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BLACKTIP GAS PROJECT TRAFFIC MANAGEMENT PLAN

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1 INTRODUCTION

The Blacktip Gas Field is located in permit WA-279-P in the Bonaparte Gulf, approximately 110km offshore from Wadeye in the Northern Territory (Figure 1). The field will be developed with a small un-manned offshore wellhead platform, a 110 km sub-sea pipeline bringing the fluids to shore and an onshore gas processing plant near Wadeye, where an Aboriginal Community is located. The processed gas will be exported via the onshore Trans Territory Pipeline (TTP); the condensate will be exported via a sub-sea pipeline to a spread mooring for shipping via a tanker vessel.

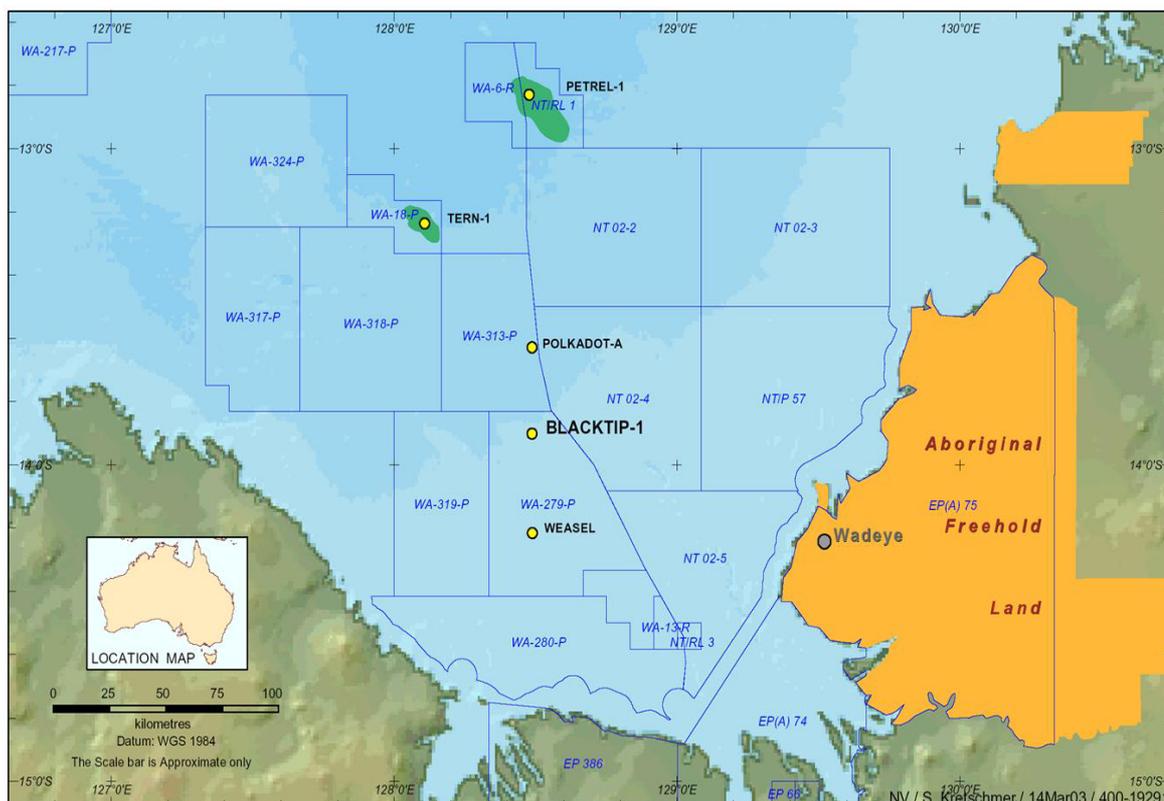


Figure 1 - Blacktip Gas Field location.

The development is expected to capitalise on a market opportunity with the planned expansion of Alcan’s aluminium smelter in Gove, NT as the foundation customer. An exclusive Heads of Agreement has been signed with Alcan for the supply of 110 TJ/d of sales quality gas from Blacktip starting early 2007 via a 940 km onshore export pipeline. Blacktip provides a strategic entry for Woodside into the Northern Australian gas market.

