



Ichthys LNG Traffic Management Plan

PLN - Plan

Document No.: L060-AH-PLN-60037
Security Classification: Unrestricted

Revision	Date	Issue Reason	Prepared	Endorsed	Approved
3	19/06/2025	Issue for Use	M Cooper (Onshore HSE Team Lead)	Adrian Parody (Onshore Production Manager)	Simon Warburton (ILNG Deputy General Manager)
4	07/11/2025	Issue for Use	M Cooper (Onshore HSE Team Lead)	Adrian Parody (Onshore Production Manager)	Simon Warburton (ILNG Deputy General Manager)

RECORD OF AMENDMENT

Revision	Section	Amendment
2	All	Significant change to all sections. Includes: • Restructure of document, • update to process to reflect actual. • Updated site maps. • Updates to include consequence for non-compliance. • Changes to roles & responsibilities • Removal of additional non site-specific content • Removal of road and environment descriptions.
3	All	• Re-formatting throughout document • Update of site maps • Removal of repetitive content
3	3	Section added to address TMP requirements for shutdown, campaign and project scopes
3	5 – 5.2.4	Authorisation process updated to reflect ILNG Business improvement project outcomes: • Updated vehicle authorisation process and associated form • Issuing of new vehicle decals • Definition of vehicle categories • Vehicle Management and demobilisation process
3	5.4	IVMS requirement now required for vehicles onsite for 8 weeks. Changed from 3 months
3	5.6.1 – 5.6.2	Road access status updated. Changes to road classification/status and access requirements
3	5.6.7	Delivery driver access requirements updated
4	8.2	Figure 17 Site Speed limits -updated
4	11.1	Update to Bicycle prohibited areas and requirements
4	6.1.6	Figure 14 Process Area parking - updated
4	5.6.1	Figure 5, road status conditions - updated

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1 PURPOSE

The purpose of this Traffic Management Plan (TMP) is to set out the traffic management requirements at the Ichthys LNG Facility

2 SCOPE

The plan covers traffic movements generated by:

- Employees and contractors working at the Ichthys LNG site
- Delivery of supplies
- Visitors to the site

3 SHUTDOWN, CAMPAIGN AND PROJECT SCOPES

It is recognised that specific traffic management requirements may be introduced because of shutdown, campaign or project scopes. These requirements shall be documented in the form of a specific traffic management plan and submitted to the ILNG Vehicle Authority for endorsement.

The TMP shall include a summary of changes proposed and a timeline for implementation which aligns with shutdown, campaign or project mobilisation schedules.

The TMP shall wherever possible align with the minimum requirements within this plan (Ichthys LNG Traffic Management Plan).

The shutdown, campaign or project TMP when endorsed will remove the need for an MOC to be developed for any variations.

4 SITE LAYOUT

The site is divided into two main areas: Operations Complex and Process Area.

The process area is at the highest risk from vehicle movement as vehicles introduce an ignition risk into a hydrocarbon processing area.

4.1 Operations Complex

A layout plan of the Operations Complex is shown in Figure 1.



Figure 1 - Operations complex layout

4.2 Process Area

The Process Area is located to the North of the Operations Complex and is accessible via the Site Access Road.

A layout plan of the Process Area is shown in Figure 2.



Figure 2 - Process area

4.3 Simultaneous Operations (SIMOPS) Road

The SIMOPS road is a sealed road, which is aligned parallel to the west site access road.

Where oversized loads are transported to and from site and the site traffic volume increased by Shutdown activity, campaigns or Projects scopes, the SIMOPS Road may be used as an alternative access and egress route.

A request to use the SIMOPS Road for access and egress shall be submitted to the Security and Emergency Management Adviser prior to the vehicle arrival on site. For circumstances where frequent or extended access is required, sufficient notification is required to identify any additional resourcing requirements for security management.

4.3.1 Offsite Facilities Access Road

Offsite facilities include the Beach Valve compound and Ben's hill.

The Beach Valve is located within a securely fenced area which is accessible via a permanent gated access road off Wickham Point Road, approximately 7km from the Onshore Ichthys LNG Facility. (Refer Figure 3-3 Beach Valve Compound Location)

Vehicle access to the offsite facilities is controlled by.

- Gate key
- Hard barrier (i.e., fence, bollards, blocks)
- If vehicle access within fenced area is required, Integrated Safe System of Work (ISSoW) permit system

There will be no refuelling of vehicles on the offsite facilities, except in emergency situations in which case a drip tray will be used, and refuelling will be visually monitored to minimise spills.



Figure 3 - Beach valve compound location

5 SITE AUTHORISATION & ACCESS

5.1 Vehicle numbers

ILNG is a major hazardous facility, therefore it is essential that vehicle access to site and the Process Area is restricted and managed to reduce the risk of introducing ignition sources into hazardous areas.

ILNG operates under a permanent authorised light vehicle cap of **200** vehicles. Each contractor will be allocated a specific number of vehicles within the overall site cap.

- Once a contractor's allocated vehicle cap is met, no additional vehicles will be authorised.
- Contractors may choose to remove an existing authorised vehicle from the ILNG Vehicle Register to bring a new vehicle on-site.

Only the INPEX ILNG Vehicle Authority can approve vehicle authorisations at ILNG.

The ILNG vehicle cap shall be reviewed periodically by the ILNG Vehicle Authority and may increase or decrease to meet operational and risk management requirements.

5.2 Authorisation

5.2.1 Vehicle Authorisation and Approval Process

All vehicles requiring access to ILNG must go through the Primary Vehicle Authorisation Process to ensure compliance with site safety, operational requirements, and proper vehicle management.

Completion of Documentation

- The vehicle owner/operator must complete the relevant ILNG VEHICLE AUTHORISATION APPROVAL FORMS [L060-AH-FRM-70003] and pass the ILNG Vehicle Inspection Checklist.
- Forms must be submitted to **adminonshore@inpx.com.au**.

Review & Approval

- The request will be reviewed by the INPEX Vehicle Authority for compliance with ILNG requirements.

Issuance of Decals

- Upon approval, the appropriate category-specific decal will be issued.
- The decal must be displayed at all times while on-site.

Ongoing Compliance

- Vehicles must comply with all ILNG site rules and display the correct decals.
- Any changes in vehicle status (e.g., extending a Temporary Vehicle beyond 8 weeks) must be re-submitted for approval.

5.2.2 Vehicle Categories & Requirements

There are five (5) vehicle categories, each with specific requirements. All vehicles must complete the ILNG VEHICLE AUTHORISATION APPROVAL FORMS, which must be submitted to adminonshore@inpx.com.au for processing.

Each vehicle will be issued category-specific decals upon approval, which must be displayed at all times while on-site.

Permanent Vehicles

- Required to have IVMS installed after eight (8) weeks on-site, whether consecutively or accumulatively.
- Must complete ILNG VEHICLE AUTHORISATION APPROVAL FORMS and pass the ILNG Vehicle Inspection Checklist.
- Issued a Permanent Vehicle Decal upon approval.

- Managed through the ILNG Vehicle Register.

Special Vehicles

- Do not require IVMS.
- Require a Purchase Order (PO) for approval.
- Must complete an ILNG VEHICLE AUTHORISATION APPROVAL FORMS and pass the ILNG Vehicle Inspection Checklist.
- Will be authorised for a maximum of 3 months at which time must be re-authorised.
- Issued a Special Vehicle Decal upon approval.
- Managed through the ILNG Vehicle Register, including PO number tracking.

Temporary Vehicles

- Do not require IVMS, provided they remain on-site for no more than eight (8) weeks, whether consecutively or accumulatively.
- Must complete ILNG VEHICLE AUTHORISATION APPROVAL FORMS and pass the ILNG Vehicle Inspection Checklist.
- Issued a Temporary Vehicle Decal upon approval.
- Managed through the ILNG Vehicle Register.

Delivery Vehicles

- Used solely for delivering or collecting materials.
- Must be escorted on and off-site by Security or ILNG Warehouse personnel.
- Do not require ILNG VEHICLE AUTHORISATION APPROVAL FORMS and ILNG Vehicle Inspection Checklist but will be checked and issued a Delivery Vehicle Decal by Security.
- Managed through the existing delivery process, including:
 - Issuance of temporary delivery driver ACS cards.
 - Logging in the Delivery Driver Register.

