SCHEDULE RJ1

<table>
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<th>Permit, licence or approval taken to have been issued</th>
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<td>Roads and Jetties Act 1935</td>
</tr>
<tr>
<td>Person, body or State Service Agency responsible for the enforcement of the conditions contained in this schedule</td>
<td>Statutory Regulator</td>
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Part 1 – Definitions

For the purposes of this Schedule, unless the contrary intention appears:

“accredited traffic control training requirements” means nationally accredited training courses in traffic control covering the following modules:

- Basic Work Site Traffic Management
- Traffic Controller
- General Work Site Traffic Management
- Advanced Work Site Traffic Management

“Act” means the Roads and Jetties Act 1935;

“activity” or “construction activities” means activities or works on or affecting State Roads (specifically, the East Tamar Highway) associated with the construction phase of the proposal including the development of permanent or temporary accesses (which includes vegetation clearance, related infrastructure and rehabilitation);

“Chief Traffic Engineer” means the person within the Roads and Traffic Division, DIER, with the delegated authority of the Transport Commission under the Transport Act 1981, and for statutory responsibilities under the Traffic Act 1925 for approving traffic control devices, among other powers;

“DIER” means the Department of Infrastructure Energy and Resources;

“Emergency Management” means a range of measures to manage risks to communities and the environment resulting from an emergency. These measures are described by:

- the “comprehensive” approach;
- the all hazards” approach;
- the “all agencies (or integrated)” approach; and
- the “prepared community”.

Emergency management may include:

- ensuring the continuity of their business or service;
SCHEDULE RJ1

- protecting their own interests and personnel;
- protecting the community and environment from risks arising from the activities of the organisation; and
- protecting the community and environment from credible risks.

“Licensed Accesses” means accesses to which a licence issued under Part IVA of the Act is applicable;

“Limited Access Licence” means an access licence issued under Part IVA of the Act containing specific conditions restricting the usage of the access to traffic associated with particular activities only;

“related infrastructure” includes, but is not limited to, roads, temporary access, staging areas, service access, substations, cables, underground or overhead powerlines, control buildings, transformers, hazardous materials storage facilities and concrete batch plants;

“Standard Specifications (SS)” means the minimum applicable design criteria on the DIER web site (at http://www.transport.tas.gov.au/road_bridges_tas/specifications2/specification_listings) concerning specifications for roadworks and bridgeworks;

“State Road” means a state highway or a subsidiary road as defined under section 3 of the Act and/or for which The Minster administering the Act has management and maintenance responsibility;

“State Road Reservation” means, in accordance with section 9 of the Highways Act 1951, the land set aside for the purposes of road administration responsibilities.

“Statutory Regulator” means the General Manager, Roads and Traffic Division, DIER as the person with delegated statutory responsibility under the Act or the person with the statutory delegation at the time; and

“utility” means but is not limited to pipelines, cables & related reticulated infrastructure.

All other words have the same meaning as defined in the Roads and Jetties Act 1935.
SCHEDULE RJ1

Part 2 – Conditions

The person responsible is to undertake activity for the upgrading of the existing mill access and proposed landfill site access, along with other temporary construction accesses on the East Tamar Highway as part of the project only in accordance with the following:

Design

1. The person responsible must prepare detailed design drawings for the activity which must be submitted to the Statutory Regulator for examination and acceptance prior to the commencement of construction of any utility affecting the State Road reservation.

2. On submission of the detailed design drawings, the person responsible must arrange a site meeting between the person responsible and Statutory Regulator to review implications for the State Road infrastructure. At this meeting the Statutory Regulator may provide particular direction regarding any amendments that may be required prior to acceptance of the final design.

3. The person responsible must confirm the boundary of the State Road Reservation prior to commencing the activity. Where no reservation boundary exists section 9 of the Highways Act 1951 will apply for determining the boundaries of the State Road.

4. Where the proposed activities may result in through traffic lanes having a reduced offset to roadside hazards (ie, above-ground features, embankments, etc), a risk assessment must be undertaken, with any mitigation measures proposed being provided for written approval of the Statutory Regulator with the final design.

Public Contact Plan

5. The person responsible must prepare a Public Contact Plan (PCP) detailing how the general public and other affected parties will be informed about the proposed activity and submit it for approval by the Statutory Regulator.

6. The PCP must include, but is not limited to including, the following:
   a. Contact details of DIER’s Contractors and its Contract Administration;
   and
   b. A list of all events associated with informing the public on traffic issues.

7. Any revisions and updates of the PCP proposed by the person responsible must be provided directly by the person responsible to a contact officer nominated by the Statutory Regulator.

8. The person responsible must liaise with DIER Contract Administration and Contractors to ensure that DIER’s contract works are not disrupted or impeded.

Traffic Management Plan

9. The person responsible must prepare a Traffic Management Plan (TMP) for the period of the construction activity.

10. As per DIER’s General Specification “G2.6 Traffic Management” the TMP must include, but is not limited to, details that demonstrate that all Traffic Management will be in accordance with:
SCHEDULE RJ1

a the Tasmanian *Traffic Act 1925*;

b the Tasmanian Traffic (Road Rules) Regulations;

c Traffic Control at Work Sites Code of Practice (the Code)

*Explanatory Note*


d AS 1742 Part 3 and AS/NZS 3845; and

e Australian Standard Field Guide series SAA HB81.

