



Timor
Resources

**Operating Management System
Environmental Management Plan - Drilling Activity
PSC TL-OT-17-09
Appendix E - Traffic Management Plan
Doc No: TR-HSE-PLN-010**

**Revision: Rev1
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**ENVIRONMENTAL MANAGEMENT PLAN (EMP)
DRILLING ACTIVITY
PSC TL-OT-17-09**

APPENDIX E - TRAFFIC MANAGEMENT PLAN

TR-HSE-PLN-00-000-010



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REVISION HISTORY

REVISION	DATE	DESCRIPTION
Rev1	04/06/21	Issued for review

MANAGEMENT APPROVAL

POSITION TITLE	NAME	SIGNATURE	DATE
Chief Executive Officer	Suellen Osborne		04/06/21
GM Exploration	Jan Hulse		04/06/21

DISTRUBUTION LIST

AUTHORITY/COMPANY'S NAME	DATE	REVISION
Autoridade Nacional do Petróleo e Minerais	04/06/21	Rev1



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ACRONYMS

EIA	Environmental Impact Assessment
EMP	Environmental Management Plan
HSE	Health Safety Environment
JAS	Journey Advise Slip
JMP	Journey Management Plan
RTA	Road Traffic Accidents
TR	Timor Resources
UHF	Ultra High Frequency
VHF	Very High Frequency



1 INTRODUCTION

1.1 CONTEXT

The project is the construction of a wellsite and access road for the Timor Resources Rusa #1 exploration well in PSC TL-OT-17-09 on the South Coast of Timor Leste located at Suco Foho Ai-LiCo, Ainaro, Ainaro District.

1.2 PURPOSE

This project was determined to require a Category A Licence under Decree Law No. 5/2011.

The TR Rehabilitation Plan is a requirement under the Environmental Impact Assessment (EIA) and Environmental Management Plan (EMP). The EIA identified potential impacts from the project and various plans have been developed to supplement the EIS and EMP. Traffic management is recognised as critical component of the drilling project. This Plan details management and monitoring strategies to limit potential impacts, as well as assigning responsibilities to ensure these strategies are implemented.

This report is an appendix to the EMP – Appendix E. More details on journey management can be found in the TR Journey Management and Vehicle Inspection Procedure TR-HSE-PRO-00-000-001.

1.3 SCOPE

This report will address traffic management for the PSC: TL-OT-17-08/09 drilling locations (see Figure **1-1**).