Alternate Vehicles

Alternate vehicles such as Electric powered vehicles may be considered and approved for use with the following conditions:

- Be endorsed by the TA1 Electrical
- Must complete ILNG VEHICLE AUTHORISATION APPROVAL FORMS
- Managed through the ILNG Vehicle Register
- Must comply with all ILNG site rules
- Be fitted with the following safety items:

- Seatbelts
- Horn
- Lights – including headlights, brake lights, indicators

5.2.3 Vehicle Management & Compliance

Vehicle Register Management

- All approved vehicles will be added to the ILNG Vehicle Register, maintained by the INPEX Fleet Officer.
- The register will track:
 - Vehicle registration (rego)
 - Vehicle category type
 - PO number (for Special Vehicles only)
 - Authorisation expiry date
 - Decal information (each decal is numerically assigned to the specific rego) decals cannot be swapped across vehicles and will result in denied access.

5.2.4 Vehicle Demobilisation

Notification of Demobilisation

- All vehicle demobilisations must be reported to Admin Onshore at adminonshore@inpx.com.au.
- Admin Onshore will update the ILNG Vehicle Register to remove the demobilised vehicle.

Return of Issued Decals

- All vehicles demobilising from site must return their issued decals to the Security Gatehouse.
- Delivery Vehicle Decals must be collected upon entry and returned upon exit for each access.
- Permanent, Special, and Temporary Vehicle Decals must be returned upon expiry of the authorised access period.

Non-Compliance

- Failure to return decals may result in future access requests being denied.

5.3 Vehicle Identification

5.3.1 General Site Authorisation

Upon completion of inspection and authorisation, the INPEX Fleet Officer will contact requestor to collect the assigned vehicle decal/magnet.

The vehicle authorisation / identification decal/magnet will have both a Company identification code and number.

The decal/magnet must be displayed on the driver and passenger doors. (Refer to Figure 4)

Existing stickers, Company Logo's or other vehicle identification must not restrict the visibility of the ILNG issued decal/magnet



Figure 4 - Example vehicle decal / magnet

5.4 In Vehicle Monitoring System (IVMS)

IVMS is required to be installed in all vehicles that are owned, leased or rented continuously for over 8 weeks in a calendar year, or utilised "on site" cumulatively for 8 weeks in a calendar year.

All vehicles that are required to be fitted with IVMS will be fitted with a model capable of being programmed with the settings and requirements that are described in the Road Registrable Passenger Vehicles Specification [0000-AH-SPC-60006].

5.5 Driver Authorisation

Driver authorisation is based on a legitimate site-based business need. Justification may be requested prior to authorising a new driver.

All drivers must demonstrate that they are competent to operate vehicle by completing a site familiarisation drive with a nominated authorised person.

First time onboarding to ILNG cannot apply until after 1 month

Only fully licenced drivers can drive at ILNG – No (Ls) Learners, No provisional (P) plate.

Upon completion of site familiarisation drive, the driver shall complete Driver Authorisation Form (L060-AH-FRM-70003) and Ichthys LNG Driver Familiarisation Form (L060-AH-FRM-60023).

Driver authorisation form must be approved by INPEX line manager or the delegate. Completed forms and copy of valid driver's licence shall be submitted to adminonshore@inpx.com.au.

Authorised drivers shall be issued with driving "fob". This fob activates the IVMS system within the vehicle and allows the vehicle to be started.

Only authorised drivers can access vehicle security gate.

Drivers are to use their issued fob's only to access vehicles. Sharing of driving fob's is a contravention of ILNG site HSE standards and will be subject to disciplinary action, including the removal of driving authorisation and/or loss of ILNG site access privileges.

Driver authorisations and fobs not used within 3-month period will be revoked unless Team Lead or above or in ERT team.

5.6 SITE AREA ACCESS

5.6.1 Process Area

The process area is determined to be the area North of Road J.

Additional controls regarding the use of vehicles apply within certain areas of the Process Area. In particular the requirement for entry under Hot Work Permit and gas test control into hazardous zones.

The image below identifies the status of road access within the process area.

Temporary road closures and/or restrictions may be applied in accordance with Plant status or activities requiring changes to BAU status. The Site Authority shall endorse all changes.



Figure 5 - Process area road status

5.6.2 Restricted roads

- **Bollards to remain in place as part of BAU condition.**
- Area Authority approval required prior to access.
- Gas test / escort **NOT** mandatory if vehicle remains on main roadway.
- Vehicles **MUST** remain on main roadway.
- Access into Process areas (off main roadway) requires AA approval, Hot Work Permit and Gas test / escort.
- Parking to be by exception only for Urgent Operational needs.
- Vehicles must not be left running whilst stationary.
- All other TMP conditions apply.

5.6.3 Unrestricted Roads

- **Bollards to be removed as part of BAU condition.**
- Site Authority / AA can temporarily restrict access to meet plant status conditions.
- Vehicles **MUST** remain on main roadway.
- Access into Process areas (off main roadway) requires AA approval, Hot Work Permit and Gas test / escort.

- Parking only in designated parking areas.
- All other TMP conditions apply.

5.6.4 Hazardous Areas

- No vehicle access is allowed into hazardous areas without a hot work permit and associated controls applied.
- Gas testing must be undertaken when vehicles are accessing a hazardous area.

5.6.5 Jetty Access

Jetty access is controlled by ACS and traffic light protocols. The Jetty access is single lane with limited sections of road allowing vehicles to pass. Vehicles shall only proceed when a green traffic light is displayed.

Personnel requiring ILNG Jetty access must:

- complete the online ILNG Jetty Awareness induction module.
- hold a valid Maritime Security Identification Card (MSIC). If the person requiring access does not have an MSIC card, they must be escorted by a valid MSIC holder in accordance with MSIC requirements.
- display their MSIC at all times when on the jetty.
- have an operational requirement to be on the jetty.
- Park only in designated parking areas

Note: Jetty access restrictions will be implemented during loading activities.

Due to the constrained nature of the jetty roads, heavy vehicle access is only allowed when required for a specific scope of work.

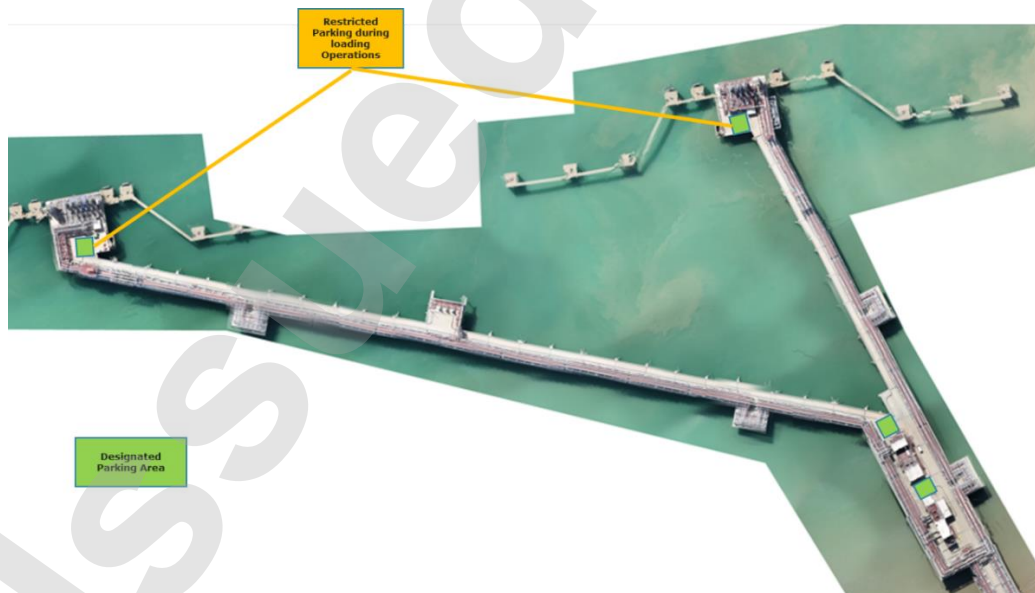


Figure 6 - Jetty Parking Areas

5.6.6 Load Restrictions on Jetty

Load restrictions for the Jetty shall be taken as follows:

- The trestle roadway is designed for a 50t crane in both travelling and operating mode for lifting operations with a maximum load of 3t at maximum reach/radius, which equates to a maximum outrigger working load of 25t. The seawater intake platform is also designed to accommodate a 50t crane in operating mode where accessible.
- Use of 130t crane: The Jetty has been checked for the use of 130t crane to recover both LNG & LPG gangways. A 130t crane can travel on the jetty trestle with only 8.5 ton of counterweight on board and lifting is only allowed in LNG and LPG loading platform. Refer to LPG Platform Assessment for Grove 130t Mobile Crane (L290-AG-REP-10034).
- Vehicle loads exceeding the 50t crane will require an appropriate load study and risk assessment.

