



Gladstone Ports Corporation
Growth, Prosperity, Community.

AMENDED DECISION NOTICE – DA 2015/03

Application:	Port Application (Operational Works) for Log Marshalling Yard and Log Export Operations
Applicant Name and address:	HQPlantations Pty Ltd Red Road BEERBURRUM QLD 4617
Owner:	Gladstone Ports Corporation Limited
Subject Land:	Part of Lot 300 on SP239667
Location:	Rail Loop Access Road PORT CENTRAL GLADSTONE
Present Zoning	Strategic Port Land
Proposed Use:	Log storage, fumigation and ship loading
Application Received:	23 November 2015

This development application was assessed on: 3 December 2015

1. Details Of The Approval

Development Permit:

Log Marshalling Yard Operations – Log stockpiling, log fumigation, weighbridge, staging/parking of trucks and associated vehicles, office and amenities building, fuel storage and vehicle refuelling, and ship loading of logs at Auckland Point Wharf.

2. Assessment Manager's Conditions

In general the facilities are in compliance with the requirements of Gladstone Ports Corporation. It is to be noted that the following conditions will be complied with in the granting of this Development Application.

GENERAL

1. The proposed development must be carried out generally in accordance with the plans as lodged with the application except where modified by conditions of this permit.
2. Unless otherwise stated, all conditions must be completed prior to the commencement of the use.
3. Where additional "approval" is required under these conditions by the Gladstone Ports Corporation for drawings or documentation, the proponent must submit for review, amend to the satisfaction of, and obtain written acceptance from the Gladstone Ports Corporation. Only in this manner can compliance with the condition be achieved.

4. The proponent must inform the GPC of completion of works within 14 days of practical completion and undertake a site inspection with GPC. The proponent must also certify that the site is fit for purpose and provide RPEQ certification that the works have been constructed in accordance with the approved plans.
5. The proponent must at its cost and expense, keep and maintain the subject area, including existing services, in a state that is satisfactory to the Port.

ENGINEERING

6. The proponent must supply the Port with "As Constructed" plans in both hard copy (2 of) and electronic format which illustrates all infrastructure on Port land which is associated with the activity (e.g. detailed positions of underground services i.e. electrical routes, water, sewage, stormwater drainage etc. and office and amenities buildings, roads, truck marshalling areas, weighbridge and fuel storage and vehicle refuelling facilities).
7. Site lighting should not impact on the visibility of Navigational Aids utilised for the primary shipping channels nor illuminate a landward glare beyond the site boundary. Lighting will be continually reviewed during construction and operations with respect to navigation and will be revised as required in response to negative impacts as they arise.
8. The proponent is to notify GPC of damage caused to any port roads in Port Central as a result of this activity. Depending upon the nature and location of the damage, GPC may undertake the repairs at the expense of the proponent or direct the proponent to undertake the repairs immediately at their expense.
9. A road maintenance contribution fee will be payable to GPC in accordance with the "Guidelines for assessment of road impacts of development – Transport & Main Road".
10. No loose materials are to be tracked onto the access road. Any damage to roads will be rectified in accordance with Item 8 above.
11. Water charges will be issued by GPC which are subject to upstream changes made by the Gladstone Regional Council. The holder of this DA must install a water use meter on site in consultation with GPC.
12. The proponent must maintain the property frontage in a clean and tidy manner, mowing any grassed areas regularly.
13. The proponent must rehabilitate the site upon cessation of activities. A comprehensive rehabilitation plan will be submitted to GPC for approval at least three (3) months prior to cessation of activities.
14. The proponent must submit to GPC for approval a lift plan for any cranes or abnormal loads proposed on any Auckland Point wharves.

Additional

The proponent will maintain records of all surface works carried out during occupancy of the site including information regarding extent of excavations and types of material deposited. All excavated material will be disposed of off-site.

ENVIRONMENT

15. Upon receipt of this Development Approval (DA), the holder must forward to GPC within 10 business days prior to operation of the activity, a copy of any other approvals, permits or licences issued for activities related to this land or DA, including those held by third parties e.g. an Environmental Authority, tidal works approval etc. Any permissible changes or amendments to these approvals, permits or licences must also be forwarded to GPC within 20 business days of the variation coming into effect.
16. The holder of this permit shall carry out site operations in accordance with the approved operations Environmental Management Plan including the approved documentation listed in Section 3.

17. GPC's Environment Manager is to be notified as soon as practical after the proponent has become aware of any non-compliance with any environmental approval conditions (including those of other regulatory agency approvals) specific to this approval and its associated works.
18. GPC's Environment Manager is to be notified of the occurrence of any incident resulting in environmental nuisance or harm (to air, land, water, flora or fauna) as a result of the activity/s specific to this approval and its associated works, according to the following methods and timeframes:
 - a. Verbal notification immediately after occurrence of incident
 - b. Written notification within 24 hours of occurrence of incident
19. GPC's Environment Manager is to be notified of the occurrence of any release or spill of contaminants to ground (e.g. fuels, oils, chemicals or other hazardous substance etc.) as a result of the activity/s specific to this consent and its associated works, according to the following methods and timeframes:
 - a. Verbal notification immediately after occurrence of incident
 - b. Written notification within 24 hours of occurrence of incident
20. Any spillage of wastes, contaminants or other materials must be cleaned immediately. Such spillage must not be cleaned up by hosing, sweeping or otherwise releasing such materials to any stormwater drainage system, roadside gutters or waters.
21. Fuel storage and vehicle refuelling must occur in one designated area on site for the duration of the approved operations. Fuel spills from storage or refuelling operations must be cleaned up immediately, including removal of contaminated soil to prevent contamination of stormwater.
22. Minor servicing (i.e. oil or greasing top-ups) of vehicles, plant, or other equipment must not occur in any area where resulting contaminants will or may be released to any external storm water drain, land or waters.
23. Prior to commencement of the activity, the holder of this approval must have completed a contaminated land baseline study including sampling of soil within and surrounding the proposed designated fuel storage and vehicle refuelling area. A copy of the baseline contamination study, including a site map showing the fuel facility and soil sampling sites, must be submitted to GPC within 10 business days of its receipt.
24. Spill kits must be located within ten meters of any loading/unloading points for fuel, oil, lubricants or similar material. All spill response materials must be disposed of in accordance with the sites Environmental Management Plan. All personnel involved with this activity are to be trained and competent in the proper use of these spill kits.
25. The whole site (including future stages) must be graded in such a manner so that there is no ponding or concentration of water. The drainage for future stages must be constructed at current ground levels. The proponent is responsible to ensure the quality of the stormwater drainage discharge is compliant with Queensland regulations.
26. No ponding, concentration or redirection of stormwater may occur on adjoining land unless specifically agreed to with any relevant adjoining land owner. In the event that drainage is not collected onsite, the proponent must have measures in place to control stormwater quality.

27. The stormwater assessment referred to in Section 6.3 of the approved Environmental Management Plan must include an assessment of the effectiveness of stormwater operation procedures and infrastructure on preventing or mitigating:
- Sediment in surface run-off from leaving the site;
 - Hydrocarbons and any other potential contaminants identified in the EMP in surface run-off leaving the site;
 - Sediment and mud being tracked off site following rain.
- The assessment should include any new mitigation measures to be implemented to address any non-compliance or potential for improvement identified.
28. The stormwater assessment is to be completed and a copy submitted to GPC within three (3) months of activities commencing. Any variation to this timeframe e.g. to allow for sufficient rains, must be approved by GPC.
29. The holder of this permit will conduct an investigation in the event a noise complaint is received and implement any noise mitigation measures necessary to address the environment nuisance or harm.
30. The holder of this approval must provide GPC with monitoring data collected by Genera Australia Pty Ltd during the first fumigation operation on log stacks at the log marshalling yard and the first in hold vessel fumigation operation for review and validation of approved fumigation plans. This data must be provided within 5 business days of completion of the first fumigation activities.