The target annual average production rate is about 109 MMscfd of raw gas to feed a nominally 70 PJ Onshore Gas processing plant over 20 years.

The project is currently in the final stages of FEED with a view to obtaining Final Investment Decision (FID) for the project.

Wadeye is a tropical area subject to high seasonal rainfall. During the summer wet season, an average of 1800mm of rainfall occurs, which cuts off all land base transport. For that reason all construction work will take place during the dry season, which is June to November.

2 PURPOSE

The purpose of this document is to set out the arrangements for managing the transport logistics for the supply of Materials and Personnel from commencement of the site preparation works through to the completion of the Onshore Gas Plant at Wadeye.

Transportation has been identified as one of the greatest areas of risk associated with the construction of the project and requires close management and ongoing monitoring and assessment of all Contractors.

The plan takes into consideration the adequacy of the existing road network and identifies areas of increased risk and details recommendations for managing the hazards. (Refer to Section 8, Reference 1, Route Survey for Woodside Blacktip Project Entire by Kingston Project Services).

The prime focus of this plan is to set out the parameters which will allow logistical contractors to develop operational, health, safety and environmental management plans to minimize the risks associated with the interaction of the project transportation, communities and the general public. In addition, it defines the responsibilities for the Logistics Contractor and Woodside.

The Traffic Management Plan is in response to the concerns raised during the Social Impact Assessment (SIA) and is closely associated with and forms an integral part of the Social and Environmental Impact Management Plan.

In addition to the Traffic Management Plan, there will be further management complementary strategies included in the Social and Environmental Impact Management Plan, particularly associated with local Aboriginal communities.

3 SCOPE

The scope of the plan covers the public and permit controlled roads listed below from Darwin to the proposed Onshore Gas Plant:

Public Roads

Berrimah Rd	- Darwin wharf to Stuart Highway - Intersection of Berrimah Rd and Stuart Highway
Stuart Highway	- Berrimah Rd to Dorat Rd - Intersection of Stuart Highway and Dorat Rd
Dorat Rd	- Stuart Highway to Daly River Rd - Intersection of Dorat Rd and Daly River Rd
Daly River Rd	- Dorat Rd to Daly River - Daly River crossing

Permit Controlled Roads

Port Keats Rd	Daly River to Wadeye
Onshore Gas Plant Rd	Wadeye to Onshore Gas Plant

It is envisaged that Darwin will be used as the logistics hub, with all interstate and overseas materials being either transported by road or shipped to Darwin for initial inspection, quarantine and load optimisation.

4 KEY PRINCIPLES FOR MANAGING CUMULATIVE IMPACT IN THE DALY RIVER REGION

Whilst the exact size and number of logistical movements incurred by the Blacktip Project has not yet been calculated, it is anticipated that the Project transport will amount to approximately 3 trips per day. Due to the small scale of the project and the large travel distance (350km) it is unlikely that the overall vehicle capacity of the roads will be affected. However, if you take into consideration the cumulative effects of the Blacktip Project and the Trans Territory Pipeline work together, this will definitely increase the overall volume of traffic on the roads and will contribute to the further deterioration and congestion of the roads.

The following sets out the key principles in managing the cumulative impact of haulage and construction traffic for the projects in the Daly River region.

- Traffic Management Plans – each project will prepare and implement a Traffic Management Plan that is designed to address the specific risks associated with each project.
- Communication – the Blacktip Logistics Contractor will liaise closely with the TTP Builder, Owner and Operator (BOO) to coordinate day to day management of the cumulative traffic load.
- Community Safety – the Community Liaison Officers from each project will liaise closely about interaction with the local communities regarding traffic management and road safety.
- Government Liaison – the BOO and the Blacktip Logistics Contractor will liaise jointly with the Northern Territory / Police and Emergency Services local Governments regarding day to day management of the cumulative traffic load.
- Emergency Response – the Blacktip Logistics Contractor and the BOO will liaise with each other and the NT Government and Police and Emergency Services in relation to emergency response management.

5 LOGISTICAL MOVEMENTS

The following modes of transport have been identified for the development of management plans by the logistics contractors.