5.6.7 Delivery Access

Site deliveries will be coordinated by Logistic Department.

All delivery vehicles:

- Shall be escorted by Logistic personnel or Coordinator.
- Be used solely for delivering or collecting materials.
- Must be escorted on and off-site by Security or ILNG Warehouse personnel. Escort may include a vehicle escort and/or a member or a site approved driver within the delivery vehicle.
- Do not require ILNG VEHICLE AUTHORISATION APPROVAL FORMS and ILNG Vehicle Inspection Checklist but will be checked and issued a Delivery Vehicle Decal by Security.
- Managed through the existing delivery process, including:
 - Issuance of temporary delivery driver ACS cards.

5.7 Deliveries

5.7.1 Delivery Unloading Points

All loading and unloading operations are to take place in the following approved unloading points. (Refer to Figure 4-1 Operations Complex Unloading Points and Figure 4-2 Process Area Unloading Points)

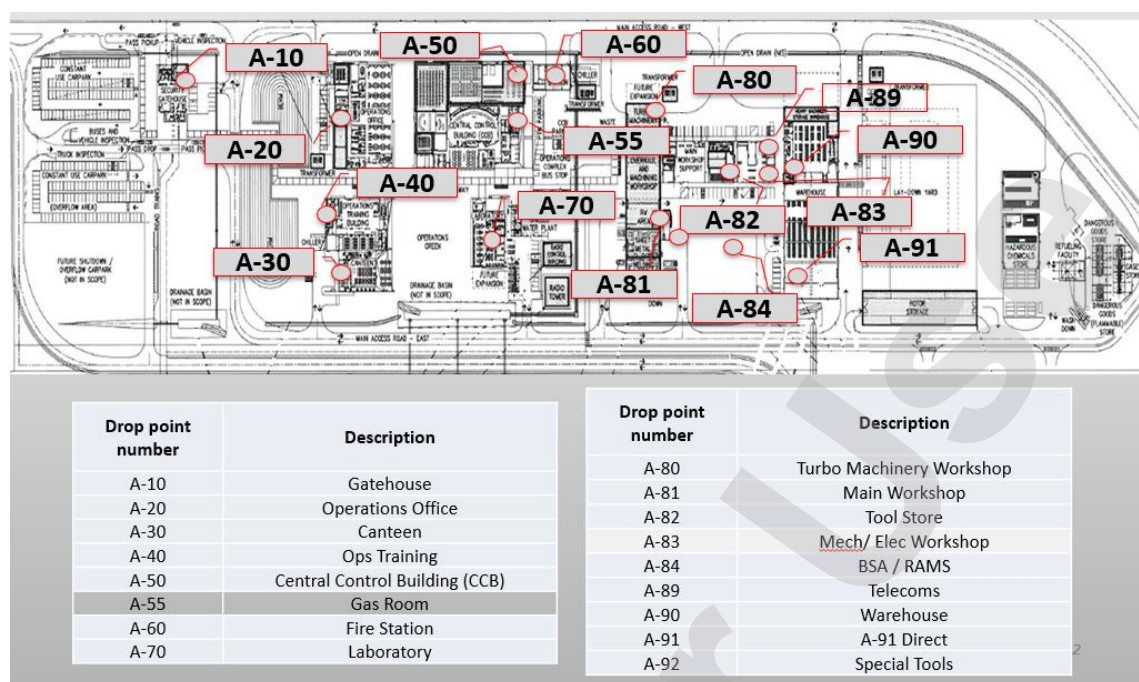


Figure 7 - Operations Complex Unloading points

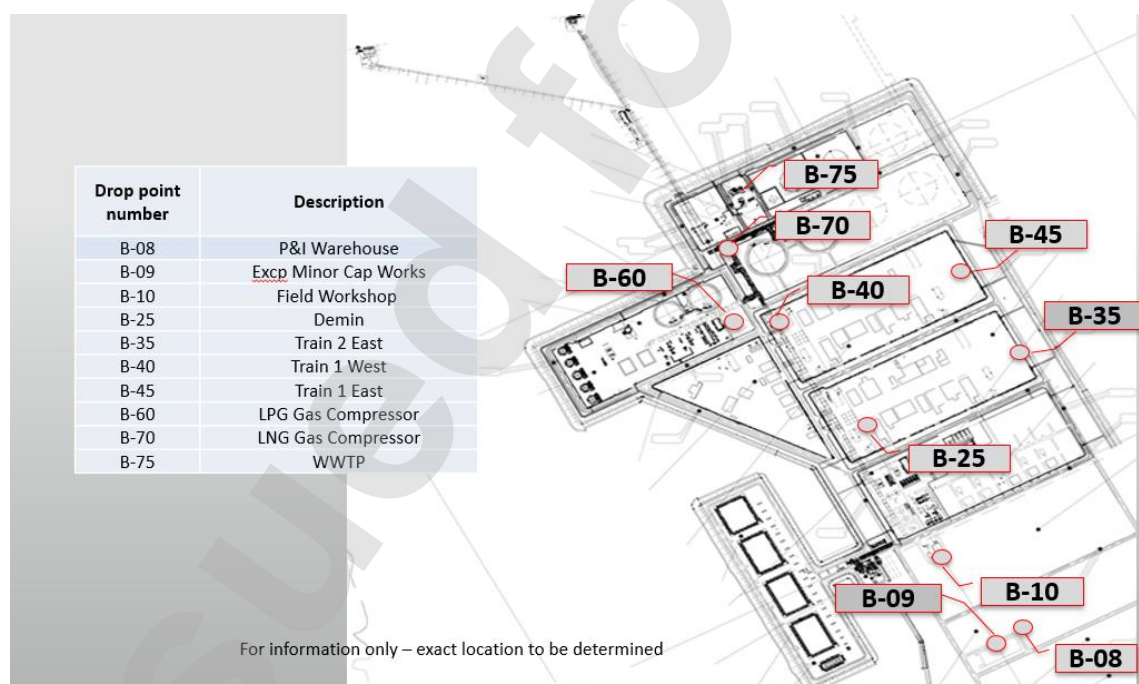


Figure 8 - Process Area Unloading Points

5.8 Refuelling and Washdown Facility

Refuelling and washdown facilities are available north of the Operations Complex. (Refer to Figure 4-3 Refuelling and Washdown Facility)

Vehicle ignition is to be turned off when refuelling a vehicle.

The refuelling bowser is activated by a fuel fob.

Only INPEX and authorised vehicles will be issued a fuel fob. Authorisation is provided by the ILNG Vehicle Authority.

Fuel fobs are allocated for approved vehicles and shall only be used for the vehicle it has been authorised for.

Personnel found to be using a fuel fob to fill unauthorised vehicles may be subject to disciplinary action including but not limited to removal of site access.

To obtain fuel bowser key, email adminonshore@inpx.com.au with vehicle registration number.



Figure 9 - Refuelling and Washdown Facility on Site

6 PARKING

6.1 General

Vehicles shall only be parked in a designated parking area.

Light vehicles must be reverse parked and turned off and parking brake applied before leaving the vehicle.

6.1.1 Parking in Security Gatehouse Precinct

Undercover Parking Area is in front of Security Gatehouse and Non-Covered Parking Area is located each side of SAR. (Figure 5-1 Parking Location in Security Gatehouse Precinct)



Figure 10 - Parking Location in Security Gatehouse Precinct

6.1.2 Undercover Parking Area

The undercover parking area is restricted to INPEX ILNG personnel parking only.

All visitors to ILNG shall park in either of the non-covered parking areas located to the east and West of the covered parking area.

Personal vehicles in undercover parking area in Security Gatehouse Precinct are required to display Company Parking Permit Card (Figure 5-2 Onshore Operations Parking Permit).

Administration team will issue the parking permit card to the authorised employee.



Figure 11 - Onshore Operations Parking Permit

6.1.3 Non-Covered Parking Area

Non-covered parking is located each side of SAR before accessing to Security Gatehouse Precinct. (Refer to Figure 5-1 Parking Location in Security Gatehouse Precinct) Company Parking Permit Card is not required to park in non-covered parking Area.