3. The Approved Plans –

The approved plans and/or documents forming part of this decision notice are listed in the following table:

Document Reference	Plan / Document Name	Date
Amended	C3 Australia Environmental Management Plan – Port of Gladstone Lease Log Yard 58400 LMGLD Log Yard v4.0	Emailed to GPC 23/11/2015
Additional	Port of Gladstone Planned Site Development Works – November 2015	Emailed to GPC 23/11/2015
	C3 Australia SOP – POGLLY Hydrocarbon and chemical spill response procedure	Emailed to GPC 6/05/2015
	C3 Australia – HSE Log Yard Inspection Report v3.0 – HSE Auditing Checklist	Emailed to GPC 20/04/2015
	C3 Australia – HSE Incident Reporting SOP v1.0	Emailed to GPC 20/04/2015
	C3 Australia – POGLLY Spill response plan – minor	Emailed to GPC 6/05/2015
	C3 Australia – POGLLY Spill response plan – major spill	Emailed to GPC 6/05/2015
	C3 Australia Port of Gladstone Lease Yard HSE Emergency Site Evacuation POGLLY v1.0	Emailed to GPC 6/05/2015

Document Reference	Plan / Document Name	Date
	C3 Australia HSE Emergency Contacts List – Port of Gladstone Lease Yard	Emailed to GPC 6/05/2015
	C3 Australia – Traffic Management Plan, Log Receivals into Port of Gladstone Yard 58400 (access blocked by a train)	Emailed to GPC 20/04/2015
	C3 Australia – Traffic Management Plan, Log Receivals into Port of Gladstone Yard 58400 (access not blocked by a train)	Emailed to GPC 20/04/2015
	C3 Australia Traffic Management Plan – Ship Loading Port of Gladstone Log Storage Site to AP Berth 1	Emailed to GPC 8/05/2015
	C3 Australia Traffic Management Plan – Ship Loading Port of Gladstone Log Storage Site to AP Berth 3	Emailed to GPC 8/05/2015
	C3 Australia Traffic Management Plan – Ship Loading Port of Gladstone Log Storage Site to AP Berth 4	Emailed to GPC 8/05/2015
	Genera Australia Emergency Response Plan for the Fumigation of Vessel Holds and Log Rows at Gladstone Ports Corporation	Emailed to GPC 11/05/2015
	Genera Australia Fumigation Plan – Fumigation of Log Stacks using Methyl Bromide at Port of Gladstone	Emailed to GPC 8/05/2015
	Genera Australia Fumigation Plan – Fumigation of Ships Holds using Methyl Bromide at Port of Gladstone	Emailed to GPC 8/05/2015
	Genera Australia Safe Operating procedures – Summary – Fumigation of Log Rows	Emailed to GPC 8/05/2015

4. When the Development Approval Takes Effect –

If the application is approved, or approved subject to conditions, the decision notice, or if a negotiated decision notice is given, the negotiated decision notice, is taken to be the development approval and has effect on the date that the notice is signed by an authorised delegate of the Gladstone Ports Corporation.

5. When Approval Lapses if Development Not Started

The relevant periods stated below apply to each aspect of development in this approval, as outlined below:-

- 4 years

6. Other Necessary Development Approvals

Listed below are the other development permits that are necessary to allow the development to be carried out:

- Nil

6. Appeal Rights

No legislated appeal rights are afforded with this decision notice as the application was not made under the provisions of The Sustainable Planning Act 2009. If you have concerns or queries regarding the conditions, please contact GPC's Planning Officer.

7. Assessment Manager Certification



Geoff White
Property Manager
3 December 2015

Port of Gladstone Planned Site Development Works November 2015 - Application to amend DA2015/03 and EMP

APPROVED

HQPlantations requests Gladstone Port Corporations consent for additional site works within log lease yard 58400.

Requirement for Site Development:

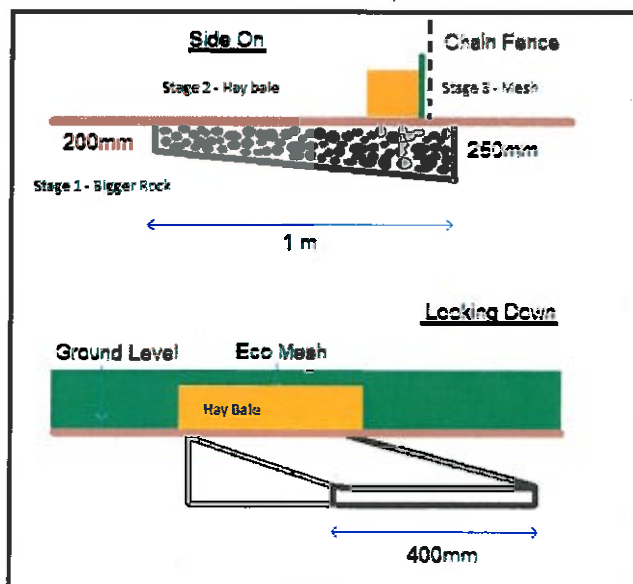
It has been identified that additional site development works are required on the Gladstone Log Yard, to improve stormwater management and pavement strength, in order to achieve a satisfactory level of reliability, consistent with log delivery and out-loading traffic requirements.

Eco mesh traps that have been erected around the perimeter (with the objective of keeping bark and sediment on site) are impeding water flow, in moderate rain events. There is water pooling in some instances, given that it is unable to drain offsite quickly. This, in combination with a weaker than expected surface (in some sections) causes minor rutting.

Proposed Works

HQP intends to install a number of **drainage structures** around the perimeter to ensure the water is adequately channelled off site, in a timely manner, whilst still enabling the capture of bark and sediment. HQPlantations intends to install a minimum of 10 (however more may be required as the site is monitored over time) specially designed drains. Note the flow of water is consistent with the original plans (this has not been altered) given the fall of the site remains unchanged and water flows into the existing external site drains running along the boundary.

The design of the drains are as follows:



In addition to the drains, there are a number of soft spots that have been identified around the yard which may become unreliable in certain weather conditions. There is a section, near the entrance gate that extends along the perimeter road that is particularly soft (which is sandy / fine material that won't bind).

General surface works are also required to maintain an appropriate pavement strength for truck movement and log storage operations, at any given point in time. This may require the removal of existent material, to be replaced with a stronger / more appropriate material and / or appropriate binding agents.

Such works are consistent with point 7 under section 6.4 of the EMP and condition 25 of the approved Development Application, therefore Development Approval for such works may not be required. As such, HQPlantations requests GPC confirm that mechanisms in the current approved Development Application / EMP are sufficient to allow HQPlantations to conduct such works as required, on an ongoing basis without further consent.

Additional Management Requirements

Patricks have advised (dated 16th Nov 2015) that the indented site works will comply with their ERA50 obligations . Visual monitoring requirements have been outlined which are included within the EMP and site inspection checklists.

The EMP plan (version November 2015- attached) had been updated to address any additional requirements required for ongoing management of the site drain development works.

Map - identifying key development specifics and drainage flows are as follows



Contour Map



- Legend
- Power
 - Road
 - Drainage
 - Truck Access
 - Office and Amenities
 - Car Park
 - Weighbridge
 - Log Storage Area
 - Boundary

Approximate Site Layout

APPROVED

1.0 BACKGROUND INFORMATION	
1.1	<p>Operational Overview</p> <ul style="list-style-type: none"> Export logs are delivered from regional softwood plantations to the log storage site, on dedicated log haulage trucks and unloaded by dedicated log loaders. Approximately 70 B Double trucks (approximately 3200 tonnes) per day are envisaged to arrive at Gladstone equating to approximately 50-60000 Jasm3 per month. Export logs are scaled, bar-coded and entered into inventory and stockpiled in log rows. Export logs are accumulated on site prior to each shipment. Once an Export consignment is prepared, the logs are transported to the relevant Berth apron and loaded aboard a vessel. Usually logs will be stockpiled on site for 2-4 week period, with a maximum accumulation period of 12 weeks for slower turning grades and lengths and depending on the market mix profile.
1.2	<p>The Port Environment</p> <ul style="list-style-type: none"> The Port of Gladstone is an all-weather deep-water bulk port. The Port of Gladstone comprises four bulk cargo berth options (Auckland 1 to 4). Preferred Log Export berth 4. There are existing Port Notices and berthing priorities associated with Berth 3 & 4. It will be difficult to provide the necessary loading times at AP3 & 4. AP1 is also required for loading operations as there is significantly less utilisation at this berth. The Port of Gladstone has a number of storage areas located within proximity of the Berths. A Trucking transfer from storage to Vessel loading is required. The harbour and port facilities are close to the town and form an important focus for visitors and residents. The Port of Gladstone is located 525 kilometres north of Brisbane. The harbour is within the Great Barrier Reef World Heritage Area.
1.3	<p>Site Details</p> <ul style="list-style-type: none"> Site Lease Agreement is with Harvest Queensland Plantations (HQP) and the Port of Gladstone. Site Map (appendix A) Site Details <ul style="list-style-type: none"> 3.5ha, Lot 300 SP239667 (Title Reference 50833441) Cnr. MacFarlane and Mark Fenton Drive Gladstone QLD 4680
1.4	<p>Site Operator</p> <ul style="list-style-type: none"> The site will be operated by C3 Australia on behalf of HQP. Contact details for key personnel are: <ul style="list-style-type: none"> Duane Cashin - Log Marshalling Supervisor Gladstone 0408 372 953 Shannon Yanko – Site Administrator Gladstone 0438 067 634 This plan embodies the operator's commitment to the environment as detailed in the Health Safety and Environmental (HSE) Policy.
1.5	<p>Key Environmental Aspects</p> <ul style="list-style-type: none"> Noise Dust Bark Cleaning – the bark residue (bark knocked off the logs during the handling process) in the log yard will be swept and cleaned at the conclusion of vessel loading through Bobcat operation. Spills Waste Fire Sediment laden run off Odour

