



Timor Resources - Internal/ External Traffic Management Plan

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Figures	1
Acronyms	2
1 INTRODUCTION	3
1.1 Context.....	3
1.2 Purpose.....	3
1.3 SCOPE	3
2 POTENTIAL IMPACTS.....	5
2.1 Hours of Operation.....	5
2.2 Journey Management and Vehicle Inspections.....	5
2.3 Roads affected by drilling.....	6
2.4 Property access	6
2.5 Public Safety	6
2.6 Road Closure.....	6
2.7 Emergency service access.....	6
2.8 Accidents.....	6
3 MANAGEMENT	7
3.1 Public Safety	7
3.2 Property access	7
3.3 Communication.....	7
3.4 Training.....	7
3.5 Traffic Control.....	8
3.6 Emergency response	8
3.6.1 Accident.....	8
3.6.2 Delays.....	9



Timor Resources – Management System Document

Figures

Figure 1: Project Location Block A and C southern Timor - Leste (Source: Timor Resources, 2020) 4
Figure 2: Journey Advice Slip (Source: Timor Resources, 2020).....11

Acronyms

EIS	Environmental Impact Statement
EMP	Environmental Management Plan
JMP	Journey Management Plan
JAS	Journey Advise Slip
TG	TIMOR GAP
TL	Timor – Leste
TR	Timor Resources
UHF	Ultra High Frequency
VHF	Very High Frequency

1 INTRODUCTION

1.1 Context

Timor Resources (TR) is a privately owned Australian oil and gas company that is joint venture with TIMOR GAP, a national oil company of the Timor – Leste Government. On 7 April 2017, TR signed an agreement with the Timor – Leste Government (Onshore PSC TL OT-17-08) allowing the company, with its partners, to commence the process of exploration, development and exploitation of petroleum resources in the contract area. TR will run a regional drilling campaign in the southern area of the country, Block A and Block C (Figure 1) that will build upon seismic data collected in 1969 and 2994.

1.2 Purpose

The project was determined to require a Category A Licence under Decree Law No.5 – 2011. TR were then required to submit an Environmental Impact Statement (EIS) and Environmental Management Plan (EMP). A risk assessment determined the potential impacts from the project and various management plans have been developed to supplement the EIS and EMP. Traffic management is recognised as critical component of management of drilling works. This report will detail the potential negative impacts from drilling works, and present management and monitoring strategies to limit these impacts, as well as assigning responsibilities to ensure these strategies are implemented.

This report will form an appendix to the EMP – Appendix E

1.3 SCOPE

This report will address air emission impacts for Block A and C drilling project.