6.1.4 Parking in Operations Complex

Designated parking area is located at each building in the Operations Complex. (Refer to Figure 5-3 Designated Parking Area in Operations Complex).

Personnel must only park in designated parking areas.

No vehicles are to be parked on road verges, including adjacent to or in the vicinity of Bento or the main administration building.

The parking area located behind Bento is restricted to catering company vehicles only.

The parking area located behind the main administration building is restricted to vehicles allocated to Admin personnel teams only.

There is no requirement for keys to remain in parked vehicles within the operations complex if the vehicle is parked within a marked bay.

The area adjacent to the entry gate (Eastern Side) is designated as a bus transit area. A restricted parking zone is allocated to the eastern end of this area. All vehicles parking in this area **MUST NOT** restrict bus access or movement.

Pedestrians and vehicles must be aware of and give way to busses and other vehicle movements at all times.

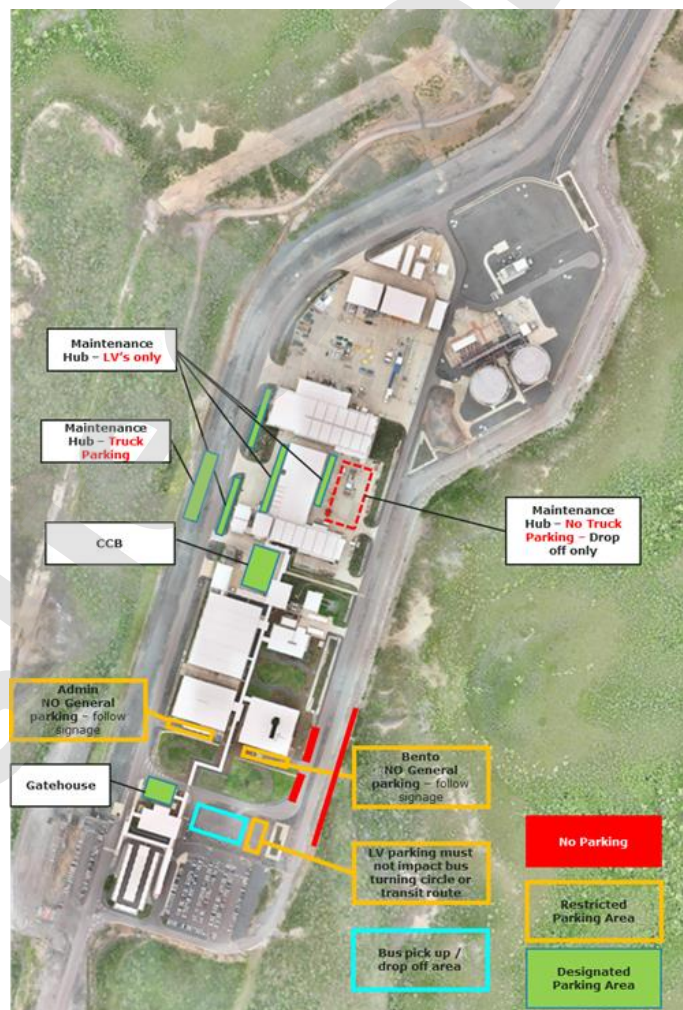


Figure 12 - Designated Parking Area in Operations Complex

6.1.5 Shut down village precinct

Designated parking areas within the shutdown village will be maintained to allow the precinct to act as a vehicle transfer and parking hub.

Personnel must only park within marked bays within the designated car parks

There is no requirement for keys to remain in parked vehicles within the shutdown village precinct if the vehicle is parked within a marked bay.



Figure 13 - Designated Parking Area in Shutdown Village Precinct

6.1.6 Parking in Process Area

Vehicles will be parked only in designated parking areas with their ignition and lights turned off. Approximately 80 parking bays will be designated within the process area.

Note: Parking is permitted in areas identified within this TMP as an interim measure prior to the installation of designated marked parking bays.

All vehicles must be reverse parked within marked bays and parking brake applied before leaving the vehicle. Keys are to remain in the vehicle ignition.

Personnel are to comply with all parking signage.

No vehicle is to be left running in the process area.

Drivers of vehicles left running whilst unattended, or stationary for extended periods may be subject to disciplinary action including but not limited to removal of driving authorisation or removal of site access.

Note: As part of Emergency Response or URGENT operational requirements, INPEX operations & maintenance technicians may have the need to park in non-designated parking areas or access restricted roadways.



Figure 14 - Designated Parking Area in Process Area

6.2 Bussing

To assist with the reduction of vehicles, bussing of personnel shall be considered whenever possible as the preferred option for moving personnel around the facility.

Busses shall follow the approved light vehicle/bus route around the facility and drop personnel off at designated stops. (Refer Figure 5.5).

The bus route/s will be updated and communicated as required by the Business Services team. Routes are determined by Operational needs.

Bus stops along the route should consider minimising the risk of vehicles and pedestrian interaction.

6.2.1 Site minibus / Uber service

A minibus / uber service is available following the agreed route and timetable. The service is available for all site-based personnel to utilise.

The route and timetable are available from Onshore Business Services team.

6.2.2 Campaign, Project and Shutdown Scope

To reduce site traffic volumes generated by the Campaign, Project and Shutdown Scopes, the practice of bussing will be encouraged and facilitated as per an agreed and authorised Traffic Management Plan for Campaign and Shutdown Scopes.

The shutdown TMP shall align where possible with this plan. Variations to this plan shall be documented for site endorsement within the shutdown TMP and include a summary of changes proposed and a timeline for implementation which aligns with shutdown and mobilisation schedules.

7 HEAVY / OVERSIZE VEHICLES

All vehicles engaged in works on the facility have been classified either LV or HV according to vehicle configuration and Gross Vehicle Mass (GVM). For further detail of the specific site requirements surrounding Heavy Vehicles, please refer to the Road Registrable Passenger Vehicles Specification (0000-AH-SPC-60006).

For the purposes of this plan the classification for HV includes all vehicles and mobile plant and equipment more than 4.5t GVM.

7.1.1 Heavy Vehicle Escorting

All heavy vehicles requiring access to ILNG shall be escorted by a site authorised vehicle.

Any heavy vehicle that is unable to be met immediately by an escort will be placed into the slip lane within the truck parking / turning bay located at the Security Gatehouse Precinct (Refer to Figure 6-1 Slip Lane and Rejected Vehicles Pathway) until such time as an escort becomes available.

It will be the escort's responsibility to request any road change information from their relevant Line Manager and the Security Team prior to undertaking the escorting duties.

Drivers of over-dimensional vehicles will be familiarised prior to entering the site environment.

Any heavy vehicle deemed un-roadworthy or if a driver is non-compliant with site access requirements e.g. lacking PPE, shall be directed to leave the site and will exit via the rejection route outlined in Figure 6-1 Slip Lane and Rejected Vehicles Pathway.