	<ul style="list-style-type: none"> • Stormwater Management • Emergency Management • Lighting • Air emissions – vehicle emission
1.6	Site Inductions <ul style="list-style-type: none"> • The Yard Supervisor undertakes site inductions for all visitors, new staff and contractors.
1.7	Monitoring and Reporting <ul style="list-style-type: none"> • Weekly site monitoring occurs whilst the site is in use as detailed in the C3 Australia HSE Weekly Inspection Report • Incident and complaint reporting is dealt with in Section 6.0

2.0 PROCESS DESCRIPTION

2.1 Log Delivery to Log Storage Site

- Export logs are delivered from regional softwood plantations to the log storage site, on dedicated log haulage trucks and unloaded by dedicated log loaders.
- Hours of operation for log delivery into storage will be 24hrs Mon – Friday and Saturday until 1600 hours based on customers request to maximise the salvage recovery. Additional hours could be required for Saturday and Sunday cartage however will be on a case by case basis and advised when required.
- Export logs are scaled, bar-coded, entered into Inventory and stockpiled in Log Rows.
- Once an Export consignment is prepared, the logs are transported to the relevant Berth apron by Trucks and loaded aboard a vessel.
- 2 Machinery types – Rubber Tyre Front End loaders and Rubber Tyre Excavators.





2.2 Ship Loading

- Logs are loaded by log haulage trucks engaged by Tranzquip and transported to the berth where the stevedoring company handles the logs onto the ship.
 - All log trucks will have beacons and truck trailers are illuminated with side lights and tail lights
 - Flagging will be used if the load hangs over the rear of the trailer.
- Hours of operation for log loading will be 24 hours per day, seven days per week for periods of up to 10-14 days per month. The logs will be accumulated in the log yard prior to each shipment. For a 60000 Jasm3 per month operation approximately 2 Vessels per month will be required to be loaded
- Generally logs will accumulate on site for 2 - 4 weeks with a maximum stay of 12 weeks.



2.3 Staffing Levels

- The Yard supervisor will be based at the company office in the log yard.
- Site staff includes:
 - Log Marshalling Supervisor Gladstone
 - Site Administrator Gladstone
 - Mobile plant operators
 - Log scalers

3.0 EXISTING OPERATIONAL ENVIRONMENT	
3.1	<p>Flora and Fauna</p> <ul style="list-style-type: none"> The site is essentially flat and vegetation will be managed as per the DAFF requirements. The site is mostly bare of vegetation and therefore supports little fauna The site has no significant or distinguishing features.
3.2	<p>Site Contamination</p> <ul style="list-style-type: none"> The site had previous tenants. The client will conduct a third party assessment prior to works commencing.
3.3	<p>Fencing and Security</p> <ul style="list-style-type: none"> The operating site is located outside the Port of Gladstone Maritime Security Zone Port access is controlled by means of an electronic card controlled gate at the main Port entry. HQP will provide fencing on the Eastern Boundary with existing fencing already in place along the other boundaries to ensure site is fully secured
3.4	<p>Heritage Facilities</p> <ul style="list-style-type: none"> The Great Barrier Reef is listed as a World Heritage Area. Fumigation on-board vessels will be within the GBRWHA.
3.5	<p>Weather Conditions</p> <ul style="list-style-type: none"> The site is located in a coastal area that is strongly influenced by the movement of depressions with an average rainfall of 880 mm. Winds are predominately east to north. Whilst the rainy season could slow forestry and load out operations, overall the local weather conditions will not impact significantly on the operations.

4.0 STATUTORY REQUIREMENTS	
4.1	<p>Legislation</p> <p>Environmental Legislation references:</p> <ul style="list-style-type: none"> Environmental Protection Act 1994 (Reprinted 05 April 2012) (Amended March 2005) Environmental Protection Regulation 2008 Water Act 2000 Environmental Protection (Water) Policy 1997 Environmental Protection (Interim Waste) Regulation 1996 Environmental Protection (Waste Management) Policy 2000 Environmental Protection (Waste Management) Regulation 2000 Environmental Protection (Air) Policy 1997 Environmental Protection (Noise) Policy 1997 <p>C3 Australia is committed to proactive environmental management, this includes seeking opportunities to understand and monitor its environmental position and continually improve its environmental performance</p>

5.0 STAFF RESPONSIBILITIES	
5.1	<p>Staff Responsibilities</p> <ul style="list-style-type: none"> The following duties have been identified that specifically relate to the EMP. All staff has a general duty of care to protect the environment; and site staff has a particular duty to act in such a way as to assist the prevention of environmental harm. All staff are required to report environmental harm / incidents
5.2	<p>Site Supervisors</p> <ul style="list-style-type: none"> Ensure site processes operate in accordance with this EMP. Induct Site Staff and Visitors. Arrange for disposal of any special wastes. Notify Operations Manager of any environmental incidents or complaints Complete daily inspections and note in diary. Complete Weekly Site Inspection Reports and forward to Regional Manager. Ensure key contacts list at Annex 2 is maintained.
5.3	<p>Operations Manager</p> <ul style="list-style-type: none"> Review Weekly Site Inspection Reports. Notify Port of Gladstone Environmental Officer andGeneral Manager (and DEHP if appropriate) of any environmental incidents or complaints. Conduct reviews of operations and compliance with EMP. Amend EMP, with General Manager as required.
5.4	<p>General Manager</p> <ul style="list-style-type: none"> Notify Port of Gladstone Environmental Officer (and DEHP if appropriate) of any environmental incidents or complaints. Conduct reviews of operations and compliance with EMP. Amend EMP as required.

6.0 ENVIRONMENTAL MANAGEMENT	
6.1	<p>Air Quality</p> <ul style="list-style-type: none"> Air quality impacts from the site operations could derive from dust and fire and vehicles. The suppression of dust on the site will be achieved by the use of a water truck that will be stationed at or within close proximity to the site. Any short term impacts from excessive equipment smoke emissions will be quickly addressed through maintenance.
6.2	<p>Litter and Bark Management</p>

- Only a small amount of bark results directly from each truckload of material delivered to site as shown by the example residue in Figure 7.2.1.
- Bark waste will be gathered into stockpiles and regularly removed from the site; either by a landscaping contractor, for resale or by a waste contractor.
- Apart from the Port waters, there are no natural water bodies in close proximity to the stockpiles that are at risk of being impacted by this material.
- During trucking of the logs to the port, bark can be deposited on the roadways.
- The Marshalling company will monitor this situation and undertaken either manual or mechanical sweeping as appropriate.
- When rain is likely, the Yard Supervisor will ensure that adequate sweeping has occurred.
- The Yard Supervisor will ensure that these tasks are undertaken satisfactorily and that site cleanliness is maintained.
- Site staff will collect litter on a constant basis and general site cleanliness will be reviewed by the Operations Manager on a weekly basis.

Figure 6.2.1 - Typical bark residue from a log delivery



6.3 Waste Management

- There will be three main streams of waste generated on site:
 - office and food waste
 - paint cans and paper tags generated in scaling; and
 - bark generated from the storage of export logs. (see paragraph 6.2)
- Scaling, office, and food waste is disposed of into a waste bin on the site, and removed as indicated in time table below
- Staff are encouraged to separate recyclable material and ensure that this reaches a recycling centre.
- If any material is generated which cannot be placed in the waste bin supplied, then the Yard supervisor will arrange for the commercial collection and disposal of this material on a case by case basis.