5.1 Heavy / Large Equipment

There are approximately 10 pieces of heavy / large equipment (not including construction plant) which are to be transported from Darwin to the Onshore Gas Plant over the duration of the project. This equipment will be transported on specialist trailers, which are likely to be slow moving and oversized.

The following issues have been identified as potential hazards:

- interaction with traffic on the Stuart Highway, where vehicles travelling at higher speeds have to negotiate / overtake the heavy equipment vehicles
 - ensure Northern Territory Police and other relevant authorities e.g. Power and Water, are advised of all heavy / over width loads;
 - coordinate with Trans Territory Pipeline Project to ensure no major conflicts with critical loads;
 - in conjunction with the Northern Territory Police, develop protocol on overtaking vehicles;

- use of pilot escort vehicles to be mandatory to assist with driver awareness of forth coming slow moving vehicles;
- in conjunction with Local Government, identify hazardous bends, blind spots and other potential road hazards and implement the use of signage;
- ensure all road users and affected communities are advised of heavy loads, detailing transport windows, size of loads, etc;
- review requirement for turning bays / pull over areas.
- damage to the large vessels paint system, caused by flying stones generated by the trailer wheels
 - additional protection blankets to be utilised;
 - speed limits to be set and agreed with Northern Territory Police, Local Government and reinforced by the Logistics Contractor.
- potential for loads to become unsecured due to condition of road and poor load restraining practices
 - logistics contractor to ensure loads are secured in accordance with legislative and industry load restraint practices.

5.2 General Road Trains

There will be a significant rise in the number of road trains delivering construction material and consumables to the project. These road trains should not affect the flow of traffic on the Stuart Highway, but as the roads get narrower and more winding, the ability of other vehicles to pass decreases.

The following issues have been identified as potential hazards/issues:

- misjudgement by passing motorist, which is likely to result in a collision
 - use of pilot escort vehicles to assist with driver awareness of forth coming slow moving road trains;
 - in conjunction with the Northern Territory Police, develop protocol on overtaking vehicles;
 - in conjunction with Local Government, identify hazardous bends, blind spots and other potential road hazards and implement the use of signage;
 - review requirement for turning bays / pull over areas;
 - ensure all road users and affected communities are advised of scheduled transport days, any expected delays and speed of road trains.
- dust clouds generated by vehicles on the unsealed road from Daly River to Wadeye will affect the visibility of other road users, which has the potential to cause accidents and collisions
 - speed limits to be set and agreed with Northern Territory Police, Local Government and reinforced by the Logistics Contractor;
 - use of water trucks or suitable dust suppression system such as Dustmag to reduce dust in areas that are populated or close to towns will be investigated;
- potential for loads to become unsecured due to condition of road and poor load restraining practices
 - logistics contractor to ensure loads are secured in accordance with legislative and industry load restraint practices.

- utilisation of Sandfly Creek boat landing as it requires construction traffic to pass through the middle of the Wadeye Community Township
 - avoid using the boat landing at all times. If there is an unforeseen requirement to use the landing, the project will liaise closely with the local community to ensure measures are taken to minimise the disruption on the township.

5.3 Light Vehicles (On-Site)

The movement of light vehicles carrying both project personnel and locals in and around the construction site has several risks which need to be managed. Accidents have occurred between heavy and light vehicles on other projects, which have resulted in significant damage to the light vehicles.

The following issues have been identified as potential hazards/issues:

- due to the size and shape of both road trains and heavy earthmoving equipment, the driver's visibility is reduced which heightens the chance of collisions with road trains, heavy and light vehicles
 - speed limits to be set and agreed by Woodside and the Contractor;
 - light vehicles to be fitted with hazard and safety features e.g. roof mounted flashing amber lights, reversing tone, whip aerial with coloured flag, airbags, light coloured, etc;
 - use of water trucks or suitable dust suppression system such as Dustmag to reduce dust in areas that have been identified as potentially hazardous;
 - designated lane routes in and around site to be clearly marked out;
 - driver induction and specific training to be carried out before entering site.
 - speed limits to be set and agreed with Northern Territory Police and the Local Community.