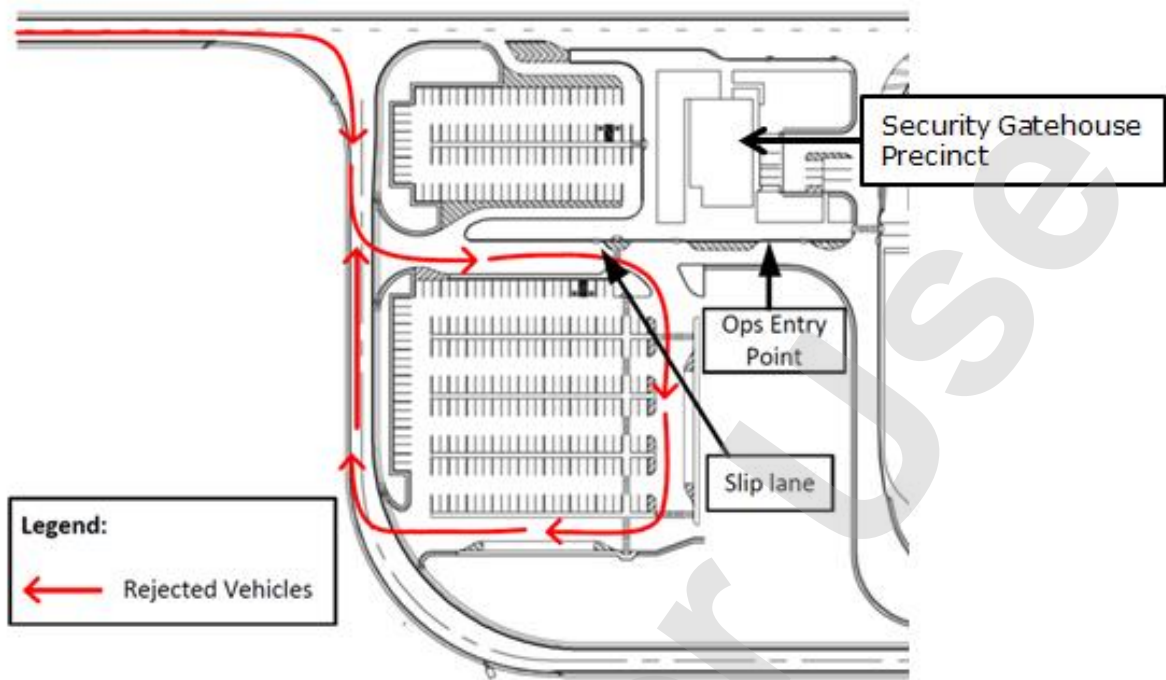


Figure 15 - Slip Lane and Rejected Vehicles Pathway

7.2 Load Restrictions

7.2.1 Load Restriction in Process area and Operations Complex

Loading requirements for the road, pavement and concrete crossing over u-ditches are covered by the Design Criteria for Civil and Stick-Built Structures (s). Specifically, non-containment water (NCW) U-ditch crossings were designed as per the requirement of L320-AC-BOD-0001, Sec 5.2.1.13. Governing load criteria for the U-ditch crossings is SM1600 traffic load and 12t axle load from fully loaded 5t Safe Working Load (SWL) forklift. The use of forklifts with axle load over 12t would require case by case assessment and additional reinforcement may be necessary as per APPENDIX B: Forklifts Axle Load Vs for Concrete U-ditch Crossing Capacity.

Vehicle loads for the facility (excluding jetty) shall be taken as follows:

- SM1600 traffic load as per AS 5100: Bridge Design
- A 50t capacity mobile crane in travelling mode
- Flatbed 15t capacity track loading: 9.2t axle on dual wheels
- The special requirements of access and maintenance loading in any designated areas shall be assessed on case-by-case basis
- Loading on concrete crossing over u-ditches into the plant area shall be limited to a forklift axle load of 12t. This is equivalent to a front axle load of a 5t forklift under its full capacity. Any forklift exceeding 5t shall be assessed on case-by-case basis and additional reinforcement may be necessary before allowing travel over these crossings.

7.3 Overhead Clearance Restrictions

All crossings (with the exception of the Jetty Trestle underpass) have a minimum of 6m clearance and are provided with two signs (overhead and post mounted). Pilot vehicle and/or spotters will be used for overhead clearance crossings with mobile plant/ equipment at 90% of the clearance height.



Figure 16 - Jetty Trestle underpass height restriction

8 ROAD TRAFFIC SAFETY MANAGEMENT MEASURES

8.1 Road Changes, Closures and Deviations

All requests must be submitted 72 hours prior to commencement date to the on-shift Operations Team Lead (OTL) and hseopsonshore@inpx.com.au for review. Ichthys LNG Road Closure / Change Request Form (L060-AH-FRM-60015) Form to include an accurate Traffic Control Diagram and supporting information.

Guidance on requirements for traffic control diagrams and diversions are provided in APPENDIX C: Traffic Control Diagram (TCD) Guidance. Final authorisation will be by the on-shift OTL.

Upon permit application the requestor shall discuss works involving a road closure/change request form with the issuing authority.

The impact with all affected stakeholders will be discussed at the daily SIMOPS meetings. Once the application of the road closure/change request form has been approved by the on-shift OTL, the copy of the approved form will be included with the work pack.

The approved road closure/change form and/or subsequent changes will be communicated via Onshore Operations Daily Pre-start.

8.2 Speed Limits

- Speed limits are posted around the ILNG facility and must be complied with at all times.
- The maximum permissible vehicle speed on the site in designated areas is 50 km/h
- Where visibility or any road conditions are poor, driver shall reduce the speed of their vehicle to the extent necessary to enable them to maintain effective control. (Refer to Figure 7-1 Speed limit in Operations Complex and Figure 7-2 Speed limit in Process Area and Shutdown Village)

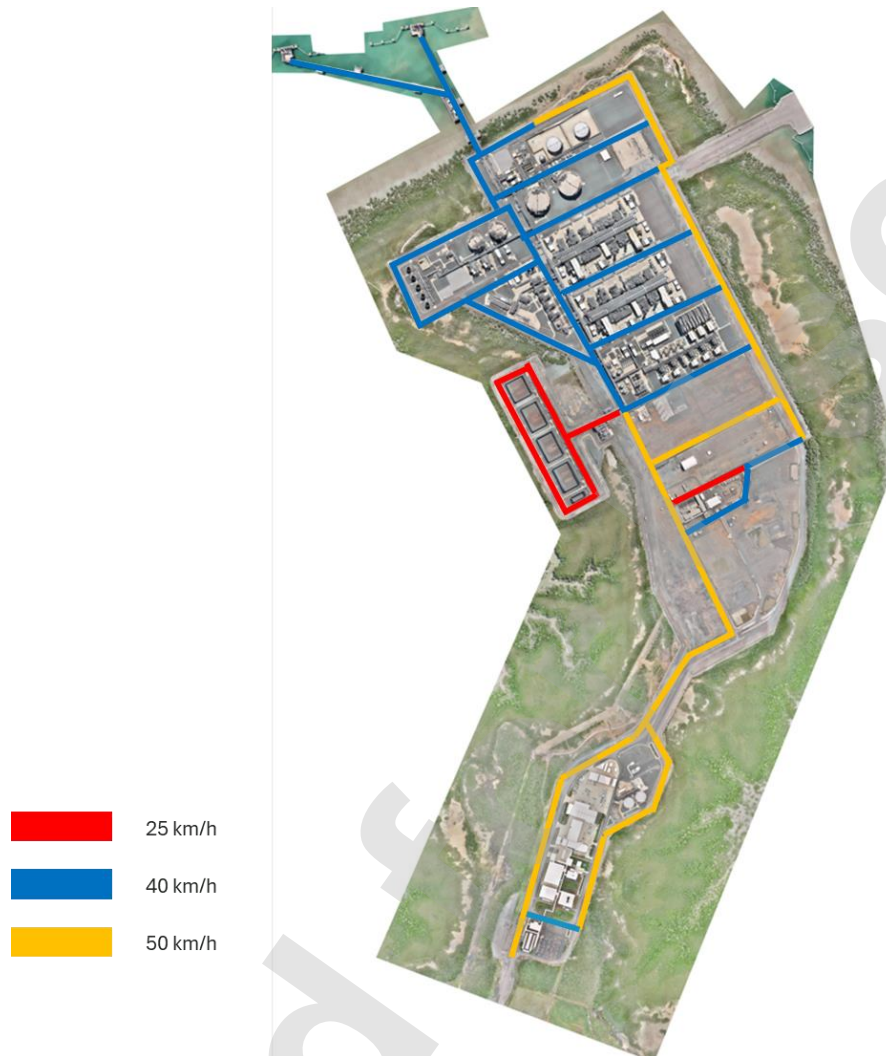


Figure 17 - Site speed limits

8.2.1 Temporary Speed Restriction

Any Road Closure / Change Request and a Traffic Control Diagrams (TCD) shall be submitted as per 7.1 Road Changes, Closures and Deviations, detailing the location, signage and duration of the work. Any installation of temporary speed restriction zone on site, shall meet the following requirements:

- Temporary speed restriction zone shall only be implemented where there is an unusually high level of hazard for workers, and, or for vehicles travelling within close proximity of a work area.
- Temporary Speed Restriction zone shall apply to both directions of traffic and shall be terminated past the work area.
- Temporary speed restriction signs shall be installed where appropriate
- Existing speed signs located within the temporary speed zone shall be covered whilst the restriction is being implemented.

8.2.2 Speed Limit Monitoring

Any breaches of facility speed limits may be subject to disciplinary action including but not limited to removal of driving authorisation or removal of site access.

8.3 Signs and Devices

8.3.1 Sign and Devices Installation

Signs and devices shall be positioned and erected so that:

- Cyclone rated
- They are properly displayed and securely mounted
- They are within the driver's line of sight of the intended road user
- They cannot be obscured from view either by structures or parked vehicles
- They do not obscure devices from the driver's line of sight of the intended road user
- They do not become a possible hazard to workers, or vehicles
- They do not deflect traffic into an undesirable path.