*Explanatory Note*

The precedence of the documents (and their prescriptions & guidance) shall be in the order as listed above

11 The TMP must incorporate the following requirements:

a Detour signs to be installed;

b Access to other businesses shall be maintained at all times as required by them;

c As may be required, provision for pedestrians is to be maintained at all times;

d A reduced speed zone of 60km/h on >60km/h speed limited roads is to be applied when the work area is between 1.2m and 3m from moving traffic (refer section 4.3 of AS1742.3); and

e Where the work is more than 3 metres from moving traffic but inside the fenced State Road reservation the requirements of section 4.3 (a) of AS1742.3 shall be adhered to.

12 The person responsible must submit the TMP to the Statutory Regulator for assessment and approval prior to the commencement of construction activities in the State Road Reservation.

13 In undertaking traffic management, the person responsible must:

a Meet DIER standards for traffic management associated with the installation, inspection and maintenance of any utilities and related infrastructure, including the development of traffic management plans when appropriate;

b Have the personnel involved in traffic control at work sites complete and obtain accreditation in traffic control training requirements in the following relevant training modules:

   i Site Supervisory person - “Basic Work Site Traffic Management”.

   ii Traffic Control person – “Traffic Controller”.

   iii General Work Site Traffic Management person – “General Work Site Traffic Management”.

   iv Advanced Work Site Traffic Management person - “Advanced Work Site Traffic Management”; and
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ensure the re-accreditation of these personnel every three years to keep up with ongoing changes to the Code, AS1742.3 and the SAA field guides; and

c Comply with all relevant Workplace, Health and Safety regulations for works within the State Road reservations.

14 If any construction activities on related infrastructure requires activities on the carriageway, then lane closures, etc., must be performed in accordance with the Traffic Management Plan (TMP) and their timing must be approved by the Statutory Regulator.

15 The TMP shall not conflict with TMPs that may be implemented by others undertaking works in the vicinity.

Explanatory Note
Details of other TMPs will be provided by a contact officer nominated by the Statutory Regulator.

16 Any issues or agreements arising from public information events are to be included in the TMP.

17 At least one clear lane must be open to traffic in both directions at all times during the works unless otherwise approved by the Statutory Regulator.

Explanatory Note
Restrictions to hours of work may be applied by the Chief Traffic Engineer.

18 Access onto and off the State Road for all construction activities vehicles is to be kept to a minimum and shall be by existing accesses where possible with the use of the appropriate advanced standard signage. Any damage to existing infrastructure, in particular crossovers, seal edges and roadside drainage, shall be repaired immediately. If temporary accesses are required, construction shall be of sufficient integrity to provide for the safe entry and exit of construction equipment without damage to existing infrastructure. These temporary accesses shall be subject to Statutory Regulator approval in terms of location, design and traffic management arrangements.

Environmental Management Plan

19 The person responsible must prepare, and submit for the approval of the Statutory Regulator, prior to the commencement of the activity, an Environmental Management Plan (EMP) which covers but is not limited to the following activities:

a Measures to minimise water pollution;

b Land rehabilitation; and

c Timeframes and maintenance regimes for revegetation.

20 Grassed areas, fences and footpaths where affected, are to be rehabilitated within one (1) week of completion of the work that has affected the grassed area, fence and footpath unless otherwise approved in the EMP.

21 The Statutory Regulator must be advised of environmental issues arising from inspection and monitoring and the actions the person responsible is undertaking to minimise environmental harm or pollution.
SCHEDULE RJ1

Construction

22 The activity must be carried out in accordance with the commitments contained in Part 3, Volume 4, of the DIIS unless otherwise specified in these conditions or unless otherwise approved in writing by the Statutory Regulator.

23 The activity must not be undertaken in variation of the conditions in this Schedule without prior approval by the Statutory Regulator. No activity must occur until the TMP, EMP, PCP have been approved in writing by the Statutory Regulator.

24 The person responsible must notify the Statutory Regulator in writing when all activity has been completed.

25 Prior to any activity commencing the person responsible must provide written notification to the Statutory Regulator of the name of the contractor engaged to undertake the activity, and

a The notification is to include evidence that the contractor has the following insurances:
   i 3rd party liability ($20,000,000);
   ii workers compensation; and
   iii Motor Accident Insurance Board (MAIB); and
b If the contractor is not pre-qualified with the Statutory Regulator, on-site contract supervision must be provided for the duration of the works by suitably qualified personnel, nominated to the satisfaction of Statutory Regulator, at the cost of the person responsible.

Explanatory Note
Details of Statutory Regulator’s pre-qualification system will be provided to the person responsible.

26 Blasting and structurally damaging processes must be undertaken in accordance with SS G2.3.12.

27 State Roads must be maintained at all times during construction activities to ensure the safety of the public.

28 Any material, e.g. detritus, that may create a hazard and that has been caused by the activity must be removed immediately.

Surface Reinstatement

29 On completion of the activity the person responsible must reinstate any road pavement or other surfaces within the State Road Reservation that has been disturbed during the activity.

30 Reinstatement shall be in accordance with Statutory Regulator’s Standard Specifications (SS).

31 All back filling within the reservation must be compacted in accordance with SS R32 Drainage: Pipelines and culverts, and all road pavement restoration must be in accordance with SS R40 Pavement Base and Sub-base. This includes returning the road profile, drains, road cutting and embankment batters, sight benching and other State Road assets or facilities to their original condition.
SCHEDULE RJ1

 Licensed Accesses – New and Existing

32 The person responsible is responsible for negotiating access arrangements with the property owners & seeking altered Limited Access Licence conditions through Statutory Regulator for permanent variation to existing accesses.

