

TRAFFIC MOVEMENT PLAN



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1. Overview

1.1. Work Information

This Traffic Movement Plan (TMP) details SRG Global's approach and procedures for the management of traffic and vehicle movements during works associated with the Covalent Lithium Kwinana Stack Extension Project.

1.2. Site Location

Covalent Lithium is located in the Kwinana Beach industrial area; it is accessed via Mason Road.

Address: 15 Mason Rd, Kwinana Beach WA 6167

1.3. Working Hours

SRG Global will typically undertake construction activities associated with the Work between the following hours: Monday to Sunday - 06:00 am to 06:00 pm.



1.4. General Guidelines

The following general guidelines shall apply during the development and implementation of the Project Vehicle Management Plan:

- Traffic movements on site shall be restricted to personnel with a legitimate reason to enter the project area;
- All visitors shall report to the SRG Global site office and will be escorted or transported around the site where required;
- Only personnel holding the appropriate licence, competency and authorisation shall operate vehicles or mobile plant on the project;
- All light vehicles and mobile plant shall be maintained in a safe and roadworthy condition and inspected in accordance with manufacturer requirements and site procedures;
- Operators shall complete a pre-start inspection of their vehicle or mobile plant at the commencement of each shift;
- Subcontractors bringing light vehicles or mobile plant onto site shall comply with SRG Global requirements and all additional client requirements;
- Seat belts shall be worn at all times whilst vehicles or mobile plant are in operation;
- Wherever practicable, interactions between pedestrians, light vehicles and mobile equipment shall be minimised through segregation and designated travel routes;
- One-way traffic systems shall be implemented where reasonably practicable to reduce interaction risks and improve traffic flow;
- All personnel shall comply with site traffic signage, exclusion zones, designated parking areas and speed limits at all times; and
- Any unsafe driving behaviours, traffic hazards, incidents or near misses shall be reported immediately to site supervision.

1.5. Chain of Responsibility

SRG Global will implement practical management processes to comply with the Heavy Vehicle National Law (HVNL) and ensure reasonable steps are taken to prevent breaches relating to:

- Mass;
- Dimensions;
- Loading;
- Speed Compliance; and
- Fatigue Management Requirements

Refer to Heavy Vehicle Operation Manual COR-MAN-0002 for detailed information regarding the Chain of Responsibility in accordance with the Heavy Vehicle National Law (HVNL).

1.6. Speed Limits

Speed limits shall be determined by the client's site road rules, taking into consideration the operating environment and prevailing site conditions.

- The maximum speed limit within the work area shall be 20 km/h unless otherwise signposted or directed by the Client Representative;
- Operators shall reduce speed when travelling through congested areas, approaching intersections, during reduced visibility conditions or where pedestrian interaction is present;
- Operators shall comply with all traffic signage, designated travel routes and traffic management controls; and

- Mobile plant operators shall maintain positive communication with affected personnel where interactions with pedestrians, vehicles or other plant may occur.

1.7. Parking:

The following requirements shall apply to all light vehicles, heavy vehicles and mobile plant operating on the project:

- Vehicles and mobile plant shall only be parked within designated approved parking areas;
- Vehicles shall be reverse parked where practicable;
- Vehicles shall be parked in a manner that does not obstruct emergency access routes, fire equipment, walkways, laydown areas or operational activities;
- Light vehicle parking areas and heavy vehicle/mobile plant parking areas shall be segregated where reasonably practicable;
- Mobile plant shall be parked with attachments lowered to ground level, park brakes applied and the equipment isolated where required;
- Wheel chocks shall be utilised when parking on gradients or where there is a risk of unintended movement;
- Vehicles shall not be left unattended whilst idling unless operationally required;
- Operators are responsible for ensuring vehicles and mobile plant are left in a safe condition and secured against unauthorised use;

1.8. Clear Accessways

All vehicle and pedestrian access ways shall be kept clear of materials, equipment and obstructions at all times to maintain safe movement throughout the project area.

Temporary storage of materials within access ways shall only occur with approval from Site Supervision and appropriate controls implemented to maintain safe access and egress.

