



Riverina Energy Storage System

Operation and Maintenance
Environmental, Health and Safety
Management Plan

PROPRIETARY AND CONFIDENTIAL

WELCOME

This guide provides you with the knowledge and understanding of Tesla’s Environmental, Health, and Safety (EHS) expectations whilst working at the Riverina Energy Storage System (RESS) and transitioning the world to a sustainable future.

INTRODUCTION

All workers, contractors, labour hire, visitors, and suppliers working at this location will abide by and align with Tesla and, where required, Edify’s environmental, health and safety (EHS) requirements throughout the lifetime of the Operation and Maintenance Contract.

This Environmental, Health, and Safety Management Plan (EHSMP) will be read in conjunction with other documentation, including but not limited to:

- Site Risk Register;
- Edify’s Health, Safety and Environmental Management Plan (EHSMP);
- Darlington Point Solar Farm (SSD: 8392) (Consolidated Consent); and
- Associated Sub-Plans.

This management plan will be reviewed following any LIFE actual or potential events or if there are substantial changes to the scope, risk profile or legislation. All relevant stakeholders will be advised of the changes and/or given a copy.

Where required, sections of this EHS Management Plan will refer to a corresponding condition of the Consolidated Consent SSD 8392 that details Tesla operational requirements.

Tesla’s EHS values are simple and absolute:

- Do the right thing.
- EHS is a shared responsibility, and it starts with me.
- EHS is a part of everything we do.

If you have questions, comments or concerns, reach out to your Tesla Responsible person.



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1 PRINCIPAL CONTRACTOR

PRINCIPAL CONTRACTOR

For the purposes of the Work, Health and Safety Laws, unless otherwise agreed by Tesla, the following is applicable:

- The company or entity listed as the Asset Operator in **Section 2 Project/Job Details** is the Principal Contractor for carrying out all works relating to the below scope work taking place during the project;
- The Principal Contractor is hereby authorised to have management or control of the workplaces necessary to discharge its duties as Principal Contractor. Additionally, the Principal Contractor is authorised to manage and control access to the Site and have regard to all relevant matters, including risks to health and safety arising from unauthorised access, the likelihood of unauthorised access occurring and to the extent that unauthorised access to the workplace cannot be prevented; and
- The Principal Contractor is responsible for implementing all requirements outlined in this EHS Management Plan.

2 PROJECT/JOB DETAILS

Project/Site Name	Riverina Energy Storage System (RESS)
Location	336 Donald Ross Dr, Darlington Point NSW 2706
Asset Developer	Edify
Asset Operator:	Tesla Motors Australia Pty Ltd
Asset Operator ABN:	68 142 889 816
Tesla Electrical Works Coordinator:	Dane Seymour
Business Address	Level 14, 15 Blue Street, North Sydney NSW 2060
Tesla Utility Operations and Maintenance Manager	Liam Pacini
HV Operating Authority:	Jesse Nugent
Tesla Site Authority:	Dean Connell
Tesla EHS Representative:	Scott Bruce

SITE DETAILS

Tesla operates a Battery Energy Storage Systems (BESS) owned by Edify (RESS 1, RESS 2 and DPRESS). All Sites together will be referred to as the Riverina Energy Storage System (The RESS). Tesla's operational area / Site boundary of the RESS is outlined within **Section 25** of this EHS Management Plan.

The RESS consists of the details of these are outlined as follows:

- The Sites are co-located with the Darlington Point Solar Farm and connect into the Darlington Point sub-station, operated by TransGrid. The Sites are divided into three Sections:
 - RESS 1: 60MW / 122.7MWh, involving 48 Megapack 2
 - RESS 2: 65MW / 130MWh, involving 52 Megapack 2
 - DPRESS: 25MW / 50MWh; involving 16 Megapack 2XL

The RESS is located on a rural property adjacent the Darlington Point Solar Farm with a total capacity of 150MW/300MWh, consisting of a total of 116 Tesla Megapacks.



STAGING OF THE DEVELOPMENT

Stage 1 consisted of the Darlington Point Solar Farm development and is owned by Darlington Point Solar Farm Pty Ltd, under the same Development Approval. Stage 1 is complete and operational. During the construction of Stage 1 of the Development, this battery facility area was directly impacted with native vegetation permanently removed and has now been built on with the BESS infrastructure.

Stage 2 comprised the construction of a battery energy storage system. The Riverina Energy Storage System relates to the scope of works within Lot 1 DP1249830 and Lot 2 DP1249830. Stage 2 was split into substages: 2a) Site Preparation, 2b)i) Mechanical and Electrical Installation, 2b)ii) Connections to the Transgrid Substation on Lot 2 DP628785, and 2b)iii) Connections to battery components. Management plans have been submitted and approved providing a framework for environmental management of the construction phases of the Riverina Energy Storage System.

Stage 2b(i) of the Project also involves a scope of works for the BESS Mechanical and Electrical Installation and connection switch bay construction at the Transgrid Darlington Point (TG DP Sub) on Lot 2 DP628785.

As this BESS stage of the Development is a separate project, to the extent the Solar Farm and BESS required different scope of works and construction contractors, and will be managed and operated by different parties, it has been determined a standalone OEMP (this document) is required for the BESS project.

This document applies exclusively to the Stage 3 the Operational phase.

Note the Transgrid owned and operated Substation on Lot 2 DP628785 is part of the National Electricity Network and is not covered by this document and is subject to Transgrid's policies and procedures as Network Service Provider.

This document should be read in conjunction with the Management Plans associated with Stage 2b(i), Stage 2b(ii) and Stage 2b(iii).

Any future upgrades or decommissioning of the development including ancillary infrastructure, will be subject to notification in writing to the Department, and will require revised plans to be submitted to the department.

SCOPE OF EHS MANAGEMENT PLAN

The scope of this plan is to provide an overview of the systems and processes that have been put in place for the safe operation, technical standards and the management of the RESS for the duration of the contracted service period. The facility will provide key system security services to maintain power system integrity and stability for the region of the Network, prevent certain load shedding events, provide supply during critical periods, and participate in ancillary services and wholesale electricity markets.

This management plan also serves as an outline of Tesla's commitment to ensuring that environmental impact from our operations is minimized, so far as is reasonably practicable, and that any waste that is generated from our operation is disposed of both promptly, and in accordance with relevant laws.

As noted above, the Operations and Maintenance period for RESS is 20 years from the commencement of commercial operations.

The Local Council will be notified when the project commences operations.

The scope of the operation and maintenance of the RESS and associated works include:

- Battery system (Megapack 2 and 2XL);
- Power Converter System (PCS);
- 0.48kV/33 kV Step-up transformer(s);
- 33 kV switchgear and ring main unit(s);
- Communication systems, including SCADA and Protection to AEMO;
- MV & LV Electrical Switchboards and protection;
- MV and LV cabling;
- 33 kV substation plant;
- Auxiliary electrical equipment such as distribution switchboards, circuit breakers and fuses, cables and wiring, DC systems and all other electrical equipment;



- HVAC/thermal management systems as required;
- Site preparation and establishment works;
- Electrical earthing;
- BESS bench, civil works, footings and foundations; and
- Lighting, fencing, security and miscellaneous electrical items.

This EHSMP has been prepared to describe how our operations and maintenance employees ensure the safe and reliable operation of RESS.

Tesla is committed to the safe and efficient operation of our system in compliance with all statutory legislation, which is demonstrated by the adherence to the elements described in this plan.

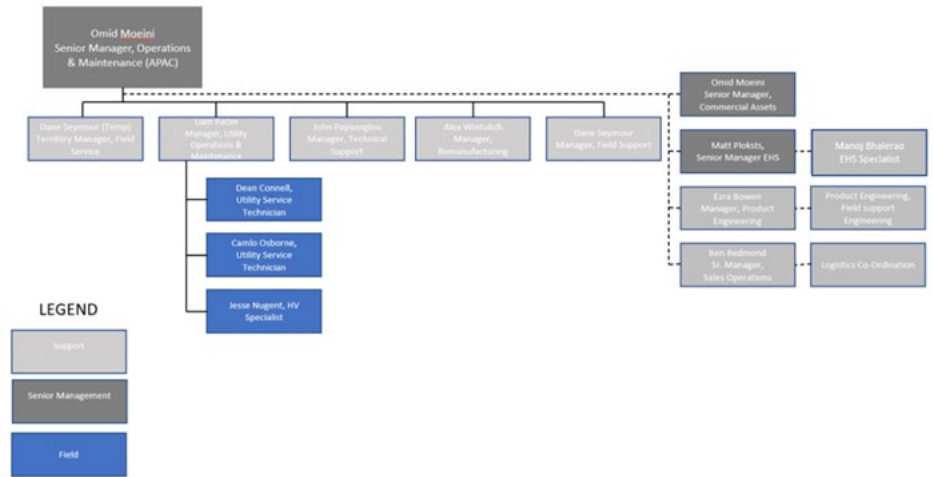
This EHSMP reflects our goal of achieving operation which can be confidently claimed as best practice for similar sized facilities and technology-based operations whilst achieving statutory requirements.

SITE LOCATION





SITE ORGANISATION CHART



GENERATION CAPACITY AND ASSETS

The capacity of the battery storage facility will not exceed a total of:

- Delivery capacity of 200 MW; or
- Storage capacity of 400 MWh.

Main components of RESS 200MW/400MWh:

RESS-1:

Power Conversion System (Megapack 2):

- Model Number:
- RESS-1: 48 Megapack Enclosures
- Each Megapack Houses 16/17 battery modules
- Operating voltages of 480VAC
- Operating voltages of approximately 1400VDC
- Includes local AC isolation point

MV reticulation, comprised of:

- 3x 33kV Ring Main Units comprising:
 - o 1x incomer bay comprising circuit breaker, isolator and earth switch
 - o 4x feeder bays comprising circuit breaker, isolator and earth switch
- 12x 33/0.48kV, 5.8MVA Step-up Transformers

RESS-2:

Power Conversion System (Megapack 2):

- Model Number:
- RESS-2: 52x Megapack Enclosures
- Each Megapack Houses 16/17 battery modules
- Operating voltages of 480VAC
- Operating voltages of 1400VDC
- Includes local AC isolation point

MV reticulation, comprised of:

- 2x 33kV Ring Main Units comprising:
 - o 1x incomer bay comprising circuit breaker, isolator and earth switch



- 4x feeder bays comprising circuit breaker, isolator and earth switch
- 1x 33kV Ring Main Unit comprising:
 - 1x incomer bay comprising circuit breaker, isolator and earth switch
 - 5x feeder bays comprising circuit breaker, isolator and earth switch
- 13x33/0.48kV, 5.8MVA Step-up Transformers

DPESS:

Power Conversion System (Megapack 2XL):

- Model Number:
- DPESS: 16x Megapack Enclosures
- Each Megapack houses 24 battery modules
- Operating voltages of 480VAC
- Operating voltages of 1400VDC
- Includes local AC isolation point

MV Reticulation, comprised of:

- 1x 33kV Ring Main Unit comprising:
 - 1x incomer bar comprising circuit breaker, isolator and earth switch
 - 8x feeder bays comprising circuit breaker, isolator and earth switch
- 8x 33/0.48kV, 5.8MVA Step-up Transformers

HV Transformers:

- 1x132kV/33kV Transformer

Auxiliary Services

Control Building:

- Metering Panel;
- Tesla Communication;
- Building Fire Detection System;
- Air conditioning units; and
- Security Alarm System.

Supporting Documentation

- *Consolidated Consent SSD 8392 – Battery Storage Restriction – Schedule 2, Condition 14*

3 O&M SCOPE OF SERVICES FOR THE FACILITY

O&M SCOPE OF SERVICES FOR THE FACILITY

The following details Tesla’s scope of works to be undertaken for the duration of the contracted operation and maintenance period.

MONITORING

Tesla will maintain a 24/7 monitoring service, checking the operational status of the RESS for any abnormal operation. Monitoring will be performed using monitoring software and systems and implement largely remote corrective actions where needed. Where remote intervention is not able to be performed, Tesla will arrange for maintenance personnel to perform testing and maintenance on equipment.

PREVENTATIVE INSPECTION AND MAINTENANCE

Preventative maintenance is defined as the visual and functional examination of the RESS (intrusive/non-intrusive) to check operational and performance capability and the performance of tasks aimed at preventing the possible future occurrence of errors, disruptions or reduction in performance. These include, but are not limited to, inspection, testing, measuring, comparing, cleaning of items of equipment and replacing of Consumables in accordance with manufacturer’s operations manuals.

Tesla will perform preventative maintenance to:



- Maintain correct operation in accordance with this Agreement, the Operation and Maintenance Manual and the Battery Supplier Warranty;
- Facilitate the RESS meeting the Availability Warranty and Energy Retention Warranty; and
- To comply with all Authorisation and necessary Legislative Requirements.

Preventative maintenance will be coordinated and scheduled in advance to minimise impact on availability and Critical Peak Periods.

Preventative Maintenance activities include but are not limited to:

- Annual maintenance of the Battery Systems as per the OEM recommendations:
 - o Torque checks within the System, calibration checks, visual inspection (rodents, etc.);
 - o Harness inspection or replacement in kind if damaged (protective sleeve failure, rodents, etc.);
 - o Enclosure integrity;
 - o Touch up paint and gasket inspection or replacement if damaged;
 - o Cabinet cleaning;
 - o Cabinet ventilation system inspection – radiator area cleaning;
 - o Coolant level check; and
 - o Battery and meter communications check;
- 10 yearly maintenance of the RESS including:
 - o BESS coolant refill;
 - o BESS fan replacement;
 - o BESS pump replacement; and
 - o BESS door gasket replacement;
- Preventative maintenance as recommended by the OEMs and as required to comply with the warranty requirements for BOP equipment including the transformers and switchgear;
- General groundskeeping at the Site including inspecting and maintaining vegetation, fences, gates roads, hardstand, visual amenities and lighting, ensuring water tanks are filled, emptying and septic system and maintaining other utilities;
- Quarterly visual inspection of the entire RESS for visible damage and defects or incorrect operation including:
 - o Check and maintain the electrical functionality of the RESS including all meters (including disturbance recorder power quality meters), inverters, transformers, switchgear, cabling and protective equipment such as switches, protections and relays;
 - o Functional check of the monitoring, control and security systems;
 - o General condition and cleanliness of all containers and building including checking for potential rodents ingress and the cleanliness of air filters;
 - o Checking the functionality of the security system, gates and conditions of fences;
 - o Check fire water levels;
 - o Check of vegetation encroaching on the bench;
 - o Visual inspections for oil leaks, spares and goods.
- Inspection of fire extinguishers and detection system as prescribed under the applicable laws;
- Statutory inspections as prescribed under applicable laws;
- Change/supplementing of Consumables;
- Calibration of any tools and meters as required;
- Requirements under the operational protocol agreed by the Network Operator;
- Comply with the Generator Performance Standards including generating and implementing a Generator Compliance Program and performing maintenance activities accordingly; and
- Providing reports on network events as reasonably requested by AEMO under the National Electricity Rules.

Supporting Documentation and Consolidated Consent Conditions

- *Consolidated Consent SSD 8392 – Operation of Plant and Equipment – Schedule 2, Condition 13*

CORRECTIVE MAINTENANCE

Tesla will perform all required corrective maintenance in relation to the RESS (but excluding the equipment covered by the Battery System Warranty) to:

- Maintain correct operation in accordance with this Agreement, the Operation and Maintenance Manual and the Battery Supplier Warranty;
- Facilitate the BESS meeting the Availability Warranty and Energy Retention Warranty; and
- To comply with all Authorisation and necessary Legislative Requirements.



Subject to any provisions of this Agreement which provide that any work will constitute Additional Services, the Services will include (without limitation):

- Physical inspection of any Components for which the monitoring system indicates abnormal performance;
- Assisting the Employer with any warranty claims (excluding claims under the Battery System Warranty) and managing the works by parties performed under warranty;
- The repair of any fault, Services Defect, breakdown, deficiency or failure of the BESS; and
- Provision of tools including calibrated tools, consumables and installation of Common Spares (including restocking of spares).

In respect of equipment covered by the Battery System Warranty, Tesla will co-ordinate with the Battery System Warrantor in respect of their obligations under the Battery System Warranty including in providing access to Site and coordinating maintenance activities.

VISUAL AMENITY

The visual impacts of the development will be managed such that any visual disturbance such as glare will be minimized. Tesla will also ensure that the visual appearance of all infrastructure including balance of plant, buildings and other permanent structures on site blends in as far as is reasonably practicable with the surrounding landscape and environment.

Ancillary infrastructure is to be maintained as per approved construction colouring and will not be changed.

All lighting installed as part of the development must be maintained throughout the Service Contract in accordance with agreed scope outlined in **Section 3**. Lighting has been installed ensuring external lighting is not to shine above the horizontal as per AS4282 2019, however any complaints raised, structural damage or lighting changes will trigger further inspection by Tesla.

Supporting Documentation and Consolidated Consent Conditions

- *Consolidated Consent SSD 8392 – Environmental Conditions – General – Schedule 3 – Visual: Condition 16(a) & 16(b)*
- *Consolidated Consent SSD 8392 – Environmental Conditions – General – Schedule 3 – Lighting: Condition 17(a) & 17(b)*

SPARE PARTS MANAGEMENT

Tesla will store spare parts in line with contractual arrangements. Tesla will maintain a system to track the usage of Common Spares, components and consumables replaced in RESS.

4 COMMUNICATION AND MEETINGS

SITE MEETINGS

Regular meetings will be undertaken to provide site updates. Meetings generally involve Edify representatives, Tesla project personnel, subcontractors and EHS team representatives. In addition to site updates, topics of the meetings will include EHS objectives and targets, events, achievements, risks and opportunities and any other relevant information.

Supporting Documentation

- [EHS Manual: Meetings](#)
- [Meeting Agenda](#)

DAILY PRE-TASK PLAN (PTP)/DAILY PRE-SHIFT MEETING

A pre-task plan meeting will be held each day before commencing work. The meeting will cover the day's work, risks, associated controls, and any simultaneous operations. The meeting facilitates open communication and ensures all parties are aware of the safety mitigation measures to be utilised that day.

Supporting Documentation

- [EHS Manual: Pre-Task Plans](#)
- [Pre-Task Plan](#)



- BESS Walk

TOOLBOX MEETINGS

Toolbox meetings will be held in accordance with contractual agreements or at the discretion of Tesla. Meetings will cover safety moments, risk assessment reviews, EHS alerts, and emergency procedures for the site. Toolbox meeting minutes will be archived for the duration of the project. Toolbox meetings can form part of other meetings, such as pre-starts.

Supporting Documentation

- [EHS Manual: Toolbox Meetings](#)
- [Toolbox Meeting Agenda](#)

EXTERNAL PARTIES

All external communications will be coordinated by the EHS leader, site authority or utility operations and maintenance manager (where applicable) with support from key staff where required.

All communications with external parties, including but not limited to workplace safety and environmental authorities, utilities, government bodies, local councils, and road authorities, will be in accordance with Tesla's confidentiality policy and as denoted by specific contractual agreements with customers and Edify.

All communications with local communities, including but not limited to: project developments, environmental performance, road closures and complaint resolution are to be completed by Edify in collaboration with Tesla.

COMPLAINT RESOLUTION

All receipt and response of complaints is to be conducted through and by Edify, with mitigation to be ensured in collaboration with Tesla.

A 'Complaints Register' will be available to the public, with notices sent directly to Edify's Asset Management department, who will respond accordingly to each registered notice. The register is available to the public [via the project website](#).

Complaints can be made by directing the complainant to the Edify website, at www.edifyenergy.com. Alternatively, there is the Edify phone number, which is 02 8790 4000. Alternatively, the complainant can email using hello@edifyenergy.com.

Supporting Documentation

- [EHS Manual: External Parties](#)

INDUSTRIAL RELATIONS

The management of industrial relations is the responsibility of each company operating at the site. It will be managed in accordance with each company's industrial agreement, including notification to Tesla regarding any industrial dispute associated with the project.