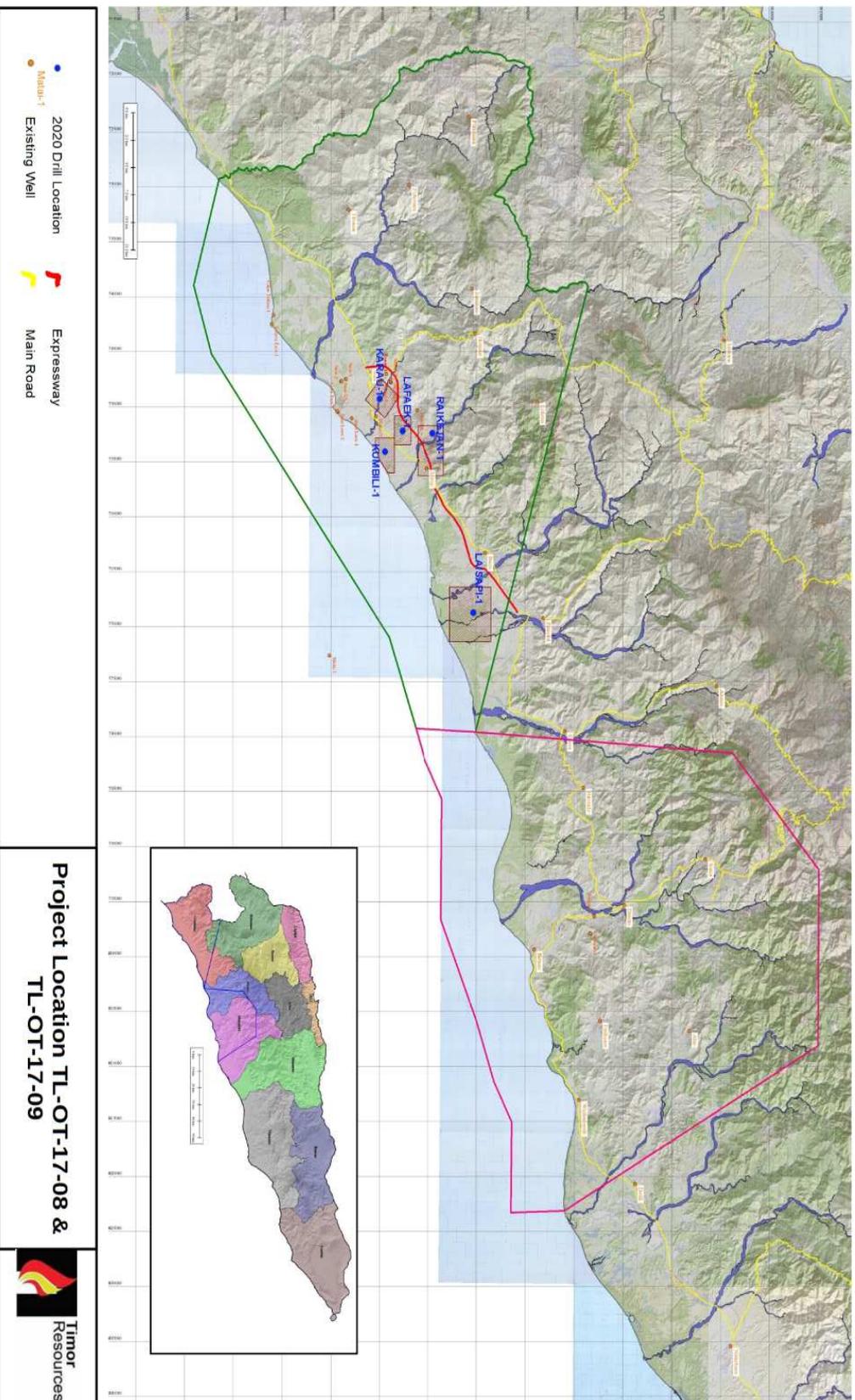


Figure 1: Project Location Block A and C southern Timor - Leste (Source: Timor Resources, 2020)

2 POTENTIAL IMPACTS

Timor Resources will be a potential for increase traffic hazards due to the use of public roads and increased traffic use related to the drilling operation. This Traffic Management Plan will assist in the safe movement of vehicles to and from the rig site.

2.1 Hours of Operation

Movement of vehicles to and from the rig site is limited to the hours 0700 to 1900 and in cases where the rig site requires vehicles to move through communities there will be further case by case restrictions related to community safety and protection, in particular to school and church times. In this case traffic will be held back whilst children are on their way to and from school in the mornings, lunchtime and afternoon, once the school is in session traffic may resume.

2.2 Journey Management and Vehicle Inspections

Prior to any vehicle or plant being used by Timor Resources (TR), or approved TR Contractors, the vehicle or plant shall be subject to an acceptance safety inspection by the TR HSE Officer and the end-user supervisor i.e. from the department that is to utilise the vehicle or plant. It should be noted, however, that anyone who acts as a vehicle inspector should be identified authorised and trained in the use of this procedure. A list of personnel trained as vehicle inspectors both by TR and Contractors shall be maintained by TR HSE Department.