Any obstructions, changes to traffic conditions or restricted access areas shall be clearly identified using appropriate controls, including signage, barricading, flashing lights, witches hats or spotters where required.

Where access ways intersect with work fronts, laydown areas or mobile plant operating zones, additional controls may be implemented to manage pedestrian and vehicle interactions.

Emergency access routes and emergency response access points shall remain clear and unobstructed at all times.

1.9. Vehicles Requirements

All vehicles entering the project site shall comply with SRG Global and Client vehicle requirements.

Minimum vehicle requirements may include:

- Flashing amber beacon fitted to the roof of the vehicle cabin;
- Operational UHF radio for communication where required by the Client;
- High visibility identification markings and company decals;
- Reverse alarms or audible warning devices;
- Asset identification numbering;
- Fire extinguisher fitted and maintained in serviceable condition where required;
- Seat belts fitted and operational for all occupants;
- Vehicles maintained in a safe, roadworthy and clean condition;
- Compliance with applicable site inspection, registration and verification requirements; and

- Any additional Client-specific vehicle requirements applicable to the project.

All defects identified during pre-start inspections shall be reported immediately and rectified prior to use where the defect impacts safe operation.

1.10. Driver Requirements

In addition to complying with all applicable road laws, site traffic rules and posted speed limits, drivers shall:

- Hold a current and valid Australian driver's licence applicable to the class of vehicle being operated;
- Be authorised and deemed competent to operate the relevant vehicle or mobile plant on site;
- Operate vehicles in a safe and responsible manner appropriate to site conditions and surrounding activities;
- Follow designated travel routes, exclusion zones and traffic management controls at all times;
- Park vehicles only within designated approved parking areas;
- Ensure loads, tools and equipment are secured during transportation;
- Maintain situational awareness and remain alert to pedestrians, mobile plant and changing site conditions;
- Refrain from operating vehicles or mobile plant whilst fatigued, impaired or distracted;
- Comply with all site communication requirements, including UHF where applicable; and
- Immediately report any incidents, hazards, unsafe conditions or vehicle defects to site supervision.

2. Roles and Responsibilities

Managers / Supervisors are accountable for:

- Conducting regular (e.g. daily) inspections to ensure that activities involving traffic management is undertaken in accordance with this standard and relevant procedures, ensure that traffic movement plan is completed prior to the works commencing on site
- Conducting regular inspections and assurance activities to verify compliance with this Traffic Movement Plan (TMP), applicable standards and site procedures;
- Ensuring traffic management controls are implemented and maintained prior to the commencement of works;
- Verifying that traffic management assessments relevant to their area of responsibility are completed and reviewed as required;
- Ensuring competent personnel are assigned to implement and monitor traffic management controls and activities;
- Communicating traffic management requirements, hazards and changes to affected personnel through pre-starts, toolbox meetings and ongoing supervision;
- Ensuring vehicle and pedestrian interactions are effectively managed and risks reduced so far as reasonably practicable;
- Ensuring all personnel comply with designated travel routes, parking requirements, exclusion zones and speed limits; and
- Monitoring site conditions and adjusting traffic management controls where operational conditions or risks change.

Each Employee is accountable for ensuring:

- Complying with the requirements of this Traffic Movement Plan (TMP) and all applicable traffic management procedures relevant to their work activities;
- Operating vehicles and mobile plant in a safe and responsible manner appropriate to site conditions;
- Following all traffic signage, designated travel routes, parking requirements and exclusion zones;
- Conducting required pre-start inspections on vehicles and mobile plant prior to use;
- Maintaining awareness of pedestrian and vehicle interactions within the work environment; and
- Stopping work and seeking direction where traffic management controls are unclear, inadequate or unsafe.

3. Access to Site

Light Vehicle access to the site is via Mason Road, drive straight for approximately one kilometre before turning right through the boom gate to access the contractor carpark.

All vehicles shall be parked within approved contractor parking or designated overflow parking areas only. Parking outside approved areas is prohibited unless authorised by Site Supervision.

Personnel shall utilise designated pedestrian walkways and access routes when travelling between the carpark and site access points to minimise interaction with vehicles and mobile plant.

Drivers and pedestrians shall remain alert to vehicle movements within parking and access areas and comply with all site signage, speed limits and traffic management controls.