33 For temporary use of an existing access, it is the responsibility of the person responsible to negotiate access arrangements with the property owners and seek a temporary variation to the Limited Access Licence conditions through the Statutory Regulator.

Explanatory Note

New permanent Licensed Accesses along Limited Access roads are not permitted under current legislative arrangements.

Sections of the East Tamar Highway have been declared to be Limited Access under the Act. Along this road, landowner permission and a variation in the licence conditions may be necessary for the permanent use of an existing access.

Temporary Construction Access

34 Where temporary accesses are required to/from properties adjoining State Roads the person responsible must, wherever practicable, use existing appropriate accesses.

35 For sections of the East Tamar Highway declared to be Limited Access under the Act, landowner permission and a change in the licence conditions may be necessary for the use of an existing access.

36 All new temporary accesses must be designed and constructed in accordance with DIER’s Standard Specifications addressing issues including those relating to location, sight distance, geometry, pavement design, construction standards, drainage and maintenance. All temporary accesses shall be removed.

37 The person responsible must arrange reinstatement of boundary fences, the installation of gates and reinstatement of accesses to properties with the relevant property owner. The person responsible is responsible for making good any impact to facilities and property resulting from removal or damage to fences, gates or accesses in State Road reservations.

Maintenance

38 The person responsible is fully responsible for maintenance of all road assets related to the activity for a minimum of 36 months from completion of the construction activity.

39 The person responsible must maintain the access works and associated infrastructure within the Highway reservation at all times during the maintenance period specified in condition 37 above.

40 Between 6 and 12 months after completion of the construction activity the person responsible must convene a joint inspection by the person responsible and Statutory Regulator officers to assess what specific maintenance or other work may be required.

41 Should any failure of the roadworks and related infrastructure occur during the maintenance period the Statutory Regulator reserves the right to arrange emergency maintenance repairs to be carried out. All costs associated with such
repairs, and any claims from the public arising from any failure of the works, or tracking of debris over the State Road pavement, will be the responsibility of the person responsible.

Emergency Management

42 The person responsible must provide the Statutory Regulator with details of:

a inspection and monitoring programs to ensure the integrity of the utilities and the safety of road users prior to completion of the activity.

b contingency measures and emergency management procedures in the event of an incident, including processes for circumstances where a road closure may be required must be provided under (a).

c any emergency event that may present a risk to residents, road users and/or the infrastructure immediately it becomes evident.

Explanatory Note

The Statutory Regulator retains rights under legislation to request or arrange the shut down of utilities without notice where public interest is threatened. All or any costs claims and proceedings including economic loss claims resulting there-from are to be borne by the person responsible.

Emergency management procedures are to complement and be consistent with DIER’s procedures for the management of emergency events, and State or Regional Emergency Plans.

Other

43 The person responsible must indemnify the Minister administering the Roads and Jetties Act 1935 against all or any costs claims proceedings and demands whatsoever and by whomsoever arising out of or in respect of the installation of utilities in the State Road reservations including during the period of the construction activities.

44 No warranty is given by the Crown in regard to land stability, fire, vandalism or other impacts, which may occur within State Road reservations.

45 No warranty is given by the Crown as to the existence, location and condition of utilities within the State Road reservation.

46 The person responsible is responsible for any costs, claims, proceedings and any damages, should any other utilities be damaged as a result of its work.
## SCHEDULE RJ2

<table>
<thead>
<tr>
<th>Permit, licence or approval taken to have been issued</th>
<th>A road reservation excavation permit for the installation of water supply and effluent disposal pipelines, along with associated infrastructure.</th>
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### Part 1 – Definitions

For the purposes of this Schedule, unless the contrary intention appears:

**“accredited traffic control training requirements”** means nationally accredited training courses in traffic control covering the following modules:
- Basic Work Site Traffic Management
- Traffic Controller
- General Work Site Traffic Management
- Advanced Work Site Traffic Management

**“Act”** means the Roads and Jetties Act 1935

**“activity” or “construction activities”** means any works or activities on or affecting State Roads (specifically, the West Tamar, East Tamar and Batman Highways, along with the Bridport Main Road) associated with the construction phase of the project (which includes vegetation clearance, pipeline construction, related infrastructure and rehabilitation);

**“Chief Traffic Engineer”** means the person within the Roads and Traffic Division, DIER, with the delegated authority of the Transport Commission under the Transport Act 1981 for statutory responsibilities under the Traffic Act 1925 for approving traffic control devices, among other powers;

**“DIER”** means the Department of Infrastructure Energy and Resources;

**“Emergency Management”** means a range of measures to manage risks to communities and the environment resulting from an emergency. These measures are described by:
- the 'comprehensive' approach;
- the all hazards' approach;
- the 'all agencies (or integrated)' approach; and
- the 'prepared community'.

Emergency management may include:
- ensuring the continuity of their business or service;
- protecting their own interests and personnel;
- protecting the community and environment from risks arising from the activities of the organisation; and
SCHEDULE RJ2

- protecting the community and environment from credible risks.

“Licensed Accesses” means accesses to which a licence issued under Part IVA of the Act is applicable;

“Limited Access Licence” means an access licence issued under Part IVA of the Act containing specific conditions restricting the usage of the access to traffic associated with particular activities only;

“related infrastructure” includes, but is not necessarily limited to, roads, temporary access, staging areas, service access, substations, cables, underground or overhead powerlines, control buildings, transformers, hazardous materials storage facilities and concrete batch plants;


“State Road” means a state highway or a subsidiary road as defined under section 3 of the Act and/or for which The Minister administering the Act has management and maintenance responsibility;

“State Road Reservation” means, in accordance with section 9 of the Highways Act 1951, the land set aside for the purposes of road administration responsibilities.

