>Product/plant damage.</li> <li>Legal. Major regulatory breach, investigation and prosecution.</li> <li>Outrage - media attention.</li> </ol>	4	3	7	<ol style="list-style-type: none"> <li>Site PPE requirement Hi-Visibility clothing.</li> <li>Floating Exclusion Zones separating people and forklifts by use of danger flags.</li> </ol>	4	2	6	ALARP					<p>LSG04 <i>Loading &amp; Unloading of Trucks</i></p> <p>TSG07 <i>Conditions of Entry for Mobile Equipment at PK</i></p> <p>BSL-OHS-C-03-03 <i>Mobile Equipment Code of Practice</i></p> <p>BZ-SEQ-S-10-11 <i>Safe System of Work – Use of the Authority to Work Permit (ATWP)</i></p> <p>DIV-OHS-01-13 <i>Warning Tags and Barricade Regulations</i></p>

6BF Reline Project  
Construction Traffic Management Plan

Task ID	OHSE Hazard / Aspect	Causes	Consequences	Raw Cons	Raw Lik'hd	Raw Risk	Existing Control Measures	C	L	R	Risk Tolerance	Resp. Person	Review Date	Next Risk Review Date	Risk Assessment Team	Related Procedure	
B9	Unauthorised access	<ul style="list-style-type: none"> <li>Unauthorised access</li> <li>Poor building maintenance on doors</li> </ul>	<ol style="list-style-type: none"> <li>Fatality.</li> <li>Disruption to operation.</li> <li>Plant/product damage.</li> <li>Legal. Major regulatory breach, investigation and prosecution.</li> <li>Outrage - media attention.</li> </ol>	5	3	8	1. Signage - no authorised entry.	4	2	6	ALARP						
B10	Slip/ trip injury due to insufficient lighting and uneven surfaces	<ul style="list-style-type: none"> <li>Eyes not on path</li> <li>Lack of concentration</li> <li>Steps wet, grease or dirty</li> <li>No anti-slip material on steps</li> <li>Tread worn on shoes/boots</li> <li>Rushing</li> <li>Insufficient lighting on steps</li> </ul>	<ol style="list-style-type: none"> <li>Fatality.</li> <li>Loss of productivity.</li> <li>Legal. Major regulatory breach, investigation and prosecution.</li> <li>Outrage - media attention.</li> </ol>	4	3	7	<ol style="list-style-type: none"> <li>Take 2 protocol in place.</li> <li>Periodically audit condition of floor.</li> <li>Mark trip hazards with yellow edging.</li> </ol>	3	2	6	ALARP						

6BF Reline Project  
Construction Traffic Management Plan

Task ID	OHSE Hazard / Aspect	Causes	Consequences	Raw Cons	Raw Lik'hd	Raw Risk	Existing Control Measures	C	L	R	Risk Tolerance	Resp. Person	Review Date	Next Risk Review Date	Risk Assessment Team	Related Procedure
B11	Dropping product whilst (un)loading	<ul style="list-style-type: none"> <li>Poor maintenance of equipment</li> <li>Operator error</li> </ul>	<ol style="list-style-type: none"> <li>Fatality.</li> <li>Product damage.</li> <li>Loss of productivity.</li> <li>Legal. Major regulatory breach, investigation and prosecution.</li> <li>Outrage.</li> </ol>	4	3	7	<ol style="list-style-type: none"> <li>Accredited contractor, service contract in place with standards set in contract. Qualified tradespeople.</li> <li>Mobile Equipment Code of Practice.</li> <li>SafeWork NSW accredited forklift drivers.</li> <li>Pre-operational forklift checklists.</li> <li>Audit against BSL Mobile Equipment Code of Practice.</li> <li>Forklift tagged out and maintenance provider contacted if malfunction occurs.</li> <li>PPE &amp; Clothing Policy: Hi-Visibility clothing.</li> <li>Floating Exclusion Zones.</li> </ol>	4	2	6	ALARP					<p>LSG04 <i>Loading &amp; Unloading of Trucks</i></p> <p>TSG07 <i>Conditions of Entry for Mobile Equipment at PK</i></p> <p>DIV-OHS-01-23 <i>Use and Operation of cranes and lifting equipment - General</i></p>
B12	Fall from height	<ul style="list-style-type: none"> <li>Working on back of trailer</li> <li>Uneven ground causing fall from warehouse to truck driving bay</li> </ul>	<ol style="list-style-type: none"> <li>Serious injury</li> <li>Operational impact. Minor impact on despatch</li> </ol>	3	3	6	<ol style="list-style-type: none"> <li>Chinstrap must be worn when working on back of trailer.</li> <li>Use of platforms when required to access trailer, e.g. to rig load.</li> </ol>	2	3	5	Tolerable					Site Safety sheet