Where overflow parking areas are utilised, personnel shall follow the designated pedestrian access routes identified within the site traffic management arrangements.



3.1. Delivery Drivers

Heavy vehicle and delivery driver access to site shall be via Mason Road, proceeding directly to the main site access gate.

All delivery drivers shall report to the gatehouse upon arrival, complete the required visitor sign-in process and undertake any applicable fitness for work or site access requirements prior to entering the client site.

Visitors, including delivery drivers, shall remain under escort by an authorised SRG Global representative unless otherwise approved by the Client or Site Supervision.

Appropriate personal protective equipment (PPE) shall be worn at all times whilst on site. Minimum PPE requirements include:

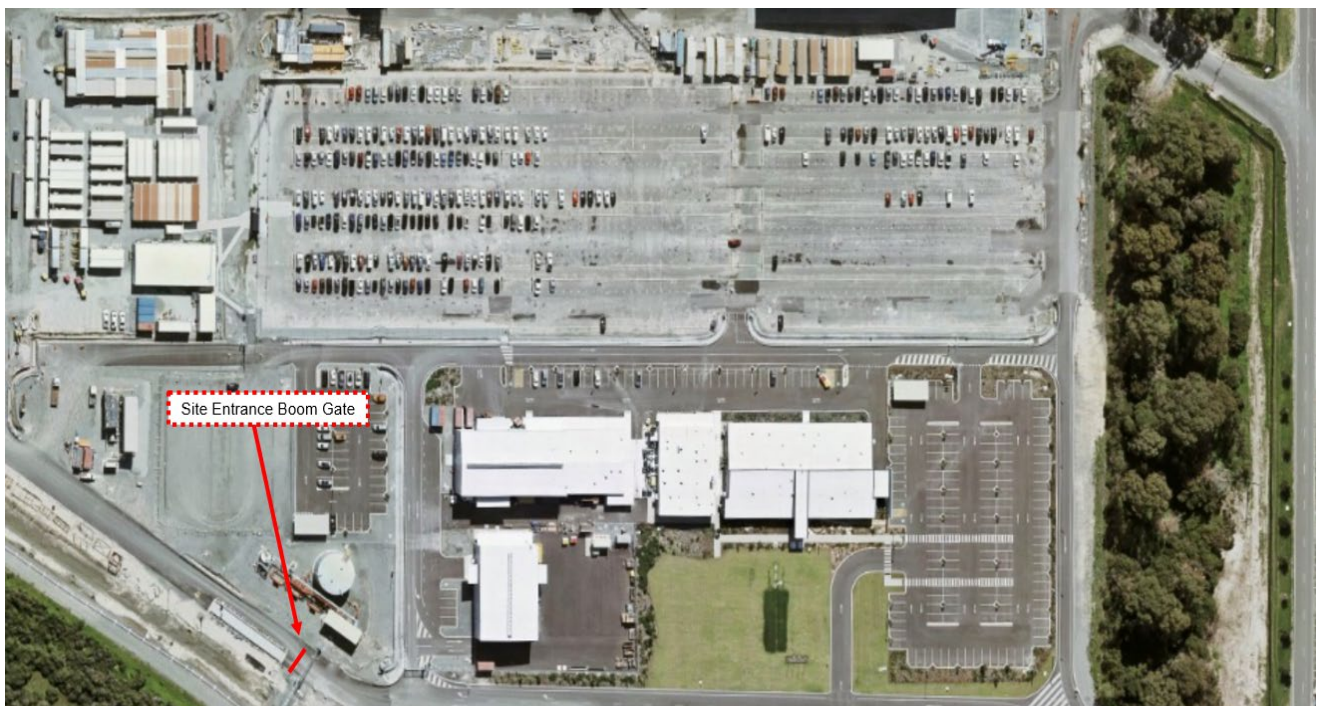
- Long sleeve high-visibility clothing;
- Safety boots;
- Safety glasses; and
- Hard hat.

Any person not wearing the required PPE will not be permitted to enter the client site.

Loading and unloading activities shall only be undertaken by trained and competent personnel and managed in accordance with the applicable task risk assessment, traffic management controls and site procedures.