8.3.2 Sign Erection and Edge Clearance

Lateral clearance from the travelled path is minimum 1.0m

- Where signs are to be mounted on posts, they should be erected at a minimum of 2.2 m from the lower edge of the sign to the ground.

8.4 Signage Maintenance

Site signage and delineating devices shall be inspected at regular intervals to ensure they are correctly positioned and effective.

8.5 Portable Traffic signals

Portable traffic signals must conform to the requirements of AS 1742.3 and AS 4191.

8.6 Safety Barriers

Temporary barriers and delineators will be used to separate traffic from roadworks, hazards or pedestrian walkways.

8.7 Permanent Changes to Traffic Control

All permanent changes to traffic control (i.e., signage, line marking) must be managed by Management of Change (MOC) process and require Civil TA-1 endorsement and Production superintendent approval.

9 INCIDENT MANAGEMENT AND RESPONSE

In the event of an incident / accident, traffic shall be stopped, or directed to a designated alternative route, as necessary to avoid further deterioration of the situation.

Broken down vehicles and vehicles involved in minor non-injury crashes shall be temporarily moved to the verge as soon as possible after details of the crash locations have been gathered and noted.

Where necessary to maintain traffic flow, vehicles shall be temporarily moved behind safety barriers, providing there is no risk to vehicles and their occupants or workers.

If a serious injury occurs because of a vehicle incident (including pedestrian impact), the scene shall be preserved pending approval from the relevant regulatory authority. Traffic diversions and or road closures shall be implemented as soon as possible post incident to maintain scene preservation.

9.1 Emergency Vehicles

In all cases external emergency vehicles must be escorted by a security or operations escort.

Company and external emergency vehicles are authorised to drive in moderate excess of the site speed limit. Sirens and emergency lights can be used if required.

All site traffic shall immediately vacate the carriageway to allow passage of the emergency services.

9.2 Muster

All vehicles shall comply with the following controls in the event of muster; \

- All vehicles shall immediately stop, pull over to a safe location and isolate the battery, if the vehicle has isolation switch.
- Keys are to be left in the vehicle, and personnel shall proceed on foot to the nearest muster point.
- No vehicles shall be operated unless authorised by the Incident Commander during a muster event.
- No vehicles (with exception of emergency services/ERT) will be authorised to access or drive vehicles on site during a muster event.

10 TRAFFIC RISK ASSESMENT

Hazards associated with traffic and the movement, loading or unloading of mobile plant shall be identified, assessed and controlled to ALARP. All risk assessments shall be conducted in accordance with the HSE Hazard and Risk Management Procedure (0000-AH-PRC-60034).

All activities requiring road closures or changes shall be risk assessed as part of the task specific risk assessment (i.e. Job Hazard Analysis [JHA] or Integrated Safe System of Work [ISSoW] Risk Assessment).

11 BICYCLE USAGE

Personnel are to use only bikes allocated to themselves or their workgroup.

Personnel are not to remove identification or locks on bicycles that they are not authorised to use.

Any mistreatment of bicycles or unauthorised removal or use shall result in disciplinary action that may include removal of site access.

11.1 Bicycle Permitted Area

Previous restrictions regarding bicycle use areas have been removed. Bicycles are permitted to be used throughout the facility (including Operation Complex) with the following general conditions:

- Bikes must not be ridden at any time on walkways or pathways within the Operations Complex.
- Bikes must only be stored/parked at the designated areas within the operations complex. This includes temporary or short term "parking" of the bike. Bikes stored/parked incorrectly may be removed.
- All bicycle PPE and behaviour requirements must be complied with.
- All damage must be reported immediately.
- Vehicles always have right of way.

Transiting between the Operations Complex and Process areas is permitted with the following conditions:

- Bicycles are to transit on the left side of the road at all times.
- Bicycles shall move off the road to the gravel shoulder to make way for large vehicles.
- Riders and vehicle drivers are to remain vigilant at all times and share the road.
- Transit time and physical capability should be considered as part of any journey.
- Vehicles always have right of way.

Non-compliance with these requirements may result in the re-introduction of bike restrictions.

11.2 Bicycle PPE Requirements

It is the responsibility of the individual to ensure they are wearing the correct personal protective equipment when riding.

Personnel shall always wear the following PPE whilst riding a bicycle

- Standard PPE (FR clothing, boots, safety glasses, helmet)
- Gloves
- Chin strap must be worn whilst riding. Helmet lanyards are not an acceptable alternative to a chin strap.

11.3 Riding Bicycle Behaviour

- Both wheels of the bicycles shall always remain in contact with the ground.
- Whilst riding, personnel shall always remain seated with both feet on the pedals and hands on the handlebars.
- Use of radios and water bottles shall only be undertaken whilst stationary.

- Remain on hard, even surfaces and roadways
- Maintain speed to avoid introducing risk
- No riding in or through drains

11.4 Bicycle Daily Inspection & Maintenance

A visual inspection of the bike shall be completed prior to use. This inspection must include checking the brakes, gears and tyre pressure.

If the bicycle is not in good working order, the issues / defects must be reported via information tag attached to the bike and leave in designated repair bay.

11.5 Carrying Equipment by Bicycle

Bicycle trailers are available at the field workshop for transport of tools and equipment around site. Load rating of bicycle trailers are marked and shall not be exceeded. Speed shall be reduced when towing a trailer.

Carrying items by hand whilst riding is not permitted.

12 MONITOR, REVIEW AND IMPROVE

12.1 Review

This plan must be reviewed at least every 3 years or after any significant event involving failures in the Traffic Management process that have relevance to the plan.

No external review process is considered relevant to this plan.

13 ABBREVIATIONS AND DEFINITIONS

Table 13-1 Abbreviations and Definitions

ABBREVIATION/TERM	DEFINITION
ACS	Access Control System
CCB	Central Control Building
CCPP	Combined Cycle Power Plant
Company	Any operation or business under the control of INPEX Executive Management in Australia, whether located in Australia or another location (as a branch office), is deemed to be the Company.
DIPL	Department of Infrastructure, Planning and Logistics
GEP	Gas Export Pipeline
GHD	Independent Civil Engineering Contractor
GVM	Gross Vehicle Mass
ISSoW	Integrated Safe System of Work
MSIC	Maritime Security Identification Card
NCW	Non-Containment Water
NTG	Northern Territory Government
Operations Complex	South of Process Area include Security Gatehouse Precinct, Operations Office, Central Control Building (CCB), Training/Canteen Building, Laboratory, Amenities, Main Workshop, Warehouse and Hazardous Chemical Store.
Operational Facility	A facility where the Company has a Prevailing Influence Level 1 and the primary purpose is the recovery, processing, storage and offloading of hydrocarbons.
PWC	Power and Water Corporation
RCR	Road Closure / Change Request
SAR	Site Access Road
SWL	Safe Working Load
SHPE	Specialised Heavy Plant and Equipment
SIMOPS	Simultaneous Operations

ABBREVIATION/TERM	DEFINITION
TCD	Traffic Control Diagrams
TMP	Traffic Management Plan

For general terms please visit the Company Global Glossary

<https://business-management-system.inpex.com.au/pages/Glossary.asp>

14 ROLES AND RESPONSIBILITIES

The key roles and associated responsibilities for activities covered by this procedure are summarised in Table 14-1 Roles and Responsibilities.

Table 14-1 Roles and Responsibilities

Roles	Responsibilities
Onshore Deputy General Manager	- Approval of all site vehicle requests - Ensuring the Plan is implemented effectively to prevent injury and/or property damage to employees and other road users.

Roles	Responsibilities
Onshore Production Manager	• Ensuring review and update this Plan in accordance with the Business Management System Standard. • Ensuring the Plan is implemented effectively to prevent injury and/or property damage to employees and other road users. • Ensure all traffic control measures outlined in this Plan are in place and maintained in accordance with this plan. • Ensure, if required, inspections of the traffic controls, with any deviations documented; and • Review feed from site inspections, personnel and other road users, and take action to amend traffic control measures where required.
Site HSE Team	• Auditing and monitoring compliance with this Plan.
Line Manager	• Ensuring compliance with this plan. • Authorise personal to drive authorised vehicle on site • Coaching workers on driver performance as reported from the Driver in Vehicle Monitoring System (IVMS). • Performance management of personnel as required. • Providing adequate resources and training to ensure compliance with this Plan. • Perform walk down observations. • Provide positive and negative feedback to peers and direct reports.
Operations Team Lead	• Shall be responsible for the review and approval for the Road Closure/Change Request Form. • Shall be responsible for all road traffic of the facility and transmission of any road changes to all relevant site parties in a timely manner.