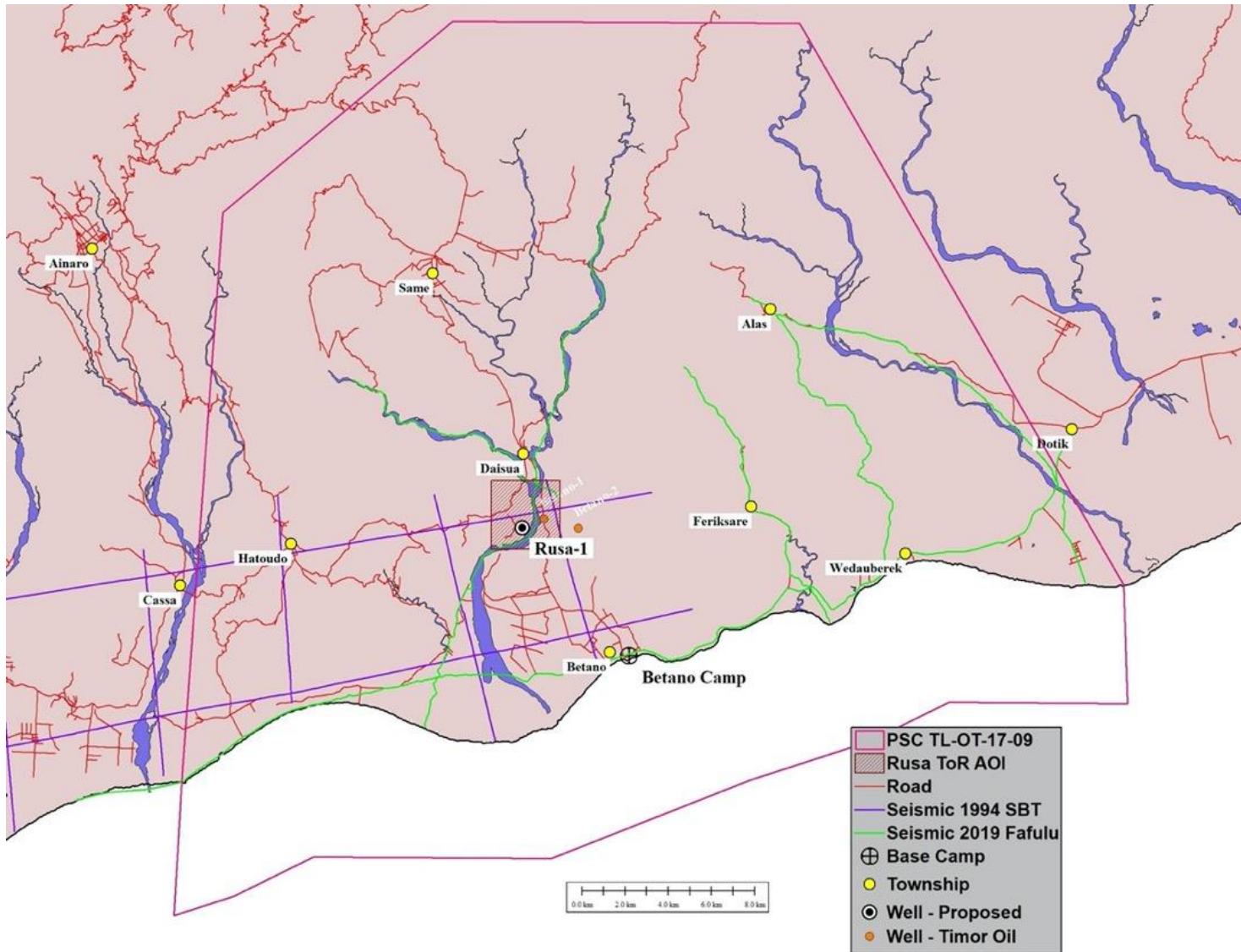


Figure 1-1 - Project Location PSC TL-OT-17-09



2 POTENTIAL IMPACTS

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

2.1 HOURS OF OPERATION

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

2.2 JOURNEY MANAGEMENT AND VEHICLE INSPECTIONS

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

Any journey off site requires a Journey Management Plan (JMP) and a Journey Advice Slip (JAS) must be completed prior to any journey commencing, as per the form provided in Appendix 1. The constraints regarding Journey Management are detailed in TR procedures - Journey Management and Vehicle Inspection Procedure (TR-HSE-PRO-00-000-0001) and Road Transport Operating Procedure (TR-HSE-PRO-00-000-0002).

NIGHT DRIVING IS PROHIBITED

THE ONLY EXCEPTION IS IN AN EMERGENCY AND WHEN SANCTIONED BY THE SENIOR PERSON IN CHARGE (PIC) ON THE SITE AT THE TIME

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

This procedure will ensure that an acceptable and consistent standard of safety is applied to all journeys, and that vehicle operability and roadworthiness, is maintained for all types of vehicles and plant that may be hired by, or contracted to, TR and/or TR's Contractors for all activities. Implementation of this procedure will be checked by TR HSE internal audits.



2.3 ROADS AFFECTED BY DRILLING

Where possible existing roads and access ways are to be used, but a new, short access track will be required at the Rusa-1 well site. The major roads affected by the drilling activities will be between Betano camp and the wellsite where a minibus will be used for twice daily crew changes, as well as resupply trucks from the Hermano warehouse to the rig on a routine basis.

2.4 PROPERTY ACCESS

TR will endeavour to avoid impacting private property access, but there is likely to be some unavoidable impact with the increase in traffic volumes. It is unlikely that significant delays will be created for property owners trying to gain access to their land, with wait times expected to be less than five minutes.

2.5 PUBLIC SAFETY

While every care will be taken to avoid impacts on public safety, by the very nature of the works, and the increase in traffic use in the area, there will be a potential for impacts on public safety.