Where reasonably practicable, designated loading and unloading zones shall be utilised to minimise interaction between pedestrians, light vehicles and mobile plant.

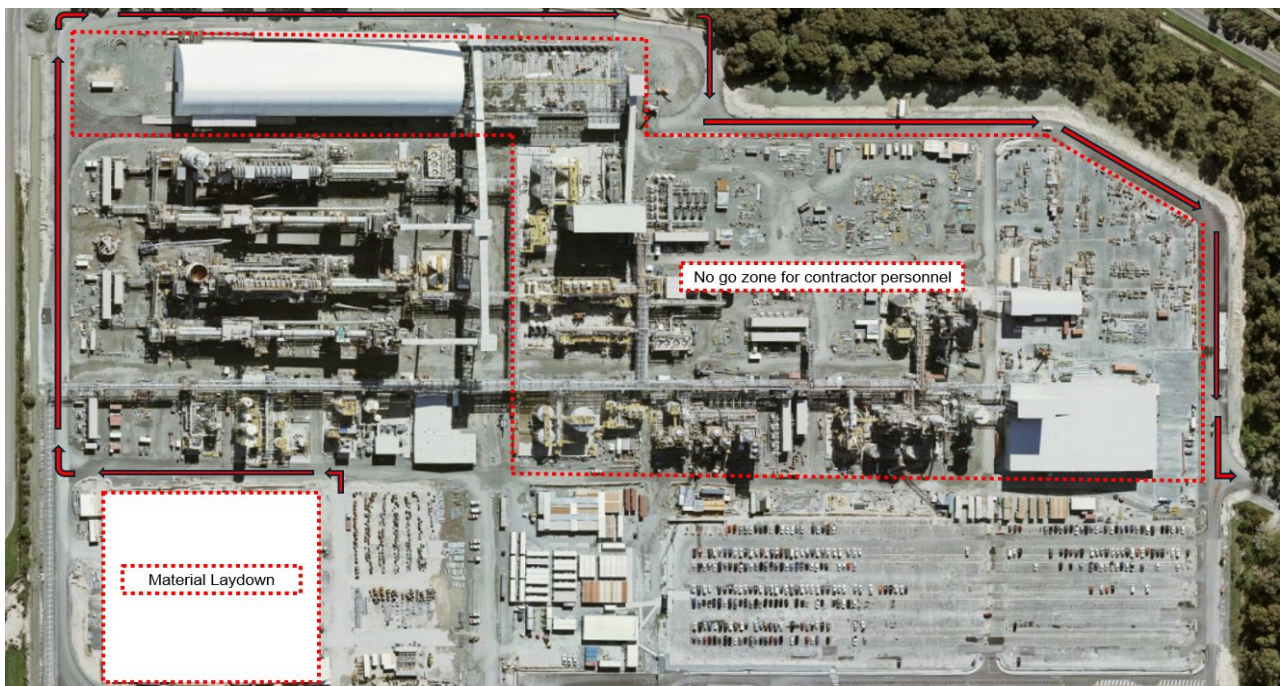
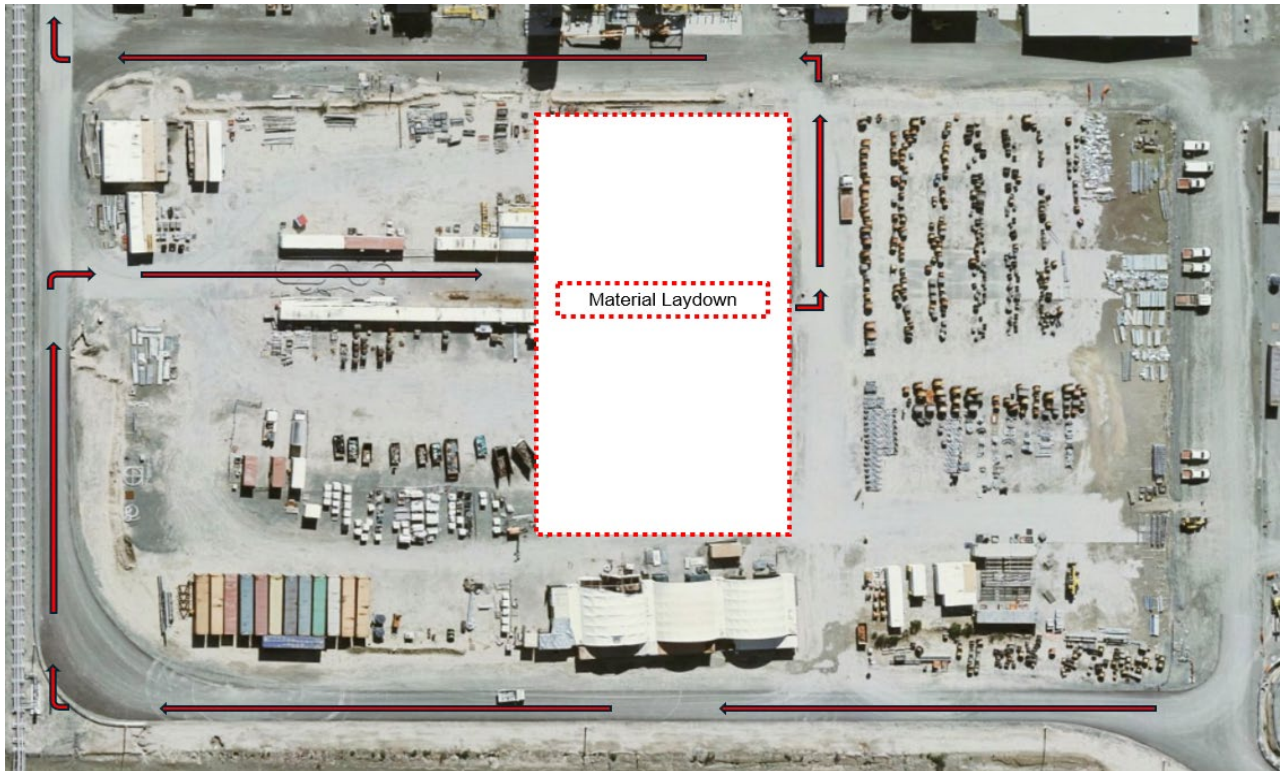
Delivery drivers shall comply with all site traffic signage, speed limits, designated travel routes and directions provided by site personnel at all times.