Roles	Responsibilities
Fleet Officer	• Maintain and update the ILNG Vehicle Register with approved vehicles, including registration, category, decal assignment, expiry date, and PO numbers (for Special Vehicles). • Ensure all vehicles meet the site's authorisation requirements before issuing approvals. • Report non-compliance to site management.
Security	• Entry Checks – Verify vehicle registration, decals, category, and expiry date against the ILNG Vehicle Register. • Exit Checks – Inspect vehicles for unauthorised materials and verify tools/materials leaving site have a Material Gate Pass. • Decal Returns – Ensure decals are returned upon vehicle demobilisation and report non-compliance.
All personnel	• Comply with the requirements of this Plan and operate in accordance with the Driving Procedure. • Meet performance expectations and fulfill job requirements. • Notify supervisor and Site HSE Team of any motor vehicle incidents, suspensions of license, infractions or mechanical concerns relating to Site Authorised Vehicles and equipment when being used for Company Business. • Notify supervisor or appropriate personnel of any circumstances that could impact his/her ability to operate a motor vehicle.

16 REFERENCE AND COMPLIANCE DOCUMENTS

The documents listed below are relevant to the execution of this procedure:

- Reference documents (R) are documents referred to while completing this procedure
- Compliance documents (C) include all standards, regulatory governance, contracts, business rules or policies applicable to this procedure.

Table 16-1 Reference and Compliance Documents

DOCUMENT NAME	R	C	DOCUMENT NUMBER
Standards			
Traffic Management Standard	R	C	0000-AH-STD-60033
Driving Standard	R	C	0000-AH-STD-60020
Procedures / Plans			
Driving Procedure	R	C	0000-AH-PRC-60036
Road Registrable Passenger Vehicles Specification	R	C	0000-AH-SPC-60006
Guidelines, Work Instructions, Forms and Templates			
Driver Authorisation Form	R	C	0000-AH-FRM-60004
Heavy Vehicle Inspection Checklist >4.5t	R	C	L060-AH-FRM-60003
Ichthys LNG Driver Familiarisation Form	R	C	L060-AH-FRM-60023
Ichthys LNG Vehicle Authorisation Form	R	C	L060-AH-FRM-70003
Ichthys LNG Delivery Driver Authorisation Form	R	C	L060-AH-FRM-60013
Ichthys LNG Road Closure / Change Request Form	R	C	L060-AH-FRM-60015
Ichthys LNG Road Closure Log	R	C	PER-2153252575
Light Vehicle Inspection Checklist <4.5t	R	C	L060-AH-FRM-60005
Prestart Vehicle Safety Checklist	R	C	0000-AH-FRM-60003

APPENDIX A: ICHTHYS LNG ROAD NETWORK





APPENDIX B: FORKLIFTS AXEL LOAD VS FOR CONCRETE U-DITCH CROSSING CAPACITY

				Manufacture				
				Kalmar		TOYOTA		
				SWL				
				33 T	22 T	16 T	10 T	5 T
				Model				
				DCG330LB	DCG220-12LB	4FDK160	4FD100	8FD50N
Service weight			Kg	41500	31200	18630	13570	7220
Axle load (Note 2)	Full Load	Front axle	Kg	688000	49500	31500	21500	10910
		Rear axle	Kg	4800	3700	3080	2070	1310
	No Load	Front axle	Kg	20500	15000	8580	6860	3030
		Rear axle	Kg	21000	16200	10050	6710	4190
Tyre Number		Front	No #	4	4	4	4	2
		Rear	No #	2	2	2	2	2
Travelling over the crossings (Note 3)		Full Load		Case by Case	Case by Case	Case by Case	Case by Case	OK
		No Load		Case by Case	Case by Case	OK	OK	OK

Note 1: Design single axle load is taken as 16t as per AS5100, applied over 400mm x 250mm footprint. However, due to reduced footprint of forklift tyres (300mm x 180mm), design axle load for forklift is only 12t.

Design criteria for all u-ditch crossings were amended as per approved TDRs, E-TDR-JKC-INPEX-01963 & E-TDR-JKC-INPEX-01999. Actual capacity of 200mm thick crossing of 1200mm span was verified by load testing undertaken as part of Company NCR, IPX-JKC-NCR-00165.

Note 2: Applicable for all crossings regardless of thickness and span.

Note 3: Load restrictions for the Jetty shall be taken as follows:

- The trestle roadway is designed for a 50t crane in both travelling and operating mode for lifting operations with a maximum load of 3t at maximum reach/radius, which equates to a maximum outrigger working load of 25t. The seawater intake platform is also designed to accommodate a 50t crane in operating mode where accessible.
- Use of 130t crane: The Jetty has been checked for the use of 130t crane to recover both LNG & LPG gangways. A 130t crane can travel on the jetty trestle with only 8.5 ton of counterweight of board and lifting is only allowed in LNG and LPG loading platform. Refer to LPG Platform Assessment for Grove 130t Mobile Crane (L290-AG-REP-10034).
- Vehicle loads exceeding the 50t crane will require an appropriate load study and risk assessment.

APPENDIX C: TRAFFIC CONTROL DIAGRAM (TCD) GUIDANCE

Scenario 1: Single lane closure/Non-Complex Traffic Management

For part or single lane closure and for any simple traffic management arrangement, please attach a copy of the appropriate Generic TCD to be implemented and a map reflecting the location of the proposed road closure/road works.

Scenario 2: Full road closure/Complex Traffic Management

For any works located on the road pavement or within close proximity of the roadway, provision shall be made to keep one lane open to traffic and to alternate the traffic flow via the remaining lane.

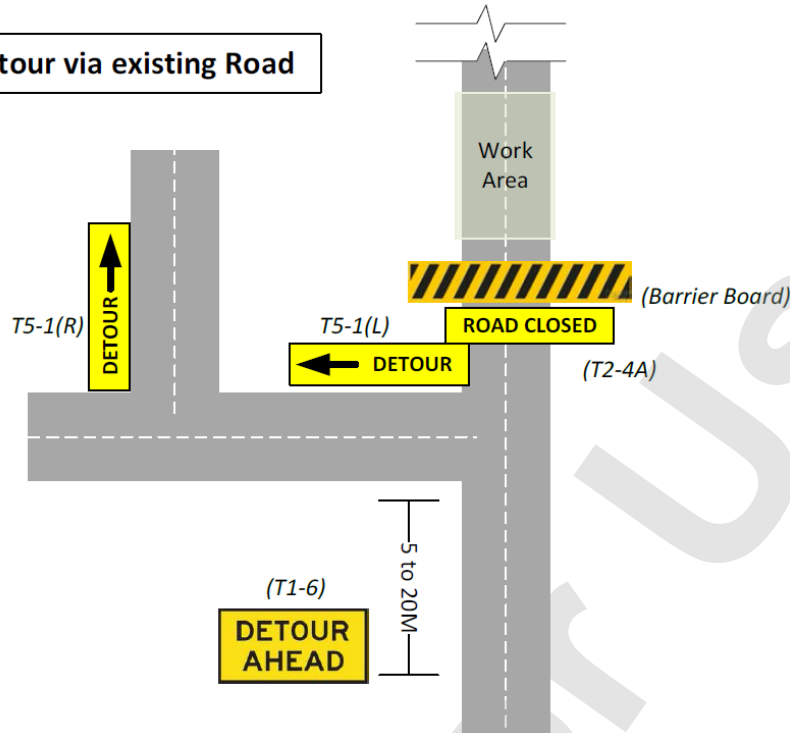
For full road closure or any other complex traffic management not covered by the Site TMP generic TCD's, a specific TCD shall be provided.

This TCD shall include the following information:

- Road closure/ road works location, proposed detour road if required (attach a map if required)
- A drawing detailing the signage, delineation and proposed temporary speed restriction to be implemented and their locations.
- If the road closure/road work is affecting the existing traffic flow at an intersection, the TCD shall also provide the signage and traffic management measures that will be temporarily implemented at the intersection, clearly reflecting any changes to the traffic flow and priorities within the intersection (I.e., 'Stop' or 'Give way' sign to be relocated)

In situations where it becomes impracticable to accommodate traffic within the existing roadway, one of the following forms of traffic detour should be considered:

Fig 1- Detour via existing Road



Guidance for Side Tracks

A temporary roadway may be constructed beside or near the existing roadway or existing road shoulders may be used as a temporary diversion track.