5.4 Light Vehicles (Off Site)

Whilst the vast majority of project personnel will be transported to site by aircraft, there will be occasions when light vehicles will have to use the roads between Darwin and Wadeye.

The following issues have been identified as potential hazards/issues:

- Potential for collisions / accidents with local community and all road users
 - develop management plan for the use of light vehicles off site. (A guide for this can be found in the HSE and Logistics Plan – 2004 Field Activities (refer to Item 8 Reference 2);
 - light vehicles will be restricted outside the construction site and road battery limits,
 - speed limits to be set and agreed with Northern Territory Police and Local Community;
 - light vehicles to be fitted with hazard and safety features e.g. roof mounted flashing amber lights, reversing tone, whip aerial with coloured flag, airbags, light coloured, etc;
 - use of water trucks or suitable dust suppression system such as Dustmag to reduce dust in areas that have been identified as potentially hazardous;
 - barriers, and signage to be used to segregate the construction traffic from the general public and local community;

5.5 Waste/Hazardous Material Transportation

The transportation of Waste/Hazardous material will be carried out by a Woodside approved specialist Logistics Contractor. It is imperative that the logistics contractor liaises at all times with the Company's environmental focal point to ensure clarity is maintained regarding compliance with all legislation, Company requirements and initiatives.

Transport of dangerous goods will be in accordance with the Dangerous Goods (Roads and Rail Transport) Act 2003 and associated Regulations.

5.6 Transportation of Fragile Equipment

Transportation of fragile materials such as instrumentation will be carried out by a specialist Logistics Contractor who is experienced in transporting such goods. The use of air-ride suspension trailers will be mandatory.

6 EXISTING ROAD CONDITION

The transportation distance from Darwin to the Gas Plant is approximately 350kms and takes in 6 different roads as detailed above in Item 3, Scope.

The route was surveyed by Kingston Industries to ascertain the suitability of the route for heavy load transportation (refer to Item 8, Reference 1).

The report states that the route is suitable for transportation of project material provided some works are undertaken on the Daly River to Wadeye section of the Journey.

Woodside will liaise closely with the Local Government and the Builder Owner Operator of the Trans Territory Pipeline, to ensure that dust and road maintenance are managed effectively to ensure the roads are maintained in a satisfactory condition throughout the duration of the project and at project completion. This will be achieved by a pre-project survey of the roads, ongoing surveys throughout the life of the project and maintenance being carried out as and when required.

Woodside will work in conjunction with its Contractors, Northern Territory Police and the various community groups to identify the busy periods of road use to avoid excessive traffic congestion and traffic related incidents.

7 MANAGEMENT STRATEGIES

7.1 HSE Management

HSE management is the priority of Woodside and all measures will be taken to minimize risks to people and property to a level as low as reasonably practical (ALARP).

Management plans will be developed in the following areas:

- Heavy Equipment – by heavy haulage contractor
- General Haulage – by logistics contractor
- Site Construction – by construction contractor
- Light Vehicle – by Woodside
- Waste Disposal – by specialist contractor
- Fragiles – by specialist contractor

7.2 Strategies to be Included in Individual Management Plans

Without pre-empting the content of the individual management plans, it is envisaged that the following strategies will be included in the plans:

7.2.1 Community Liaison / Education

It is vital that all affected local communities from Darwin through to Wadeye are made aware of the Project and the potential risks and problems associated with the transportation of project materials.

The affected communities will be consulted by the Woodside Liaison Officer, with a view to educating and updating the communities on the Project requirements and measures in an effort to reduce the risks to all communities.

Woodside in conjunction with the Northern Territory Police will pursue the development of a vehicle overtaking protocol to promote safe driving in and around the communities.

7.2.2 Public Announcements / Advertisement

The Logistics Contractor will conduct a Public Awareness campaign using radio, newspaper and road side signage to advertise traffic flow disruptions caused by general and heavy haulage campaigns from Darwin and along the Stuart Highway. In addition, the Logistics Contractor will be responsible for advertising likely transportation windows, the size of the heavy loads and road trains and the speeds at which they will travel.

Notification of traffic flow disruptions are a requirement of the Northern Territories Government Roads Department and it's imperative that the project complies.