Traffic Movement Plan



Refer to the traffic management diagrams below that outline the traffic management route for heavy vehicles and deliveries to site.



4. Traffic Management

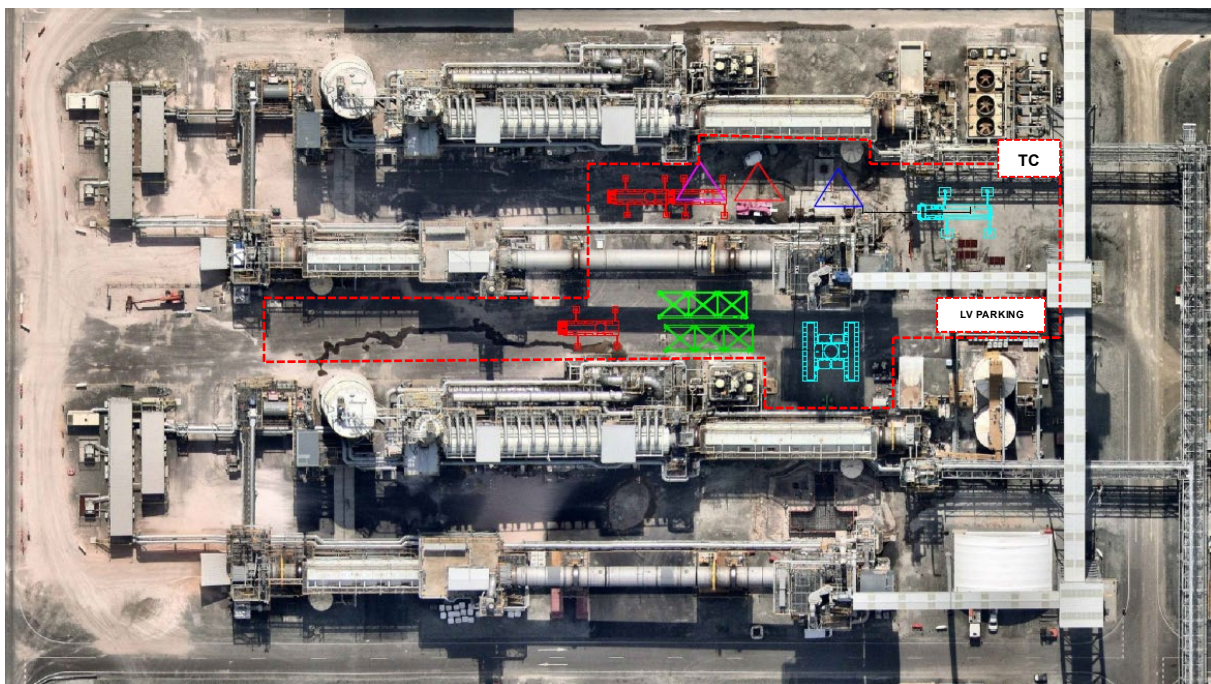
Figure 1: Office and Crib Facility Compound