“Statutory Regulator” means the General Manager, Roads and Traffic Division, DIER as the person with delegated statutory responsibility under the Act or such the person with the statutory delegation at the time;

“utility” means but is not necessarily limited to pipelines, cables & related reticulated infrastructure;

“utility owner” means the person or body responsible for arranging the installation and ongoing management of the water supply and effluent disposal pipelines within State Road reservations.

All other words have the same meaning as defined in the Roads and Jetties Act 1935.
Part 2 – Conditions

The person responsible is to undertake road reservation excavation for the installation of water supply and effluent disposal pipelines, along with associated infrastructure as part of the project only in accordance with the following:

Design

1. The person responsible must prepare detailed design drawings for the activity which must be submitted to the statutory regulator for examination and acceptance prior to the commencement of construction of any utility affecting the State Road reservation.

2. On submission of the detailed design drawings, the person responsible must arrange a site meeting between the person responsible and statutory regulator to review implications for the State Road infrastructure. At this meeting the statutory regulator may provide particular direction regarding any amendments that may be required prior to acceptance of the final design.

3. Design and construction for the utility within the State Road reservation is to be in accordance with DIER’s Standard Brief for Professional Services (SBPS) and DIER’s Standard Specifications (SS).

4. Any existing property fences may not be on the State Road reservation boundaries. Where no reservation boundary exists section 9 of the Highways Act 1951 will apply for determining the boundaries of the State Road. Confirmation of boundary locations prior to commencing the activity is the responsibility of the person responsible.

5. Where any above-ground elements of a utility (e.g. valves, surge tanks etc.) are proposed within the required clear zone (refer SBPS), a risk assessment is to be undertaken, with any mitigation measures proposed and the risk assessment being provided for approval of the statutory regulator as part of the final detailed design.

6. The person responsible is fully responsible for risk assessment and compliance with relevant standards associated with the installation of utilities in State Road reservation.

7. The minimum clear cover detailed in the SS to the pipe overt is to be maintained at all times.

Public Contact Plan

8. The person responsible must prepare a Public Contact Plan (PCP) detailing how the general public and other affected parties will be informed about the proposed activity and submit it for approval by the statutory regulator.

9. The PCP must include, but is not limited to including, the following:
   a. Contact details of DIER’s Contractors and its Contract Administration.

   Explanatory note
   Details of these will be provided to the person responsible by the Statutory Regulator;

   b. A list of all events associated with informing the public on traffic issues.

10. The person responsible must liaise with DIER Contract Administration and Contractors to ensure that DIER’s contract works are not disrupted or impeded.

11. Any revisions and updates of the PCP proposed by the person responsible must be provided directly by the person responsible to the Statutory Regulator’s nominated contact officer.
SCHEDULE RJ2

Other utility owners

12 Prior to the commencement of works the person responsible must obtain all necessary approvals and information on the location of utilities from other utility owners having plant installed in the State Road reservations that may be affected by the works.

Traffic Management Plan

13 The person responsible must prepare a Traffic Management Plan (TMP) for the period of the construction activity.

14 As per DIER’s General Specification ‘G2.6 Traffic Management’ the TMP, must include, but is not limited to including, details that demonstrate that all Traffic Management is to be in accordance with:
   a the Tasmanian Traffic Act 1925;
   b the Tasmanian Traffic (Road Rules) Regulations;
   c Traffic Control at Work Sites Code of Practice (the Code)

   **Explanatory Note**
   The Traffic Control Code of Practice is available on the website at http://www.transport.tas.gov.au/codes_of_practice/traffic_control_at_work_sites_codes_of_practice);
   d AS 1742 Part 3 and AS/NZS 3845; and
   e Australian Standard Field Guide series SAA HB81.

   **Explanatory Note**
   The precedence of the documents (and their prescriptions & guidance) shall be in the order as listed above

15 The TMP must incorporate the following requirements:
   a Detour signs shall be installed as per the TMP.
   b Access to other businesses shall be maintained at all times as required by them.
   c As may be required, provision for pedestrians is to be maintained at all times.
   d A reduced speed zone of 60km/h on >60km/h speed limited roads is to be applied when the work area is between 1.2m and 3m from moving traffic (refer section 4.3 of AS1742.3);
   e Where the work is more than 3m from moving traffic but inside the fenced State Road reservation the requirements of section 4.3 (a) of AS1742.3 shall be adhered to;

16 The TMP must be forwarded to the statutory regulator for assessment and approval prior to the commencement of construction activities in the State Road Reservation.

17 In undertaking traffic management, the person responsible must:
   a Meet DIER standards for traffic management associated with the installation, inspection and maintenance of any utilities & related infrastructure, including the development of traffic management plans when appropriate.
   b Have the personnel involved in traffic control at work sites complete and obtain accreditation in traffic control training requirements in the following relevant training modules:
      i Site Supervisory person - ‘Basic Work Site Traffic Management’.
ii Traffic Control person – ‘Traffic Controller’.
iv Advanced Work Site Traffic Management person - ‘Advanced Work Site Traffic Management’; and

ensure the re-accreditation of these personnel every three years to keep up with ongoing changes to the Code, AS1742.3 and the SAA field guides.

c Comply with all relevant Workplace, Health and Safety regulations for works within the State Road reservations.

d Ensure at least one clear lane is open to traffic in both directions at all times during the works unless otherwise approved by the statutory regulator, and comply with any restrictions to hours of work applied by the Chief Traffic Engineer (CTE).