Impacts to public safety will mostly be felt in high density residential areas, high use areas, areas popular with tourists and busy intersections, however TR have implemented procedures to control vehicle movements and operations - Journey Management and Vehicle Inspection Procedure (TR-HSE-PRO-00-000-0001) and Road Transport Operating Procedure (TR-HSE-PRO-00-000-0002).

2.6 ROAD CLOSURE

No roads will need to be closed during the drilling operation, and traffic management controls will be implemented ahead of all rig moves in cooperation with local authorities and police and Rig Move Risk Assessments will be conducted for each move.

2.7 EMERGENCY SERVICE ACCESS

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

2.8 ROAD TRAFFIC ACCIDENT

There is an increased risk of a Road Traffic Accident (RTA) occurring due to the traffic disruption, increase road usage and heavy vehicles moving to and from site. Many of the roads in Timor Leste are in poor state of disrepair, narrow, and in some areas roads are winding with poor "line of sight", control procedures will be implemented see Section 2.5.



3 MANAGEMENT

3.1 PUBLIC SAFETY

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

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

3.2 PROPERTY ACCESS

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

3.3 COMMUNICATION

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

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

3.4 TRAINING

Relevant training will be provided to personnel involved in the drilling operation. All vehicles are to be maintained in good working order - see Journey Management and Vehicle Inspection Procedure (TR-HSE-PRO-00-000-0001) and staff will keep a maintenance log. Drivers will be required to undergo a health screen and training in defensive driving. Drivers will be advised of special road conditions that may require extra care e.g. uneven surfaces, driving in wet conditions and on roads with poor "line of sight".



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

3.5 TRAFFIC CONTROL

Road signs where required will be used in accordance with Decree-Law No. 6/2003, Section 6 and be in Tetum language.

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

3.6 EMERGENCY RESPONSE

3.6.1 Incidents

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

- Notifying the Rig Superintendent and TR Operations Manager and emergency services.
- Providing first aid treatment if safe to do so and appropriately trained personnel are in attendance.
- Following any instruction issued by Rig Superintendent, TR Operations Manager and/or emergency service.
- Ceasing all works until the “all clear” is given.
- An incident report, see TR Incident Reporting and Investigation Standard (TR-HSE-STD-00-000-010_3), shall be prepared by relevant personnel and provided to the TR HSE Officer and Operations Manager.

3.6.2 Delays

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

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



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APPENDIX 1 - JOURNEY ADVICE SLIP (JAS)



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**TIMOR RESOURCES
JOURNEY ADVICE SLIP**



JAS N° 000

PROJECT:	Date of Journey:	Person Preparing JAS:	
Area of Operation:	Time Start:		
	ETA at Destination:	Persons receiving JAS:	
DETAILS OF JOURNEY		CONTACT INFORMATION	
ORIGIN OF JOURNEY:		TR Base:	
FINAL DESTINATION OF JOURNEY:		TR Duty Manager:	
DOES JOURNEY REQUIRE NIGHT DRIVING: Justification (can night driving be avoided?):		Vehicle Phone:	
Authorised by Rig Superintendent:		Field Phone:	
PLANNED ROUTE:			
PASSENGER LIST:			
(1)	_____		
(2)	_____		
(3)	_____		
(4)	_____		
CHECK IN POINTS AND TIMES:			
	CHECK IN POINT	CONTACT PERSON	TIME
(1)	_____	_____	_____
(2)	_____	_____	_____
(3)	_____	_____	_____
(4)	_____	_____	_____
(5)	_____	_____	_____
PRE-JOURNEY VEHICLE CHECK:			COMPLETED BY:
	CHECK	Y/N	Initials
	Vehicle Equipment	<input type="checkbox"/>	_____
	Pre-trip Check	<input type="checkbox"/>	_____
	Vehicle Manual	<input type="checkbox"/>	_____
	First Aid Kit	<input type="checkbox"/>	_____
	Phone and GPS	<input type="checkbox"/>	_____
	Night Driving Authorised	<input type="checkbox"/>	_____
REPORT AUTHORISATION			
Name:	Function:	Date:	Signature:
	Driver/Group Leader		
	Administration		
	PIC		
	Operations Manager		