Supporting Documentation

- [EHS Manual: Industrial Relations](#)

3RD PARTY INTERACTIONS

Where practicable, Tesla and its contractors will liaise with Edify or person in control of the 3rd party works to ensure that any risks are identified and have appropriate controls are implemented to ensure the safety of all workers. Any risks identified will be included in the PWRA (pre-work risk assessment), communicated through pre-start meetings, and included within the risk register when relevant.

Supporting Documentation

- [EHS Manual: 3rd Party Interactions](#)



Along with shared Vision and Values, our EHS&S principles guide us every day. The most important principle is that we will not compromise EHS&S for production and profit. We know goal conflict exists, and we deal with it head-on. We ensure controls are in place and verified to keep our people and the environment safe.

The EHS&S Policy is available through Tesla Internal.

Supporting Documentation

- [EHS Manual: EHS Policy](#)

FOCUS ON LIFE

Focus on LIFE – project, people, the planet and property; at Tesla; we constantly seek new processes and approaches to improve our existing high standards. We developed our Focus on LIFE Program to foster a foundation of excellence in everything we do.

The LIFE program sets the expectations for all employees, visitors, subcontractors and third-party workers whilst working at Tesla sites. Tesla aims to ensure that everyone conducting work related to LIFE activities will comply with all required controls to keep themselves and others safe.

Tesla defines seven critical hazards in the safety portion of the LIFE Program.



Excavation and Trenching



Working at Heights



Crane-Hoisting and Lifting



Electrical Safety



Mobile Equipment



Control of Hazardous Energy



Confined Space

Supporting Documentation

- [EHS Manual: LIFE Program](#)
- [EHS Manual Critical Hazards](#)

6 ROLES AND RESPONSIBILITIES

ALL PERSONNEL

All personnel working at a Tesla facility or site must:

- Lead by example through ensuring their safety and the safety of others;
- Report all events as soon as practicable;
- Conduct all works in line with Tesla's EHS&S Policy and relevant legislative obligations; and
- Complete appropriate inductions and training relevant to their scope of work.

Specific responsibilities of each role are detailed below.

SENIOR LEADERS AND UTILITY OPERATION MAINTENANCE MANAGERS (TESLA EMPLOYEES)

Without limiting the role of the Utility Operations Maintenance Managers / Senior Leaders, they have responsibility for:

- Appropriate resourcing for all tasks;
- Fulfilling EHS regulatory obligations;
- Providing appropriate EHS training to employees before work commencing;



- Implementing Edify's contractual obligations;
- Discharging their responsibilities within this EHS management plan and associated documents;
- Review of high potential/LIFE events and participating in investigations;
- Upholding Tesla's policies and procedures; and
- Communication between 3rd parties and Edify.

SITE AUTHORITY (TESLA EMPLOYEE)

As outlined in **Section 2** Tesla is the site authority. The site authority may also be appointed and filled by the utility operations and maintenance manager, or another designated individual as defined by the project team. The responsibility defaults to the most senior on-site employee when the nominated site authority is absent.

For reference, the nominated site authority for RESS is [Dean Connell](#).

In conjunction with their responsibilities outlined within the EHSMP, the site authority has responsibility for:

- Appropriate resourcing for all tasks;
- Fulfilling EHS regulatory obligations;
- Maintaining environmental controls in place on-site;
- Ensuring adherence to the requirements described in the consolidated consent approvals provided to the site;
- Providing appropriate EHS training to employees before work commencing;
- Reporting and investigating all events; and
- Enforcing Tesla's policies and procedures to all site personnel.

WORKERS (INCLUDING CONTRACTORS, SUBCONTRACTORS & VISITORS)

Without limiting the role of workers, they are responsible for:

- Attending all EHS meetings and document reviews where required;
- Ensuring all EHS obligations relevant to them are understood and implemented;
- Participating where necessary in event investigations; and
- Wearing and maintaining appropriate PPE as required.

TESLA ENVIRONMENTAL HEALTH AND SAFETY DEPARTMENT

Without limiting the role of the EHS department, they are responsible for ensuring:

- The Tesla EHS management system is implemented to Tesla and regulatory standards;
- All staff are familiar with the requirements of the EHS management system;
- Participate in relevant EHS meetings;
- Monitoring contractor activities;
- A holistic review system is in place for EHS documentation; and
- Track EHS regulatory and company developments and inform management of changes that impact Tesla.

Supporting Documentation

- [EHS Manual: Roles and Responsibilities](#)
- Legislative Duties
- WHS Obligation Training

7 EMPLOYEE ENGAGEMENT

CONSULTATION

Tesla consults with employees and contractors throughout the lifecycle of the project. Engagement must occur during risk and hazard identification, EHS management plan implementation, and management change. Workers are also consulted when conducting operational learning following an event and the development of actions.

Consultation arrangements will be discussed with workers during project establishment meetings. Once agreed, the arrangements will be communicated through site-specific communications such as inductions. Contractors will have systems in place for their staff and contractors.

Supporting Documentation

- [EHS Manual: Consultation](#)



- EHS Consultation and Communication Policy
- Project Establishment Toolbox Meeting Agenda

HEALTH AND SAFETY REPRESENTATIVES & COMMITTEES

A worker or workgroup may request an election of a WHS representative to represent them on EHS matters or the formation of a health and safety committee. If a worker or workgroup requests, specific workgroups may be established to facilitate an election of a WHS representative. Where a Tesla employee is elected as a health and safety representative and/or a health and safety committee member, Tesla will ensure that the appropriate training is undertaken.

EHS ISSUE RESOLUTION

Where an employee encounters what they believe to be an environmental, health or safety hazard or is allocated work to perform that they consider an unsafe situation, they will immediately stop work and advise their manager. The task will not be carried out until the matter has been determined safe by all parties.

Supporting Documentation

- Opportunities for Improvement Reporting and Resolution Process

TAKE 5 – STOP WORK AUTHORITY

The purpose of the stop-work authority is to prevent events resulting in serious injury or fatality and, in doing so, to ensure a safe working environment.

The stop work authority applies to environmental, health and safety hazards encountered during all aspects of work. The stop work authority process involves a stop, notify, correct, and resume approach to resolve a perceived unsafe condition, act, error, omission or lack of understanding that could result in an undesirable event.

Supporting Documentation

- [EHS Manual: Stop Work Authority](#)
- Global Policy - TAKE 5 – Stop Work Authority

LEADERSHIP ENGAGEMENT AND ASSURANCE PROGRAM (LEAP)

The LEAP program has been developed to support Tesla's journey to EHS&S excellence; The program is designed to verify and validate our work process and identify improvements through meaningful conversations with our stakeholders. LEAP Engagements reinforce confidence that critical risks are being managed appropriately and opportunities to strengthen our safeguards are being identified.

All Tesla employees are encouraged to conduct regular leadership engagements with site personnel to assess the effectiveness of critical risk controls and strengthen on-site relationships. Leadership engagements will be documented internally, and any actions required from the engagement will be discussed with the affected party and implemented where necessary.

Supporting Documentation

- [EHS Manual: Leadership Engagement and Assurance Program](#)
- LEAP Form

TAKE CHARGE

The Take Charge program is Tesla's internal tool to enable action on environmental, health and safety improvement ideas. Tesla employees or external contractors can report submissions. This process supports the identification of potential hazards, risk scenarios, and improvement suggestions.

Supporting Documentation

- [EHS Manual: Take Charge](#)
- Take Charge Form

LEGISLATION

It must be noted that the specific work, health and safety requirements differ from country to country and from State to State. It is essential to comply with local acts, regulations, codes of practice, standards, and other applicable legislation. The Utility operations and maintenance manager must identify and record all applicable legislation relevant to the project using the legislative requirements procedure or SAI Global to assist.



EHS monitors changes to legislation & advises relevant personnel via emails, alerts & updates the Tesla EHS system as required. Where practical, all workers will have ready access to work health and safety legislation and regulations either through an electronic form or hard copy.

The applicable legislation is contained within the appendices of this document. Contact the Tesla utility operations and maintenance manager or EHS department for further legislation information.

Copies of legislation and Codes are available from the following locations:

- Australian Legislation - www.austlii.edu.au
- SafeWork Australia Codes of Practice - www.safeworkaustralia.gov.au
- Australian Standards - SAI Global

Supporting Documentation

- [EHS Manual: Legislation](#)
- Legislative Requirements
- Legislative Duties
- WHS Obligations Training

8 OBJECTIVES AND TARGETS

LEADING INDICATORS

Indicators	Target	Responsible
Inductions/Orientations (Site)	100% on first day	Site authority
PTP/Pre-start meetings	1 per day, 100% attendance	Site authority
Toolbox meetings	1 per month	Site authority
Risk register reviews	Annually	Site authority
Take charge	100% closed out	Site authority
EHS inspections	1 per month	Site authority
Senior leadership site visit	1 per quarter	Senior managers
LEAP Engagements	1 per week per onsite leader	Site authority/utility operations and maintenance manager
Audits (Tesla)	Annually	EHS/site authority
Audits (Contractors)	Annually	Contractors
Independent Environmental Audit	Within 3 months of commencing operations	Edify
Event reports	100% within timeframe allocated	Site authority
Event analysis	90% closed out within timeframe	Site authority
Corrective actions	100% within timeframe allocated	Site authority
PWRA completed for high-risk task	100%	Site authority
Pre-start inspections of plant	Daily, whenever the plant is used	Site authority
Plant site induction	Whenever new plant is brought to site	Site authority
Emergency response drills	6 Monthly	Site authority



LAGGING INDICATORS

Indicators	Target	Responsible
No. of Near Miss Events	100% Reported	Site authority/utility operations and Maintenance Manager
No. of First Aid Treatment Injuries	Nil	Site authority/utility operations and maintenance manager
No. of Medical Treatment Injuries	Nil	Site authority/utility operations and maintenance manager
No. of Lost Time Injuries	Nil	Site authority/utility operations and maintenance manager
No. of Environmental Events	Nil	Site authority/utility operations and maintenance manager
No. of OFIs for non-conformance	< 2 per month	Site authority/utility operations and maintenance manager

REPORTING

Tesla will provide the following information within three business days of the end of each month to Edify via the [Monthly EHS Report](#). Refer to Appendix – EHS Reporting Guidelines for further details.

The Monthly EHS Report will include:

- Event summary as per the *event category definitions and escalations matrix*;
- Lag Indicators;
- Lead Indicators;
- Hours worked; and
- Average Number of Workers on Site.

Supporting Documentation

- [EHS Manual: EHS Reporting](#)
- EHS Objectives, Targets & Data Reporting and Communications Procedure
- Contractor EHS Report Guidance
- Monthly EHS Report

9 TRAINING, INDUCTION AND SITE ACCESS

TRAINING

Utility operations and maintenance manager, contractors and subcontractors will ensure minimum training requirements are identified and provided to employees before works commencing. Training records will be maintained and managed by the workers' respective employers. The minimum training requirements for this location are listed in the appendices.

Utility operations and maintenance manager and contractors must ensure that personnel performing work has been trained, certified and/or licensed to do the work they were hired for. All contractors must have a training program that adheres to applicable regulations. Tesla is not responsible for providing contractors training, certification, or licensing and may ask for records for verification. Suitably qualified and experienced workers will supervise apprentices and trainees.

Supporting Documentation

- [EHS Manual: Training](#)
- Training Matrix
- Training Needs Analysis

INDUCTION

Utility operations and maintenance manager and contractors will ensure a location-specific induction is developed covering the relevant EHS hazards and site-specific rules. All employees, contractors, and subcontractors will complete the contractor orientation and site-specific induction/orientation with evidence of attendance.

Visitors will be given a visitors' induction and must always be accompanied by a fully inducted person. Induction records will be maintained on Site in accordance with the Tesla document Retention Policy.



Supporting Documentation

- [EHS Manual: General Tesla EHS Induction](#)
- [EHS Manual: Fixed Facility Inductions](#)
- [EHS Manual: Project/Site/Utility Operations Orientations](#)
- Induction Acknowledgement
- Visitor Induction Form
- Tesla Document Retention Policy

SITE ATTENDANCE

All employees, subcontractors and visitors must sign in and out of the site register. The sign-in/out register will be used to track site attendance and referred to during an emergency to account for all personnel.

PROTECTION OF PUBLIC INFRASTRUCTURE

Tesla will ensure that all public infrastructure within the site is protected throughout the Service Contract period. If any public infrastructure requires repair due to Tesla's activities at the Site, Tesla will in accordance with this EHS Management Plan and Edify's BMP, repair and pay in full the costs associated with any repairs. Similarly, if any public infrastructure requires relocation as a direct result of Tesla's operations at the Site, Tesla will relocate and pay in full the costs associated with any relocation works.

All personnel attending site (employees, subcontractors and employees) will be made aware of any public infrastructure located within the vicinity of the project during the Site-specific induction to ensure protection is maintained throughout the Service period. The Site-specific induction will be updated throughout the service period to ensure any changes made to surrounding public infrastructure is captured.

3RD PARTY ASSETS AND SUB-STATIONS

All personnel must complete the applicable asset owner/operator access training and relevant inductions and obtain appropriate permits before entering a 3rd party asset or sub-station, including Tesla-operated sub-stations.

10 DOCUMENT CONTROL AND REVIEW

EHS DOCUMENTED INFORMATION

Tesla Energy EHS maintains a document control process in accordance with the EHSMP and associated requirements. The EHS document control system incorporates global and local policies, procedures and associated documentation that is implemented on projects and used throughout the organization.

All policies, standards and procedures are available for all Tesla employees on the Internal Tesla EHS site and are controlled in the EHS document control system.

Supporting Documentation

- [EHS Manual: Document Control and Review](#)
- Global Policy – Document Control and Change Management
- Global Standard – Document Control and Change Management

RESS DOCUMENTATION

Tesla operates a combined electronic and hardcopy system for managing documents. All document masters are kept electronically either in Confluence or in a shared network driver (SharePoint) accessible to the relevant employees.

All policies, procedures, work instructions and other documents are provided to employees electronically via the Tesla Intranet, Confluence or the Partner Portal. Each document has a revision number and date and a revision history.

Documents are marked with "uncontrolled when printed" in the footer to ensure as printed documents age, employees are reminded to seek the most current version from the intranet, Confluence or the Partner Portal.



Operating procedures for assets are in the substation control room, RESS Site Office, Confluence and Partner Portal.

Documents such as risk registers, competency registers, subcontractor registers, incident reports and inspections are stored and maintained on the intranet and SharePoint by the relevant responsible person.

This EHSMP will be updated with the satisfaction of the Secretary of DPIE prior to carrying out any upgrades or decommissioning activities onsite. This plan will be internally reviewed (and where required, updated) annually. It will be provided to the Secretary for satisfaction within 1 month of an incident in accordance with Schedule 4 of the conditions of consent, in accordance with an audit under Condition 6 or 7 of Schedule 4, or as a result of any modification to the original consent. The overall responsibility for the updating of this plan in accordance with these conditions outlined above is Edify Energy as the owner of the consent.

Where the terms of Consent SSD 8392 are updated, the EHSMP will be updated in accordance with that Consent.

11 EVENT, HAZARD AND CRISIS MANAGEMENT

EVENT NOTIFICATION, REPORTING, AND ANALYSIS

Events include, but are not limited to:

- Near misses;
- Injuries or illness;
- Environmental releases;
- Property/equipment damage; and
- Vehicle accidents.

All LIFE Actual/LIFE Potential and regulatory events must be immediately reported to the Tesla responsible person and the principal contractor. Following consultation with Tesla, the relevant regulator will be notified where required.

The utility operations and maintenance manager or delegate will create a report in MyEHS and direct appropriate personnel to undertake investigations depending on the event category/type. It is the responsibility of the utility operations and maintenance manager/contractor to ensure the investigation is completed within the set timeframes and drive corrective actions to prevent recurrence. Documentation must be managed and available upon request by Tesla.

Events may be discussed during PTPs, Toolbox meetings or other communication methods where deemed relevant.

Supporting Documentation and Consolidated Consent References

- *Consolidated Consent SSD 8392 – Appendix 3 – Incident Notification and Reporting Requirements*

LIFE EVENTS

LIFE events are a Tesla category of events that are defined as any of the following types of work-related events involving employees, contractors, temporary workers, or visitors while conducting company business on Tesla property, travelling, or conducting company business off Tesla property that result in (actual) or could have resulted in (potential):

Loss of Reputation:

- An event causing national or global media coverage with reputational implications.

Injury/Illness:

- An event resulting in a fatality, an emergency response requiring life-sustaining support or permanent disability of an internal organ, body function, body part or acute exposure to chemicals.

Fire/Thermal Event/Property Damage:

- An event that results in a direct loss of more than \$300,000 (USD).



Environmental Impact:

- Events including, but not limited to, a shutdown of operations (e.g. chemical or water leak), events requiring public notification, spills requiring third-party clean-up/public agency response or any release due to equipment malfunction with a potential increase of emission of a regulated pollutant.

EVENT CATEGORY DEFINITIONS AND ESCALATIONS MATRIX

Type	Category 1 (Low)	Category 2 (Moderate)	Category 3 (LIFE)
Injury / Illnesses	<ul style="list-style-type: none"> • Minor short-term injury or event to a single person, including a first aid; • 1st degree burns; • Heat exhaustion or cold stress not requiring medical treatment; and • Personnel exposure over Occupational Exposure Limits (OEL) w/o PPE. 	<ul style="list-style-type: none"> • Recordable injuries and lost-time injuries; • Lacerations requiring wound closure; • Fractures and dislocations • 2nd degree burns; • Injury to the eye requiring physician services; • Heat exhaustion or hypothermia requiring medical treatment; and • Personnel exposure at or above IDLH levels w/o PPE. 	<ul style="list-style-type: none"> • Fatalities; • Amputation; • Spinal cord injuries; • 3rd degree burns; • Exposures resulting in permanent disabilities; and • Heat stroke or hypothermia resulting in permanent disability.
Property Damage / Fire	<ul style="list-style-type: none"> • <\$150,000 (USD) 	<ul style="list-style-type: none"> • <\$150,000 - \$1,000,000 (USD) 	<ul style="list-style-type: none"> • >\$1,000,000 • Shutdown of Tesla operations for extended period
Environmental Spill	<p>Spill of material that:</p> <ul style="list-style-type: none"> • Is contained within a building or concrete structure; and • Is cleaned up by Tesla employees with spill response materials in the work area. 	<p>Spill of material that:</p> <ul style="list-style-type: none"> • Does not migrate off site; or • Requires a response where materials and equipment are brought from other areas of the Site. 	<p>Spill of material that results in:</p> <ul style="list-style-type: none"> • Off-site migration of spill that results in environmental harm; or • Shut down of Tesla operations for extended periods of time.
Environmental Release to Air	<ul style="list-style-type: none"> • Spill of volatile materials more than 10 gallons / 50 litres; or • Any loss of > 10 pounds / 5kg of refrigerant to atmosphere; or • Unusual visible emissions from equipment. 	<ul style="list-style-type: none"> • Equipment/facility malfunction with potential increase of emission of a regulated pollutant resulting in temporary permit exceedance; or • Loss of > 50 pounds / 20 kilograms to atmosphere; or • Visible emissions that go over a property line. 	<ul style="list-style-type: none"> • Caused shut down of Tesla operations for extended period.
Environmental Deviation	<ul style="list-style-type: none"> • Deviation from an internal environmental policy or procedure. 	<ul style="list-style-type: none"> • Temporary or short-term deviation from an applicable regulation or permit limit. 	<ul style="list-style-type: none"> • Caused shut down of Tesla operations for an extended period.

EVENT REPORTING AND ANALYSIS REQUIREMENTS

The following table will be used to identify the severity, the reporting and analysis requirements for each event. Where required event analysis will be led by trained persons.