18 Access onto and off the State Road for all construction activities vehicles is to be kept to a minimum and shall be by existing accesses where possible with the use of the appropriate advanced standard signage. Any damage to existing infrastructure, in particular crossovers, seal edges and roadside drainage, shall be repaired immediately. If temporary accesses are required, construction shall be of sufficient integrity to provide for the safe entry and exit of construction equipment without damage to existing infrastructure. These temporary accesses shall be subject to Statutory Regulator approval in terms of location, design and traffic management arrangements.

Environmental Management Plan

19 The person responsible must prepare, and submit for the approval of the statutory regulator prior to the commencement of the proposed works, an Environmental Management Plan (EMP) which covers but is not limited to the following activities:

a Measures to minimise water pollution;

b Land rehabilitation; and

c Timeframes and maintenance regimes for revegetation.

20 Grassed areas, fences and footpaths where affected, are to be rehabilitated within one (1) week of completion of the work that has affected the grassed area, fence and footpath unless otherwise approved in the EMP.

21 The Statutory Regulator must be advised of environmental issues arising from inspection and monitoring and the actions the person responsible is undertaking to minimise environmental harm or pollution.

Construction

22 No construction activities in the State Road Reservation must occur until the TMP, EMP, PCP have been approved in writing by the Statutory Regulator.

23 Prior to any activity commencing the person responsible must provide written notification to the Statutory Regulator of the name of the contractor engaged to undertake the activity and the notification is to include evidence that the contractor has the following insurances:

a 3rd party liability ($20,000,000);

b workers compensation; and
SCHEDULE RJ2

c Motor Accident Insurance Board (MAIB).

24 Blasting and structurally damaging processes must be undertaken in accordance with SS G2.3.12.

25 The activity must be carried out in accordance with the commitments contained in Part 3, Volume 4, of the draft Integrated Impact Statement unless otherwise specified in these conditions or unless otherwise approved in writing by the statutory regulator.

26 If the contractor is not pre-qualified with the Statutory Regulator, the on-site contract supervision must be provided for the duration of the works by suitably qualified personnel, nominated to the satisfaction of statutory regulator, at the cost of the person responsible. Details of the Statutory Regulator’s pre-qualification system will be provided to the person responsible.

27 State Roads must be maintained at all times during construction activities to ensure the safety of the public.

28 Any material, e.g. detritus, that may create a hazard and that has been caused by the activity must be removed immediately.

Alignment

29 The person responsible and its contractors are to comply with the following conditions in undertaking any construction activity:

a The desirable minimum distance between the edge of the utility trench excavation and existing and proposed limit of State Road earthworks shall be 5 metres.

**Explanatory Note**

*the limits of earthworks is defined as 1 m from the outer edge of surface drains at the top and toe of baffers.*

b The absolute minimum distance between the edge of the utility trench excavation and existing and proposed limit of State Road earthworks shall be 5 metres from the edge of the nearest trafficable lanes.

**Explanatory Note**

*For information and clarity, plans showing the existing State Road alignment, proposed State Road developments, along with existing and proposed utilities are provided in Annex 1 to Schedule RJ2.*

Road Crossings

30 All road crossings shall be within a box culvert minimum size 2.1 metre x 1.8 metre with steel pipe and supports bolted to the culvert floor, designed and constructed in accordance with the SS unless otherwise approved by the statutory regulator.

31 The culvert is to be free draining.

Surface Reinstatement

32 On completion of the activity the person responsible must reinstate any road pavement or other surfaces within the State Road Reservation that has been disturbed during the activity.

33 Reinstatement shall be in accordance with Statutory Regulator’s Standard Specifications.

34 All back filling within the reservation must be compacted in accordance with SS R32, and all road pavement restoration must be in accordance with SS R40. This includes returning the road profile, drains, road cutting and embankment.
batters, sight benching and other State Road assets or facilities to their original condition.

**Licensed Accesses – New and Existing**

35 The person responsible is responsible for negotiating access arrangements with the property owners and seeking altered Limited Access Licence conditions through the Statutory Regulator for permanent variation to existing accesses.

36 For temporary use of an existing access, it is the responsibility of the person responsible to negotiate access arrangements with the Property owners and seek a temporary variation to the Limited Access Licence conditions through statutory regulator.

*Explanatory Note*

New permanent Licensed Accesses along Limited Access roads are not permitted under current legislative arrangements.

Sections of the East Tamar Highway have been declared to be Limited Access under the RJA. Along this road, landowner permission and a variation in the licence conditions may be necessary for the permanent use of an existing access.

**Temporary Construction Access**

37 Where temporary accesses are required to/from properties adjoining State Roads of the person responsible must, wherever practicable, use existing appropriate accesses.

38 For sections of the East Tamar Highway declared to be Limited Access under the Act, landowner permission and a change in the licence conditions may be necessary for the use of an existing access.

39 All new temporary accesses shall be designed and constructed in accordance with DIER’s Standard Specifications addressing issues including those relating to location, sight distance, geometry, pavement design, construction standards, drainage and maintenance. All temporary accesses shall be removed.

40 The person responsible must arrange reinstatement of boundary fences, the installation of gates and reinstatement of accesses to properties with the relevant property owner. The person responsible is responsible for making good any impact to facilities and property resulting from removal or damage to fences, gates or accesses in State Road reservations.