Any journey off site requires a Journey Management Plan (JMP) and a Journey Advice Slip (JAS) must be completed prior to any journey commencing, as per the form provided in Appendix 1. The constraints regarding Journey Management are detailed in this procedure.

NIGHT DRIVING IS PROHIBITED

THE ONLY EXCEPTION IS IN AN EMERGENCY AND SANCTIONED BY THE FIELD SUPERINTENDENT AND COMPANY MAN

The relevant JMP must be authorised as appropriate, disciplinary action will be taken if this rule is broken.

This procedure will ensure that an acceptable and consistent standard of safety is applied to all journeys, and that vehicle operability and roadworthiness, is maintained for all types of vehicles and

plant that may be hired by, or contracted to, TR and/or TR's Contractors for all activities. Implementation of this procedure will be checked by TR HSE internal audits.

2.3 Roads affected by drilling

There will be 5 wells to be drilling in Block A with size of 1 hectare. Where possible one well will be completed in two months and existing access ways to be used. The major road affected by the drilling is from the camp to the wellsite and from warehouse to the well site. Several new access tracks will be constructed.

2.4 Property access

Timor Resources will endeavour to avoid impacting private property access; however, there is likely to be some unavoidable impact to private property. It is unlikely that significant delays will be created for property owners trying to gain access to their land, with wait times expected to be less than five minutes.

2.5 Public Safety

While every care will be taken to avoid impacts on public safety, by the very nature of the works, and the increase in traffic use in the area, there will be negative impacts on public safety. In addition, many of the roads in Timor-Leste are in a poorly maintained state, which will add to the impact on public safety.

Impacts to public safety will mostly be felt in high density residential areas, high use areas, areas popular with tourists and busy intersections.

2.6 Road Closure

No roads will need to be closed during the drilling operation.

2.7 Emergency service access

Timor Resources understand that it is imperative that access is maintained for emergency service vehicles during the drilling operation. Movement of these vehicles past the site will be given priority and all care taken to ensure emergency vehicles are in no way impeded by the drilling operation

2.8 Accidents

There is an increased risk of accidents occurring due to the traffic disruption, increase road usage and heavy vehicles moving to and from site. Many of Timor – Leste's roads are in poor state of disrepair, narrow, and in some areas road are winding with poor 'line of sight'.

3 MANAGEMENT

3.1 Public Safety

The following strategies will be implemented to ensure public safety during the drilling operation:

- Access to and around the site will be controlled with signage on footpaths and cycle-ways
- Where possible, existing footpaths will be retained for public use and road crossing points provided as required.
- Access past the site (either pedestrian or vehicular) will be controlled in accordance with the traffic management plan
- Speed limits are to be strictly observed
- Where safety is not assured, roads will be closed until deemed safe. If road closure is necessary appropriate communication will be carried out to limit the impact to the community
- Where possible two-way traffic will be maintained

3.2 Property access

Access to private property is not to be impacted for more than a few minutes at a time. Should access be potentially impacted for a longer period, then the owner is to be notified in writing at least 24 hours before works take place.

3.3 Communication

To aid in traffic management, personnel will have mobile phones and where this is not possible, UHF and VHF radios, included handheld, portable 2-way radios.

Where works are taking place that have been identified as having a greater than acceptable impact on the community/residential areas, detail of the works will be advertised on community notice boards and local authorities prior to works commencing (at least 24 hours beforehand). Where appropriate private property owners will be notified in writing.

3.4 Training

Relevant training will be provided to personnel involved in the drilling operation. All vehicles are to be maintained in good working order, and staff will keep a maintenance log. Drivers will be required to undergo a health screen and training in defensive driving. Drivers will be advised of special road conditions that may require extra care e.g. uneven surfaces, driving in wet conditions and on roads with poor 'line of sight'.

All staff will be trained in traffic control strategies and complete a site induction prior to the commencement of work. The induction will include information on traffic management, license checks, safety and environmental training.