Event Severity	Notification Timeframe	Preliminary Report	Analysis Report Timeframe	Report/Analysis Type	Analysis Led By
Severity 1	Within 8 hrs	Before the end of shift	72 hrs	Safeguard Analysis	Site authority
Severity 2	Immediately	Before end of shift	3 – 5 days or as agreed	Safeguard Analysis/Root Cause Analysis – As directed	Site authority/EHS
Severity 3	Immediately	Before end of shift	As agreed	Root Cause Analysis/Operational Learning/Enact Crisis Management Plan	EHS

Supporting Documentation

- [EHS Manual: Event Notification, Reporting, and Analysis](#)
- Global Policy - Incident Management and Recordkeeping
- Global Standard - Incident Reporting, Analysis, and Notification
- Global Procedure – Reporting Incidents
- Global Procedure – Corrective Action Management
- Opportunity for Improvement, Reporting and Resolution Process
- Global Aid - Definitions of Medical Treatment, First Aid and Recordable Injuries or Illnesses
- Appendix - Incident Category Definitions and Escalations Matrix

EDIFY EVENT NOTIFICATION REQUIREMENTS

Employees and contractors must report all events, including near misses, immediately to their manager/supervisor, who will inform the Tesla utility operations and maintenance manager, who will inform Edify immediately upon becoming aware.

PLANNING SECRETARY INCIDENT NOTIFICATION REQUIREMENTS

Edify, in conjunction with Tesla, is to inform the Planning Secretary utilising the Major Projects website immediately following an event or non-compliance as per Condition 4, Schedule 4, Consent SSD 8392. This written notification is to include:

- Development and application number;
- Details of the incident including the date, time, location, description and event classification;
- Event detection method;
- Event awareness timelines;
- Actual or potential non-compliance with conditions of consent;
- Immediate steps taken;
- Further actions; and
- Project contact.

Edify, in conjunction with Tesla, is to provide the Planning Secretary with a report regarding the event within thirty (30) days of an incident as per Condition 4, Schedule 4, Consent SSD 8392. This written report is to include:

- Event summary;
- Event investigation outcomes;
- Details of corrective and preventative actions that have been or will be taken; and
- Details of communications provided to stakeholders regarding the event.

NON-COMPLIANCE NOTIFICATION

The planning secretary must be notified in the event of any non-compliance. Tesla Site Authority will immediately notify Edify Energy Project HSEQ Manager upon becoming aware of the non-compliance. Edify Energy will then be responsible for notifying the planning secretary in writing, via the major project’s website, within seven (7) days of becoming aware of the non-compliance. Tesla will maintain a record of this within its internal incident reporting platform, MyEHS, which the Tesla Site Authority will enter. The non-compliance notification must include, at a minimum:

- The name of the development;
- The application number;



- A description of the condition that the non-compliance relates to;
- The way in which the non-compliance occurred;
- The reasons for the non-compliance;
- And what actions have been taken, or will be taken, to address the non-compliance to prevent recurrence.

This information around non-compliance reporting will be developed as a joint activity between Tesla and Edify Energy, with Edify to lodge this within the major projects website in accordance with the previously mentioned time frames listed above.

NOTIFIABLE EVENTS – REPORTING OF ELECTRICAL INCIDENTS

Any event that involves electrical shock or electrical burns caused by the operation or condition of electricity infrastructure or an electrical installation must be reported to SafeWork NSW.

Specifically:

- In the case of a death resulting from the incident – immediately by telephone;
- In the case of injury requiring medical assistance resulting from the incident – within 1 working day of the incident; and
- In any other case – within 10 working days of the incident.

NOTIFIABLE EVENTS

- The Principal Contractor (Tesla) must notify relevant staff of a notifiable event as defined by legislation, which includes, but is not limited to;
 - The death of a person;
 - A serious injury or illness of a person;
 - A dangerous event; or
 - An event that has caused or is likely to cause environmental harm.
- In the event of a notifiable event, the event location must not be disturbed until a directive to continue works has been issued via the regulator or Tesla working in conjunction with the regulator. However, this does not preclude actions taken to prevent further injury, rescue an injured person and/or prevent the escalation of an emergency, e.g. extinguish a fire, isolate equipment etc.

Notifiable events will be reported to the relevant regulatory body by Edify in consultation with the Tesla Utility Operations Maintenance Manager or Delegate and the EHS department. A PDF copy of the Notifiable Event will also be supplied to the principal within contractual requirements.

Supporting Documentation

- [EHS Manual: WHS Regulatory Notifiable Events](#)
- External Reporting of Events

12 EMERGENCY PREPAREDNESS AND RESPONSE

EMERGENCY PREPAREDNESS

The utility operations and maintenance manager, contractors and subcontractors will conduct a risk assessment of the types of emergencies associated with their scope of work and develop an emergency action plan capturing the types of emergencies identified within the risk assessment. Consideration will be given to how the emergency action plan interacts with 3rd parties or asset owners if working on an operational or otherwise occupied site. (e.g. conducting work within a live sub-station). Further emergency response protocols specific to Tesla products are included on Tesla's external first responder page. <https://www.tesla.com/firstresponders>

Supporting Documentation

- [EHS Manual: Emergency Preparedness and Response](#)
- EHS and Emergency Needs Assessment
- Emergency Action Plan
- Emergency Action Summary
- Emergency Action Plan Review Sheet

CRISIS MANAGEMENT

A crisis is defined as an individual event of significant importance. Examples include:



- LIFE Actual or Potential Event: cases involving a fatality, permanent disability, disfigurement, or life-altering injury or illnesses; or
- Severe damage to assets (> USD 100K, LIFE Potential) Significant impact to operations, infrastructure, environment, or community.

In addition to the above, an emergency that the crisis coordinator has assessed as being “Serious” also triggers the activation of the crisis management team. Emergencies that will be discussed and evaluated for possible escalation are:

- Medical Treatment Injury involving a serious injury;
- A significant incident where regulator prosecution is likely;
- Negative, local media attention following an incident; and
- Environmental contamination, requiring a hazardous waste clean-up and disposal.

Where an event is identified as a severity three (see classification on Page 18) as described in the event category definitions and escalations matrix, or where the nature of the emergency warrants it, the crisis coordinator or EHS will initiate the crisis management plan.

Supporting Documentation

- [EHS Manual: Crisis Management](#)
- Crisis Management Plan

FIRST AID

An appropriate number of qualified first aiders (Ratio of 1 First Aider to every 10 Workers) and appropriately stocked first aid kit commensurate with the risk assessment must be on site whenever work is undertaken. First aid kits must also be inspected at least annually to ensure appropriate stock of materials. The addition of an on-site Automated External Defibrillator (AED) will be considered where the location of the nearest AED is unknown. All workers will be made aware of both the contact details of first aiders, locations of first aid kits and AEDs during the site induction. This information is contained in a slide in the induction PowerPoint presentation and is also located in the site office on a sign located on the wall.

The site authority is responsible for accompanying an injured person if they require medical treatment. Alternatively, if the site authority is unable to accompany the injured person to the hospital or medical centre for treatment, they are also able to appoint a competent person to do so.

Supporting Documentation

- [EHS Manual: First Aid](#)
- EHS & Emergency Needs Assessment Form
- First Aid Kit Checklist

TESLA INJURY MANAGEMENT

All contractors must maintain suitable and sufficient workers’ compensation insurance and comply with all appropriate legislative requirements.

Contractors must ensure that injured or ill employees with medical restrictions are supported in a safe return to their original job, where possible. This must include early intervention and return to work programs, such as:

- Real-time management of incidents to care for those people involved or affected;
- Providing employees with quality medical care;
- Communication between the contractor supervisor, employees and medical professionals regarding return-to-work expectations, including a phased return to work plans; and
- Job modifications where possible to accommodate injured employees or identify job alternatives, whether permanent or temporary.

Supporting Documentation

- [EHS Manual: Tesla Injury Management](#)
- [EHS Manual: Rehabilitation and Return to Work](#)
- Return to Work Procedure
- Return to Work Plan



- Injury Pack

FIRE RISK

All staff must ensure the site reduces the risk of fire initiated on-site and by impacts from an off-site fire so far as is reasonably practicable.. Tesla will maintain the fire protection systems at the Site, which includes the 20kL tank water supply with an associated 65mm Storz fitting. This tank is located directly adjacent to the internal access road gate (southern entry) and it is identified in the site map (reference 25 of this document).

The site authority and contractors will ensure sufficient types and sizes of fire extinguishers for the potential risks applicable to the works and are to be located on-site and inspected within the previous six (6) months. All site workers will be instructed on the basic inspection, safe use and operation of all fire extinguishers during the Site Induction. Inspection and maintenance records for fire extinguishers must also be documented and kept for the project’s duration.

On days of EXTREME fire danger (as determined by the regional weather forecast), no hot works will be permitted. On days of CATASTROPHIC fire danger, no maintenance works will be carried out onsite unless critical to the safe operation of the BESS.

Consideration will also be given to brief local fire brigades on works being conducted at the site, including potential emergencies. Tesla and Edify Energy are committed to providing help to local RFS responders as much as reasonably practicable in the event of a fire in the vicinity of the site.

FIRE SAFETY STUDY

In line with the conditions of consent, Tesla is required to develop and implement a Fire Safety Study that has been reviewed and approved by FRNSW and the Local RFS. This Fire Safety Study (FSS) has been reviewed and approved by relevant parties prior to the development of this management plan. Part of the FSS submission is the development of an emergency management plan (EMP) for the project that transitions to the operations and maintenance phase. Again, this emergency management plan has been developed and implemented for the project and this has been approved by FRNSW stakeholders.

The EMP for the site has been developed in accordance with the NSW Department of Planning Hazardous Industry Planning Advisory Paper (HIPAP) No. 1 - Emergency Planning. Further, the site has been equipped with an Emergency Services Information Package (ESIP) and this has also been approved by FRNSW stakeholders.

The EMP and ESIP contain information on site access, APZ’s, locations of hazards, emergency contact details (including outside-of-hours) and process to follow in case of an emergency at the site.

The ESIP has been printed/laminated, and is stored within an emergency services container at the site.

FIRE SAFETY MEASURES

The approved FSS concluded that the risk of fire or explosion event within the site impacting beyond the boundary is controlled and mitigated adequately considering the product specific and project specific risk mitigation measures.

As outlined in the FSS, there were several Project and Product Fire Safety Requirements that Tesla must implement to ensure on-going fire safety on Site. Many of these are product-level controls that have already been implemented as part of the assembly of the product and several will require on-going maintenance at the Site (ie Dangerous Goods Storage, weed management etc).

These requirements are addressed throughout this EHS Management Plan:

Summary of Project and Product Fire Safety Requirements		
No.	Requirement	Product or Project
R1	Megapack units will have over-pressure vents as described in the Fisher Engineering Report, 2035-03R22035-04R, Page 11.	Product



Summary of Project and Product Fire Safety Requirements		
R2	Megapack units will have a sparker system to prevent the build-up of combustible gases as described in the Fisher Engineering Report, 2035-03R22035-04R, Page 11.	Product
R3	Megapack units will have a battery management system with the protection, controls and monitoring as described in the Fisher Engineering Report, 2035-03R22035-04R, Page 10.	Product
R4	Megapack units will have an active thermal management system comprising of liquid cooling system installed within each enclosure providing thermal management to internal components to limit heat diffusion as described in the Fisher Engineering Report, 2035-03R22035-04R, Page 6 - 7.	Product
R5	Megapack units will be tested and listed to UL 1973	Product
R6	Megapack units will have system shutdown/disconnect with multiple levels of passive and active electrical protections, including battery module overcurrent protection via fusible links on the DC side of the modules, inverter DC and AC protections, and ground fault detection as described in the Fisher Engineering Report, 2035-03R22035-04R, Page 11.	Product
R7	Megapack units will have passive circuit protection and design with fused disconnects and DC disconnect switches, in addition to ground fault detection/interruption and over voltage protection as described in the Fisher Engineering Report, 2035-03R22035-04R, Page 10 - 11.	Product
R8	The battery cells incorporated into the Megapack units will be tested and certified to UL 1642 standard for lithium batteries	Product
R9	If the Megapack BESS units operate out of normal voltage parameters, the BMS will trigger fault and alarm monitoring indicators and initiate the protection system to disconnect as described in the Fisher Engineering Report, 2035-03R22035-04R, Page 10.	Product
R10	Inverter modules will be equipped with both DC protection via high-speed fusing for passive or active isolation or battery module, as well as dedicated AC contactor and AC fuses will an abnormal electrical event occur at the inverter modules on the AC side of the circuit as described in the Fisher Engineering Report, 2035-03R22035-04R, Page 10 - 11.	Product
R11	Megapack units will be tested and listed to UL 9540	Product
R12	Megapack data will be accessible remotely via the 24/7 Tesla Network Operations Centre	Product
R13	Megapacks will be installed in accordance with their listing and the Tesla Megapack 2/XL Design and Installation Manual, and achieve the minimum recommended separation.	Project
R14	Tesla have undertaken additional internal destructive fire testing, beyond that required by the UL 9540A test and fire modelling, to help understand the risk of fire propagation to adjacent BESS units. The additional testing and fire modelling concluded that, in the unlikely event of a fire, it would not propagate from one Megapack unit to an adjacent unit installed at minimum clearances as per the Tesla Megapack 2/XL Design and Installation Manual.	Project
R15	Vegetation buffer zones will be included, with a minimum of 10 m clearance between the Megapacks and the fence line. The entire fenced area will be gravel and void of vegetation. This will allow for access by the NSW RFS fire tender in accordance with the NSW RFS request.	Project



Summary of Project and Product Fire Safety Requirements		
R16	All vegetation will be cleared and the clearance maintained in accordance with the 10m Asset Protection Zone (APZ) that has been reviewed and approved by FRNSW. This is in accordance with NSW RFS Planning for Bushfire Planning 2019.	Project
R17	Aspirated Smoke Detection and the local fire indicator panel will be installed within the control building in accordance with AS 1670 and the manufacturers recommendations. All baseline data, drawings and block plans must be included in the system documentation	Project
R18	A 20 kL dedicated fire water tank will be installed with 65 mm storz connections as requested by the NSW RFS.	Project
R19	The installation will achieve compliance with all relevant Australian Standards listed in this FSS, such as AS 3000 series and AS 2067	Project
R20	All water runoff, including any fire water runoff, will be drained and captured by the site evaporation pond. The water will then be evacuated from the site by an approved waste removalist and disposed of at an approved waste facility.	Project
R21	The storage and handling of all chemical, fuels and oils on the BESS yard will comply with the relevant Australian Standards for that substance, and in accordance with NSW EPA's Storing and Handling of Liquids: Environmental Protection – Participants Handbook were taken for hazardous liquids.	Project
R22	The site will be fully fenced, locked with access control and have signage to deter unauthorised access. Megapacks will be enclosed and locked. CCTV cameras will be installed across the site for remote monitoring.	Project
R23	Local roads will be repaired after any issue is identified from a dilapidation survey because of major upgrades or decommissioning works. Upgrades/repairs will be conducted by external specialist.	Project
R24	All Megapack transformers will use FR3 Type k dielectric fluids	Project
R25	All Megapack transformers will have the Enhanced Protection, as described in AS 2067 (FM approval is not required)	Project
R26	All substations and high voltage installations, including all transformers, will comply to the requirements of AS 2067	Project
R27	Vehicles within the project fenced area will adhered to site speed limits, and bollards will be installed where vehicle collision is identified as a risk to infrastructure, equipment and hazards	Project
R28	All occupiable buildings will comply with the NCC, including the control building	Project
R29	Ensure all administration controls such as safe work practices, procedures, processes, hot work permits, lockout / tag out requirements, are in place before operations commence. The site procedures and operation and maintenance manuals will promote good housekeeping and industry good practice preventative maintenance	Project
R30	Hazardous/contaminated materials in storage, or the build-up of combustible waste materials onsite will be eliminated, (where possible) or minimised.	Project
R31	All components that are required under an Australian Standard or by the equipment manufacturer will be correctly earthed	Project



Summary of Project and Product Fire Safety Requirements		
R32	An operations emergency plan, including a fire management plan will be developed prior to commissioning of the plant. It will be developed in consultation with the RFS MIA Fire Control Centre and FRNSW and in accordance with the FSS and this EHSMP and include the information in Section 5.3.	Project
R33	The emergency services information package in accordance with NSW FR Fire Safety Guideline – Emergency services information package and tactical fire plans, have been developed prior to the commencement of operations.	Project
R34	The control building will be fitted with fire extinguishers, in accordance with AS 2444. 5.0 kg CO2 extinguishers will be located near significant switchboards within the Control Building and 4.5kg dry chemical powder extinguishers will be located at all exits	Project
R35	The control building will be fitted with the required emergency exit signage in accordance with the NCC	Project
R36	Hazardous or dangerous chemicals or materials will not be stored in the storage containers located to the west of the control room	Project

Supporting Documentation and Consolidated Consent References

- Consolidated Consent SSD 8392 – Schedule 3 – HAZARDS – Operating Conditions – 23-24
- [EHS Manual: Fire Risk](#)
- Tesla Darlington Point Fire Safety Study – (Document: MWS00142-000-FR-RPT-0001)
- Megapack 1, Megapack 2, Megapack 2XL Testing Report (Document: P21-011AU-FTSR-10)

13 AUDITS AND INSPECTIONS

AUDITS

The Tesla site authority and utility operations and maintenance manager will implement and maintain the audit schedule outlined in the leading indicators table. Audits will be used to verify compliance with the Tesla EHS system and management plan. Audit reports will be completed and promptly issued to the relevant parties, including any required actions.

Supporting Documentation

- [EHS Manual: Audits](#)
- EHS Workplace Inspections, Internal and External Audits
- EHS Management Plan Audit Tool Template
- EHS Audit Schedule
- Project Corrective Action Register

EHS WORKPLACE INSPECTIONS

The site authority, in consultation with the utility operations and maintenance manager will ensure EHS inspections are undertaken and documented in accordance with Edify's requirements and the leading indicators table. EHS inspections will be used to identify and correct hazardous conditions. Wherever possible, another competent person will be requested to participate in the inspection as a "second person". For absolute clarity to the reader, these inspections are to be carried out monthly and are audited as part of the annual EHSMP audit process.

This monthly inspection will also include the identification of stormwater flow issues, spills of any pollutants or contaminants, visually inspect the pond to ensure water quality is being maintained, inspect all oil containing structures on the site for leaks and order immediate repairs. .

Any raw materials or waste products at the site that could cause environmental impacts will be held on secondary containment or in a protected shelter for storage. These will only be held for as long as is absolutely necessary while arrangements are made to dispose of these materials at the appropriate waste facility, which the Tesla Site Authority will facilitate.



These areas will also be inspected once per month to ensure no impacts are occurring. These inspections will also occur following any event which may cause or have caused environmental damage (such as significant rain or weather events). A record of these inspections, and any repairs will be created and stored on the Tesla EHS document storage systems.

Identified actions will be tracked through MyEHS (Tesla online incident management platform) with findings discussed with the site Authority and during relevant meetings.

ENVIRONMENTAL MONITORING

As part of the monthly environment, health and safety (EHS) inspection, the following aspects will be reviewed for adherence at the RESS site. While some of these are specific to RESS, others are standard across all Tesla projects:

Aspect or location	Concern	Satisfactory Outcome
Detention Basin Visual Inspection only	Water detention basin has not been compromised, water run-off is contained to the facility and allowed to evaporate without contaminating nearby streams, waterways or roads	No loss of containment to the detention basin. No visually clear contamination of the area.
Onsite vegetation Visual site inspection	There shall be no growing weeds or vegetation within the site, and the Asset Protection Zone must remain clear as a critical safety measure	Blue Metal base remains free of vegetation/weeds. Fire risk in APZ is mitigated
Megapack Fan Duty Telemetry review	Megapack fan duty may be operating incorrectly or fan cycles may not reflect the original documentation provided as part of the assessment	Telemetry supports the ongoing maximum fan duty, particularly during the night-time hours, so that environmental noise impacts do not change
Weeping Myall Open Woodland Visual Inspection	The site may have an impact upon Weeping Myall open woodland area (primarily between the site and DP Substation)	The Weeping Myall (single mature tree and regrowth area) have not been impacted during the past month by vehicles, plant and/or equipment.
Plains Grass Visual inspection	The site may have an impact upon Plains Grass grassland that surrounds the area	Site boundary and vehicle access road is not having an impact on surrounding Plains Grass grassland and vegetation remains free from impact because of the BESS operation.
Site Boundary – Water Pollution – Site inspection	The site may create a water pollution event from discharge or other failure onsite	A visual boundary inspection will identify no discharge or other products have contaminated adjacent water courses.
Dust minimization	There may be works onsite that create excessive levels of dust and this could impact upon neighbouring properties	Inspection of the site to review sources of dust and ensure they remain mitigated. Dust suppression measures are implemented prior to any dust creation activities, such as excavation.
Rehabilitation of disturbed areas	All areas not required for BESS construction have been rehabilitated and there is a risk that site operations may compromise this	Inspect the site boundary and identify any species that appear to have been directly impacted by site operations, such as vehicle collision or excessive pedestrian impact.



