

PRINCIPLES FOR TRAFFIC AND TRANSPORTATION MANAGEMENT

1. PURPOSE

The purpose of this Traffic and Transportation Management Plan (TTMP) is to address regulatory compliance, traffic management practices, and protection measures to help reduce impacts related to transportation of project components and the construction of temporary and long-term access within the vicinity of the McTaggart PV3 project site. The objectives of this plan include the following:

- » To ensure compliance with all legislation regulating traffic and transportation within South Africa (National, Provincial, Local & associated guidelines).
- » To avoid incidents and accidents while vehicles are being driven and while transporting personnel, materials, and equipment to and from the project site.
- » To raise greater safety awareness in each driver and to ensure the compliance of all safe driving provisions for all the vehicles.
- » To raise awareness to ensure drivers respect and follow traffic regulations.
- » To avoid the deterioration of access roads and the pollution that can be created due to noise and emissions produced by equipment, machinery, and vehicles.

Prior to the commencement of construction, a detailed TTMP and Method Statement for the site should be compiled.

2. RELEVANT ASPECTS OF THE PROJECT

Access to the broader study area and development area will be provided via the existing Lutzputs gravel road (D3237) running from the N14 and towards the N10 in a north westerly direction. The N14 links the town of Upington with other major towns in the Province, such as Keimoes, Kakamas and Springbok. In addition, a main access road of up to 6m wide will be constructed from the Lutzputs Road to the broader study area and development area of McTaggart PV3. Furthermore, internal access roads of up to 5m wide will also be constructed to provide access to the PV panel area and built-up areas within the development footprint for the project life-cycle of McTaggart PV3.

3. TRAFFIC AND TRANSPORTATION MANAGEMENT PRINCIPLES

The following principles apply in terms of transportation and traffic management:

- » The Transport Contractor must ensure that all required permits for the transportation of abnormal loads are in place prior to the transportation of equipment and project components to the site. Specific abnormal load routes must be developed with environmental factors taken into consideration.
- » Assess the preferred route and undertake a 'dry run' prior to commencement of construction to test.
- » Any low hanging overhead lines (lower than 5.1m) (e.g. Eskom and Telkom lines) along the proposed routes will have to be moved to accommodate the abnormal load vehicles, if required
- » Before construction commences, authorised access routes must be clearly marked in the field with signs or flagging. The Construction Contractor must review the location of designated access and will be responsible for ensuring construction travel is limited to designated routes. The entrance of the main access road must not be constructed before a blind rise or on a bend of the public road.

- » All employees must attend an environmental training programme (e.g. toolbox talks) by the Environmental Officer (EO). Through this programme, employees will be instructed to use only approved access roads, drive within the delineated road limits, and obey jurisdictional and posted speed limits to minimise potential impacts to the environment and other road users.
- » The contractor will be responsible for making sure that their suppliers, vendors, and subcontractors strictly comply with the principles of this TMP and the contractor's TMP.
- » Adjacent landowners must be notified of the construction schedule.
- » Access roads and entrances to the site should be carefully planned to limit any intrusion on the neighbouring property owners and road users.
- » Signs must be posted in the project area to notify landowners and others of the construction activity.
- » Flagging must be provided at access points to the site and must be maintained until construction is completed on the site.
- » Speed limits must be established prior to commencement of construction and enforced over all construction traffic.
- » Speed controls and implementation of appropriate dust suppression measures must be enforced to minimise dust pollution.
- » Throughout construction the contractor will be responsible for monitoring the condition of roads used by project traffic and for ensuring that roads are maintained in a condition that is comparable to the condition they were in before the construction began.
- » Drivers must have an appropriate valid driver's license and other operation licences required by applicable legislation.
- » All vehicles must be maintained in good mechanical, electrical, and electronic condition, including but not limited to the brake systems, steering, tires, windshield wipers, side mirrors and rear view mirror, safety belts, signal indicators, and lenses.
- » Any traffic delays attributable to construction traffic must be co-ordinated with the appropriate authorities.
- » Stagger component delivery to site as far as possible.
- » No deviation from approved transportation routes must be allowed, unless roads are closed for reasons outside the control of the contractor.
- » Impacts on local communities must be minimised. Consideration should be given to limiting construction vehicles travelling on public roadways during the morning and late afternoon commute time. Staff and general trips should occur outside of peak traffic periods as far as possible.

4. MONITORING

- » The principal contractor must ensure that all vehicles adhere to the speed limits.
- » A speeding register must be kept with details of the offending driver.
- » Repeat offenders must be penalised.
- » Where traffic signs are not being adhered to, engineering structures must be used to ensure speeds are reduced.
- » Regular monitoring of road surface quality must be undertaken.