The side track may cater for one or both direction of travel.

Side tracks detour shall be provided in accordance with the following requirements:

- Surface condition

Pavement shall have sufficient structural strength to carry the anticipated heavy vehicle traffic.

The pavement shall be monitored to ensure that any indications of impending pavement failure are dealt with promptly.

- Lane width

A minimum of 6m lane width shall be maintained for one way traffic and 12m for two-way traffic.

- Excavation and open drain/ Drop structure

If the temporary side track is located near an open drain/ drop structure or any work excavations, the minimum clearance to the traffic path of vehicles shall be:

- Minimum 2.5m clearance from excavation greater than 500 mm deep
- Minimum 3m clearance from open Vee drain or drop structure greater than 1.2m deep.

Bollards shall be installed along the excavation and drains/drop structure at a maximum of 4m spacing.

If these minimum distances can't be maintained safety barriers such as Ironman or Water filled barriers shall be installed.

- Delineation and signage

Road signage shall be installed in advance of the proposed detour track. (Refer below Fig-2)

The side track shall be delineated with the use of retro reflective bollards (Maximum spacing, 4m).

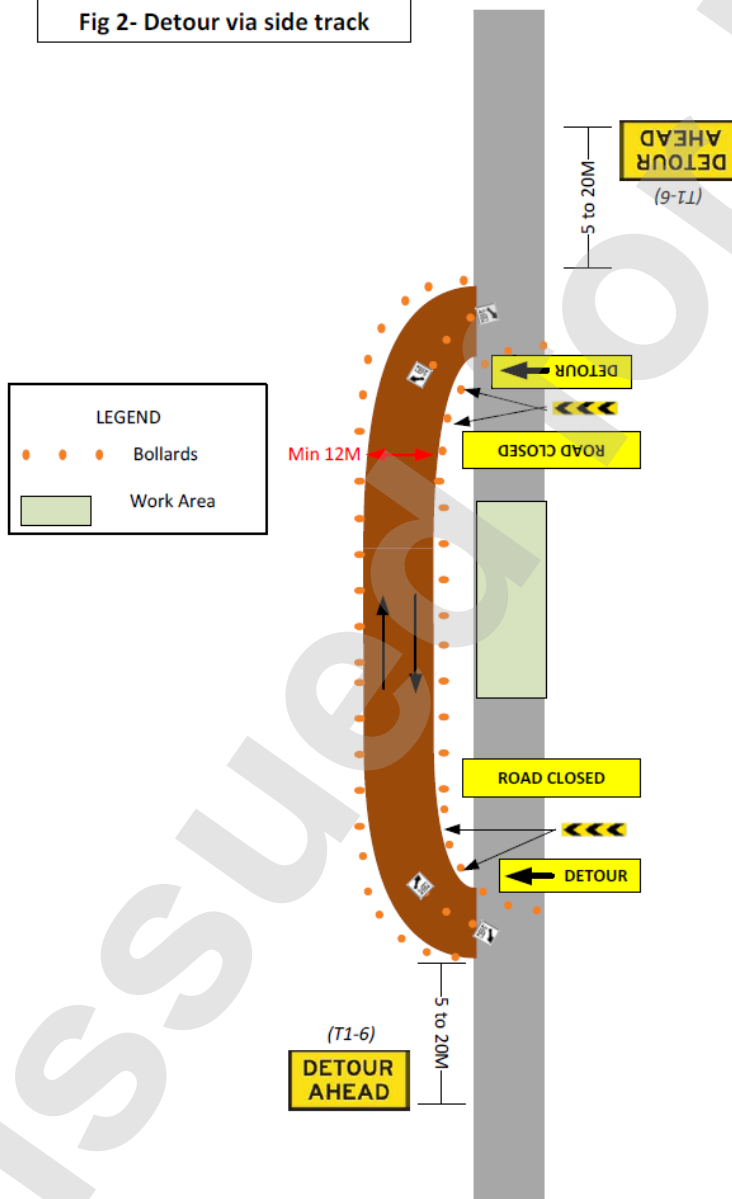
Appropriate lighting shall be provided for nighttime condition.

- Access to others work sites / Compounds

Provision shall be made for vehicles to access other work sites and/ or compounds located within the road closure or detour track. Accesses shall be clearly signed and delineated.

Coordination and communication shall be maintained with other work parties affected by the road closure and every provision shall be made to minimise any disruption to others.

Fig 2- Detour via side track

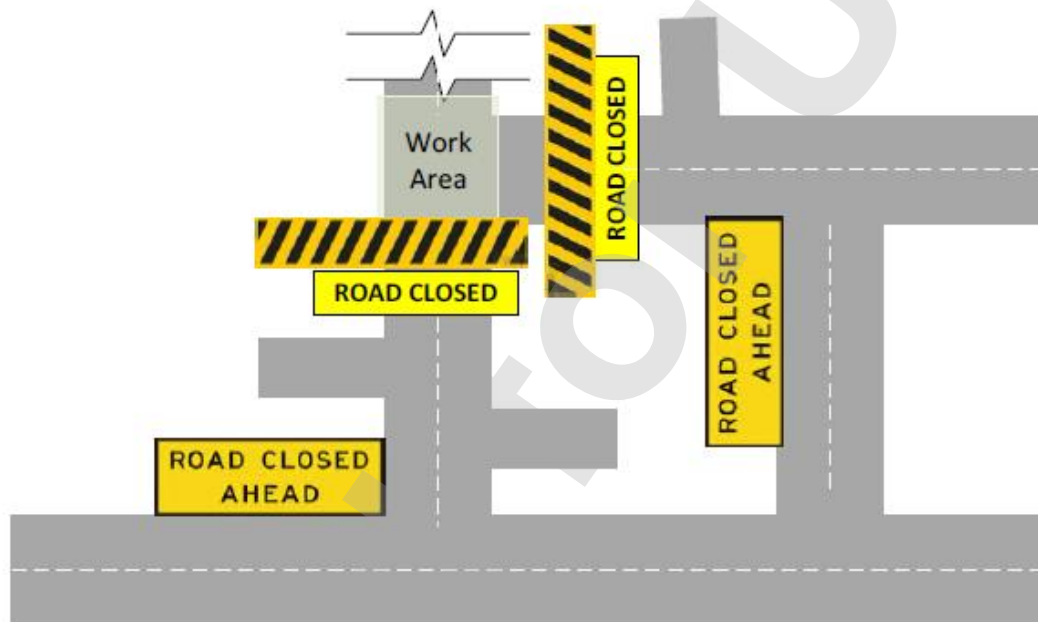


Scenario 3: Road Closure , No Detour

In some extreme situations, due to the location of work, it may be impossible to provide any specific detour roads.

In this case advance signs shall be installed to warn vehicles of the closure ahead. These signs shall be installed at strategic locations near intersections to provide an opportunity for the drivers to use alternative accesses and reduce the number of vehicles having to execute a U-turn at the closure. Refer to next page for image Fig 3-Road closed no detour provided.

Fig 3-Road closed no detour provided



Additional information required:

- **Details of works**

Please provide any additional information that is relevant to the traffic management, that could affect the traffic flow, during or after completion of work (I.e., During excavation works, will the work temporarily affect the road surface, and will aftercare signage be required?)

- **Staging of works**

If works are to be conducted in stages, the TCD must take this into account and be detailed accordingly. If project staging is complex and has more details, additional TCD's shall be provided detailing each stage of the project.

- **Other work sites**

If other worksites are located within close proximity of the proposed work, the following provision shall be made:

The TCD shall reflect that the proposed traffic management can be implemented in conjunction with, any other traffic management currently in place in the immediate area.

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Document Identification

Document Number	Revision	Security Classification	Date
L060-AH-PLN-60037	4	Unrestricted	18/11/25 08:00

Document Revision History

Revision	Date and Time	Issue Reason
3	24/06/25 08:00	For Use
2	11/11/24 08:00	For Use
1	10/09/21 08:00	For Use
0B	26/05/21 08:00	For Review

Delegation of Authority

From Name	To Name	Date and Time	Action

Name	Title

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Name	Title	Date and Time	Action
Adrian Parody	Production Manager	16/11/25 08:29	Endorser
Simon Warburton	Deputy General Manage	18/11/25 07:38	Approver