6BF Reline Project  
Construction Traffic Management Plan

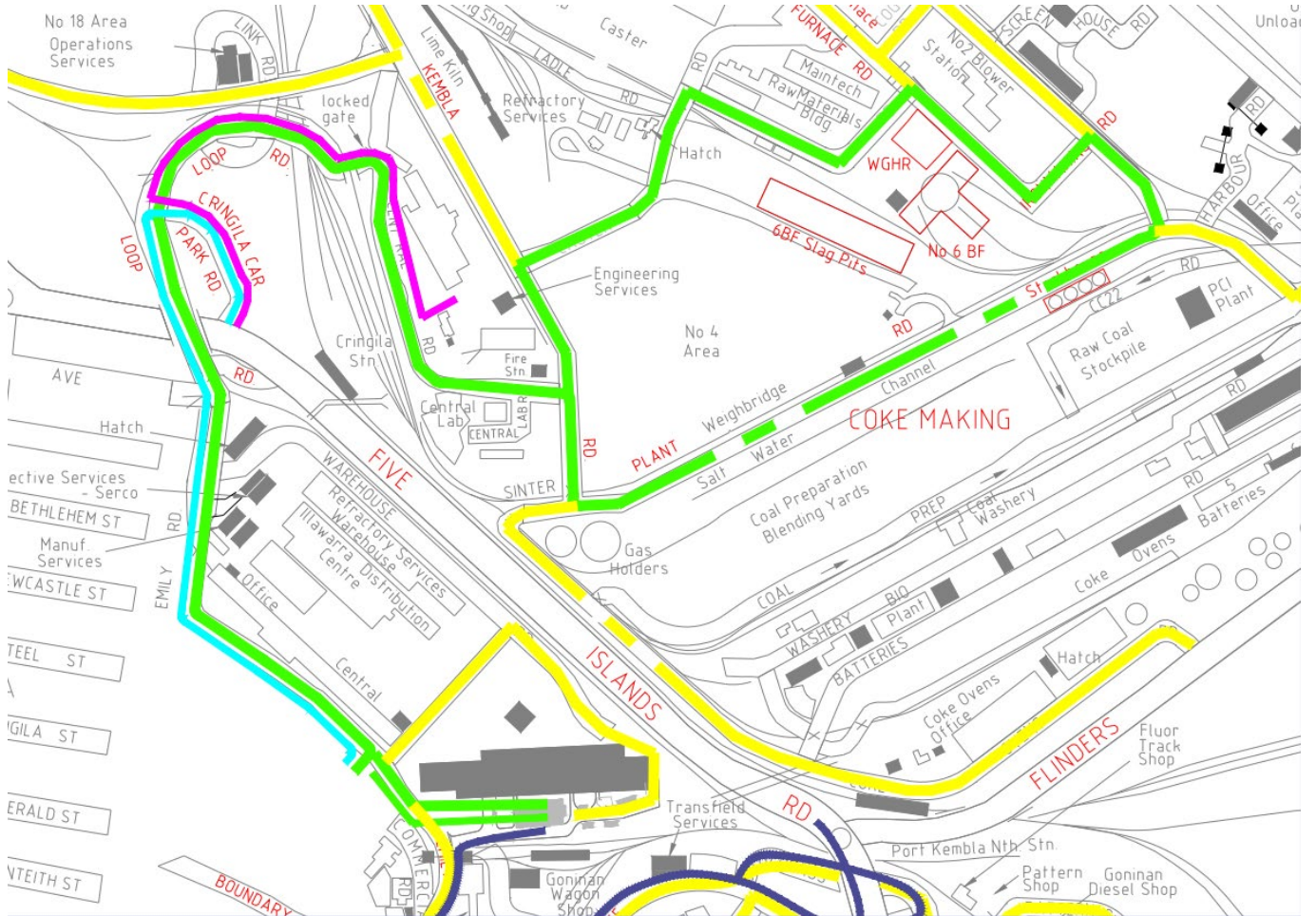
Task ID	OHSE Hazard / Aspect	Causes	Consequences	Raw Cons	Raw Lik'hd	Raw Risk	Existing Control Measures	C	L	R	Risk Tolerance	Resp. Person	Review Date	Next Risk Review Date	Risk Assessment Team	Related Procedure	
B13	Load restraint failure.	<ul style="list-style-type: none"> <li>Not restrained according to guidelines</li> <li>Lack of training or unfamiliar with load restraint technique</li> <li>New product</li> <li>Equipment failure - hooks/claws come off during transportation</li> <li>Condition of equipment</li> </ul>	<ol style="list-style-type: none"> <li>Product damage.</li> <li>Equipment damage.</li> <li>Serious injury/fatality.</li> <li>Legal. Major regulatory breach, investigation and prosecution.</li> <li>Outrage - media attention</li> </ol>	4	3	7	<ol style="list-style-type: none"> <li>Load Restraint CoP Technical Guidelines.</li> <li>Load restraint training (general and product-specific).</li> </ol>	4	2	6	ALARP						Site Safety sheet
B14	Release of stored energy	<ul style="list-style-type: none"> <li>Uncontrolled load binder release</li> </ul>	<ol style="list-style-type: none"> <li>Serious injury</li> </ol>	3	3	6	<ol style="list-style-type: none"> <li>PPE requirement to wear hard hat.</li> <li>Dog down from ground level.</li> <li>Take 2 Initiatives.</li> </ol>	4	2	6	ALARP						Site Safety sheet
B15	Vermin, insect bite	<ul style="list-style-type: none"> <li>Infestation in old building structure</li> </ul>	<ol style="list-style-type: none"> <li>Medical treatment injury</li> </ol>	3	3	6	<ol style="list-style-type: none"> <li>PPE (gloves, long sleeved shirts and pants).</li> <li>Take 2.</li> </ol>	3	2	5	Tolerable						Site Safety sheet
B16	Sunburn	<ul style="list-style-type: none"> <li>Direct sunlight on persons</li> </ul>	<ol style="list-style-type: none"> <li>Medical treatment injury due to heat stroke</li> </ol>	3	3	6	<ol style="list-style-type: none"> <li>PPE (gloves, long sleeved shirts and pants).</li> <li>Sunscreen.</li> </ol>	2	3	5	Tolerable						Site Safety sheet