Slender Darling Pea Visual Inspection	The site may have an impact upon Slender Darling Pea	Site boundary and vehicle access road is not having an impact on surrounding Slender Darling Pea.
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Should any of the above inspection criteria result in anything other than the designated satisfactory outcome, Tesla will notify Edify and an investigation will be carried out using subject matter experts for that issue. A report will be completed and made available to DPIE should that be required.

INDEPENDENT ENVIRONMENTAL AUDIT

Tesla, in consultation with Edify Energy, is committed to ensuring an Independent Environmental Audit is conducted within three (3) months of the commencement of operations of RESS. This is as per Condition 7, Schedule 4 of the consolidated consent conditions.

Further, an annual Independent Environmental Audit will be completed every two (2) years thereafter. A timeframe of every two (2) years is deemed appropriate as once RESS is in an operation and maintenance capacity, there is little change to the external environment and the BESS system has minimal environmental impact during this phase. However, the planning secretary may vary the schedule to conduct subsequent independent environmental audits in accordance with this section by giving Edify Energy at least four (4) weeks’ notice by which a subsequent audit must be completed, and stakeholders commit to complying with this.

Edify, in consultation with Tesla, is committed to ensuring that each independent environmental audit will be submitted to the planning secretary within 2-months of undertaking the independent audit site inspection.

Each independent environmental audit must be responded to by those responsible for the actions in the report. Furthermore, any audit conducted, as well as response to said audit, will be made available within 60 days of submission to the planning secretary and this will be done via the major projects portal. Edify is committed to making the report available on the Edify project website and this is publicly available. This website is www.edifyenergy.com. Edify internal staff are the persons responsible for keeping this website up to date. The phone number is 02 8790 4000.

Any auditor proposed for an independent environmental audit must be agreed to, in writing, by the Planning Secretary prior to the commencement of said audit.

Supporting Documentation

- [EHS Manual: Inspections](#)
- Global Standard – Workplace Inspections
- EHS Workplace Inspections, Internal and External Audits
- EHS Workplace Inspections Template
- Project Corrective Action Register
- Global Procedure – Corrective Action Management

14 CONTINUOUS IMPROVEMENT

MANAGEMENT REVIEW

Tesla conducts EHS meetings with the senior leadership team at a minimum annually and reviews the following items:

- Status of any action items;
- Objective & Targets;
- EHS Performance Review;
- Global EHS Projects;
- Certification & Accreditation Updates;
- EHS Management System Changes (as required);
- Legislative Information/Changes;
- Risk Reduction Plans; and
- Adequacy of resources.



The output of the management review includes a list of follow-up actions to continuously improve the environmental, health and safety management system and achieve the intended outcomes. Tesla retains documented information of the management review, including the attendance list.

Senior leadership will participate in EHS activities during site visits as defined by the project team.

Supporting Documentation

- [EHS Manual: Management Review](#)
- EHS Management Meeting Agenda
- EHS Reports
- EHS Objectives, Targets, EHS Data Reporting and Communications Procedure
- Leadership Engagement Form

CHANGE MANAGEMENT

Tesla and its contractors will ensure that changes do not give rise to unacceptable or unforeseen EHS risks. The management of change process will aim to ensure that changes and risks are identified, all stakeholders are consulted and informed of changes, and unnecessary changes are reduced. Additionally, all legislative, statutory and Edify's requirements have been satisfied.

Changes will be documented within, but not limited to, the project risk register, risk assessments, pre-task plans or meeting minutes.

Supporting Documentation

- [EHS Manual: Management of Change](#)

ADDRESSING NON-CONFORMANCES

The utility operations and maintenance manager, site authority, workers and contractors have the authority to stop unsafe practices and block or quarantine any defective or non-conforming products, materials, plant, or equipment from entering the location.

The opportunities for improvement reporting and action process will be used to structure the reporting, documentation, and actions for any identified opportunity for improvement. Take Charges can also be submitted for any improvements identified.

Supporting Documentation

- [EHS Manual: Opportunities for Improvement](#)
- Opportunity for Improvement Form
- Opportunities for Improvement Reporting and Action Process
- Global Procedure – Corrective Action Management
- Action Registers

ACTIONS

Once an issue is raised or submitted, the utility operations and maintenance manager, site authority or contractor will identify and implement appropriate actions to address the identified problem, ensuring the actions are tracked in MyEHS assigned to the appropriate personnel.

Supporting Documentation

- [EHS Manual: Corrective Actions](#)
- Opportunities for Improvement Reporting and Action Process
- Global Procedure – Corrective Action Management
- Project Corrective Action Register

HAZARD IDENTIFICATION, RISK ASSESSMENT, AND CONTROL (HIRAC)

Tesla and its contractors will ensure all EHS risks associated with the scope of works are managed, with the aim of eliminating or controlling each risk so far as is reasonably practicable in accordance with the hierarchy of controls and any legislative requirements. Risk management will be conducted in accordance with the Tesla hazard identification, risk assessment, and control (HIRAC) procedure.

15 RISK MANAGEMENT



The HIRAC procedure aims to provide a framework for Tesla and its contractors to identify, assess, control and monitor all relevant risks and its operations regarding energy projects and installations.

The utility operations and maintenance manager, site authority and contractor(s) will review project risks periodically, with risks and controls added or removed as necessary throughout the project lifecycle.

HIRAC is only to be undertaken by trained personnel, so the risk register must be developed by HIRAC-trained personnel. A record of HIRAC-trained personnel must be maintained.

Supporting Documentation

- [EHS Manual: Hazard Identification, Risk Assessment and Control](#)
- Hazard Identification, Risk Assessment, and Control (HIRAC) Procedure
- HIRAC Training
- [EHS Training Overview](#)

RISK REGISTER

The utility operations and maintenance manager, site authority and contractor(s) will ensure that a risk register is developed, outlining EHS risks associated with their scope of work and documents the agreed controls to eliminate or reduce these risks, so far as is reasonably practicable.

The risk register will detail a description of the operations or task, the aspect of the hazard relating to the risk, the impact, control methods currently in place, regulatory compliance requirements and overall risk ranking.

Risk registers must be reviewed periodically, with activities, risks, and controls added or removed as necessary. It will also be made readily available to all site personnel, including contractors and changes to key risks/works will be communicated through toolbox meetings and/or pre-start meetings.

Supporting Documentation

- [EHS Manual: Risk Register](#)
- Hazard Identification, Risk Assessment, and Control (HIRAC) Procedure
- Risk Register
- Risk Register and Risk Workshop Flowchart

RISK CATEGORIZATION TABLE

Risk Level	Risk Treatment	Responsibility
Low	Last Minute Risk Assessment/Take 5/Personal Risk Assessment – Undertake the activity with the existing controls in place.	Workers
Medium	PWRA/JHA/PTP - Additional controls may be needed. Action may proceed once control review is undertaken.	Site authority / Utility operations and maintenance manager
High	Activity cannot be undertaken, consider alternatives to doing the activity. Significant control measures will need to be implemented to ensure safety.	Senior manager to sign off

RISK WORKSHOPS

A risk workshop will be conducted before the commencement of the project and whenever required to assess potential risks and identify appropriate controls. The risk workshops will be run by Tesla or the contractor. The workshop will include stakeholders from Edify, Tesla and the contractor.

The workshop(s) conducted will involve Hazard Identification (HAZID) pre-mobilization and Hazards in Construction (HACON) discussion. HAZID, as well as environmental impact and aspect assessment, will preferably occur before mobilisation, whereas HAZCON will take place during project milestone stages (i.e. when new critical works are introduced). Outputs from these workshops will be included in the updated EHSMP and the project risk register.



Workshop	When	Output
Safety in Design / HAZOP	Commencement and during design phase	Safety in Design Report HAZOP / Project Risk Register Attendance Sheet
Risk Workshop / HAZID	Prior to mobilization	HAZID / Project Risk Register EHS Management Plan Attendance Sheet
Environmental Impacts and Aspects	Prior to mobilization	Project Risk Register
Risk Workshop / HAZCON	A risk workshop will be undertaken at key milestones throughout the life of the project, to include at a minimum: <ul style="list-style-type: none"> • Civil, Electrical, Commissioning • Changes in Scope • New Major Contractor • Major Incident • Prior to Handover (where required) 	HAZCON / Project Risk Register Attendance Sheet

The risk workshop will cover, at a minimum, the induction process, site-specific critical hazards and risks, including constructability hazards, site authority organisational structure, permits to work, vehicle movements, event management and emergency management.

Stakeholders who will be considered to participate in or consulted during the risk workshop could include utility network owners, land owners, local councils, road authorities and community groups. It will be noted that only approved information that is public-facing will be shared with specific stakeholders, and consideration will be given to communicating stakeholder information independently.

Outcomes from the risk workshops will be distributed to relevant parties and documented in the site risk register and PWRAs.

Supporting Documentation

- [EHS Manual: Risk Workshops](#)
- Hazard Identification, Risk Assessment, and Control (HIRAC) Procedure
- Risk Register
- Risk Workshop Presentation
- Risk Workshop Agenda and Meeting Minutes

SAFETY IN DESIGN

Where a design element is included within project scope, a safety in design processes will be conducted to assist in the identification and control of hazards.

A safety in design workshop must be held during the concept design phase and held by the design/engineering contractor. The workshop aims to identify EHS issues and ensure that they are appropriately considered, and the risk of harm suitably reduced through design alterations. Attendees will include subject matter experts from Tesla, Edify, contractor utility operations and maintenance manager and EHS personnel.

For contractor responsible designs, The Tesla utility operations and maintenance manager will request a written report from the PCBU who commissioned the design for the project. Tesla's utility operations and maintenance manager will engage a 3rd party designer to conduct a design review if the PCBU cannot provide a written report in accordance with the safety in design requirements. Designs of all elements will be reviewed by assessing EHS issues during construction, operation and maintenance.

Design hazards that cannot be eliminated must be communicated to the site authority/contractors, and appropriate controls will be implemented. These must be reflected where applicable in the risk register and PWRA.



Where a design element is included within a project scope, then safety in design processes will be executed to assist in identifying and controlling hazards.

SiD will include EHS risks of plants and structures that are designed as part of the scope of works and will be managed by the hierarchy of control so far as is reasonably practicable. A design review will be conducted during construction, operation, use, repair, and maintenance with identified Stakeholders.

Residual design hazards and risks that cannot be eliminated must be communicated to construction teams/contractors as constructability risks for inclusion in any subsequent construction risk assessments (workshops) and the development of controls to mitigate the risks to as low as reasonably practicable.

CHANGES TO DESIGN

Modifications made to “issued for construction drawings” during the construction, installation, testing and commissioning process must be assessed using the documented HIRAC process included within this plan. They must be completed by the utility operations and maintenance manager, site authority, site manager or engineering team.

The utility operations and maintenance manager and contractors must communicate agreed changes to designs to workers through marked-up drawings, amended risk registers, pre-start meetings and toolbox talks.

PRE-WORK RISK ASSESSMENT (PWRA)/SAFE WORK METHOD STATEMENTS (SWMS)

Pre-work risk assessments (PWRAs) outline the work undertaken by a particular workgroup and document the hazards and controls put in place to control the risks associated with the work.

The utility operations and maintenance manager, site authority and contractors must ensure that, at a minimum, a PWRA is developed for tasks with a risk rating of medium or higher in the applicable risk register and works that involve Tesla’s LIFE critical hazards as outlined in **Section 5**. The utility operations and maintenance manager and site authority may also direct Tesla employees, contractors, or workers to develop a PWRA for tasks that require unique control.

All workers **MUST** read, understand, and sign their respective PWRA and comply with the required controls before and whilst undertaking their task. If the control measures cannot be fully implemented, all work associated with the task must stop until appropriate control(s) are identified and implemented.

The utility operations and maintenance manager, site authority and contractors must also review all worker/contractor PWRAs before works commence and provide a copy of Tesla’s PWRAs to the principal contractor.

Additionally, PWRAs must be reviewed regularly or following a significant event by the site authority and contractor to determine the continued effectiveness of the controls and if any improvements can be made. Compliance with PWRAs will be evaluated through EHS inspections and the LEAP program.

Supporting Documentation

- [EHS Manual: Pre-Work Risk Assessments](#)
- Pre-Work Risk Assessment (PWRA) Procedure
- PWRA Template
- PWRA Register
- PWRA Review Form
- EHS Inspection
- PWRA Observation Form

LAST MINUTE RISK ASSESSMENT (LMRA)

It is a requirement that each work group assess their work area before undertaking their task. LMRAs may identify and evaluate basic workplace hazards not covered by the PWRA. These include changes in work practices, environment, workers or plant/equipment used.

If the established controls are ineffective, work must immediately stop, and the site authority or supervisor will be contacted to establish appropriate controls.

Supporting Documentation



- [EHS Manual: Last Minute Risk Assessment](#)
- Last Minute Risk Assessment Form

SIMULTANEOUS OPERATIONS

Tesla and its contractors will ensure that when two (2) or more site operation activities occur, the activities' planning, execution, and EHS management are managed through a simultaneous operations procedure. Simultaneous operations will be discussed before works commence or when identified during the project. Major simultaneous operations will be discussed between Tesla, contractors and relevant stakeholders (e.g. during risk workshops) so that appropriate controls or outcomes can be implemented.

16 CONTRACTOR MANAGEMENT

All contractors are required to manage their own EHS related policies, standards, and procedures to meet or exceed Tesla's minimum requirements and applicable regulations. Upon request, Tesla may ask for and review these to verify compliance.

Contractors are responsible for planning work through their own EHS management system. Works must have documented pre-work risk assessments which identify controls and plan to execute safe and compliant work. EHSMPs and emergency action plans must also be a part of the contractor project documents. All documents will be made available onsite through electronic viewing via Tesla SharePoint, and printed copies made available should the person request it.

PRE-SITE MOBILIZATION

Before work commencing on the project, the contractor will submit to Tesla the documents identified below:

- Project Specific Environment, Health and Safety Management Plan;
- Emergency Action Plans;
- Project Specific Risk Assessments; and
- COVID-19 Prevent and Control Plan.

The Tesla EHS department requires a minimum of ten (10) business days to review the contractors' EHS documentation and will notify the contractor of any opportunities for improvement.



SUBCONTRACTOR ENGAGEMENT

Tesla requires pre-approval of subcontractor use by contractors. Tesla will require details of these companies, including the work they undertake and the duration, number and competencies of employees (contractor and subcontractors) before commencing work.

Tesla will only allow contractors to subcontract work where the contractor has been assessed as having a suitable and sufficient subcontractor EHS management system in place.

Contractors are responsible for the appropriate selection, management and control, supervision, monitoring and review of their subcontractors, and Tesla may request evidence to demonstrate this.

Contractors must also provide this document and other relevant documentation and information to any subcontractors they utilise.

Supporting Documentation

- [EHS Manual: Contractor Management](#)







17 SAFETY

PERSONAL PROTECTIVE EQUIPMENT (PPE)

The utility operations and maintenance manager, site authority and contractors are required to determine the PPE requirements, train personnel, and provide adequate PPE to all employees from the risk assessment of specific tasks. PPE will be maintained and inspected as required by the manufacturer.

PERSONAL PROTECTIVE EQUIPMENT (PPE) – MINIMUM COMBINATIONS

Minimum PPE requirements for RESS during the operation and maintenance period are as follows:









Working Stream	Type of PPE	
Operation and Maintenance	Safety glasses – minimum impact	
	Day/night long sleeve cotton high visibility shirt or long sleeve shirt with high vision vest	
	Correctly rated cut-resistant gloves for manual handling tasks	
	Long cotton trousers	
	Lace-up steel toe-cap boots with ankle support and protective midsole	
	Sun protection	







PERSONAL PROTECTIVE EQUIPMENT (PPE) – TASK-SPECIFIC COMBINATIONS

In addition to the minimum PPE requirements, the following general tasks mentioned below must require the implementation of additional PPE. Ratings for specific PPE must be determined by the site authority or utility operations and maintenance manager following a risk assessment for the given task.

All tasks/high-risks works not listed below that will occur during the operation and maintenance period at RESS will receive an appropriate risk assessment coordinated by the site authority / utility operations and maintenance manager to determine additional PPE requirements.

Task	Type of PPE	
Chemical handling	Face Shield	
	Chemical Protection Gloves	
	Respiratory protection	
	Day/night long sleeve cotton high visibility shirt or long sleeve shirt with high vision vest	
Electrical equipment switching/isolating, testing for dead, equipment replacement	Class 0 LV protective glove set – rated for 1000 VAC / 1500 VDC	
	Leather over glove	
	Arc flash face shield	
Hot Works	Heat protection gloves	
	Leather welding jacket	



Task	Type of PPE	
	Face Shield	
Working at Heights	Tesla / Beaver Working at Heights System	
	Fall Arrest Harness	
	Hard hat	
Noise-intensive works	Ear muffs / equivalent protection	

Supporting Documentation

- [EHS Manual: Personal Protective Equipment \(PPE\)](#)

HAZARDOUS CHEMICALS

Workers are to be informed about what chemicals they are working with and around, the hazards, what controls to use, how to respond to an event, and access to safety data sheets. Hazardous and dangerous goods will have a risk assessment conducted to ensure the safety of personnel using the substance, and controls will be listed within the applicable risk assessment.

Project sites must store chemicals safely and have spill kits or other means of mitigation and clean-up in the event of a spill. If an environmental release requires reporting to local agencies, the principal contractor is responsible for doing so.

The RESS project may, from time to time, store an amount of Megapack Coolant (namely, ethylene glycol and water, 50/50 mix). This coolant is classified as a **hazardous chemical** according to the GHS, but is not recognized as a dangerous good (either when in transport or otherwise). Due to the conditions imposed on this project, this hazardous chemical is to be always stored outside of the site's storage container. Given the coolant is located within sealed containers, the specific location of the product is at the discretion of the Tesla Site Authority.

Note, the maximum amount of coolant that the site will hold (as excess, in storage) is 500 litres and this is in a sealed, weather proof drum.

DANGEROUS GOODS

There are no dangerous goods stored at the project site that are being held as 'storage'. There is refrigerant being housed within the Megapack units, however this is 'under use' and is therefore no longer classified as a dangerous good (it is exempt when being used). There is no prospect of storing any refrigerant on site at any time, as it will always be handled by an external specialist and not by project personnel.

SAFETY DATA SHEETS (SDS)



SDSs pertaining to chemicals used during works will be available and accessible on Site. Any new chemicals brought onto Site must be reviewed and approved by the Site Authority, and accompanied by an SDS. All chemicals brought onto this site during the operation and maintenance period will be recorded on the Site Risk Register and PWRA. Note, once the chemicals have been removed from site, and are not anticipated being re-used, the Tesla Site Authority will remove the product from the site risk register and PWRA.

All datasheets used on Site will also be filed on the online database eBinder known as MSDS Online.

HAZARDOUS CHEMICALS, FUEL AND WASTE – LABELLING

All containers used to store hazardous chemicals (such as waste coolant) must be clearly marked with a product name, risk and safety phrases and a hazard warning/dangerous goods class and symbol in accordance with the GHS, and NSW EPA requirements.

HAZARDOUS CHEMICALS AND FUEL – STORAGE

Storage quantities on site will be kept to a minimum and only cater for the immediate/planned demand for the Site. This will prevent unnecessary storage of hazardous chemicals that may heighten the risk of environmental spills, stormwater and land pollution.