Vehicles shall only be operated on site when required for the transport of tooling or equipment. Where practical, workers are to walk to and from the work front to minimise vehicle movements and traffic exposure throughout the project.



Figure 2: Area Barricading – Train 1

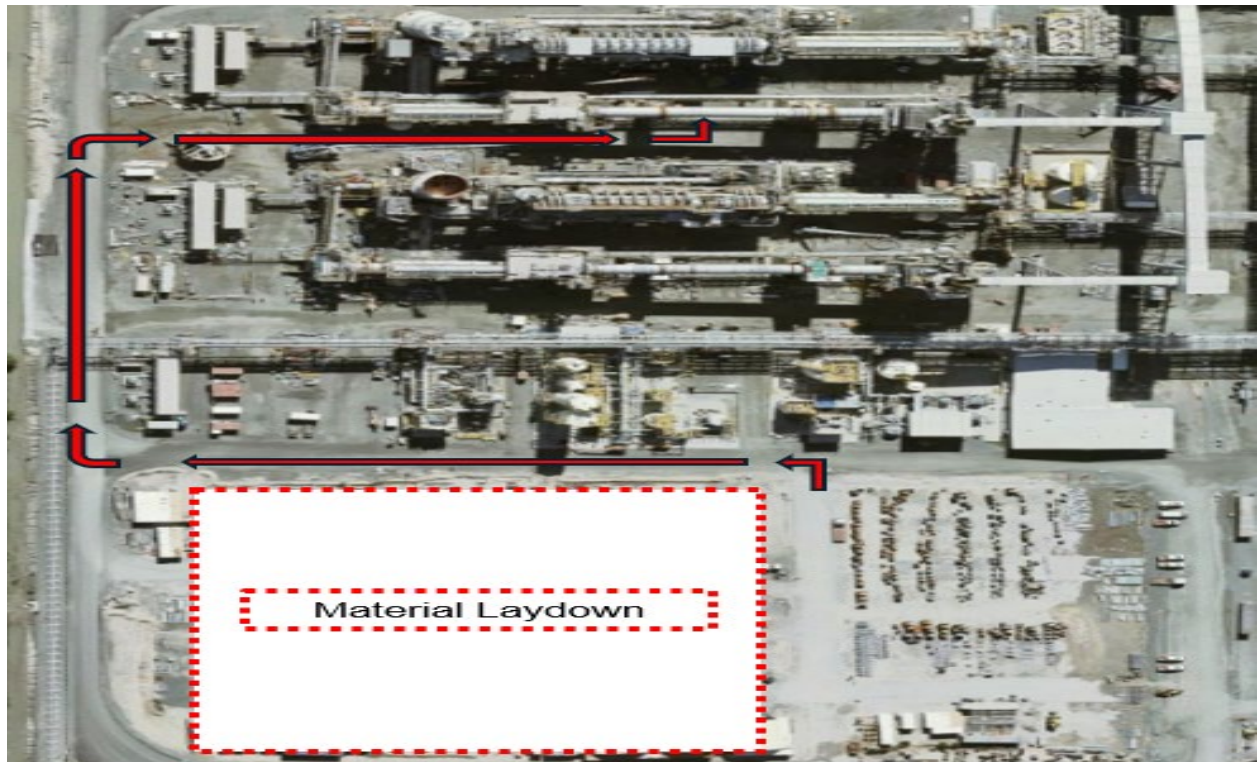
Barricading requirements will be subject to change throughout the duration of the project and will only be erected where required in accordance with the project schedule. Barricading associated with the crawler crane build between Train 1 and Train 2 will require ongoing monitoring, as access through the area may be required by other contractors. Any changes to access or barricading are to be communicated during project progress meetings. Pedestrian access will be managed from the east with a single entrance point beside the tooling container.