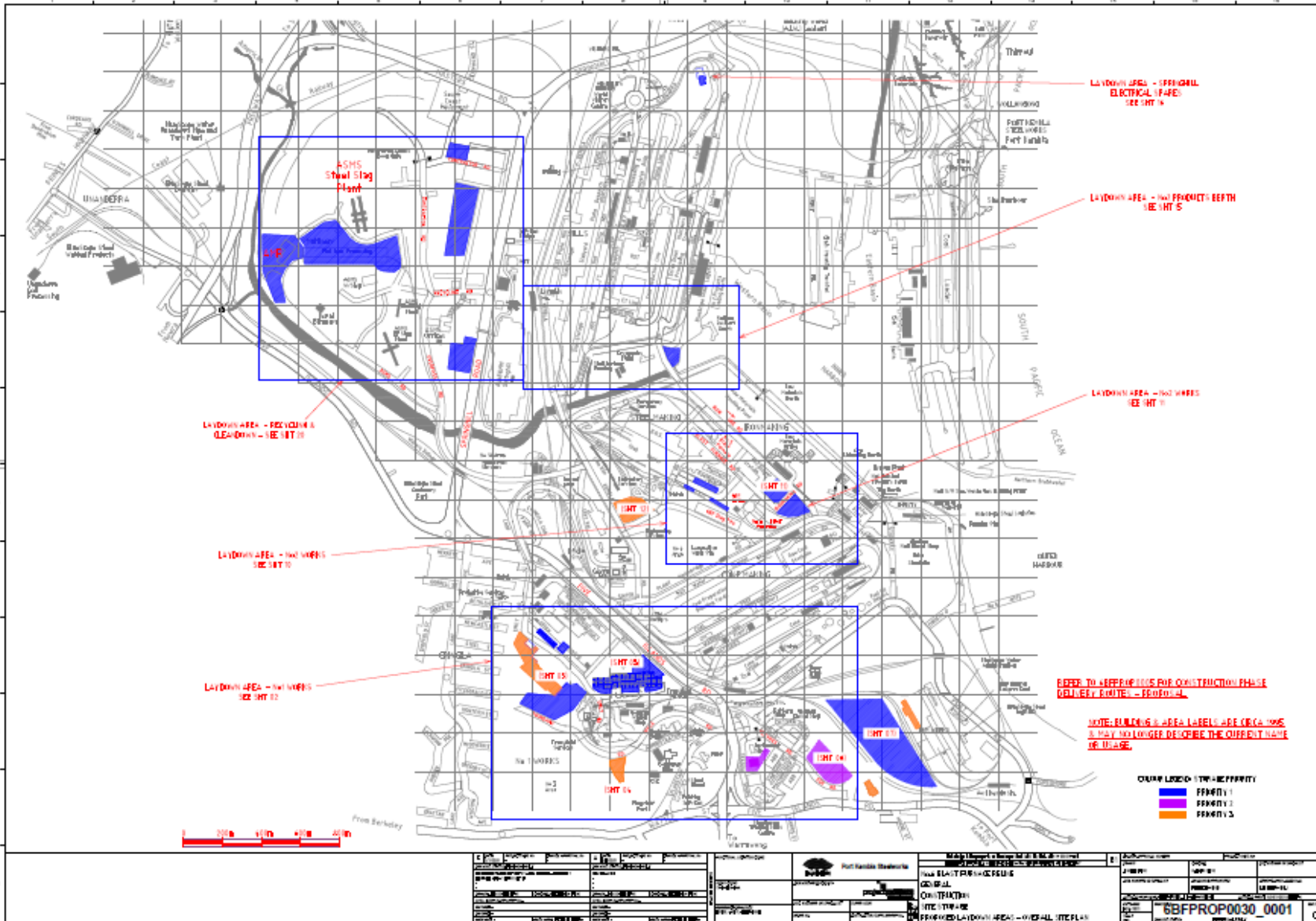
6BF Reline Project  
Construction Traffic Management Plan