**Maintenance**

41 The person responsible is fully responsible for maintenance of all road assets related to the activity for a minimum of 36 months from completion of the construction activity.

42 The person responsible must maintain the access works and associated infrastructure within the Highway reservation at all times during the maintenance period.

43 Between 6 and 12 months after completion of the construction activities the person responsible must convene a joint inspection by the person responsible and the Statutory Regulator officers to assess what specific maintenance or other work may be required.

44 Should any failure of the roadworks and related infrastructure occur during the maintenance period the statutory regulator reserves the right to arrange emergency maintenance repairs to be carried out. All costs associated with such repairs, and any claims from the public arising from any failure of the works, or
tracking of debris over the State Road pavement, will be the responsibility of the person responsible.

**Emergency Management**

45 The person responsible must provide the Statutory Regulator with details of:

- inspection and monitoring programs to ensure the integrity of the utilities and the safety of road users prior to completion of the activity.
- contingency measures and emergency management procedures in the event of an incident, including processes for circumstances where a road closure may be required must be provided under (a).
- any emergency event that may present a risk to residents, road users and/or the infrastructure immediately it becomes evident.

**Explanatory Note**

*The Statutory Regulator retains rights under legislation to request or arrange the shut down of utilities without notice where public interest is threatened. All or any costs claims and proceedings including economic loss claims resulting there-from are to be borne by the person responsible.*

Emergency management procedures are to complement and be consistent with DIER’s procedures for the management of emergency events, and State or Regional Emergency Plans.

**Other**

46 The person responsible must indemnify the Minister administering the *Roads and Jetties Act 1935* against all or any costs claims proceedings and demands whatsoever and by whomsoever arising out of or in respect of the installation of utilities in the State Road reservations including during the period of the construction activities. The indemnity includes damage to the utility resulting from maintenance and other road operation activities in the State Road reservations and environmental actions resulting from the approval of the installation of the utility in the State Road reservations.

47 The person responsible is responsible for the integrity of the utility where it is located within a State Road reservation.

48 No warranty is given by the Crown in regard to land stability, fire, vandalism or other impacts, which may occur within State Road reservations.

49 In the event that future road works necessitate the future relocation or replacement of the utility, all costs associated with such relocation or replacement shall be borne by the person responsible. The Statutory Regulator will work with the person responsible to ensure that costs are minimised in this event.

50 The person responsible is responsible for maintaining accurate records of the nature, location and depth of all utility installations in State Road reservations, including the provision of appropriate location/protection markings on site.

51 A copy of these records is to be forwarded to the Statutory Regulator at the completion of each utility installation.

52 The person responsible must notify the Statutory Regulator when all works have been completed.

53 The utility shall not be attached to any bridges or structures for which DIER is responsible or affect the approaches thereto.

54 No warranty is given by the Crown as to the existence, location and condition of Gas, telecommunications, electricity, water, sewerage and other utilities within
the State Road reservations including the Esk Pipeline shown on the attached plan (Annex 2 of Schedule RJ2).

55 The person responsible is responsible for any costs, claims, proceedings and any damages, should any other utilities be damaged as a result of its work.

56 Any variation to these conditions must be approved by the Statutory Regulator prior to commencement of any work on or affecting a State Road reservation.
The following table provides a summary of where the proposed utilities will have an impact on existing State Roads and proposed road upgrading works.

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Location Description</th>
<th>Impact Yes/No</th>
<th>Reasons for the requirement for the provision of design and construction details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>West Tamar Highway, Trevallyn Power Station</td>
<td>Yes</td>
<td>Highway crossing design and construction method.</td>
</tr>
<tr>
<td>2 &amp; 3</td>
<td>East Tamar Highway, Newnham to Landfall Interchange</td>
<td>Yes</td>
<td>Highway is on river flat subject to subsidence – proximity of the pipeline is of concern. The section of single carriageway will also be upgraded to dual.</td>
</tr>
<tr>
<td>3, 4, 5 &amp; 6</td>
<td>Landfall to Pump Station Reserve</td>
<td>Yes</td>
<td>Planned Dilston Bypass on new alignment which is expected to be completed by the end of 2009. The existing Highway will need to be maintained until completion of road works.</td>
</tr>
<tr>
<td>6, 7 &amp; 8</td>
<td>Pump Station Reserve to Signal Station Tavern</td>
<td>Yes</td>
<td>Planned Highway upgrade. Pipeline Crossings at “The Poplars”.</td>
</tr>
<tr>
<td>9</td>
<td>South of Jetty Road Junction and Egg Island Creek</td>
<td>Yes</td>
<td>Planned Highway upgrade. Pipeline Crossings.</td>
</tr>
<tr>
<td>10</td>
<td>South and North of Batman Highway</td>
<td>Yes</td>
<td>Planned Highway upgrade. Pipeline Crossings on East Tamar and Batman Highways.</td>
</tr>
<tr>
<td>11</td>
<td>HV powerline crossing to mill access</td>
<td>Yes</td>
<td>Planned Highway upgrade.</td>
</tr>
<tr>
<td>12</td>
<td>Bell Bay Power station, Four Mile Creek and Bridport Main Road</td>
<td>Yes</td>
<td>Planned Highway upgrade. Pipeline Crossings on East Tamar Highway and Bridport Main Road.</td>
</tr>
</tbody>
</table>
SCHEDULE TA1