An aerial photograph of a large industrial complex, likely a refinery or chemical plant. The facility features several long, horizontal processing units with multiple columns and tanks. Various pieces of equipment, including storage tanks, piping, and structural supports, are visible. Several areas are highlighted with colored bounding boxes: red, green, and cyan. These boxes likely represent different types of structures or equipment identified by a computer vision model. The surrounding area includes roads, parking lots, and some vegetation.

[illegible]

Structural components for Modules 2 and 3 will be mobilised from the material laydown area to the 160T slew crane exclusion zone using a Self-Propelled Modular Transporter (SPMT). The components will be unloaded and laid down to the west for horizontal stick building prior to being lifted into position.

[illegible]

[illegible]

SRG Global shall at all times communicate relevant occupational health and safety and environmental legal and regulatory requirements, responsibilities, changes and updates to all appropriate people within the workplace. Communication with appropriate people in the workplace is conducted through toolbox meetings and documented communication tools including bulletins, alerts, notices and emails

Communication and consultation with personnel shall be undertaken through, but not limited to:

- Consultation shall occur with relevant personnel regarding traffic management arrangements, identified hazards, changes to site conditions and the implementation of control measures.

5.1. Accident Reporting

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Incidents shall be investigated in accordance with company and Client requirements, with lessons learnt communicated to relevant personnel and used to review and improve traffic management controls and procedures.

Where required, corrective actions arising from incidents or investigations shall be implemented and monitored to completion.

6. Monitoring and Reviewing

SRG Global shall implement monitoring and review processes as part of the overall risk management framework to verify the effectiveness of traffic management controls and compliance with this Traffic Movement Plan (TMP).

Monitoring activities may include inspections, observations, audits, workplace interactions and periodic reviews based on operational requirements and site conditions.

The monitoring and review process shall aim to:

- Verify that traffic management procedures, systems and controls are effectively implemented and maintained;
- Ensure consultation and communication with workgroups and contractors remains effective;
- Identify hazards, unsafe conditions or opportunities for improvement; and
- Confirm corrective actions are implemented and monitored to completion.

6.1. Management Review

The effectiveness and implementation of the Vehicle Management Plan (VMP) shall be reviewed by management at a minimum frequency of every 12 months or sooner where required due to operational changes, incidents or identified deficiencies.

The review process may include:

- Review of traffic-related hazards, incidents and near misses;
- Assessment of previous review findings and corrective actions;
- Consultation and feedback from personnel and contractors;
- Review of traffic management controls, procedures and site arrangements; and
- Identification of opportunities for continual improvement.

7. Records Management

Documentation relating to this Traffic Movement Plan (TMP) shall be maintained within the project tender file and controlled in accordance with SRG Global document control requirements and applicable Client requirements.

All records generated through the implementation of this plan shall be maintained in accordance with company document control and legal or other compliance obligations.

Any amendments or modifications to this Traffic Movement Plan (TMP) shall be managed through the applicable Change Management process and approved by authorised personnel prior to implementation

8. Training and Competency

SRG Global shall provide appropriate information, instruction, training and supervision to personnel required to implement or comply with this Traffic Movement Plan (TMP).

Training and competency requirements may include:

- Site-specific inductions;
- Traffic management awareness;
- Vehicle and mobile plant operator competency verification;
- Pre-start inspection requirements; and
- Emergency response and incident reporting requirements.

Personnel shall only operate vehicles or mobile plant where they are trained, competent and authorised to do so.