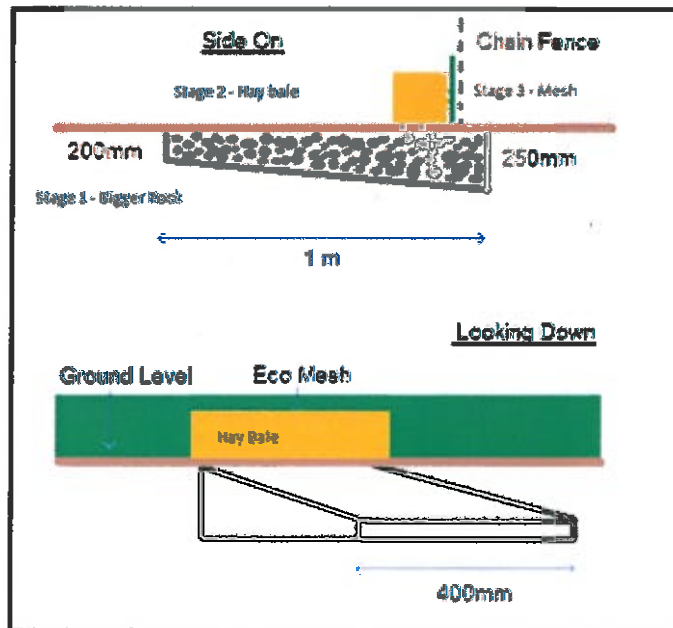
Waste collection time table:

Type of Waste	Storage	Location	Requirements	Authorised Contractor	Site Responsibility
Oil Absorbent Materials	Oil Spill Kit Bins	POGLLY Site Office	Used to Clean up oil spills. Can be placed into	JJ Richards	Site Supervisor on Duty
General Waste	General Waste	POGLLY Site Office	No industrial	JJ Richards	Regular Pickup

	Crib rooms/Office waste	Waste bins	POGLLY Site Office	No hazardous substances	JJ Richards	Site Supervisor on Duty
	Cigarette Butts	Cigarette Butts Bins	POGLLY Site Office	Used for cigarette butts only.	JJ Richards	Site Supervisor on Duty

6.4 Surface, Storm Water and Contamination

- Drainage of storm and surface water from the site will enter the port water body.
- The control of stormwater contamination is critical, and achieved as follows:
 - No significant quantities of hazardous materials, oil, fuel, lubricants, or similar materials will be held on the site. Appropriate bunding and storage cabinets applicable to the materials will be utilised to ensure ground areas are preserved
 - Vehicle wash-down will occur at a commercial licensed wash-down point off the site.
- Bark Cleaning – the bark residue in the log yard will be cleaned as required and removed to an off-site facility.
- Surface run-off sediment is a potential pollutant source.
- The northern site boundary of the site drains to a purpose built drain and this will prevent any storm water surface run off from directly entering the Port water body. To control any storm water flow that may run into the Port through a secondary drainage system, an assessment will need to be conducted on effectively managing run off.
- A significant rain event could impact the yard operations and potentially for sediment and mud tracking off site.
- The all-weather surface that will be provided will help to alleviate mud tracking and sediment flow.
- This aspect of site operations is acknowledged as one of the key areas of possible environmental impact and therefore regular monitoring and liaison with HQP will be maintained.
- Appropriate coarse rubble drainage structures beneath the Ecomesh wall will be constructed to allow efficient water flow off site, whilst minimising the amount of bark and other loose material leaving the storage area. The map in Appendix B shows the approximate location of these drains, along with an indicative drain design. These drains may require maintenance to ensure they remain effective and maintenance checks will be as per normal yard inspection requirements.



<p>6.5</p>	<p>Storage, Spills and Contamination (Storage of Items with a Potential to Pollute)</p> <ul style="list-style-type: none"> • The items that are stored on site which may have a potential to pollute are spray cans of paint used to mark the scaled and graded logs. • A small lubricating grease gun and canister, for the routine servicing of log loaders. • Neither of these items are in a sufficient quantity to have a significant impact. The Yard supervisor will ensure that storage and use of these items does not result in potential pollution of the site. • All planned maintenance (except minor oil or greasing top-up actions) will occur off site; in the event of any emergency on site equipment maintenance the relevant service provider is required to provide drip trays and ensure the clean-up of any spills. Servicing of Vehicles, plant or other equipment must not occur in any area where resulting contaminants will or may be released to any external storm water drain, land or waters. • When an incident such as a burst hydraulic hose occurs, the small amount of fluid is contained, controlled and cleaned up with the on-site spill kit; and appropriately disposed of and managed as per the Hydrocarbon & Chemical Spill Procedure. • On site refuelling operations are carried out at a designated area within the yard. The location for the fuel cell will be on existing hard stand surface within the storage yard. Fuel will be stored on site in a 4000 litre double skinned, self banded fuel cell. Fuel storage and refuelling must be in one designated area for the duration of activities on site. • Inspections are undertaken on the fuel cell as part of the HSE weekly workplace inspection. This includes undertaking a visual check to ensure there are no leaks and the fuel cell is not damaged externally. • A mobile spill kit will be located in within ten metres of any loading/unloading points for fuel, oil, lubricants or similar material. The spill kits are checked on a regular basis as part of the HSE weekly workplace inspection to ensure the unit is in its appropriate place and the required contents are in the kit. C3 Australia has a safe operating procedure in place for refuelling vehicles and plant. The C3 Australia spill response plan and safe operating procedure for a hydrocarbon or chemical spill response makes reference to the appropriate measures for clean-up and containment. • The log yard supervisor will ensure that any small amount of fluid is contained, controlled and cleaned up with the on-site spill kit and appropriately disposed of. Spills must be cleaned up immediately, including removal of contaminated soil to prevent stormwater from becoming contaminated. All contaminated material will be required to be removed from site upon cessation of activities • The supplier of the fuel cell (Caltex) will service the fuel cell at a minimum time period of 6 monthly intervals as part of a committed maintenance schedule. • The re-fuelling location will be regularly supervised and it is not likely that this type of double skinned, self banded fuel storage solution will lead to any spills.
<p>6.6</p>	<p>Noise</p> <ul style="list-style-type: none"> • The four main potential sources of noise are: <ul style="list-style-type: none"> ○ truck movements along streets leading to the site; ○ trucks idling near or on the site; ○ log unloading and stockpiling operations; and ○ 24 hour log loading and truck movements to the Berth. • The port entrance on the Port Access Road has been specified as the truck entrance access route to the site for Vessel Loading. • Truck idling whilst queuing at the site will be minimised by a system of advance notification from the drivers to the loader operator who will be ready to receive and unload logs immediately in most instances. In some instances where this is not operationally possible sufficient space is available to park up to 7 log trucks on the site. • Log handling operations will mainly occur during the delivery times of 24hrs Monday to Friday and Saturday until 1600 hours and will be shielded from residential areas by the log stockpiles and adjacent buildings. Little noise is directly associated with the loading and unloading of the logs, even if they are

	<p>accidentally dropped from height. The receival hours may be required to be extended to Saturday night and Sunday. Any extensions will be advised to Port of Gladstone.</p> <ul style="list-style-type: none"> Reverse beepers are used on all mobile plant during the loading and unloading process. To minimise noise generated from the reverse beepers, C3 Australia replace the existing reversing beepers with a lower frequency beeper.. During ship loading operations, loaders will be operating 24 hours. Measurements from other sites indicate that noise emissions from the loaders will be up to 74 dB(A) at 50m and due to loaders moving between the log stacks, these noise emissions are further shielded on the site. Truck movements from the yard to the Port will occur on a 24 hour basis for up to 10 - 14 days per month Measurements from other sites indicate that noise emissions from the trucks are 56 dB (A) at 100 metres. As the residential sites are more than 500m away from the operations the noise is expected to be acceptable during night operations without additional measures being required. 																					
6.7	<p>Visual Amenity</p> <ul style="list-style-type: none"> The immediate visual impact of the site is not of a bulk or scale that is likely to be disturbing in the context of the surrounding facilities. 																					
6.8	<p>Traffic</p> <ul style="list-style-type: none"> Most traffic considerations with the site are addressed under Noise (refer 7.5). An initial truck fleet of 10 may increase to 15 throughout the phase up of the salvage operation. The expected number of truck (return) deliveries associated with the site is shown in Table 7.7.1. <p>Table 6.7.1 - Expected Log Truck Deliveries to Yard</p> <table border="1" data-bbox="264 1016 975 1225"> <thead> <tr> <th></th> <th>Usual</th> <th>Peak</th> </tr> </thead> <tbody> <tr> <td>Hourly</td> <td>7</td> <td>10</td> </tr> <tr> <td>Daily</td> <td>70</td> <td>90</td> </tr> <tr> <td>Weekly</td> <td>420</td> <td>500</td> </tr> <tr> <td>Monthly</td> <td>1600</td> <td>2000</td> </tr> </tbody> </table> <ul style="list-style-type: none"> The relatively low level of hourly truck movements means that queuing is unlikely to occur. Sufficient space will be maintained on site to accommodate several trucks. Movement of logs from the yard to the Berth will also be by truck. These will be compressed into shorter periods due to the nature of ship loading. Loading for each vessel will usually take 4 to 5 days. <p>Table 6.7.2 - Expected Log Truck Deliveries to Berth</p> <table border="1" data-bbox="264 1532 719 1655"> <tbody> <tr> <td>Hourly</td> <td>7.2</td> </tr> <tr> <td>Daily</td> <td>173</td> </tr> <tr> <td>Weekly</td> <td>865</td> </tr> </tbody> </table>		Usual	Peak	Hourly	7	10	Daily	70	90	Weekly	420	500	Monthly	1600	2000	Hourly	7.2	Daily	173	Weekly	865
	Usual	Peak																				
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Monthly	1600	2000																				
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Daily	173																					
Weekly	865																					
6.9	<p>Landscaping</p> <ul style="list-style-type: none"> The site is essentially flat and will be cleared of vegetation as per DAFF requirements. The site has no significant or distinguishing landscaping features. In the event the site perimeter is grassed, C3 Australia will mow and maintain accordingly. 																					
6.10	<p>Noxious Weeds</p>																					