<table>
<thead>
<tr>
<th>Permit, licence or approval taken to have been issued</th>
<th>Approval for traffic management facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Act pursuant to which the permit, licence or other approval is taken to have been issued in relation to the conditions contained in this schedule</td>
<td>Traffic Act 1925</td>
</tr>
<tr>
<td>Person, body or State Service Agency responsible for the enforcement of the conditions contained in this schedule</td>
<td>Chief Traffic Engineer, Roads and Traffic Division, DIER</td>
</tr>
</tbody>
</table>

Part 1 – Definitions

“accredited traffic control training requirements” means nationally accredited training courses in traffic control covering the following modules:
- Basic Work Site Traffic Management
- Traffic Controller
- General Work Site Traffic Management
- Advanced Work Site Traffic Management

“Act” means the Traffic Act 1925;

“activity” or “construction activities” means works or activities on or affecting State and local roads associated with the construction phase of the activity (which includes vegetation clearance, related infrastructure and rehabilitation);

“Chief Traffic Engineer” means the person within the Roads and Traffic Division, DIER, with the delegated authority of the Transport Commission under the Transport Act 1981 and for statutory responsibilities under the Traffic Act 1925 for approving traffic control devices, among other powers;

“DIER” means the Department of Infrastructure Energy and Resources;

“Emergency Management” means a range of measures to manage risks to communities and the environment resulting from an emergency. These measures are described by:
- the 'comprehensive' approach;
- the all hazards' approach;
- the 'all agencies (or integrated)' approach; and
- the 'prepared community'.

Emergency management may include:
- ensuring the continuity of their business or service;
- protecting their own interests and personnel;
- protecting the community and environment from risks arising from the activities of the organisation; and
- protecting the community and environment from credible risks.
“local road” means a council road as defined under section 4 of the "Local Government (Highways) Act 1983" (LGHA) and/or for which a local authority has management and maintenance responsibility;

“related infrastructure” includes, but is not limited to, roads, temporary access, staging areas, service access, substations, cables, underground or overhead powerlines, control buildings, transformers, hazardous materials storage facilities and concrete batch plants;

“State Road” means a state highway or a subsidiary road as defined under section 3 of the Act and/or for which the Minister administering the Act has management and maintenance responsibility, i.e. East Tamar Highway;

“Statutory Regulator” means the Chief Traffic Engineer, Roads and Traffic Division, DIER as the person with delegated statutory responsibility under the Act or such the person with the statutory delegation at the time;

“Road Reservation” means, in accordance with section 9 of the "Highways Act 1951", the land set aside for the purposes of road administration responsibilities. Evidence to the contrary includes fences or registered plans.

“traffic management facilities” means, in accordance with the Act, those signs and linemarking devices, both advisory and mandatory, required to properly manage traffic using road reservations, and includes such temporary facilities as may be required in areas of construction activities.
SCHEDULE TA1

Part 2 – Conditions

The person responsible is to undertake signs and line-marking design and installation of traffic management facilities for activity in the Road Reserve only in accordance with following:

1. The person responsible must undertake the activity in accordance with the commitments contained in Part 3, Volume 4, of the DIIS unless otherwise specified in these conditions or unless otherwise approved in writing by the Statutory Regulator.

2. The person responsible is to provide as a minimum an at-grade channelised intersection both at the Longreach mill access and the landfill access. As a minimum, the junction arrangement at the mill is to include:
   - right-turn in and right-turn out auxiliary lanes
   - left-turn in and left-turn out auxiliary lanes
As a minimum, the junction arrangement at the landfill access is to include:
   - right-turn in auxiliary lane
   - left-turn out auxiliary lane

3. Construction activities in the State Road Reservation must not occur until the design and Traffic Management Plan have been approved by the Statutory Regulator.

4. The person responsible is to submit detailed design drawings of all proposed traffic management facilities to the Statutory Regulator for approval prior to the commencement of installation of any traffic management facilities.

5. Design and construction for traffic management facilities within State and local road reservations must be in accordance with the Statutory Regulator’s Standard Brief for Professional Services (SBPS) and the Statutory Regulator’s standard specifications (SS).
   (Explanatory Note: The design requirements and specifications can be found at DIER’s website at http://www.transport.tas.gov.au/road/specifications and then by following the prompts to the “Specifications Listing”.)

6. The person responsible must prepare a Traffic Management Plan (TMP) for the period of the construction activity.

7. As per DIER’s General Specification ‘G2.6 Traffic Management’ the TMP, must include, by is not limited to including, details that demonstrate that all Traffic Management Facilities are in accordance with:
   a. the Tasmanian Traffic Act 1925;
   b. the Tasmanian Traffic (Road Rules) Regulations;
   c. Traffic Control at Work Sites Code of Practice (the Code)

   Explanatory Note
   The Traffic Control Code of Practice is available on the website at
SCHEDULE TA1

d AS 1742 Part 3 and AS/NZS 3845; and
e Australian Standard Field Guide series SAA HB81.

Explanatory Note
The precedence of the documents (and their prescriptions & guidance) shall be in the order as listed above

8 The TMP must incorporate the following requirements:
   a Detour signs to be installed;
   b Access to other businesses shall be maintained at all times as required by them;
   c As may be required, provision for pedestrians is to be maintained at all times;
   d A reduced speed zone of 60km/h on >60km/h speed limited roads is to be applied when the work area is between 1.2m and 3m from moving traffic (refer section 4.3 of AS1742.3); and
   e Where the work is more than 3 metres from moving traffic but inside the fenced State Road reservation the requirements of section 4.3(a) of AS1742.3 shall be adhered to.