Storage of liquid chemicals on site will be undertaken in accordance with Storing and Handling of Liquids: Environmental Protection – Participants Handbook throughout the Operation and Maintenance period.

Adequate storage facilities will be provided for all chemicals held on site. Controls implemented on site will also include, but not be limited to the following:

- Bunding requirements:
 - o Hold up to 110% of the holdings of the largest receptacle;
 - o Be lined with an impervious and toxic-resistant material; and
 - o Prevent migration to the surrounding environment;
- Dangerous Goods storage segregation and separation regulations; and
- Appropriate supply of spill kits proportionate to the risk posed by chemical storage at the RESS.

All chemical storage areas will be validated during routine documented inspections to ensure the long-term viability of chemical storage on site. Any actions identified will be documented in Tesla's online event management system and actioned by the utility the Tesla Site Authority.

HAZARDOUS CHEMICAL TRANSPORT

It is not expected that during regular operations at the RESS that large quantities of Dangerous Goods will be transported to and from Site relating to the Dangerous Goods (Road and Rail Transport) Regulation 2022. However, hazardous chemical and waste transportation requirements vary across Australia. Within NSW, all placard loads transported to and from Site will be equipped with an Emergency Response Plan tailored to the chemical being transported; which will be developed by the transport provider. All transporters engaged for the task will be trained, instructed and supervised for the task to ensure transport is undertaken in accordance with the Dangerous Goods regulations.

All external contractors who transport goods on behalf of Tesla that require a Dangerous Goods certification will be required to provide evidence of this licence and its currency to the Tesla Site Authority prior to goods transport being conducted (either to the site or away from the site). The Tesla Site Authority will consult with Tesla's internal EHS team for advice as required.

Supporting Documentation

- [EHS Manual: Hazardous Chemicals](#)
- Hazardous Chemical Risk Assessment
- Dangerous Goods and Storage Guide
- NSW EPA Storing and Handling of Liquids
- GHS: Harmonised system for the labelling of hazardous substances
- Project/Location Chemical Register
- SDS Communications Poster



SITE ACCESS AND OPERATIONS

All vehicles will only enter the site through the approved access point on Donald Ross Drive. All vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction. Development-related vehicles leaving the Site must also in a clean condition to minimise dirt being tracked onto the sealed public road network.

Tesla will ensure that throughout the operational period, sufficient parking on site for all vehicles is maintained and no parking occurs on the public road network in the vicinity of the Site and the capacity of the roadside drainage is not reduced.

Vehicles brought on site must be clean, parked safely and inspected in accordance with either Tesla internal inspection requirements (monthly), or in accordance with the requirements set out by the relevant contractor's own internal standards. 'Parked Safely' means not blocking an access or egress route that an emergency service vehicle may take, and not so close to infrastructure that it can block the safe operation of said infrastructure.

The site authority and/or contractor must review pre-starts to identify any safety issues and action any urgent repairs to the vehicles or plant. Any vehicles deemed unsafe must be tagged out and removed from service and the required repairs arranged.

Supporting Documentation and Consolidated Consent References

- *Consolidated Consent SSD 8392 – Schedule 3 – Transport – Over-Dimensional and Heavy Vehicle Restrictions Condition 1, Condition 2*
- [EHS Manual: Traffic Management](#)
- [EHS Manual: Driving](#)
- [EHS Manual: Vehicles](#)
- Vehicle Use Policy – Company, Private, and Hire Vehicles
- Vehicle Inspection

RESTRICTED ACCESS ZONE, BARRICADING & FENCING

Restricted access zones such as loading/unloading areas and protection of open excavations will be erected as required. Signage will also be used to supplement delineations where appropriate or to fulfil legislative requirements. The daily maintenance and removal of barricading is the responsibility of the workgroup that installed the barricading.

FLOOD RESPONSE PLAN

Flooding of the site is covered in the site emergency response plan, however for the requirement of the Department of Environment (DPIE) an overview is included herein. The BESS site has been constructed to withstand a 1 in 100 year flooding event and the BESS bench has been established at a height that will mitigate against such an event.

Site drainage underneath the BESS bench is established in a directional pattern that directs flood water off the bench and into a drainage canal that then flows into the site evaporation pond. From the evaporation pond, the water is left to evaporate with no further action required.

Should personnel be required to leave site due to flooding, the Site Authority will check the weather forecast daily (as part of normal pre-start duties) and identify potential flooding situations. If the risk of personnel from flooding is recognised as high, site personnel are required to mobilise their vehicles and leave site. The site can continue to operate with remote monitoring taking place as per usual.

The Site Authority will advise Tesla EHS, as well as the Operations and Maintenance Manager, that personnel have left site and are accounted for.



The four (4) standard barriers or indicators for restricted access zones that will be used:

- Delineation - Woven barricading tape, bunting, danger tape and reflective signs;
- Soft Barricading - Red/orange 700mm hi-visibility safety cones, mesh or webbing fencing;
- Hard Barricading – Earth berms, concrete or water filler barriers; and
- Fencing - Temporary fencing, portable electric fencing, scaffold fencing.

Supporting Documentation

- [EHS Manual: Restricted Access Zone](#)

EDGE PROTECTION

Barriers, edge protection and other measures will be in place based on the risk of the works to site personnel or where legislation requires it. Barriers will be made from solid materials such as concrete, water-filled barriers or scaffolding.

Supporting Documentation

- [EHS Manual: Edge Protection](#)

FENCING

The site authority or specialist external contractor will ensure that security fencing used during the operational period will be well-constructed, at least 1.8m high, difficult to climb and hinder access from beneath. It is checked as per the monthly EHS Inspection regime to ensure it remains in the same condition that it was upon completion.

Any issues identified with the fencing will be logged in MyEHS (Tesla internal system) by the Tesla Site Authority, and tracked through to completion. Edify Energy will be consulted and informed on the nature of the issue and its progress through to completion.

The fencing will continue to enforce a 10m Asset Protection Zone (APZ), being 10m from the fence to any internal infrastructure.

Supporting Documentation

- [EHS Manual: Fencing](#)

EXCLUSION ZONES

Exclusion zones will be delineated to ensure a safe work area is maintained during all loading and unloading of plant, equipment, and materials. Exclusion zones will also be erected around low loaders or other trailers where equipment is being loaded/unloaded.

Supporting Documentation

- [EHS Manual: Exclusion Zones When Unloading](#)

SIGNAGE

Mandatory signage advising the principal contractor, address, contact details and PPE requirements will be positioned in a prominent location adjacent to the site entrance/office. No signs will be mounted that disrupt the visual amenity of the site, including any contractor or Tesla advertising signs.

Signage showing the location of the emergency muster point, first aid kits, fire extinguishers, hazardous conditions or where required by the risk register or legislation must also be positioned at the site.

Supporting Documentation and Consolidated Consent References

- *Consolidated Consent SSD 8392 – Environmental Conditions – Schedule 3, Visual - Condition 16 (c)*
- [EHS Manual: Signage](#)

PERMIT TO WORK

The principal contractor on the project will administer a permit-to-work system as outlined within Tesla HV safety procedures. Copies of all permits issued by the principal contractor and supporting PWRAs will be maintained.

- The Permit to Work (PTW) system covers the following activities:



- Excavations;
- Hot work;
- Electrical access (isolation); and
- Working at height.

Supporting Documentation

- [EHS Manual: Permit to Work](#)
- Excavation permit
- Hot work permit
- Tesla HV Safety Procedures
- Lock out tag out permit
- Working at heights permit
- Permit to work procedure
- Permit register

ELECTRICAL WORK

Contractors are responsible for verifying that all personnel performing electrical work are trained, certified, and/or licensed to do electrical work. Tools, equipment, and PPE must be rated for the work performed and adhere to the manufacturer's guidelines. Electrical work must include implementing a hazardous energy control program. Contractors must manage their own electrical work program and permitting process.

All electrical work will comply with electrical installation standards, country standards, and other site-specific standards.

It is always the preferred option to isolate equipment before conducting work. Work will only be undertaken with voltage applied (i.e. live) when there is no reasonable alternative and a risk assessment has been completed and approved by the Tesla utility operations and maintenance manager.

Supporting Documentation

- [EHS Manual: Electrical Work](#)

ELECTRICAL EQUIPMENT

Contractors are responsible for verifying that all personnel performing electrical work are trained, certified, and licensed to do electrical work. Tools, equipment, and PPE must be rated for the work performed and adhere to the manufacturer and legislative requirements. Contractors must manage their own electrical work program and permitting process.

All electrical work will comply with electrical installation standards, country standards, and other project-specific standards.

It is always the preferred option to isolate equipment before conducting work. Work will only be undertaken with voltage applied (i.e. live) when there is no reasonable alternative and a risk assessment has been completed and approved by the Tesla utility operations and maintenance manager.

Supporting Documentation

- [EHS Manual: Electrical Work](#)
- Electrical Equipment Register
- Lock Out Tag Out Procedure
- Isolation Permit

LOCK-OUT/TAG-OUT VERIFY

For all isolations on Tesla products or a Tesla controlled site, the site authority must issue an isolation permit to the identified permit holder. All other personnel working under the isolation must sign on accordingly. Isolations, de-isolations and energisation will only be performed by competent and trained personnel authorised to perform the task in line with Lock-Out/Tag-Out Verify (LOTOV) procedure.

The LOTOV procedure provides guidelines on how to isolate Tesla products to ensure the safety of workers.

Supporting Documentation

- [EHS Manual: Electrical Work](#)



- Lock Out Tag Out Procedure
- Isolation Permit

EXCAVATION

Regular / planned maintenance activities at the Site will not include excavation activities. However, if excavation works are required at the Site during the maintenance agreement, the following conditions will apply.

Before starting any underground work, contractors must contact a below-ground surveyor and ensure all underground utilities are marked by a trained and certified professional. Hand digging, potholing and using other safe work means are required when working near any known underground utility. Excavation permits are the contractor’s responsibility and must comply with Edify and local jurisdiction requirements. Trenches must be inspected daily by a competent person and covered when not being worked on. All open trenches must be protected and secured when active work is not performed.

Supporting Documentation

- [EHS Manual: Excavation](#)
- Excavation Procedure
- Excavation Permit and Inspection Form

HOT WORKS

A hot work permit is required for any work involving the generation of sufficient heat or ignition source to ignite flammable liquids, vapor’s, gases, or materials. The permit is required for a specific item or equipment and for a specified task. A blanket hot work permit will not be issued covering an entire area, multiple tasks or for several tasks involving different people. No hot works are permitted on days of total fire ban (TFB) or when the local RFS fire rating system is classified as EXTREME or higher.

A designated Hot Work Area (DHWA) is an area specifically configured to undertake Hot Work activities. The DHWAs must be free of combustible materials and have appropriate control measures in place.

Designated Hot Work Areas <u>must</u> comply with the following	
✓ No flammable materials within the room	✓ Cavities in walls or eaves suitable to prevent escape of sparks
✓ Hot Work must be 15 metres away from combustible materials	✓ Drains need to be covered
✓ Fire extinguisher is within 15 metres of work area	✓ Adequate ventilation must be supplied
✓ Work area must be contained within four walls or screened with fire resistant material	✓ Hot work undertaken in a DHWA does not require a Hot Work Permit to be completed

Supporting Documentation

- [EHS Manual: Hot Works](#)
- Hot Work Permit

WORKING AT HEIGHT

Working at height can be defined as performing activities at or above <6 feet (2 metres), where falling would mean falling from one level to another. Persons exposed to the risk of falling will participate in a risk assessment of the work, know and understand the control measures, and be competent, trained and authorised to work at height.

The risk assessment must include an evaluation of the roof’s/elevated surface’s integrity and will be treated as fragile until a competent/qualified person has provided written evidence to inform otherwise. Restricted Access Zones (RAZs) will be established and delineated through flagging or a spotter to ensure the safety of those below the working at heights area.

The Tesla site authority and contractor will ensure effective control measures identified during the risk assessment are implemented to prevent potential injury or damage and fulfil legislative requirements associated with working at heights. All hazards and controls will be appropriately detailed in the relevant PWRA in accordance with **Section 15: Risk Management** to demonstrate compliance with the applicable regional legislation.

A permit and working at heights rescue plan must be developed for persons working at height. The working at height rescue plan may be a standalone document or form part of the site emergency action plan.



When working at heights, the hierarchy of control will always be considered:

- Elimination - Work on solid construction;
- Passive Fall Protection - Physical barriers;
- Fall Restraint Systems; and
- Fall Arrest Systems.

All personnel working on, from or traversing along a roof or other structure at height will be attached 100% of the time and use passive fall protection, fall restraint system or fall arrest system. A qualified worker must install the anchor points within the fall restraint or fall arrest systems per the manufacturer's instructions, national standards and/or as legislation requires.

Supporting Documentation

- [EHS Manual: Working at Heights](#)
- Global Policy – Safe Work at Height
- Working at Heights Permit & Rescue Plan
- Work at Heights Equipment Checklist

CRANE, HOISTING AND LIFTING

Cranes, hoisting, and lifting may be required for some projects. All lifting operations must be planned, and contractors must set up exclusion zones, qualify operators, develop documented lift plans for critical lifts, and verify equipment and set-up are rated for the required lift and be marked with an S.W.L or W.L.L.

The responsible contractor will provide relevant information pertinent to the planning and selection of a crane, including ground conditions and all underground services/hazards, along with detailed rigging or lifting studies (if required) to Tesla for review before any critical lift takes place.

Supporting Documentation

- [EHS Manual: Lifting Operations](#)

INSPECTION AND MAINTENANCE

Equipment will be inspected or calibrated in accordance with the table below. These inspections will be recorded where required, and a NATA-certified company undertakes equipment calibration. Any damaged or worn equipment will be removed from service and appropriately disposed of.

Prior to using any new equipment onsite for the first time, equipment must be inducted to site by a competent person prior to first use. New equipment onsite will then be added into the equipment register prior to first use.

FIXED ELECTRICAL EQUIPMENT

Electrical work on site buildings will be covered by Electrical Certificates of Compliance issued by registered Electrical Workers, with records maintained onsite or electronically.

PORTABLE ELECTRICAL EQUIPMENT

All connection plugs will be of a shrouded bonded type or made of transparent material. Power leads will be suitably restrained, supported above ground level using either cable stands or standard lead restraining clips.

Power leads routed along access ways and walkways will be delineated or covered to prevent tripping hazards.

Portable Residual Current Devices (RCDs) will be used to distribute power directly to power tools only and not as an adapter to extend the length of power leads or for multiple distribution of power leads.

Power boards within built RCD's are recommended to be used in the office environment and double adapters will not be used.

Supporting Documentation

- [EHS Manual: Equipment Inspection and Maintenance](#)



Item	Action	Interval	Calibrated By
Fire Extinguishers	Inspect and tag	6 months	Competent Person
First Aid Kits	Inspect	6 months	Tesla
	Restock	After use	Tesla or Supplier
Spill Kits	Inspect	6 months	Tesla
	Restock	After use	Tesla or Supplier
Chains and Lifting Gear	Inspect, test and tag	Annual or when damaged	Dogman or Supplier
Webbing/Soft Slings	Inspect	Daily/Prior to use	Dogman or Supplier
	Inspect and tag	3 months	Dogman or Supplier
Height Safety Equipment	Inspect	Daily/Prior to use	User
	Inspect and tag	3 months	Qualified Person
Height Safety Systems – Anchors	Inspect	Daily/Prior to use	User
	Inspect and tag	Annually	Qualified Person
Ladders	Inspect	Daily/Prior to use	User
	Inspect and tag	6 months	Tesla
Torque Wrenches	Calibrate	12 months	Supplier
Gas Detectors	Calibrate	6 months	Supplier
Breath Testers	Calibrate	6 months or 12 months	Supplier
Portable Electrical Equipment	Inspect	Daily/Prior to use	User
	Test and tag	3 monthly	Qualified person
Fixed Electrical Equipment	Test and Tag	12 monthly	Qualified person
Forklifts	Pre-Start	Prior to use	Competent Person
	Routine Maintenance	As per manufacturer	
Mobile Plant and Equipment	Pre-Start	Prior to use	Competent Person
	Routine Maintenance	As per manufacturer	
	Site induction	Prior to first use onsite	
Cranes, Telehandlers, EWP's	Pre-Start	Prior to use	Competent Person
	Manufacturer's Instructions or AS2550.19:		
	Routine Inspect & Report	3 months	
	Periodic Inspect & Report	Annual	
	Enhanced Periodic or Major Inspection & Report	5 years	

LADDERS

Platform ladders must be used on site unless otherwise recommended as part of an approved working kit. The load rating of all ladders will be not less than 120kg with the rating plate clearly visible and be inspected at six monthly intervals, with all records maintained.

The setup for all ladders is critical and must be secured against movement, erected on a firm surface at an angle of 70-80° and extended at least one meter above the surface being accessed.

Supporting Documentation

- [EHS Manual: Ladders](#)
- Ladder Safety Inspection



ELEVATED WORKING PLATFORM (EWP)

The site authority will ensure that EWPs are inspected on arrival to the site to ensure good working conditions and compliance. Workers who use EWPs will be trained and/or licensed and must undertake daily pre-start inspections on the unit before use. A spotter or restricted access zone must always be in place to ensure safe maneuvering and ground-level protection from the EWP.

EWPs must be used in accordance with operational manuals only and ensure all safety components, such as secondary guarding and harnessing, are utilised.

Operators and spotters must be appropriately trained in emergency controls if required.

Supporting Documentation

- [EHS Manual: Elevated Working Platform \(EWP\)](#)
- Verification to Operate
- Mobile Plant Inspection

CONFINED SPACE

Confined space is identified by Tesla as a critical risk and represents one of the elements of Tesla's LIFE Program; therefore, strict controls must be implemented to mitigate the risk.

Confined space entry will proceed only after alternative methods of performing work are unable to be identified.

The contractor will implement a confined space procedure and ensure all confined space entry conforms to work health and safety legislation and code of practice requirements.

Only persons who have completed confined space entry training will undertake confined space entry (this includes the standby).

The contractor will ensure that employees do not work alone in isolated areas. Where practicality requires an employee to work alone, the employee's supervisor will provide means of communication and establish a means of contacting the employee regularly to ensure their well-being.

18 ENVIRONMENT

ENVIRONMENTAL PLANNING

Tesla and its contractors will comply with all relevant regulations and project/contract-specific requirements and ensure that all environmental risks from their site operations are eliminated or reduced so far as is reasonably practicable.

In accordance with the Consolidated Consent SSD 8392, Tesla will implement all reasonable and feasible measures to prevent and/or minimise any material harm to the environment that may result from the operation, upgrading or decommissioning of the Site. Edify, as the owner of the consolidated consent, is committed to ensuring that all aspects of the consent, as well as all applicable environmental laws, are adhered to.

In line with their scope, any contractors engaged throughout the duration of the Service Contract will develop procedures and policies in compliance with the relevant Environmental Legislation. It is also a requirement that contractors adhere to the requirements as set out in this plan (a copy of this plan is to be provided as part of contracting documentation). These must be provided to Tesla and the principal contractor for review before mobilisation to the site.

The Tesla Site Authority will review the contractor's environmental policies/procedures to ensure they meet the minimum requirements as described in this plan. If they do not meet these requirements, then the works will not proceed until such time that they do meet the requirements.

Supporting Documentation and Consolidated Consent References:

- *Consolidated Consent SSD 8392 – Schedule 2 – Administrative Conditions: Obligation to Minimise Harm to the Environment: Condition 1*

AIR QUALITY MANAGEMENT/DUST SUPPRESSION

The site authority and contractors will ensure all reasonable and practicable measures are implemented to reduce dust generation for all operations throughout the site. Dust suppression may include but is not limited to water



carts, trailers, sprinkler systems and binding chemicals. Dust suppression methods will be employed on standby during excavation and/or trenching activities. Such methods (outlined above) will be implemented by the Site Authority if visible airborne dust particulates are being generated that have the potential to leave the site boundary fence during said excavation/trenching activities.