Public announcements/advertisements will need to be culturally attuned to ensure the message is communicated throughout the affected local communities by way of advertising on BRACS (community TV station) and by ensuring that where required, the information is translated into Murinh-Patha. The use of meaningful symbols/graphics on signs needs to be reviewed as written signage may be of little or no use on Aboriginal land.

7.2.3 Management of Visitors/Tourist

Consideration needs to be given to the increase in traffic along the Stuart Hwy, Dorat Road and Daly River Road caused by tourists during the dry season. A large percentage of tourists travel in caravans or camper vans, which are generally difficult to over take and very slow moving. In addition, there is also the issue of tourist camping by the Daly River Road crossing during the day and the general lack of understanding and familiarity with the local road conditions.

Woodside will liaise with the Local Government on potential measures to minimise the impact on tourists.

7.2.4 Inductions

Woodside and the Logistics Contractor will be responsible for ensuring that all drivers attend driver inductions before entering Aboriginal owned land and site. In addition, driver's must have attended specific off road training to ensure they are competent at driving on unsealed roads.

7.2.5 Permit Control

The use of the road from Daly River to Wadeye currently requires a Permit from the Northern Land Council. It is the intention that Woodside will get agreement to a blanket access agreement, but the release of permits by Woodside to access the plant site would still be required

It is envisaged that a permit control board will be erected at the Daly River Staging Area to inform drivers of the permit requirement. Driving outside the construction areas will be strictly controlled and permit issue will be kept to a minimum.

In addition, it is important that all Contractors adhere to the no alcohol policy and understand that any evidence of alcohol being consumed or contained within a vehicle (even if the alcohol has not been consumed on Aboriginal Land) is enough for the Police to impound vehicles and revoke permits.

Woodside, Northern Territory Police and Contractors will enforce a zero tolerance policy towards the consumption of alcohol in Wadeye and surrounding areas.

7.2.6 Staging Areas (Darwin)

The strategy for managing logistics is to establish a Logistics base in Darwin. The yard would be managed by the Logistics Contractor for staging Quarantine and coordinating load optimisation, etc. In addition, a Woodside resident Logistics Coordinator will be situated in the Tat Hong yard, which is located in Berrimah, Darwin. These two entities will be responsible for the overall logistical requirements of the Project.

7.2.7 Staging Areas (Daly River Crossing)

Given that there will be a number of restrictions on the transport route (speed, daylight and permits) it is unlikely that it would be possible to drive from Darwin to Wadeye – unload and return in one day. It is likely that an overnight staging area will be required; however, at this stage truck drivers will be prohibited from using Wadeye. The Logistics Contractor will need to ensure that staging areas have adequate signage, are secure, well lit and left in a clean state.

The plant will be reviewed as a potential overnight staging area.

7.2.8 Night Time Curfews

Night time (7.00pm until 7.00am) logistical movements will not be permitted due to safety concerns. The road from Daly River to Wadeye is used extensively at night by the locals; it is not uncommon for cars and people to be found on the road at night. Clearly running project vehicles along the section of road at night presents an unacceptable risk. A night time curfew will also apply on the road from Darwin to Daly River. The only exception to this rule, is when the contractor is advised by the Northern Territory Police to move a particular load during the night, in order to reduce disruption to the city of Darwin.

In addition, consideration should be given to the prohibition of driving towards Wadeye after 5:00pm.

7.2.9 Escort Vehicles

All heavy / oversize transporters will have pilot escorts; the number and position of the escort vehicles will be stipulated by the Logistics Contractor and will be in compliance with relevant Local Government and statutory requirements. Consideration may be given to providing Road Trains with pilot escort vehicles on the Daly River to Wadeye Road to ensure 7 day access to the plant site. This will be subject to a risk assessment and liaison with community groups and the Northern Territory Police.

7.2.10 Speed Limits

Speed limits for transport vehicles will be set by the Logistics Contractor in consultation with the Northern Territory Police and Local Communities and will take into consideration the road geography, visibilities and condition as well as the Highway regulations.