	<ul style="list-style-type: none"> The site operations are dependent on the delivery of logs from a variety of locations on numerous vehicles and consequently, there is some potential for noxious weeds to be contained either with the logs or attached to the trucks. Weekly Site Inspection Reports includes review of vegetation to determine if noxious or invasive species are present on site. Stockpile inspections also undertaken by DAFF for Phyto-sanitary requirements
6.11	<p>Vermin</p> <ul style="list-style-type: none"> Vermin will be managed as per the DAFF requirements.
6.12	<p>Fire</p> <ul style="list-style-type: none"> The risk of fire starting in the log stockpiles is sufficiently low as to be discounted. Even if a fire source is nearby (e.g. with bushfire within 30m), the chance of the logs igniting has been shown to be low. Fires on site must be avoided as far as possible and extinguished quickly if they do start. Potential sources of or aids to ignition or propagation include: <ul style="list-style-type: none"> Bark stockpiles; Vehicle exhaust Vehicle fire Litter Fuel or oil containers or spills; Cigarette butts External sources. The most probable risk is from internal combustion of the bark stockpiles and therefore these will be closely managed to ensure that they are removed before any ignition could occur. Smoking is confined to a designated safe area in front of the site office where a smoker's butt tray is provided. External sources may prove relevant in extreme circumstances, for example vandalism. These may prove to be a contribution to a site fire in unusual circumstances. All mobile plant & equipment are fitted with adequate fire suppression measures The main yard fire response method to be employed is to have the site dust suppression truck tanker fitted with suitable fire suppression equipment.
6.13	<p>Groundwater, Land Contamination and Site Clean-Up</p> <ul style="list-style-type: none"> Pre and Post baseline contamination surveys will be undertaken by HQP. Multiple soil sampling within and around the refuelling area must be tested pre and post operations. As the site operations present a very small risk of land or groundwater contamination no special measurements are proposed in this regard. If an incident occurs that could generate site contamination, this will be controlled and cleaned up and reported by means of an Incident Report and in accordance with the C3 Australia Hydrocarbon and Chemical Spill Response Procedure.
6.14	<p>Staff Training and Inductions</p> <ul style="list-style-type: none"> All staff and contractors are made aware of their environmental responsibilities through inductions and contracts. Site inductions will be undertaken by the Site Supervisor and will include notification of the company HSE Policy. Copies of this and other company policies will be displayed in the site office. Staff training and regular internal staff communication facilitate ongoing general environmental awareness.

7.0 CORRECTIVE MANAGEMENT	
7.1	<p>Monitoring</p> <ul style="list-style-type: none"> • Site monitoring will be undertaken on a daily basis and documented weekly whilst the yard is in operation. • The range of environmental issues that are relevant to the site are included in the Weekly Site Inspection • The Yard Manager will arrange for immediate corrective action in most cases. • Temporary measures will be implemented until a final solution is implemented.
7.2	<p>Incident Management</p> <ul style="list-style-type: none"> • The Port of Gladstone Environment Manager will be notified of any incident resulting in environmental nuisance, non compliance or harm (air, land, water, flora, fauna and spills). The Port of Gladstone Environment Manager is Gordon Dwane and the contact number is 07 4976 1406. The Port of Gladstone Environment Emergency Hotline number is 07 4976 1617. • The Port of Gladstone will be verbally notified immediately of an incident occurring and in writing no later than 24 hours after the event • The Site supervisor will manage and report incidents and complaints under the following process in accordance with the C3 Australia Incident Reporting Procedure • Details of complaints or incidents such as pollution, fire or theft will be recorded by the site staff or Yard Manager on an Incident Report. • Notification, follow up and remedial action will be noted on the Incident Report Register and overseen by the Regional Operations Manager.
7.3	<p>Reporting</p> <ul style="list-style-type: none"> • Monthly Reporting will provide a summary of the month Environmental management highlighting incidents, issues and actions.

8.0 REFERENCES AND SUPPORTING DOCUMENTATION	
8.1	• Appendix A – Site Map LMGLD – C3 Australia operating areas
8.2	• C3 Australia – Traffic Management Plan, Log Receivals into Port of Gladstone Yard 58400 (access blocked by a train)
8.3	• C3 Australia – Traffic Management Plan, Log Receivals into Port of Gladstone Yard 58400 (access not blocked by a train)
8.4	• C3 Australia – Traffic Management Plan Ship Loading from Port of Gladstone log yard to the Berth
8.5	• C3 Australia SOP – Incident Reporting Procedure
8.6	• C3 Australia SOP – POGLLY Hydrocarbon and chemical spill response procedure
8.7	• C3 Australia – HSE Log Yard Inspection Report
8.8	• C3 Australia – POGLLY Spill response plan – minor spill
8.9	• C3 Australia – POGLLY Spill response plan – major spill

Appendix A – Locality Map

 C3 Australia - Yard 35000m2 – Site shown on map



Appendix B – Site Map



Date	Amendment	Reviewer	Approved	Version
6/11/15	Updates to 6.4 regarding drainage and update to Appendix B with revised site map.	A Wiggill	L. Copley	4.0

C3 Australia Log Yard Inspection

HSE Auditing Checklist

APPROVED

1. Marshalling Details

Log Yard Name :		Date:	
C3 Australia Supervisor:		Signed:	

2. Requirements

Preparation	Yes	No	Comments
Visitor protocols in place			
Site Inductions complete (including HSE content)			
Issues identified in previous inspection closed out			
Site communications and signage operational			
Log Receival	Yes	No	Comments
Wet weather restrictions followed if required			
Log Marshalling equipment well matched to log yard conditions			
Log yard damaged during operations are reported and rehabilitated			
Log Presentation to standard			
Delivered log complies with the Export Log Specifications			
Log Marshalling	Yes	No	Comments
Docket Documentation system of origin, storage & dispatch recorded & correct i.e. WKO, Forest, Contractor			
Logs scaled as per Log Grade Specifications			
Log Rows as per the Log Yard Plan			
Wheel ruts less than 20 cm deep			
Log Yard damaged during operations are reported and rehabilitated.			
Environmental	Yes	No	Comments
All litter, unused equipment parts and waste material (e.g. oil drums, grease cartridges) removed from the site			
Any possible log contamination sources identified in loads prior to unloading trucks e.g. Mud, Rot etc.			

Hydrocarbon and chemical storage situated away from watercourses and environmentally sensitive areas.			
Appropriate hydrocarbon and chemical spill kits available (e.g. shovel, container, absorbent material) at refuelling station.			
Any spillage appropriately dealt with at refuelling station			
Hydrocarbon and chemical spills cleaned-up immediately, where required or necessary			
Hydrocarbon and chemical contaminated material captured and disposed of at a licensed landfill.			
Stormwater run-off and erosion managed effectively.			
Discharge to water courses managed & sedimentation at an acceptable level.			
Watercourses and culverts free of bark & debris.			
Is the perimeter filtration system effective in managing sediment run-off from site			
Are there any integrity issues (damage, wear and tear) with the perimeter filtration system requiring attention			
Is there any slick, discoloration of ambient waters or visible evidence of oil or grease, visible floating oil, grease, scum, litter or other objectionable matter present within the water courses adjacent to the perimeter filtration system			
Any mud/sediment tracking off-site at entry/exit points			
Bark Sweeping and removal at an acceptable level			
<u>Pest Management – Bait Stations</u>			
Bait Station No 1. Check Bait. Any Record of Activity Activity Level – High/Medium/Low			
Bait Station No 2. Check Bait. Any Record of Activity Activity Level – High/Medium/Low			
Bait Station No 3. Check Bait. Any Record of Activity Activity Level – High/Medium/Low			
Bait Station No 4. Check Bait. Any Record of Activity Activity Level – High/Medium/Low			
Bait Station No 5. Check Bait. Any Record of Activity Activity Level – High/Medium/Low			
Bait Station No 6. Check Bait. Any Record of Activity Activity Level – High/Medium/Low			
Hygiene & Amenities	Yes	No	Comments

No weeds present on site			
Amenities are available and clean and well maintained			
Waste	Yes	No	Comments
Appropriate bins checked for collection			
Safety	Yes	No	Comments
Log Marshalling warning signs in place and visible.			
Minimum safety exclusion zones observed during marshalling operations.			
Competent supervisor on site and given authority to enforce safety and environmental management.			
Appropriate PPE used by all staff.			
First aid kit and first aider on site.			
Operators and workers trained and certified			
Flashing Lights operational on appropriate vehicles.			
Are all vehicles, equipment and tools well maintained and safe to use.			
All vehicles and equipment noted to be operating in a safe manner.			
Drivers/operators follow vehicle Pre-Start system. Pre-Start checklists completed and on site			
Operators acting in a safety conscious manner			
Fuel stored safely, away from people, buildings & equipment.			
Appropriate number of fire extinguishers on site, serviced and located.			
Electrical tools are protected by a Residual Current Device and Tested as well as Tagged			
Hazards identified and controls implemented and effective			
Emergency plans in place, applicable to the scope of works, and tested.			
Plant and equipment is "lock-out" / isolation capable			
Relevant personnel are familiar with and competent in effecting equipment isolation / lock-out and isolation procedures			
Appropriate controls in place for low visibility/night work			
Personnel are fit for work with no visible fatigue or impairments			



STANDARD OPERATING PROCEDURE

Standard:
HSE Management System

INCIDENT REPORTING

APPROVED

1.0 PURPOSE

This Standard Operating Procedure (SOP) details the process for reporting all Health, Safety, Environmental and Community incidents, significant hazards and near misses.