Given the site is now under operations and maintenance and the site ground has been completed in blue metal and asphalt, there is no anticipated dust generation for this phase of the project. The Site Authority is responsible for the implementation of dust suppression activities.

BIODIVERSITY MANAGEMENT PLAN

Tesla will ensure that all responsibilities pertaining to the Operation and Maintenance Contractor contained in the Edify Biodiversity Management Plan (BMP) are implemented at the Site. Details of these requirements are outlined in the sections below.

It will be noted that **Tesla** will only directly manage flora and fauna that fall within the confines of the Darlington Point BESS Site as outlined in **Section 25** of this EHS Management Plan and as defined in **Section 2 – Site Details**.

The BMP outlines a range of mitigation requirements and control measures that are required of Tesla as the Operations and Maintenance Contractor at the RESS.

- No new areas to be cleared without further assessment;
- Implementation of unexpected flora and fauna management procedure;
- Herbicide usage is in accordance with label requirements. Appropriate training on herbicide usage must be in place; and
- Emergency spills procedures developed to prevent environmental damage.

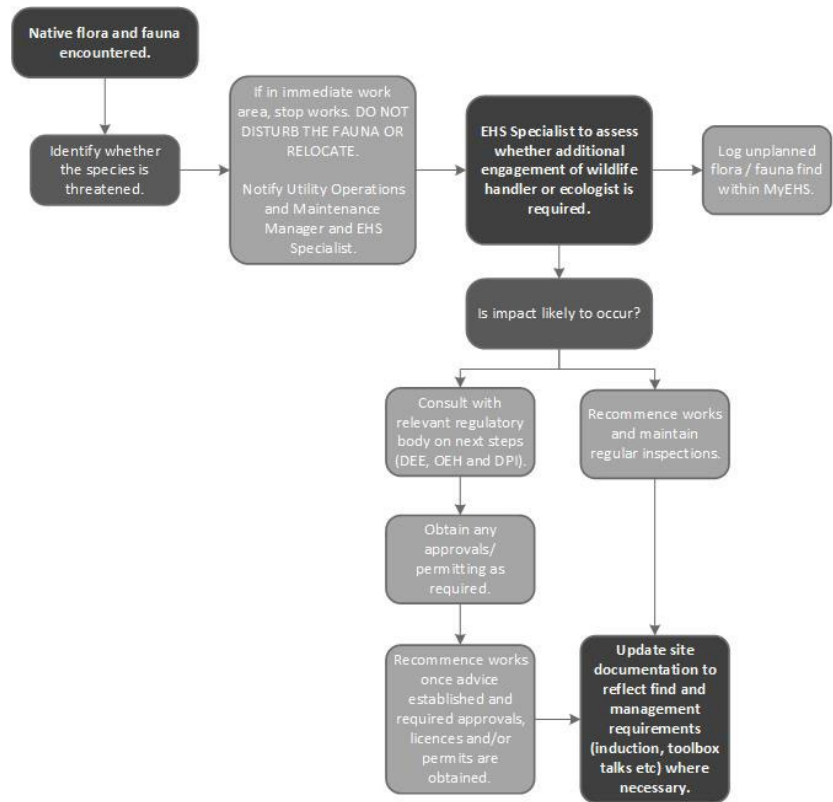
KNOWN FLORA AND FAUNA MANAGEMENT

Tesla will ensure that all responsibilities pertaining to the Operation and Maintenance Contractor contained in the Edify Biodiversity Management Plan (BMP) are implemented at the Site. As per the Edify Biodiversity Management Plan (BMP), Tesla will manage flora and fauna that fall within the confines of the Darlington Point BESS Site. Specifically, Tesla will implement the following controls to preserve identified flora and fauna and areas of concern pertaining to the Service agreement outlined in Section 5: Biodiversity Mitigation and Management Measures in Table 5-1 Biodiversity Management and mitigation measures:

- Site-specific induction must detail that disturbance of native vegetation outside the BESS disturbance footprint must not occur without legislative and client approval. The mapped area of PCT 26 (Myall Woodland EEC) will be included in the site induction to ensure notification to all inductees of protected areas;
- Implementation of an unexpected threatened species finds procedure (as outlined in the section below);
- Native vegetation outside of cable route footprints is not to be disturbed; and
- Exotic plant cover inspections will be conducted annually by Tesla to ensure increase spread of pre-existing weed coverage does not occur.

UNEXPECTED FLORA AND FAUNA MANAGEMENT

Tesla will ensure that all responsibilities pertaining to the Operation and Maintenance Contractor contained in the Edify Biodiversity Management Plan (BMP) are implemented at the Site. Any unexpected native fauna discovered within the BESS operation area must be avoided and left undisturbed. The following procedure has been adopted in line with the BMP for unexpected/unplanned threatened flora and fauna species encountered at the Site:



The site authority must immediately notify the relevant statutory authority to discuss the appropriate course of action. The site authority must follow the direction of the statutory authority.

Supporting Documentation and Consolidated Consent References:

- *Consolidated Consent SSD 8392 – Schedule 3 Environmental Conditions - General – Biodiversity Management Plan 12.*
- *Biodiversity Management Plan – State Significant Development (SSD 8392) Stage 3*
- *Accommodation and Employment Strategy*
- *Traffic Management Plan*
- *Emergency Management Plan*
- *Layout Plans*

CULTURAL HERITAGE AND HUMAN REMAINS

If any cultural heritage items or human remains are identified during site operations, workers must not disturb the unexpected find, cease works and notify the site authority immediately. The site authority must document the unexpected find in MyEHS (this is Tesla’s internal incident notification and tracking system). All works within 100m of the remains found will immediately cease. All Tesla workers are to return to the RESS control building and remain within that control building unless told otherwise (this will enable the safe operation of the RESS facility while also not contaminating the ‘find’ area. Tesla staff will then notify Edify Energy’s Project SHEQ Manager will maintain carriage of this over to relevant stakeholders, see below.

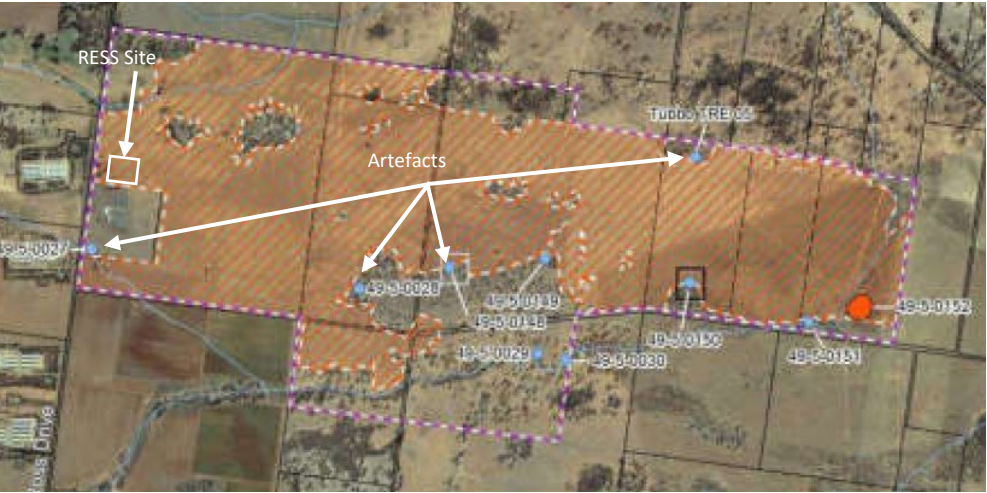
Any cultural heritage items found within the Site during the Operation and Maintenance phase will be addressed in accordance with the below *Chance Finds Protocol*.



Activities must only be recommenced after receiving written approval from relevant authorities that it is safe to do so.

CHANCE FINDS PROTOCOL

The Chance Finds Protocol prepared by Signal Energy Australia for the construction of the site in March 2019 will continue to be followed through the project Operation & Maintenance phase. The designated areas which are not to be disturbed will remain undisturbed throughout the operation and maintenance phase (see below). Whilst no further excavation is expected on the site, the protocol will be maintained as follows:



HUMAN REMAINS: As per the Skeletal Remains – Guidelines for the Management of Human Skeletal Remains under the Heritage Act 1977 (NSW Heritage Office 1998) and the Aboriginal Cultural Heritage Standards and Guidelines Kit (NPWS 1997).

Any exposure of remains will cease works immediately inclusive of works within 100m of the find, secure the area and the Edify Project SHEQ Manager on site is to be immediately notified to allow assessment and management. The area where the find occurred will be barricaded using DANGER tape, and sign-posted with 'DO NOT ENTER' signage, and the Edify Project SHEQ Manager is responsible for implementing this signage.

Edify Energy will document all aspects of this process in writing and will provide a summary report of the entire process to all affected stakeholders. This summary report will be communicated to affected stakeholders by email as soon as is practicable.

NSW Police are to be *immediately* contacted (by Edify Energy Project HSEQ Manager) and will retain carriage of the process, as any find of human remains are considered a crime scene until told otherwise. Department of Planning & Environment is to be contacted by Edify Energy (Project HSEQ Manager) in consultation with Tesla. DP&E, where the remains are found to not be associated with a crime, will determine further processes in consultation with Heritage NSW (who are to be informed by Edify Energy Project HSEQ Manager). Work can recommence once the appropriate clearances have been given.

Where the remains are identified as being of Aboriginal descent further to the above process, all Aboriginal stakeholders are to be notified in writing.

UNEXPECTED ABORIGINAL OBJECTS: Where Aboriginal objects, sites or artifacts further to the 2019 Chance Finds Protocol are uncovered or otherwise identified, all works are to stop within the location, the area will be secured (using DANGER tape and DO NOT ENTER signage) and the Edify Project SHEQ Manager on site is to be immediately notified to allow assessment and management. Edify is to contact the Project Archaeologist to assess the find and determine further actions. Works may not be resumed until written approval is given either by the Project Archaeologist in the event of a false find, or Heritage NSW in the event of a true find.



Any changes to the project further to the project construction design will trigger a further heritage assessment and actions designated in the 2019 Chance Finds Protocol and Department of Planning & Environment Approval prior to works.

STORMWATER MANAGEMENT

Tesla will ensure that all Site activities undertaken during the operation of the Site prevents the pollution of stormwater runoff at the Site, including both point source and diffuse pollution sources.

Point Source Pollution – From a discrete source, such as hazardous waste from an IBC or other receptacle storage unit.

Diffuse Source Pollution – From a diverse range of rural land uses across the catchment, rather than a discrete source. Although this is usually driven by rainfall events, but may also be caused by long-term pollution of below surface aquifers.

In accordance with the Consolidated Consent, Tesla will uphold appropriate flood management practices constructed during the development phase to ensure post development flows from the Site are limited to pre-pre-deployment flows for all storms up to and including the 90-year Average Recurrence Interval event. This is achieved by implementing site drainage which is all redirected to the onsite sediment detention basin, as well as having the site constructed to withstand a 1-in-100 year flood event.

The capacity of the existing roadside drainage network will not be reduced throughout the duration of operations at the Site.

Tesla is committed to ensuring that project/site does not cause any water pollution in accordance with the NSW POEO Act (referenced in Appendix C). Should any water pollution occur, notification will occur in accordance with the POEO Act and the Site Authority is responsible for notifying the regulatory authority (EPA).

In terms of preventative measures, Tesla will monitor the site by conducting monthly EHS Inspections (as referenced within this report), or by conducting extraordinary weather event inspections (extraordinary weather events are classified as any rain event that exceeds 30mm in a 24-hour period, or any wind event that exceeds 70km/h).

Sediment Basin Management – A stormwater holding pond / sediment basin exists on-site to reduce the risk of stormwater erosion and containment in the event of a spill at the site. Tesla will monitor the risk of product related spills 24/7 through the remote monitoring system, and in the event of a product related spill alert, spill containment materials will be deployed upon next attendance to contain the event. Where a spill has potential to reach the pond, the pond will be confined, and external contracted waste providers will be dispatched to the site to pump out contaminated waters, which will be disposed of at an approved contaminated waste facility. Tesla will obtain the receipt to prove it has been disposed of adequately and retain this receipt permanently for safe keeping.

The stormwater holding pond will be visually inspected once per month by Tesla on-site personnel to ensure no contaminants have been released into the pond. If during inspection, there appears contamination has occurred, Tesla will either test the water using a qualified and component person from a suitable external vendor to assess the contaminant levels or pump out the water for disposal whilst consulting with Edify prior to returning the holding pond into service. The contaminants will be disposed of at a licensed waste facility that holds the appropriate certification to accept the waste in question.

The inspection of this area is included in the monthly MyEHS Inspection program which is to be conducted by the Tesla Site Authority. Any actions that come from this are again created, tracked, and closed in MyEHS. The Tesla Site Authority will/must consult with Edify Energy as soon as becoming aware of any contaminants in the basin and this notification is to occur via email.

Supporting Documentation and Consolidated Consent References:

- *Consolidated Consent SSD 8392 – Schedule 3– Soil and Water – Operation Conditions – Conditions 21 & 22.*

EROSION AND SEDIMENT CONTROL

During normal Site and utility operations, it is unlikely that Tesla will be undertaking activities that contribute to erosion or sediment loading. However, if works are required that lie outside the normal / planned works anticipated



at the Site (excavation, trenching etc), Tesla will minimise land disturbance (by only carrying out absolutely necessary excavations and only to a depth that is minimally required) and establish erosion management (ensuring that all removed sediment is replaced, or replacement is obtained to ensure land disturbance is minimised) during trenching/excavations. Soil excavated from trenches will be re-used on site unless contaminated. If the soil that is excavated is contaminated, it will be removed from site by an appropriately licenced waste provider and taken to a waste facility that is adequately provisioned to accept the waste in question. Adequately provisioned means that the facility is legally able to accept the waste in question.

Sediment control devices (silt fences) will be installed on high erosion areas (which are the water diversion system that rests adjacent to the site external fence and the stormwater holding basin) and inspected as part of monthly site EHS inspections. Included in these inspections will be the previously installed loose fill rock and the previously noted detention basin. Where any erosion is noted, repairs will commence to mitigate the erosion in collaboration with Edify. The monthly inspection will also include identification of any new erosion issues around the site. If a new area of high erosion is identified, this will be reported to Edify immediately and an external specialist will be consulted for advice as a matter of priority.

These inspections are to be conducted by the Site Authority.

The Tesla Site Authority will also conduct extraordinary weather event inspections following any event which involves over 30mm rain in a 24-hour period.

Erosion and sediment control may be revised if changes to the scope of works, site layouts, or regulatory authorities' requests.

Tesla is committed to mitigating sediment control on this project in accordance with Landcom's Managing Urban Stormwater Manual from 2004.

Supporting Documentation

- EHS workplace inspection checklist
- International Erosion and Sediment Control Association of Australia (IECA) – Drainage Control Techniques (Standard Drawings)
- Landcom – The Blue Book – Managing Urban Stormwater (MUS): Soils and Construction

WASTE MANAGEMENT

Tesla and its contractors are responsible for their waste generated and will prioritise avoiding the production of waste as much as is practicable. All waste generated by Tesla and any contractors will be classified in accordance with EPA's Waste Classification Guidelines – Part 1: Classification of waste.

Waste on RESS will be appropriately mitigated as most of the Tesla OEM equipment is shipped to the Tesla remanufacturing facility, located in Adelaide, South Australia. Once there, any discarded batteries or power electronics are refurbished (rather than being disposed of). Should the local facility in Adelaide be unable to refurbish the items, they are considered for shipment back to the factory in Nevada or California.

Lastly, should shipping it back to the United States not be a viable option, it will only then be recycled at one of Tesla's Australian-based recycling partners.

A separate disposal/recycling plan will be developed for the entire decommissioning of RESS, in 2043.

To confirm that wastes are managed appropriately, contractors and their work will be monitored, audited, or inspected by Tesla or its representatives throughout the project.



WASTE MINIMIZATION HIERARCHY AND PRIORITY TABLE

Priority	Strategy	Action
1	Avoid	Action to reduce waste generated, replacement of materials, change of work to eliminate waste generation
2	Reduce	Minimizing the quantity, toxicity and ecological footprint of waste generation.
3	Reuse	Repurposing on Site for another use.
4	Recycle	High quality material recovery by separating/extracting waste streams.
5	Recover	Recover materials through technologies from mixed waste and discards from sorting processes into other applications. This includes waste to energy.
6	Dispose	Licensed and legal disposal at an appropriate landfill.

WASTE TRACKING

Hazardous/contaminated wastes will be tracked in accordance with NSW EPA requirements and noted within the on-site Waste Disposal Register. The waste tracking register will identify:

- Date and time that loads departed site;
- Who inspected the load and type of waste;
- Vehicle rego and load quantity;
- Disposal point;
- Disposal Certificates; and
- Quantity of material recycled or reused.

All waste will also be classified in accordance with NSW EPA’s Waste Classification Guidelines – Part 1: Classification of waste. Further, Tesla and Edify Energy are committed to store and handle all waste in accordance with its relevant classification. The Tesla Site Authority will be responsible for ensuring this commitment is achieved, in consultation with the Tesla EHS Manager, APAC.

Tesla and Edify Energy are both committed to not receiving, nor disposing, of any waste on site. Tesla and Edify Energy are committed to removing waste from the site as soon as is reasonably practicable, and only disposing at a licensed landfill that is authorized to receive that specific type of waste.

Supporting Documentation and Consolidated Consent References:

- Waste Disposal Register
- Consolidated Consent SSD 8392 – Schedule 3 – Waste – Condition 27

HOUSEKEEPING

Contractors will ensure that their area of responsibility is kept neat and tidy, and that tools, equipment and materials are stored away when not in use. Work areas, passageways, stairways, and other areas will be free of debris, materials, and trip hazards.

SPILL MANAGEMENT

The site authority and contractors will ensure that spill kits are formally examined at the commencement of the project and on a 6-monthly basis after that. A stock take will also be conducted following the use of any spill kit. Locations of spill kits will be communicated in the site Induction.

All spills will be managed in accordance with the site emergency action plan.

Supporting Documentation

- Spill Kit Inspection Checklist

SITE REMEDIATION

It is integral that the remediation of the site is maintained throughout the project. All recyclable products, waste, and equipment will be removed from the site as soon as is reasonably practicable to reduce clutter.

If any construction or upgrading works occur on site during the Service Contract, Tesla will ensure that:



- Ground cover is restored as soon as practicable;
- All ground cover is maintained with the appropriate perennial species; and
- Weed management is undertaken in accordance with the Site Biodiversity Management Plan Section 7.22.

Tesla will consult with a local horticulturalist to ensure that perennial species to the site are maintained and/or replaced because of site disturbance. Tesla EHS team will be responsible for implementing this action in consultation with Edify Energy. This remediation specifically relates to operational disturbance and is not intended to be taken as a decommissioning commitment.

Supporting Documentation

- *Consolidated Consent SSD 8392 – Schedule 3 – Land Management Condition 8*

ENVIRONMENTAL NOISE

Tesla Megapack has a maximum noise emission level of 75dB when measured at a distance of 10 meters from any side surface of the enclosure, while operating at full maximum thermal system thresholds. These maximum operating conditions are rare and the typical noise emissions from the Megapack are much lower.

The RESS site maintains a minimum of 10m Asset Protection Zone (APZ) around all battery cabinets, and the nearest (residential) property is 440m away. An outline will be provided below to demonstrate how the Megapack installation will not impede upon these nearby premises.

Megapack can emit a maximum of 75 dBA at 10-metres from and side surface of the enclosure, while operating at full power (reference; Tesla Design and Installation Manual, 2023). Maximum power is only utilised in rare circumstances and this typically occurs when ambient temperature has reached (or exceeds) 50°C. The region of Griffith (and by proximity, Darlington Point), has never reached this temperature¹.

As part of this project, the maximum allowable night-time threshold is 35dB when measured in *LAeq,15min*. For these calculations, a conservative figure of 60% fan duty has been estimated for RESS, given the historical weather trends for the area. This has then been mapped against the local nearby receivers. Operating the fan duty at 60% drops the operational noise from 75dB to 68dB.