3.5 Traffic Control

Signage and delineators will be used in accordance with applicable standards and codes of practice. In the absence of specific standards and codes for Timor-Leste, Australian standards shall be used i.e. AS1742 (set- 2014) and Safe Work Australia's workplace traffic management guidance material and associated checklists (available at www.safeworkaustralia.gov.au/).

All traffic control signs and equipment are to be removed at the end of each day and check daily to ensure they are in sound working order and are clean with good visibility. Equipment will also be checked once positioned and prior to the site being opened to traffic.

All vehicles used for the drilling operation are to be fitted with flashing yellow lights and an illuminated flashing arrow sign, as required. All personnel working within the rig site are to wear high visibility clothing at all times.

3.6 Emergency response

3.6.1 Accident

Any identified incidents/emergencies including vehicle breakdown, vehicle accident, vehicle fire, major environmental incident, incident resulting in injury or other life threatening situation will be actioned by:

- Notifying the site supervisor and emergency services
- Administering first aid treatment if safe to do so (an appropriately trained in first aid treatment)
- Following any instruction issued by site supervisor and/or emergency service providers
- Ceasing all works until the all 'clear'is given
- After event, those personnel involved are to be given the opportunity to receive counselling if required
- A report should be prepared by relevant personnel and provide to the sire supervisor

3.6.2 Delays

Monitoring of the progress of works and any potential for delay will be required. Should unavoidable delays occur, the following procedures will be followed:

- Site supervisor will develop a daily plan to control the delay as much as possible.
- Where possible, public notification of the delay will be carried out at least 24 hours before the delay
- Where possible, alternative routes will be established, and appropriate signage installed
- Local authorities will be notified of the works and potential for delay

TIMOR RESOURCES JOURNEY ADVICE SLIP			 JAS N° 000
PROJECT:	Date of Journey:	Person Preparing JAS:	
Area of Operation:	Time Start:		
	ETA at Destination:	Persons receiving JAS:	
DETAILS OF JOURNEY		CONTACT INFORMATION	
ORIGIN OF JOURNEY:		TR Base:	
FINAL DESTINATION OF JOURNEY:		TR Duty Manager:	
DOES JOURNEY REQUIRE NIGHT DRIVING: Justification (can night driving be avoided?):		Vehicle Phone:	
Authorised by Rig Superintendent:		Field Phone:	
PLANNED ROUTE:			
PASSENGER LIST:			
(1) _____			
(2) _____			
(3) _____			
(4) _____			
(5) _____			
CHECK IN POINTS AND TIMES:			
CHECK IN POINT	CONTACT PERSON	TIME	CONFIRMATION
(1) _____	_____	_____	<input type="checkbox"/>

(2)	<hr/>	<hr/>	<hr/>	<input type="checkbox"/>
(3)	<hr/>	<hr/>	<hr/>	<input type="checkbox"/>
(4)	<hr/>	<hr/>	<hr/>	<input type="checkbox"/>
(5)	<hr/>	<hr/>	<hr/>	<input type="checkbox"/>
PRE-JOURNEY VEHICLE CHECK:				COMPLETED BY:
				Initials
CHECK	Y/N	COMMENTS		
Vehicle Equipment	<input type="checkbox"/>	<hr/>		
Pre-trip Check	<input type="checkbox"/>	<hr/>		
Vehicle Manual	<input type="checkbox"/>	<hr/>		
First Aid Kit	<input type="checkbox"/>	<hr/>		
Phone and GPS	<input type="checkbox"/>	<hr/>		
Night Driving Authorised	<input type="checkbox"/>	<hr/>		
REPORT AUTHORISATION				
Name:	Function:	Date:	Signature:	
	Driver/Group Leader			
	Rig Administration			
	Rig Superintendent			
	TR Company Man			

Figure 2: Journey Advice Slip (Source: Timor Resources, 2020)