9 The TMP must be forwarded to the Statutory Regulator for assessment and approval prior to the commencement of construction activities.

10 The TMP must not conflict with other TMPs that may be implemented by persons other than the person responsible undertaking works in the vicinity. The Statutory Regulator will provide details of other TMPs to the person responsible.

11 Any issues or agreements arising from public information events are to be included in the TMP.

12 At least one clear lane must be open to traffic in both directions at all times during the works unless otherwise approved by the Statutory Regulator. The Statutory Regulator may apply restrictions to hours of work.

13 The person responsible must:
   a Meet DIER standards for traffic management facilities associated with the installation, inspection and maintenance of any utilities and related infrastructure, including the development of traffic management plans when appropriate.
   b Have the personnel involved in traffic control at work sites complete and obtain accreditation in traffic control training requirements in the following relevant training modules:
      • Site Supervisory person - ‘Basic Work Site Traffic Management’.
      • Traffic Control person – ‘Traffic Controller’.
      • General Work Site Traffic Management person – ‘General Work Site Traffic Management’.
      • Advanced Work Site Traffic Management person - ‘Advanced Work Site Traffic Management’.

Re-accreditation is required every three years to keep up with ongoing changes to the Code, AS1742.3 and the SAA field guides.
14 If any construction activities on related infrastructure requires activities on the carriageway, then lane closures, etc., must be performed in accordance with the Traffic Management Plan (TMP) and their timing must be approved by the Statutory Regulator.

15 Access onto and off the State Road for all construction activities vehicles is to be kept to a minimum and shall be by existing accesses where possible with the use of the appropriate advanced standard signage. Any damage to existing infrastructure, in particular crossovers, seal edges and roadside drainage, shall be repaired immediately. If temporary accesses are required, construction shall be of sufficient integrity to provide for the safe entry and exit of construction equipment without damage to existing infrastructure. These temporary accesses shall be subject to Statutory Regulator approval in terms of location, design and traffic management arrangements.
### SCHEDULE VT1

<table>
<thead>
<tr>
<th>Permit, licence or approval taken to have been issued</th>
<th>The transport of oversize or over-mass indivisible items associated with the project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Act pursuant to which the permit, licence or other approval is taken to have been issued in relation to the conditions contained in this schedule</td>
<td>Vehicle and Traffic Act 1999</td>
</tr>
<tr>
<td>Person, body or State Service Agency responsible for the enforcement of the conditions contained in this schedule</td>
<td>Transport Commission</td>
</tr>
</tbody>
</table>

### Part 1 - Definitions

For the purposes of this schedule, unless the contrary intention appears:

“Act” means the *Vehicle and Traffic Act 1999*;

“DIER” means the Vehicle Operations Branch at the Department of Infrastructure Energy and Resources, 7th floor, 10 Murray Street, Hobart 7000;

“Indivisible item” means an item that cannot, without disproportionate effort, expense, or risk of damage, be divided into 2 or more smaller items;

“Over-mass indivisible item” means an indivisible item, other than a freight container, that if loaded on a combination would cause the combination to exceed a mass limit applicable to it under the *Vehicle and Traffic (Vehicle Operations) Regulations 2001* (eg earth moving machinery and industrial machinery etc).

“Oversize indivisible item” means an indivisible item, other than a freight container, that if loaded on a combination would cause the combination to exceed a dimension limit applicable to it under the *Vehicle and Traffic (Vehicle Operations) Regulations 2001* (eg steel structures, prefabricated buildings etc);

“Statutory Regulator” means the Transport Commission or the person with specific delegated statutory responsibility from the Transport Commission at the time;

“Transport Commission” means the Transport Commission established under the *Transport Act 1981*;

“Transport Inspector” means a person authorised under section 9 of the *Traffic Act 1925*; and

“Transport task” means the transport of over-mass indivisible items or oversize indivisible items associated with the development of the Pulp Mill.

All other words in this Schedule have the same meaning as defined in the *Vehicle and Traffic Act 1999*. 
SCHEDULE VT1

Part 2 – Conditions

The person responsible is to transport oversize or over-mass indivisible items associated with the project only in accordance with the following:

1. Prior to each transport task the person responsible must provide to the Statutory Regulator at DIER:
   a. information about the transport task using the form “Application for Oversize or Over-mass Exemption”; and
   b. any additional information requested by the Statutory Regulator necessary to confirm that the transport task proposed by the person responsible is acceptable.

2. The information required under Condition 1 must be submitted at least 20 business days prior to the proposed transport task if the loaded vehicle exceeds:
   a. a mass of 9 tonnes on a single axle or a gross combination mass of 70 tonnes, or
   b. any of the following dimensions, 5 metres in height or width, or 28 metres in length or 5.5 metres rear overhang.

3. The information required under Condition 1 for any other oversize or over-mass indivisible item, shall be submitted at least 2 business days prior to the transport task being undertaken.

4. The Statutory Regulator after considering the suitability of the transport task based on the information provided may confirm that the transport task can be undertaken and impose any safety and infrastructure protection conditions deemed necessary, or may refuse to allow the transport task to be undertaken.

5. The transport task must be carried out in accordance with any safety and infrastructure protection conditions made by the Statutory Regulator and specified in writing to the person responsible.

6. Any written confirmation by the Statutory Regulator for a transport task, must be carried in the motor vehicle undertaking the transport task and be made available for inspection by a Police Officer or Transport Inspector.