The following limits are envisaged;

Stuart Highway – Heavy Lift – TBC

Stuart Highway – Road Train – TBC

Dorat Road – Heavy Lift – TBC
Dorat Road – Road Train – TBC
Daly River Road – Heavy Lift – TBC
Daly River Road – Road Train – TBC
Wadeye Road – Heavy Lift – TBC
Wadeye Road – Road Train – 60km / hour
Gas Plant Access Road – Heavy Lift – TBC
Gas Plant Access Road – Road Train – 40km / hour
Gas Plant Access Road – Light Vehicle – 40km / hour
Within Gas Plant – Heavy Lift – 10km / hour
Within Gas Plant – Road Train – 20km / hour
Within Gas Plant – Light Vehicle – 20km / hour

7.2.11 Road Improvements

The road from Darwin to Wadeye was surveyed by Kingston Industries to ascertain the viability of transporting all the Plant and Equipment via road.

The report was favourable for the use of road haulage for the plant construction but the report did highlight those sections of the Daly River to Wadeye Road that would require several improvements, particularly at flood ways. The various road improvements as mentioned in the Kingston Industries Report will be pursued by Woodside with the Local Government. These include, but are not limited to the following;

- Re-alignment of the Daly River Floodway crossing exit ramp on the Wadeye side of the river.
- There are approx 12 dry creek bed crossing 'dips' which will require between 0.5m and 1.0m of fill to prevent the heavy lift trailers from bottoming out.
- There are several sandy sections of road which will require regrading and resurfacing. These sections usually relate to flood plains which have softer sub grades.

7.2.12 Emergency Response Plans

All Logistics Contractors will be responsible for the preparation of Emergency Response Plans (ERP's) and they must integrate with the Woodside Project ERP. ERP's will cover the actions required in the case of the following;

- Accident including injury of persons
- Mechanical breakdown
- Vehicle recovery
- Environmental issues (spillage, fire, etc)

7.2.13 Risk Assessments

The Logistics Contractors will be required to perform Risk Assessments on the proposed tasks to evaluate the risks and implement plans to mitigate the risks to As Low As Reasonably Practical (ALARP).

7.2.14 Segregation of Light Vehicles and Earthmoving Equipment

The Site Preparation Contractor will be responsible for generating a Traffic Management Plan for the bulk earth works. A critical element of this plan will be the segregation of light vehicles

and the heavy earthmoving equipment. It may stipulate that any light vehicle entering a construction zone will be fitted with a flashing light and whip aerial with coloured flag. Control points and signage will be used to designate the construction zones. Segregation of pedestrians from earthmoving equipment shall be a pre-requisite of the Contractors Safety Management Plan. High visibility / reflection clothing will be mandatory for all personnel in the earthmoving areas. The community will be educated on the risks associated with entering the construction areas and encouraged to stay out at all times.

7.2.15 Cleaning of Vehicles

There is a Project commitment in the Environmental Impact Statement to mitigate the spread of weeds by the Construction activities.

Therefore all vehicles entering and exiting the Construction areas will be required to be cleaned and free of soils and seeds.

In order to achieve this requirement, vehicle wash down facilities will have to be established by Logistics Contractor.

7.2.16 Vehicle Inspection Policy

All Logistics Contractor's will be responsible for maintaining the vehicles in a road worthy manner. Vehicle inspections are a vital component in maintaining road worthiness. The inspection may stop the spread of fires by construction traffic. All Contractors will be responsible for inspecting their own fleet of vehicles and equipment.

7.2.17 Fly In – Fly Out Workers

The Aviation Contractor will be responsible for ensuring that the workers are transported to the Wadeye airstrip from Darwin at the start of their work cycle and the return journey at the end. All passengers are to be checked to ensure that they have the correct permit clearance prior to boarding flights from Darwin.

8 EXISTING ACCESS TRACKS

All existing access tracks are to remain open for use by the traditional owners, unless a written direction from the Company to close them is obtained. Traffic control systems are to be employed at any junctions between the new access road and the existing tracks.

9 REFERENCES

Reference 1: DRIMS 1759366, CDC Number B3000RG1759320 – Route Survey for Woodside Blacktip Project Entire (Kingston Project Services)

Reference 2: DRIMS 531872, CDC Number B3000AF160744 – HSE & Logistics Plan, 2004 Field Activities