2.0 SCOPE

This SOP applies to all incidents, significant hazards and near misses that occur on C3 Australia managed workplaces. It includes reporting and investigating requirements for all incidents involving; employees, visitors, contractors and sub-contractors.

Contractors with primary control of a workplace may use their own incident system so long as the intent of this SOP is met and the Responsible Person (i.e. C3 Australia Supervisor / Regional Manager) has reviewed the suitability of their incident management system. C3 Australia shall receive a copy of all reports, and enter into the C3 Australia Incident Management System, and retain a copy for its records.


This SOP does not apply to Quality or Financial Incidents.

3.0 ACCOUNTABILITIES

Position	Accountabilities
General Manager	<ul style="list-style-type: none"> • Ensure the incident management process is being undertaken • Review all incident investigations • Present a summary of Major or Catastrophic ranked incidents to the C3 Ltd (NZ) Health and Safety Manager at the next scheduled meeting after incident closure • Ensure that incident investigations are of a high quality and completed within set timeframes
Regional Managers	<ul style="list-style-type: none"> • Train and coach staff in Incident Investigation • Report to Government Regulatory bodies as required • Report to Clients as required. • Lead and/or participate in investigations as required • Monitor the status of incident investigations and assigned corrective actions • Review incident investigation documentation – including assigned actions to determine adequacy • Sign off incident investigations at completion of the investigation and assigned actions • Once investigations are signed off, forward incident investigations to the General Manager • Ensure copies of Incident Investigation Reports are kept securely and confidentially in a central location • Track the progress of Investigation Reports on the incident register and follow-up with Lead Investigators towards close-out • Distribute (under confidential and controlled circumstances) the Investigation Report to the General Manager

4.0 DETAILS

4.1	<p>Initial Response to an Incident</p> <p>The Responsible Person or a delegate shall seek to contain the effects of the incident, make the area safe and ensure environmental containments are in place, and if appropriate, ensure the scene/evidence is secured.</p> <p>For Major or Catastrophic incidents, unless an emergency response is required, the scene of the incident is not to be disturbed or altered in any way until express permission is granted by Regional Manager, General Manager or C3 Australia Legal Counsel.</p>
4.2	<p>Internal Incident Reporting Process</p> <p>Internal incident reports are to be completed for HSE incidents, near-misses or hazards. After ensuring the area is secure and the immediate safety of personnel and the environment has been managed, an incident report is to be completed by the relevant person. Once the reporting</p>

	EMERGENCY RESPONSE	<i>Standard:</i> HSE: Emergency Preparedness & Response
	SPILL RESPONSE PLAN – PORT OF GLADSTONE LEASE LOG YARD	

APPROVED

FOR SPILLS THAT DO NOT POSE AN IMMEDIATE RISK TO HEALTH, ENVIRONMENT AND CHEMICAL CONTAMINATION TO THE BODY

RESPONSE

- Isolate the area and evacuate the immediate area if necessary.
- Locate spill kit
- Choose appropriate PPE (goggles, face shield, impervious gloves, etc.)
- Confine and contain spill.
- Shovel up waste and place in a sealed container (if practical to do so).
- Put all contaminated items (gloves, clothing, etc.) into a sealed container or plastic bag.
- Dispose of waste and contaminated items appropriately.
- Return spill kit to storage location and arrange for used contents to be replaced.
- Inform supervisor and raise an incident report
- The Port of Gladstone Environment Manager, Gordon Dwane is to be notified of any environmental occurrence relating to the release or spill of contaminants to the ground (e.g. fuel, chemicals or other hazardous substances). The contact number for the Port of Gladstone Environment Manager is 07 4976 1406 or the Port of Gladstone Environment Emergency Hotline number is 07 4976 1617.
- Notification time frames are:
 - Verbal notification immediately after the occurrence
 - Written notification within 24 hours of the occurrence



EMERGENCY RESPONSE

SPILL RESPONSE PLAN – PORT OF GLADSTONE LEASE LOG YARD

Standard:
HSE:
**Emergency
Preparedness
& Response**

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FOR SPILLS INVOLVING THE RELEASE OF A TYPE OR QUANTITY OF A CHEMICAL/FUEL THAT

- poses an immediate threat to human life and property
- involves an uncontrolled fire or explosion
- Is in any public drinking water source area or declared catchment
- Creates an immediate observable harm to environmental values
- Poses significant harm to native fauna and flora
- Occurs in water catchments that have recognised conservation and scientific values
- Has the potential to seriously contaminate soil or water resources

RESPONSE

- Evacuate the area
- Call 000 (in the event of a situation that requires emergency services such as fire, police or ambulance) and give details of the accident including location, types of hazardous materials involved, and whether there is personal injury.
- If the accident involves personal injury or chemical contamination, follow the above steps as appropriate and at the same time:
 - Move the victim from the immediate area of fire, explosion, or spill (if this can be done without further injury to the victim or you).
 - Locate nearest emergency eyewash or safety shower. Remove any contaminated clothing from the victim and flush all areas of the body contacted by chemicals with copious amounts of water for 15 minutes.
 - Administer first aid as appropriate and seek medical attention.
- Stop source
- Locate spill kit
- Choose appropriate PPE (goggles, face shield, impervious gloves, etc.)
- Confine and contain spill with bunds or absorbent material
- Clean up spill using appropriate absorbent material and place in container/drum (if practical to do so).
- Put all contaminated items (gloves, clothing, etc.) into a sealed container or plastic bag.
- Return spill kit to storage location and arrange for used contents to be replaced.
- Dispose of waste and contaminated items appropriately.
- Report immediately to Supervisor who will then notify the appropriate authority, determine if spill has been cleaned up in accordance with MSDS and ensure contractor completes an incident report form within 48 hours.
- The Port of Gladstone Environment Manager, Gordon Dwane is to be notified of any environmental occurrence relating to the release or spill of contaminants to the ground (e.g. fuel, chemicals or other hazardous substances). The contact number for the Port of Gladstone Environment Manager is 07 4976 1406 or the Port of Gladstone Environment Emergency Hotline number is 07 4976 1617.
- Notification time frames are:
 - Verbal notification immediately after the occurrence
 - Written notification within 24 hours of the occurrence



EMERGENCY RESPONSE

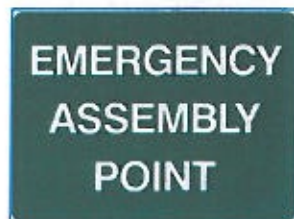
PORT OF GLADSTONE LEASE YARD EMERGENCY EVACUATION

Standard:
HSE:
Emergency
Preparedness
& Response

APPROVED



- If you hear the evacuation siren
- Assist any person in immediate danger, and *only* if safe to do so



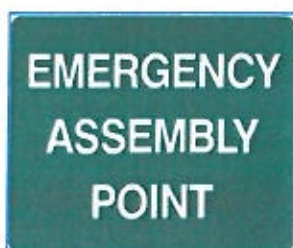
- Turn off all Vehicles & Plant
- Make your way to the Emergency Assembly Point




- Call the Emergency Services "000" (Police, Fire Brigade, Ambulance)
- Give as much information as you can
- Call the Port of Gladstone on UHF Radio Channel 6 and state 'Emergency, Emergency, Emergency' to raise the alert
- Contact the Port of Gladstone Emergency Response Co-ordinator
- Dave Pope (Port Central) 0409 034 525
- Mike Dixon (Port Central) 0409 178 614



- In the event of a fire emergency, only fight the fire if safe to do so



- Remain at the Emergency Assembly Point until Wardens have completed a head count
- Remain Calm & Listen to Wardens
- The site will be assessed to determine if safe to return or if further evacuation is required