Operational noise levels for the DPSF from Arup (2018), RESS facility and the cumulative noise levels from the site have been previously mapped against nearby receivers², and the results have been described below (full results can be obtained from the below mentioned reference document). This uses the conservative 60% fan duty estimation as the noise emission level. The results below show that the calculated cumulative noise emissions from DPSF and the RESS facility are below the noise thresholds, even under worst case atmospheric and operating conditions.

Predicted Evening/Night Noise Levels, dB(A),Leq(15min)				
Receiver	Location	Distance to BESS (m)	Noise Level	Criterion
1	14713 Sturt Highway	2625	<20	35
2	122 Donald Ross Drive	1800	<20	35
3	336 Donald Ross Drive	440	31	35
4	382 Donald Ross Drive	860	24	35
5	456 Donald Ross Drive	1600	<20	35
6	510 Donald Ross Drive	2110	<20	35
7	537 Donald Ross Drive	2380	<20	35
8	Tubbo Homestead	5840	<20	35

¹ Griffith Historical Weather Records, Bureau of Meteorology, 1970-2023

² Spectrum Acoustics, NIA – Darlington Point Solar Farm and BESS, 2022

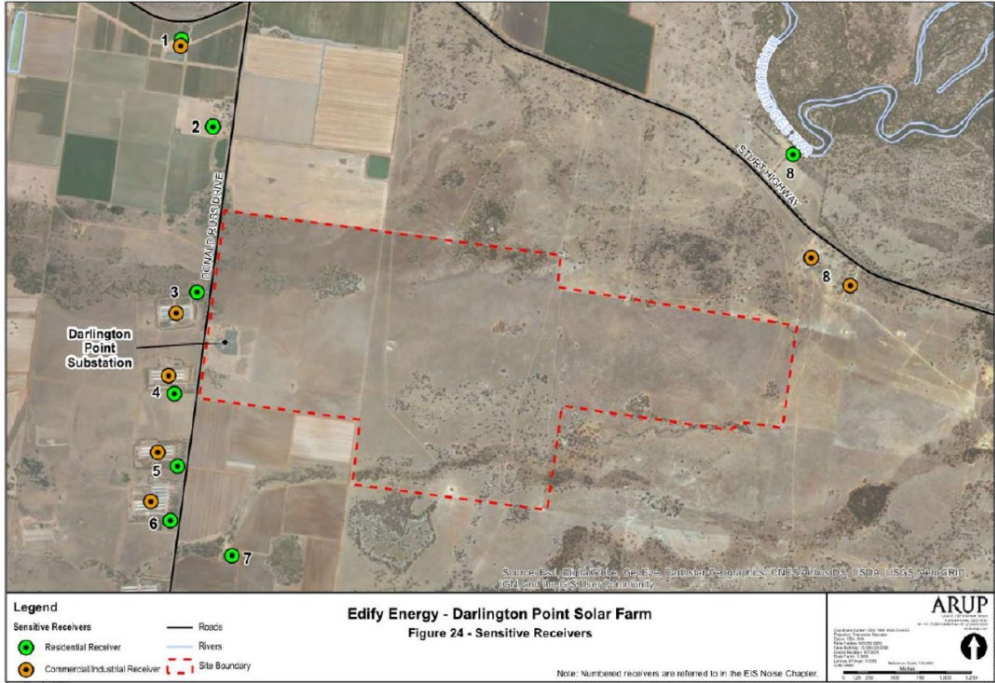


Image: DPSF + RESS site showing nearby receivers as depicted in above table.

Should a noise complaint be made, it will first be received by Edify Energy as the Asset/Consent owner. It will then be discussed with Tesla as the OEM of the product before being reviewed, assessed, controlled where possible, and then responded to in a timely manner. Any complaints will result in noise monitoring being conducted through an external accredited acoustic specialist and any testing results will be published with transparency to the complainant.

There are no current plans at the time of writing this plan for upgrades or further construction works that may create an increase in environmental noise to the development site. The site is anticipated to be operational for another 20 years, potentially till 2043.

A separate OEMP will be developed for decommissioning of the site and how environmental noise will be identified, assessed, and controlled.

19 HEALTH

HEALTH MONITORING & SURVEILLANCE

Health monitoring & surveillance will be determined through a risk assessment, EHS & emergency needs assessment (completed by a competent person) and review of safety data sheets relevant to chemicals used and stored at the site. Where potential health hazards are identified or prescribed by legislation, the contractor will actively implement health surveillance and monitoring to assess the health of personnel under their control.

Identified exposures to relevant chemicals must be documented and controlled in the project risk register with PPE and work methods documented in PWRAs.

The utility operations and maintenance manager, site authority and contractors must consult with EHS personnel where required to ensure controls are adequate to control the risks. An industrial hygienist may also be engaged to assist in controlling exposure pathways and necessary health monitoring if required. Additionally, an industrial hygienist may assist in controlling exposure pathways and necessary health monitoring.

Tesla and the contractor will ensure all personnel records remain confidential.

Supporting Documentation

- Global Policy - Exposure Assessment and Management Policy



- Health Monitoring and Surveillance Procedure
- Industrial Hygiene Risk Assessment Procedure (IHRAs) Procedure
- EHS & Emergency Needs Assessment

HEALTH MONITORING AND SURVEILLANCE –COMMERCIAL, INDUSTRIAL STORAGE

Will the project risk register identify potential occupational exposures to site personnel or as prescribed by legislation, the utility operations and maintenance manager/contractor will implement health surveillance and monitoring to monitor the health of personnel actively. The program will consist of baseline, task-specific and job completion monitoring.

Tesla will ensure that all personnel records remain confidential.

FITNESS FOR WORK

All workers must maintain a blood alcohol concentration (BAC) of 0.00%, and workers are not to have consumed illegal substances before work. *Regular* working hours will also not exceed ten (10) hours for fatigue management purposes. *Extraordinary* shifts will not exceed twelve (12) hours, including travel time, with a minimum break between shifts of ten (10) hours. Should a total shift time approach 12 hours, a fatigue assessment is to be conducted with the worker and their manager using the Fatigue Assessment (noted below). Further information on fatigue is found in the Tesla Fatigue Management Guide (referenced below, located external to this plan).

Supporting Documentation

- General EHS Fitness for Work Policy, Tesla Motors Australia, Pty Ltd
- Tesla Substance Abuse and Testing Policy
- Fatigue Management Guide
- GLOB-EHS-Fatigue Assessment

ILLNESS PREVENTION PLAN – INFECTIOUS DISEASE

The utility operations and maintenance manager and contractor(s) must develop and provide to Tesla for review an infectious disease (Such as COVID-19, influenza etc.) prevention, control and recovery plan. This plan will ensure the well-being of employees, contractors, site personnel, the public and the business's continuity.

The utility operations and maintenance manager and contractor are responsible for implementing, training, and providing adequate recourses to their workers and subcontractors to minimise the risks of the spreading of infectious diseases.

The utility operations and maintenance manager and contractor(s) must ensure regular cleaning of shared spaces such as work and communal/meal break areas to reduce the risk of spreading infectious diseases. Where needed, cleaning will be conducted in line with regional legislative requirements.

Supporting Documentation

- COVID-19 Prevention, Control and Recovery Plan
- COVID-19 Risk Mitigation and Return to Operations Plan



NOISE AND VIBRATION MANAGEMENT

The Tesla Site Authority will ensure that the risk surrounding noise are managed so far as is reasonably practicable at the Site. Specifically, the minimum requirements will ensure:

- Compliance with statutory requirements, including both SafeWork and EPA NSW requirements;
- All attempts made to minimize the noise levels at the sources (ie plant exhaust control, guarding etc);
- All staff are aware of control measures to reduce the exposure to noise where required as part of the site induction at the RESS;
- Workers implement the safe work practices to ensure minimization of the effects of noise (this is also covered in their induction at RESS); and
- Employees receive appropriate training when it is required.

NOISE IDENTIFICATION AND ASSESSMENT

It is unlikely that noise levels at the site will exceed 85 decibels averaged over an eight-hour period during normal and planned maintenance activities. However, if a specific maintenance task is required that may produce harmful levels of noise/nuisance environmental noise, a risk assessment will be undertaken to address the level of noise in accordance with Tesla's risk assessment protocol. Controls could include:

- Substitution of plant;
- Relocation of noisy activity (i.e. circular saw cutting) away from others;
- Ensure muffling equipment is secure to mobile plant/equipment;
- Minimizing prolonged duration of noisy activities, ensuring workers take periodic breaks; and
- Application of appropriate PPE.

Supporting Documentation and Consolidated Consent References:

- *Consolidated Consent SSD 8392 – Schedule 3 – Environmental Conditions: General: Condition 14 and 14A-Noise*

WORKPLACE AMENITIES

Suitable and adequate on-site amenities will be supplied, including access to clean toilets. Amenities must be stocked with appropriate cleaning and hygiene products and regularly maintained by each responsible company.

The contractor will provide amenities as required and must be kept clean and free of all food scraps, wrappers, paper cups, and other disposable items. In addition, suitable drinking water, refrigeration, cooking, waste disposal and/or heating equipment must be supplied.

Supporting Documentation

- Managing the Work Environment and Facilities Code of Practice

SMOKING

Tesla is committed to providing employees and visitors with a safe, clean, healthy workplace. Smoking, vaping and using smokeless tobacco are prohibited at the site except for specific smoking location(s) as delegated by the site authority and/or principal contractor.

For Tesla's smoke and tobacco-free policy, smoking refers to lighting or using tobacco or non-tobacco products such as cigarettes, pipes, hookahs and cigars. Vaping refers to the use of electronic delivery devices, commonly referred to as e-cigarettes, e-cigars and e-hookahs, regardless of the content of such devices.

WEATHER - HEAT ILLNESS PREVENTION

The heat index will be communicated during the daily pre-start meeting to ensure appropriate controls are implemented for workers. Weather conditions at the site will be monitored throughout the day.

In addition to supplying fresh drinking water and shade, the site authority/contractors may also consider implementing further controls such as adjusting start/finish times, extended breaks, rescheduling works and other reasonable actions that will reduce heat and humidity stress for site personnel.



Supporting Documentation

- Global Policy – Heat and Cold Illness Prevention
- Building Work/Rest Schedules for Heat Stress Prevention Work Instruction

MANUAL HANDLING

Manual handling activities will be assessed for potential risk at the commencement of the work activity and, if necessary, detailed on the project risk register and/or considered during the development of PWRAs. Objects that need to be lifted, pulled, pushed, held or restrained must be assessed. If deemed too heavy or unsafe due to size, space restrictions etc., it will not be attempted to be manually handled without another person's help or mechanical equipment.

OPERATING HOURS

Regular working hours will be nominally between 7:00 am and 5:00 pm, Monday to Friday.

Separate to the above regular working hours, any construction, upgrading or decommissioning activities will only be undertaken between:

- a) 7 am to 6 pm Monday to Friday;
- b) 8 am to 1 pm Saturdays; and
- c) At no time on Sundays and NSW public holidays.

Adjacent residents will be notified of construction activities by the site authority/utility operations and maintenance manager before commencement. The above parameters exclude emergency works to avoid loss of life, property and/or material harm to the environment and the delivery of materials requested by the NSW Police Force or other authority for safety reasons.

Supporting Documentation and Consolidated Consent References:

- *Consolidated Consent SSD 8392 – Schedule 3 – Environmental Conditions: Construction, Upgrading and Decommissioning Hours - Condition 13*

ASBESTOS

It is noted that there have been no asbestos-containing materials identified or documented prior to or throughout the construction process. However, under state-based regulations, any asbestos-containing materials identified within the Site boundary will be documented and the condition of the materials monitored throughout the duration of the operation and maintenance period.

FRIABLE ASBESTOS

Friable asbestos means material that is in a natural or powder form or that can be crumbled, pulverised, or reduced to powder by hand pressure when dry and contains asbestos, e.g. pipe lagging and natural in ground material.

NON-FRIABLE ASBESTOS

Non-friable asbestos can be defined as material containing asbestos that is not friable asbestos, including material containing asbestos fibers reinforced with a bonding compound, e.g. asbestos pipes, floor tiles, and asbestos sheets used for building.

ASBESTOS IDENTIFICATION

If material suspected to be asbestos is discovered on a project site, undertake the following:

1. The person who discovers the suspected asbestos material will notify the site authority;
2. The site authority will contact the EHS department;
3. The asbestos location register is filled in;
4. An appropriate contractor will be engaged to identify and sample the asbestos; and
5. If deemed asbestos, an asbestos removal contractor will be engaged to remove the asbestos.

ASBESTOS REMOVAL

The specialist asbestos removal company must prepare an asbestos removal control plan and PWRA. This will include details and methodology of the asbestos removal, the PPE to be used, and the location, type, and condition of the



asbestos. The asbestos removal company will notify the relevant authority (if required) and other stakeholders of their intent to conduct asbestos removal work on behalf of Tesla.

An independent occupational hygienist may be required to conduct airborne asbestos fibre monitoring and ensure the controls detailed in the asbestos removal control plan are implemented.

All asbestos will be disposed of in accordance with relevant legislative requirements at an appropriate waste facility. The site asbestos register and asbestos disposal registers must also detail the removal.

ASBESTOS REPORTING

The independent occupational hygienist will prepare a report detailing the sufficient removal of the asbestos material. This report will be sent to Edify, and the EHS team will maintain the asbestos register.

Supporting Documentation

- Asbestos Location Register
- Asbestos Disposal Register
- Global Policy - Exposure Assessment and Management Policy
- Industrial Hygiene Risk Assessment Procedure (IHRAs)



19 APPENDIX A - DEFINITIONS

Audit	A systematic review of safety, health and environment within a site, workplace or during a project. The review will include the assessment and implementation of policies, procedures, and risk assessments.
Change Management	The methods and manners in which change within both internal and external processes are implemented within Tesla.
EHS	Environment, Health and Safety
EHSMP	Environmental, Health and Safety Management Plan
EHSM	Environmental, Health and Safety Manual
Hazard	A situation or thing which has the potential to harm a person.
Hazard Identification, Risk Assessment and Control (HIRAC)	Tesla's system to identify hazards assess the risks associated with each hazard and controlling the likelihood and severity of each risk.
HAZCON	Hazards in Construction (HAZCON) process is a systematic and formal method of identifying and assessing the risks which will be present during the construction, maintenance, modification and demolition of an asset.
HAZID	HAZID (Hazard Identification) is a qualitative technique for the early identification of potential hazards and threats affecting people, the environment, assets or reputation
HAZOP	A hazard and operability study (HAZOP) is a structured and systematic examination of a complex planned or existing process or operation to identify and evaluate problems that may represent risks to personnel or equipment.
HiPo	A high-potential incident is an incident or near-miss that, realistically, could have, caused one or more fatalities under other circumstances.
Human Organisational Performance (HOP)	HOP is a form of organisational learning that focuses on understanding the context and conditions of work, particularly surrounding event management and root cause analysis. The five pillars of HOP are human error is normal, blame fixes nothing, context drives behaviour, learning is vital and blame fixes nothing.
JHA	Job Hazard Analysis
Job ID	Tesla's internal job identification number/sequence from Tesla Grid
LIFE	LIFE: cases involving a fatality, permanent disability, disfigurement, life-altering injury, or illnesses. Loss of Reputation, Injury/Illness, Fire/Thermal Event/Property Damage, Environmental Impact (as defined by Section 4.2).
LMRA	Last Minute Risk Assessment
Daily Pre-Start	Also known as Pre-task meeting/Pre-shift/Tailboard/Morning Huddle – A daily on-site meeting that occurs before any work is undertaken. The pre-task meeting will cover off the scope of work for the day, critical risks, work areas and any other relevant information for the day's works.
PWRA	Pre-Work Risk Assessment (also known as SWMS Safe Work Method Statement)
RAZ	Restricted Access Zone
Risk Register	A risk management document that is used to identify potential risks and assign appropriate controls to each (regulatory or otherwise) to ensure site hazards and risks are appropriately controlled.
SiD	Safety in Design
Simultaneous Operations (SIMOPs)	Multiple independent sites or project operations that occur on a location at the same time.
Toolbox Meetings	An informal health and safety meeting that focuses on topics related to the workplace or job, such as hazards, safe work practices and how the risks can be reduced. The toolbox meetings are often task-specific and will be relevant to the work undertaken.




20 APPENDIX C – WHS AND ENVIRONMENTAL LEGISLATION

NEW SOUTH WALES	
Principal WHS Legislation	
Work Health and Safety Act 2011	Work Health and Safety Regulation 2017
Other Project Relevant Legislation / Regulation	
Electricity Supply Act 1995	Workers Compensation Act 1987
Electricity Supply (Safety and Network Management) Regulation 2014 (NSW)	Workers Compensation Regulation 2016
Explosives Regulation 2013	Explosives Act 2003
Dangerous Goods (Road and Rail Transport) Act 2008	Dangerous Goods (Road and Rail Transport) Regulation 2014.
Approved Code of Practice	
Abrasive Blasting	How to Manage Work Health and Safety Risks
Confined Spaces	How to Safely Remove Asbestos
Demolition Work	Labelling of Workplace Hazardous Chemicals
Excavation Work	Managing Electrical Risks in the Workplace
First Aid in the Workplace	Storing and Handling of Liquids: Environmental Protection – Participants Handbook
Hazardous Manual Tasks	Managing Noise and Preventing Hearing Loss at Work
Managing the Risk of Falls in the Workplace	Managing Risks of Hazardous Chemicals in the Workplace
Managing the Risks of Plant in the Workplace	Managing Psychosocial Hazards at Work
Managing the Work Environment and Facilities	Work Health & Safety Consultation, Co-operation & Co-ordination.
How to Manage and Control Asbestos	
Australian Standards	
AS 1200: Pressure Equipment	AS 1418: Cranes, Including Hoists and Winches
AS 2030: Gas Cylinders	AS 2550: Cranes, Hoists and Winches - Safe Use
AS 3012 Electrical Installations Construction and Demolition Sites	AS/NZS 5033 - Installation and safety requirements for photovoltaic (PV) arrays
AS 1576: Scaffolding (Parts 1 - 4)	AS/NZS 3000 - Australian Wiring Rules
AS 2067: Substations & high voltage installations exceeding 1 kV a.c.	AS 2601-2001: The Demolition of Structures
AS 4282: (INT) 2019 – Control of Obtrusive Effects of Outdoor Lighting	
Other Applicable Legislation/Guidance Material	
Aboriginal Heritage Act 1988	Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales DECCW 2010
Dangerous Goods (Road and Rail Transport) Act 2008	Energy and Utilities Administration Act 1987
Local Government Act 1993	National Parks and Wildlife Act 1974
National Parks and Wildlife Regulation 2019	Crown Lands Act 1989
Native Vegetation Regulations 2017	Natural Resources Commission Act 2003
Aboriginal and Torres Strait Island Heritage Protection Act 1984	Managing Urban Stormwater: Soils and Construction Landcom 2004
New South Wales Environmental Legislation and Guidance Material	
Biodiversity Conservation Act 2016	Wilderness Act 1987
Environmental Planning and Assessment Act 1979	NSW Noise Policy for Industry EPA 2017
Environmental Trust Act 1998	Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)
Waste Classification Guidelines – Part 1: Classification of waste 2014	Forestry Act 2012



Local Government (General) Regulation 2005	Crown Lands Act 1989.
Protection of the Environment Operations Act 1997	Protection of the Environment Legislation Amendment Act 2011
Soil Conservation Act 1938	Local Land Services Act 2013.
Threatened Species Conservation Act 1995	Interim Construction Noise Guideline DECC, 2009

22 APPENDIX D – MINIMUM TRAINING REQUIREMENTS

 GLOBAL ENVIRONMENT HEALTH AND SAFETY	A = As Required M = Mandatory O = Optional	Senior Managers	EHS Personnel	Utility O&M Manager	Site Managers/Authority	Tesla Employees	Visitors	Site Workers
		Task/Requirement	Qualification/Training					
Work Safely in the Construction Industry	CPCCOHS1001A	O	M	M	M	M	O	M
Site Specific Induction	Internal		M	M	M	M	O	M
Pre-Work Risk Assessment Training	Internal		M	M	M	M		O
EHS Obligations Training / Due Diligence	Internal / External	M	M	M	M	O		O
EHS Management Plan Introduction	Internal	M	M	M	M			
Operational Learning	External	O	M	O	O			
Auditing Training	Internal / Lead Auditor		AR	O	O			
Briefings in PWRA and similar documents	Internal		AR	AR	M	AR	AR	M
Emergency Action Plan Introduction	Internal		O	O	M			
Project Emergency Response	Internal		O	O	M	M		M
EHS for Everyone	Internal	M	M	M	M	M		
EHS for Site Personnel	Internal		M	AR	M	M		
EHS for Offsite Personnel	Internal		M		AR	AR		
EHS for Project Managers	Internal		M	M	AR			
EHS for Leadership	Internal	M	M					
Operational Learning	Internal	M	M	M				
HOP Fundamentals	Internal	M	M	M	M	M		
HOP for Leadership	Internal	M						
Fire Extinguisher Training	Internal / PUAWER008B							AR
Provide First Aid	HLTAID003							AR
Low Voltage Rescue & CPR	UETTDRRF06B							AR
Electrical Workers License	Applicable to jurisdiction							AR
Driver's license	Appropriate class of vehicle							AR
Switching License	Switching Operator Certificate/Internal							AR
Telehandler License	RIIHAN309A							AR
Telehandler (Jib capacity greater than 3t)	CN High Risk License							AR
Refrigerant Handling License	Handling License							AR
Refrigerant Recover License	Recover License							AR
Elevated Work Platform	Verification to Operate, Yellow Card							AR
Elevated Work Platform >11m	Verification to Operate, HRWL							AR
Confined Space	RIIWHS202D							AR
Working at Heights over 2m or users of fall arrest equipment	RIIWHS204D							AR
Lock Out / Tag Out Training	Internal							AR



Dogman	High Risk Work License - Dogging									AR
Rigger	High Risk Work License - Rigging									AR
Crane Operator	High Risk Work License - Crane									AR
Forklift	High Risk Work License – Forklift									AR
Mobile Plant Operators	RTO issued competency									AR



22 APPENDIX E: TRAFFIC MANAGEMENT PLAN

The following components of this EHSMP are specifically compiled to detail the risks and mitigations of ongoing traffic that is involved in the operation and maintenance period of the RESS site. No consideration for how traffic will be managed at decommissioning has been included in this TMP, as this will be detailed in a separate decommissioning plan when that eventuates (approximately 2043).