Task ID	OHSE Hazard / Aspect	Causes	Consequences	Raw Cons	Raw Lik'hd	Raw Risk	Existing Control Measures	C	L	R	Risk Tolerance	Resp. Person	Review Date	Next Risk Review Date	Risk Assessment Team	Related Procedure
B17	Loss of Green and Gold Bell Frogs	<ul style="list-style-type: none"> <li>Environmental leak</li> <li>Trucks driving too close to creek</li> </ul>	1. Bell Frogs die	4	3	7	1. Area fenced off significant distance from Bell Frogs to prevent trucks entering area near creek. 2. No drains in area that could contaminate creek. 3. Environmental Awareness training in Green and Gold Bell Frog.	2	3	5	Tolerable					

## APPENDIX C. DELIVERY ROUTES



# APPENDIX D. LAYDOWN AREAS



## APPENDIX E. TERMINOLOGY

Acronym / Abbreviation	Meaning
5BF	No 5 Blast Furnace
6BF	No 6 Blast Furnace
ALARP	As Low As Reasonably Practicable
AS	Australian Standard
ASP	BlueScope Australian Steel Products
BOF	Basic Oxygen Furnace
BOS	Basic Oxygen Steelmaking
BSL	BlueScope Steel Limited
CEMP	Environment Management Plan
CoP	Code of Practice
EIS	Environment Impact Statement
EMT	Emergency Management Team
EPA	New South Wales Environment Protection Authority
EPL	Environment Protection Licence
HSE	Health, Safety and Environment
HSEC	Health, Safety, Environment and Community
IDC	Illawarra Distribution Centre
JSEA	Job Safety and Environment Analysis
km	Kilometre/s
km/h	Kilometres per hour
m	Metre
mm	Millimetres
MTEC	Manuals, Training, Equipment and Commissioning
NSW	New South Wales
PIC	Person in Charge
PKSW	Port Kembla Steelworks
PPE	Personal Protective Equipment
SSO	Serious Safety Occurrence
SSW	Safe System of Work
T&I SEPP	Transport and Infrastructure State Environmental Planning Policy
TfNSW	Transport for NSW