	EMERGENCY RESPONSE	Standard: HSE: Emergency Preparedness & Response
	EMERGENCY CONTACTS LIST	

1.0 PORT OF GLADSTONE CONTACT INFORMATION

APPROVED

C3 OFFICE SITE DETAILS

Property Name: C3 Australia – Port of Gladstone	Phone/Fax:
Site Manager: Duane Cashin	Phone/Fax/Mobile: or 0408 372 953
Property Address: Corner of MacFarlane & Mark Fenton Drive Gladstone QLD 4680	
Nearest intersection/town/landmark: Gladstone	

FIRST AID PERSONNEL ONSITE

Name: Duane Cashin	Phone/Radio:	Mobile: 0408 372 953
Name:	Phone/ Radio:	Mobile:
Name:	Phone/ Radio:	Mobile:

EMERGENCY SERVICES

Fire, Police and Ambulance	Phone: 000	
Local Police Station	Phone: 07 4971 3222	Mobile: N/A
Local Fire Brigade	Phone:	Fire Alarm:
Port of Gladstone	Phone: 07 4976 1333	Mobile: UHF radio channel 6
Royal Flying Doctor Service	Phone: 1800 060 040	Fax: N/A
Poisons Information Centre	Phone: 13 11 26	Mobile: N/A

UTILITIES

Electricity	Phone: 5525 0912
Gas	Phone: NA

OFF SITE MANAGERS

Name: Andrew Wiggill	Phone/ Mobile: 0417 440 759
Name: Lachlan Copley	Phone/ Mobile: 0455 555 440

2.0 MAIN CONTRACTORS

Name	Surname	Business name	Phone	Mobile
Vicki	Wright	Patrick Gladstone	07 4843 6200	0439 434 953
Dave	Pope	Port of Gladstone		0409 034 525
Mike	Dixon	Port of Gladstone		0409 178 614
Gordon	Dwane	Port of Gladstone (Environmental Manager)	07 4976 1406	
		Port of Gladstone Environment Emergency Hotline	07 4976 1617	



GUIDANCE NOTE

Standard:
Log Marshalling

TRAFFIC MANAGEMENT PLAN – LOG RECEIVAL –PORT OF GLADSTONE LEASE YARD 58400 (ACCESS BLOCKED BY TRAIN)

APPROVED

1.0 PURPOSE

The purpose of this procedure is to describe the Traffic Management Plan at the Port of Gladstone (POG) Lease Yard 58400 Site for log receipt.

2.0 SCOPE

This Traffic Management Plan sets the minimum standards for instruction, training and supervision to minimise the risk of injury and damage. The scope of this TMP is to highlight the appropriate direction for when a train is blocking access to the log yard

3.0 ACCOUNTABILITIES

3.1 Operational Staff / Truck Drivers

- Follow work instructions as in this Guidance Note as well as instruction from Supervisors and the relevant Manager
- To report any hazards to the relevant Manager

4.0 TRAFFIC MANAGEMENT PLAN PRESCRIPTIONS

4.1 Log Truck Arrival and Departure Times

- The hours of operation for the Receipt of Log Trucks will be 24 hours per day, Monday to Friday and Saturday to 1600 hours. Additional hours may be requested for Saturday and Sunday cartage.
- No log truck queuing on the Port Access Road prior to the to the POG log yard entrance will be permitted
 - All Log Trucks to be queued on the POG Log Yard Site
 - Un-strapping of Log Trucks to occur at unloading site
- There are no perceived truck queuing issues due to the length of cycle times from the Forest to the POG Log Storage Site
- This will allow sufficient distance, and time, between trucks arriving, weighing and departing the log yard to avoid congestion on the roadways leading into and out of the POG Log Storage Site
- The relevant C3 yard manager will monitor this situation and take measures to minimise impacts on other road users, including instructing trucks to wait in an area where it is safe to do so
- Truck numbers will depend on the amount of storage space available and the level of forest harvesting

4.2 Signage and General Road Use.

- Log Truck speeds will not exceed the maximum road speed limit at any time. Speeds limits within the Port Area as designated by the Port of Gladstone must be strictly observed.
- Log Truck speeds will not exceed the maximum road speed limit at any time. Speed limits within the POG Storage Site must be strictly observed.
- Speed is not required nor is it practical or safe within this confined roadway system.
- All drivers will adhere to Log Truck maximum speed limits; severe penalties will apply and be instantly implemented by C3 Management should there be a breach.
- Appropriate signage relating to the wearing of PPE will be located at the C3 log yard access point

5.0 REFERENCES

5.1 HSE Risk Register Log Marshalling



GUIDANCE NOTE

TRAFFIC MANAGEMENT PLAN – LOG RECEIVAL –PORT OF GLADSTONE LEASE YARD 58400 (WHILST ACCESS IS NOT BLOCKED BY TRAIN)

Standard:
Log Marshalling

APPROVED

1.0 PURPOSE

The purpose of this procedure is to describe the Traffic Management Plan at the Port of Gladstone (POG) Lease Yard 58400 Site for log receipt.

2.0 SCOPE

This Traffic Management Plan sets the minimum standards for instruction, training and supervision to minimise the risk of injury and damage. This document highlights the access when the log yard is not blocked by a train

3.0 ACCOUNTABILITIES

3.1	<p>Operational Staff / Truck Drivers</p> <ul style="list-style-type: none"> Follow work instructions as in this Guidance Note as well as instruction from Supervisors and the relevant Manager To report any hazards to the relevant Manager
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4.0 TRAFFIC MANAGEMENT PLAN PRESCRIPTIONS

4.1	<p>Log Truck Arrival and Departure Times</p> <ul style="list-style-type: none"> The hours of operation for the Receipt of Log Trucks will be 24 hours per day, Monday to Friday and Saturday to 1600 hours. Additional cart in hours may be required for Sat pm and Sunday. No log truck queuing on the Port Access Road prior to the to the POG log yard entrance will be permitted <ul style="list-style-type: none"> All Log Trucks to be Queued on the POG Log Yard Site Unstrapping of Log Trucks to occur at unloading site There are no perceived truck queuing issues due to the length of cycle times from the Forest to the POG Log Storage Site This will allow sufficient distance, and time, between trucks arriving, weighing and departing the log yard to avoid congestion on the roadways leading into and out of the POG Log Storage Site The relevant C3 yard manager will monitor this situation and take measures to minimise impacts on other road users, including instructing trucks to wait in an area where it is safe to do so Truck numbers will depend on the amount of storage space available and the level of forest harvesting
4.2	<p>Signage and General Road Use.</p> <ul style="list-style-type: none"> Log Truck speeds will not exceed the maximum road speed limit at any time. Speeds limits within the Port Area as designated by the Port of Gladstone must be strictly observed. Log Truck speeds will not exceed the maximum road speed limit at any time. Speed limits within the POG Storage Site must be strictly observed. Speed is not required nor is it practical or safe within this confined roadway system. All drivers will adhere to Log Truck maximum speed limits; severe penalties will apply and be instantly implemented by C3 Management should there be a breach. Appropriate signage relating to the wearing of PPE will be located at the C3 log yard access point

5.0 REFERENCES

5.1	HSE Risk Register Log Marshalling
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GUIDANCE NOTE

TRAFFIC MANAGEMENT PLAN SHIP LOADING – POG LEASE YARD TO AP BERTH 1

Standard:
Log Marshalling

APPROVED

1.0 PURPOSE

The purpose of this procedure is to describe the Ship Loading Traffic Management Plan from the POG Log Storage Site (POGLLY) to AP Berth 1

2.0 SCOPE

This guidance note sets the minimum standards for instruction, training and supervision to minimise the risk of injury and damage.

3.0 ACCOUNTABILITIES

3.1 Operational Staff / Truck Drivers

- Follow work instructions as in this guidance note as well as instruction from supervisors and the relevant manager
- To report any hazards to the relevant manager



4.0 TRAFFIC MANAGEMENT PLAN PRESCRIPTIONS

4.1 Log Truck Arrival and Departure Times

- The hours of operation for ship loading log trucks will be 24 hours per day.
- C3 Australia will engage Tranzquip for the transportation of logs during the out loading process. All truck drivers are employed by Tranzquip and hold current MSIC Cards and are GPC and Patrick Inducted.
- No log truck queuing on the Port Access Road will be permitted.
- All log trucks to be stacked on the berth.
- This will allow sufficient distance and time between trucks arriving and departing the berth to avoid congestion on the roadways leading into and out of the POG log storage site
- Strapping of log trucks prior to departing the POG log yard will occur at a designated strapping point.
- Unstrapping of log trucks will occur at the designated un-strapping point on the berth.
- There are no perceived truck queuing issues due to the length of cycle times from the POG log storage site to AP Berth 1 for vessel loading
- The relevant C3 yard manager will monitor this situation and take measures to minimise impacts on other road users, including instructing trucks to wait in an area where it is safe to do so.
- Truck numbers will depend on the stevedore load rate achieved for the various log lengths and log grades.
- Under normal operations, deliveries will be in the order of 4,000 tonne per 24 hours or the equivalent of 133 truck movements per day, one way.

4.2 Signage and General Road Use.

- Log truck speeds will not exceed the maximum road speed limit at any time. Speeds limits within the Port Area as designated by the Port of Gladstone must be strictly observed. Severe penalties will apply should there be a breach.
- Speed is not required nor is it practical or safe within this confined roadway system.
- The existing lighting provides adequate illumination for traffic accessing the POG log yard during night shift.
- Appropriate signage relating to the required PPE will be located at the POG log yard access point.
- Mobile phones will not be used whilst operational activities are being undertaken

	GUIDANCE NOTE	<i>Standard:</i> Log Marshalling 
	TRAFFIC MANAGEMENT PLAN SHIP LOADING – POG LEASE YARD TO AP BERTH 3	

1.0 PURPOSE

The purpose of this procedure is to describe the Ship Loading Traffic Management Plan from the POG Log Storage Site (POGLLY) to AP Berth 3

2.0 SCOPE

This guidance note sets the minimum standards for instruction, training and supervision to minimise the risk of injury and damage.

3.0 ACCOUNTABILITIES

3.1	Operational Staff / Truck Drivers <ul style="list-style-type: none"> • Follow work instructions as in this guidance note as well as instruction from supervisors and the relevant manager • To report any hazards to the relevant manager
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4.0 TRAFFIC MANAGEMENT PLAN PRESCRIPTIONS

4.1	Log Truck Arrival and Departure Times <ul style="list-style-type: none"> • The hours of operation for ship loading log trucks will be 24 hours per day. • C3 Australia will engage Tranzquip for the transportation of logs during the out loading process. All truck drivers are employed by Tranzquip and hold current MSIC Cards and are GPC and Patrick Inducted. • No log truck queuing on the Port Access Road will be permitted. • All log trucks to be stacked on the berth. • This will allow sufficient distance and time between trucks arriving and departing the berth to avoid congestion on the roadways leading into and out of the POG log storage site • Strapping of log trucks prior to departing the POG log yard will occur at a designated strapping point. • Unstrapping of log trucks will occur at the designated un-strapping point on the berth. • There are no perceived truck queuing issues due to the length of cycle times from the POG log storage site to AP Berth 3 for vessel loading • The relevant C3 yard manager will monitor this situation and take measures to minimise impacts on other road users, including instructing trucks to wait in an area where it is safe to do so. • Truck numbers will depend on the stevedore load rate achieved for the various log lengths and log grades. • Under normal operations, deliveries will be in the order of 4,000 tonne per 24 hours or the equivalent of 133 truck movements per day, one way.
4.2	Signage and General Road Use. <ul style="list-style-type: none"> • Log truck speeds will not exceed the maximum road speed limit at any time. Speeds limits within the Port Area as designated by the Port of Gladstone must be strictly observed. Severe penalties will apply should there be a breach. • Speed is not required nor is it practical or safe within this confined roadway system. • The existing lighting provides adequate illumination for traffic accessing the POG log yard during night shift. • Appropriate signage relating to the required PPE will be located at the POG log yard access point. • Mobile phones will not be used whilst operational activities are being undertaken



GUIDANCE NOTE

Standard:
Log Marshalling

TRAFFIC MANAGEMENT PLAN SHIP LOADING – POG LEASE YARD TO AP BERTH 4

APPROVED

1.0 PURPOSE

The purpose of this procedure is to describe the Ship Loading Traffic Management Plan from the POG Log Storage Site (POGLLY) to AP Berth 4

2.0 SCOPE

This guidance note sets the minimum standards for instruction, training and supervision to minimise the risk of injury and damage.

3.0 ACCOUNTABILITIES

3.1 Operational Staff / Truck Drivers

- Follow work instructions as in this guidance note as well as instruction from supervisors and the relevant manager
- To report any hazards to the relevant manager

4.0 TRAFFIC MANAGEMENT PLAN PRESCRIPTIONS

4.1 Log Truck Arrival and Departure Times

- The hours of operation for ship loading log trucks will be 24 hours per day.
- C3 Australia will engage Tranzquip for the transportation of logs during the out loading process. All truck drivers are employed by Tranzquip and hold current MSIC Cards and are GPC and Patrick Inducted.
- No log truck queuing on the Port Access Road will be permitted.
- All log trucks to be stacked on the berth.
- This will allow sufficient distance and time between trucks arriving and departing the berth to avoid congestion on the roadways leading into and out of the POG log storage site
- Strapping of log trucks prior to departing the POG log yard will occur at a designated strapping point.
- Unstrapping of log trucks will occur at the designated un-strapping point on the berth.
- There are no perceived truck queuing issues due to the length of cycle times from the POG log storage site to AP Berth 4 for vessel loading
- The relevant C3 yard manager will monitor this situation and take measures to minimise impacts on other road users, including instructing trucks to wait in an area where it is safe to do so.
- Truck numbers will depend on the stevedore load rate achieved for the various log lengths and log grades.
- Under normal operations, deliveries will be in the order of 4,000 tonne per 24 hours or the equivalent of 133 truck movements per day, one way.

4.2 Signage and General Road Use.

- Log truck speeds will not exceed the maximum road speed limit at any time. Speeds limits within the Port Area as designated by the Port of Gladstone must be strictly observed. Severe penalties will apply should there be a breach.
- Speed is not required nor is it practical or safe within this confined roadway system.
- The existing lighting provides adequate illumination for traffic accessing the POG log yard during night shift.
- Appropriate signage relating to the required PPE will be located at the POG log yard access point.
- Mobile phones will not be used whilst operational activities are being undertaken

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**GENERA AUSTRALIA
EMERGENCY RESPONSE PLAN
FOR THE FUMIGATION OF VESSEL
HOLDS AND LOG ROWS AT
GLADSTONE PORT CORPORATION (GPC)**

Fumigation Plan

Fumigation of Log Stacks using Methyl Bromide at "D" site,

Gladstone Port, Queensland

Prepared by: Robbie Ramlose

Genera Australia Holdings Pty Ltd

0478 091 655

Fumigation Plan to be read in conjunction with the following documentation:

- a) Safe Operating Procedures – Covering and Fumigation of Log Stacks applying Methyl Bromide, and
- b) Genera Australia Emergency Response Plan

Additional Detail:

Material to be Fumigated

Logs

Fumigant

Methyl Bromide

Location of Fumigation

Fumigation is to occur on "D" site only in the location outline on the site map attached, which is within the Gladstone Port area (the site)

The site offers a relatively controlled environment in which to undertake fumigation activities – in particular;

- a) The site is fully secured by cyclone fencing approx. 1.8m high (permanent) and has a lockable gate at the one entrance and exit
- b) No external operations occur within the 50m fumigation buffer surrounding the site apart from a train sitting on the rail

Fumigation Plan

Fumigation of Ship Holds Using Methyl Bromide at Gladstone Port, Queensland

Prepared by: Robbie Ramlose
Genera Australia Holdings Pty Ltd
0478 091 655

Fumigation Plan to be read in conjunction with the following Genera documentation;

- a) Standard Operation Procedures - Methyl Bromide Fumigation of Ship Holds, and
- b) Genera Australia Emergency Response Plan

Additional Detail:

Material to be fumigated

Logs

Fumigant

Methyl Bromide

Location of Fumigation

Fumigant is to be applied and released whilst the ship is located on any of the Auckland berths 1, 3 or 4. These berths offer a controlled environment for the fumigation of ships holds – in particular :

- a) They are located in a fenced perimeter that is controlled by security
- b) Each berth can be individually locked to prevent unwanted access from occurring

Controlled Access – Additional

Access to the area under fumigation will be further controlled by the placement of the following;

- a) "Danger Fumigation" sign at the end of the gangway of the ship
- b) A watchman to be stationed on the gangway to control access



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SAFE OPERATING PROCEDURES - SUMMARY

Fumigation of Log Rows

Responsibility: • **Fumigator in Charge / All**

Review details: • **Annually before December 2015 or as required following changes**

All operations must be carried out in conjunction with;

- *Genera Health and Safety Procedures*
- *Genera SOP's*
- *Genera approved procedures (GF11)*
- *Genera Hazard Register (H32)*
- *Daily tool box meeting*
- *Port Code of Practice*

Certificates/ Training Requirements (Current)

- **State fumigation license**
- **AFAS Accreditation**
- **Approved Handlers Certificate**
- **Dangerous Goods License**
- **SCBA Certificate**
- **Mask Fit Test**