The purpose of this TMP is to provide the reader with an understanding of how traffic moves safely around the RESS facility, while also minimising the impact upon the neighbouring communities. It must be noted in this introductory section that the two (2) full-time personnel at RESS conduct nearly all of their daily movements around site on foot. The site is approximately 100 metres long (from control building to northern-most fence line) and 85m wide. It does not require extensive vehicle travel to transverse the site, and only has one small road that transverses the North/South Centrepoint of the facility.

ONSITE VEHICLES

During operations and maintenance (which this plan is developed for), all major road movements have ceased. There are no ongoing heavy vehicle movements either to or from the site. The main entrance to the site for the small number of light vehicles is through the main entry on Donald Ross Drive. The total movement of light vehicles through this entrance/exit is less than 10 per business day.

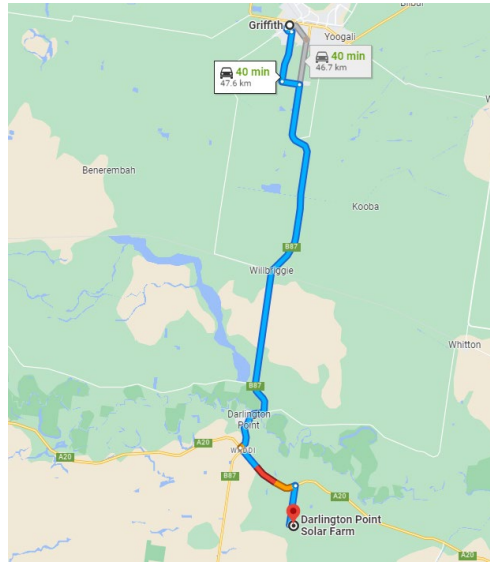
Light vehicles are controlled at the site by only being able to enter the RESS facility once approved by the Tesla Site Authority. This involves having all light vehicles park in the designated light vehicle parking area (see site Map, 25). Should there not be enough light vehicle parking onsite for those light vehicles in attendance, these vehicles are able to park on the general access road that proceeds through the RESS facility and the keys to any vehicle left on this road are then provided to the Tesla Site Authority who can move these vehicles if required.

WEEKEND/NIGHT MOVEMENTS

There are no anticipated night-time works during the operation and maintenance period of the RESS site, unless there is an emergency event such as fire, electric shock, medical event, flooding, earthquake, or other unanticipated event. There is no proposed weekend attendance at site and as such, no light vehicles will come/go to the project site during Saturday or Sunday throughout operation and maintenance unless one of the aforementioned emergency events is to occur.

TRAFFIC ROUTES TO/FROM RESS

All Tesla employees that attend the RESS daily do so via light vehicles. All personnel who attend site travel to/from the township of Griffith (including those who visit via plane). An overview of this journey is included below, but it involves an approximate 40 minute journey via light vehicle and transverses Kidman Way for the majority of the journey, then onto Sturt Highway for a brief component, then lastly Donald Ross Drive. It is noted that, infrequently, some persons may travel to site via vehicle from Sydney. All Tesla personnel who do this journey are instructed to travel through Griffith to maintain this continuity. Upon approaching the site from Donald Ross Drive, light vehicles will then proceed into the shared road between the Solar Farm and the RESS site.



HOW ARE HEAVY VEHICLES CONTROLLED?

Due to the project being in operation and maintenance phase, there are no anticipated heavy vehicle transport movements. Tesla spare parts and equipment are transported to/from site via Light Rigid (LR) vehicle. Equipment delivered to site is removed from the vehicle using an onsite forklift if it is required.

Should there be needs for a replacement Megapack Unit, or a large-scale failure of the high voltage transformer, a separate traffic management assessment will be conducted by an external specialist, and this will include conducting a dilapidation survey of the surrounding local roads and infrastructure. No current decommissioning traffic management practices are proposed; these will be developed at the time of decommissioning which will be in approximately 2043. Further, should there be any proposed upgrades to the facility, heavy vehicle transport will be conducted in accordance with the previously approved plans utilized during construction works.



CROWN ROADS

Any unformed Crown Road reserves within the development site are to be maintained for future use, however there are no Crown Roads within the BESS site boundary. Roads are inspected as part of the monthly site inspection and report.

HEAVY VEHICLE MOVEMENTS

Tesla will ensure that in accordance with Schedule 3, Conditions 1-7 of Consolidated Consent relating to Operations, the length of any vehicles (excluding over-dimensional vehicles) used for the development does not exceed 26 metres. This plan is intended for the operation and maintenance of the RESS facility, however the original conditions of the consent are included below and Tesla will not generate heavy vehicle movements that exceed these conditions listed below.

In addition, Tesla will not generate more than:

- 80 heavy vehicle movements a day during construction, upgrading or decommissioning;
- 15 over-dimensional vehicle movements during construction, upgrading or decommissioning; and
- 10 heavy vehicle movements a day during operations.

Tesla will ensure that a record of the number of over-dimensional and heavy vehicles entering and leaving is kept up to date throughout the life of the Service Contract.

CHAIN OF RESPONSIBILITY

The chain of responsibility (COR) ensures corporate entities, directors, or partners are legally accountable for the actions of people under their control. The COR requires transport responsibilities to entities, even if the company is not directly transporting goods. Tesla and its contractors will ensure appropriate fatigue management controls are in place for all drivers. All COR guidelines, requirements, and regional legislation will be implemented to ensure the safe transit of all materials related to the project.

DRIVER FATIGUE MANAGEMENT

Tesla has a fatigue management standard within the business that all internal employees are required to adhere to. Tesla does not stipulate guidelines on fatigue management for external contractors, however it is an expectation that external contractors will have their own fatigue management standards within their business. Working hours on the site during Operation and Maintenance are capped and require Senior Management Approval if they are approaching 12-hours (note, this time is measured as 'door to door').

All Tesla employees are required to take the shortest (but safest) route between the site and their intended destination (which is most notably the township of Griffith).

SPEED LIMIT MANAGEMENT

Tesla utilizes several light vehicles onsite. Speed limits are to be adhered to onsite, however this is merely done with signage and an acknowledgement of a speed limit of 10km/h within the BESS boundary fence. Tesla employees will adhere to this speed at all times. The speed limit for the site is addressed during site induction and this includes visitors and contractors who also receive induction. Nearly all movements within the RESS facility are on-foot.

On public roads outside the site, Tesla employees are required to adhere to the NSW Road Rules. All Tesla employees have NSW (or other State/Territory) drivers licenses and these are checked annually as part of Tesla's training matrix review.

DISCIPLINARY MEASURES

All employees at Tesla are required to adhere to the Tesla Safe Driving policy as a condition of employment. No Tesla staff member is permitted to operate a company vehicle until training in this policy has been completed. Further, Tesla staff participate in defensive driver training annually.

As a result of these measures, should non-compliance to the Australian Road Rules be detected within the company, or should a complaint be made (adhering to the complaint procedures outlined in this document), an employee made by subjected to disciplinary measures in accordance with Tesla internal policies.

MINIMISING TRAFFIC SAFETY ISSUES



It is acknowledged that in accordance with the consent conditions, the site must minimize potential traffic safety issues during construction, upgrading or decommissioning works.

Throughout the operation and maintenance phase of the project, only minimal steps can be taken to minimize potential traffic safety issues. Compliance with the Tesla fatigue management guideline (which is housed external to this OEMP) is one of those key safety protocols. Other performance measures that can/may be implemented as part of the project have been listed below and justifications provided.

Criteria or control measure	Level of implementation for Operations and Maintenance
Performance criteria, measures and indicators for shuttle bus utilisation and car-pooling in accordance with the commitments in the EIS;	The site does not utilize a shuttle for the movement of the two (2) FTE personnel who manage the facility. However, carpooling is encouraged where possible between the site and the township of Griffith
Temporary traffic controls, including detours and signage	The site is in operation and maintenance. There are no active detours or traffic control measures required as the site is merely a driveway from Donald Ross Drive
Notifying the local community about project related traffic impacts	The project is committed to consulting with the community about any changes to the project or modifications that may increase traffic flow or cause significant disruption to the local area. Edify will conduct letter-box drop and hold community information sessions should such a significant modification (or decommissioning event) occur.
Procedures for receiving and addressing complaints from the community about development related traffic.	Members of the community can raise traffic safety issue related complaints to Edify Energy as the asset owner, who will then consult with Tesla Energy as the site operator. Affected employees will be interviewed and any outcomes will be provided to the complainant in a timely manner. Should the complaint appear to constitute a traffic offence, this will be escalated to the NSW Police Force, by calling them on the telephone at Griffith Police Station, their phone number is 131 444 for non-emergency complaints.
Minimizing potential for conflict with school buses and other motorists as far as is practicable	<p>The site is currently operational and will be until approximately 2043. Given its location, there is very minimal numbers of school bus travel along the route. However, conflict with school buses by site traffic is minimized due to site personnel commencing operations at 7am each week day (prior to school bus movements), and finishing at 4pm each day (after majority of school bus movements for the afternoon).</p> <p>The maximum anticipated traffic of 10 light vehicles coming/going from the site each weekday is not anticipated to have an adverse impact on the school buses in the area to the level that requires action to be taken.</p> <p>All site workers have current NSW Drivers Licences and this has provided them with required information on interacting with school buses. All Tesla maintenance workers have conducted defensive driver training on an annual basis.</p>
Scheduling of haulage vehicle movements to convey length or platoons	There are no haulage vehicles required during operations and maintenance. Should there be a major failure during the operations phase, a Tesla Megapack or Transformer (either could be a point of failure) will be transported by single heavy vehicle along the previously identified construction route. These activities would be scheduled to minimize any disruption to surrounding roads and road users.



	Neither Edify as the asset owner, nor Tesla as operators, have the major Transformer (132kV) in the Darlington Point substation as part of this scope.
Responding to local conditions that may affect road safety such as fog, dust and wet weather	Should there be adverse weather conditions affecting the Darlington Point area, site personnel would drive with their headlights on. These types of behavior are covered in the standard NSW Driver's Licence skills assessment process. The Tesla site authority will tell other site personnel if there is inclement weather conditions and the steps that are required to be implemented. All Tesla personnel have attended defensive driver training sessions and these are renewed annually.
Responding to an emergency repair or maintenance requirements	The site will not be responsible for responding to road related repairs to NSW public roads during the operations and maintenance period. The only vehicles being utilized are light vehicles and these light vehicles are registered in NSW with all duties and taxes paid in accordance with NSW Roads and Maritime Services requirements.
A traffic management system for managing over-dimensional vehicles	Should there be a requirement to bring an over-mass or over-dimensional vehicle to the site, the same protocols that were developed and utilised for construction (and approved by DPIE) will be implemented. However, it is not anticipated that any over-mass or over-dimensional vehicles will be utilized. A separate decommissioning plan will be developed and submitted at the time, in approximately 2043. If a catastrophic failure requires the implementation of an over-mass, over-size vehicle transport, a specific traffic/journey plan for that specific activity will be developed and submitted to DPIE for separate review.

Supporting Documentation

- [EHS Manual: Chain of Responsibility](#)
- [Tesla Fatigue Management Standard](#)

MOBILE EQUIPMENT

All mobile equipment will arrive at the site in compliant working order and be maintained appropriately throughout the duration of the works. It will be inspected by the Tesla Site Authority prior to being accepted into the site and prior to works commencing.

Equipment utilised at the Site will only be used for the task intended and in addition, equipment used on the project will be documented in the risk register and PWRAs (pre work risk assessment) where required and fulfil all pre-start requirements before daily operation.

The mobile equipment management system will manage mobile equipment under Tesla's control.

The site authority and contractors must/will review completed pre-starts to track scheduled maintenance requirements and ensure issues are repaired accordingly. Any equipment deemed unsafe will/must be tagged out of operation, and appropriate repair works arranged.

All equipment will be parked appropriately when not in use, with the key removed and placed in a safe location. Appropriately is taken to mean either in a designated parking spot adjacent to the site control building, or otherwise in an area that does not impede emergency exit pathway and will not prevent the safe operation of RESS equipment.

Supporting Documentation and Consolidated Consent References



- *Consolidated Consent SSD 8392 – Operation of Plant and Equipment – Schedule 2, Condition 13*
- *Consolidated Consent SSD 8392 – Schedule 3 – Environmental Conditions – Condition 7: Traffic Management Plan*
- [EHS Manual: Mobile Equipment](#)
- Mobile Plant Inspection



23 DOCUMENT CONTROL

Document Control				
Document Code	APAC-ENER-SAF-FOR-15-228			
Document Title	EHS Management Plan			
Region	(APAC) Asia Pacific			
Business Channel	(ENER) Energy Products			
EHS Core Subject	(SAF) Safety			
Site	All Australia	Department	All	
Project				
	Print Name	Date	Signature	Position
Developed by	Darcy Coombs	27/04/2023		EHS Specialist
Reviewed by	Amy Reynolds	20/09/2023		Sr. EHS&S Program Manager
Approved by	Matt Ploksts	20/09/2023		Sr. EHS Manager

24 REVISION HISTORY

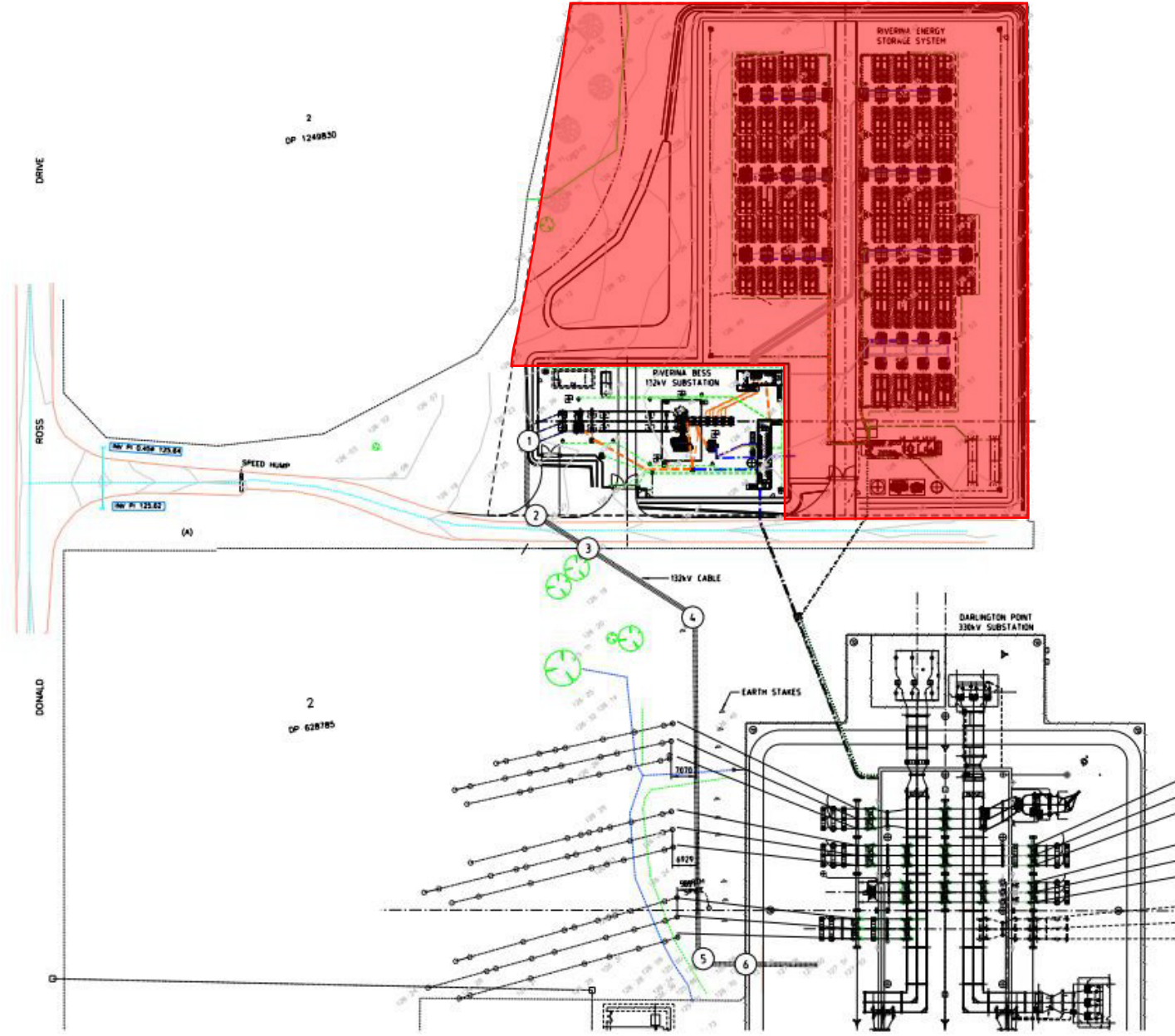
TEMPLATE

Version #	Change History	Full Name	Job Title	Date
1	Initial Release	Matthew Ploksts	Sr EHS Specialist	18/12/2019
2	Minor updates throughout the document	Matthew Ploksts	Sr EHS Specialist	25/01/2020
3	Review & minor formatting updates	Matthew Ploksts	Sr EHS Specialist	13/03/2020
4	Included section on COVID19	Matthew Ploksts	Sr EHS Specialist	27/04/2020
5	Update section 6.1 to reflect hazard management improvements	Matthew Ploksts	Sr. EHS Specialist	07/12/2020
6	Minor Updates, Section 11.3, 11.7	Amy Reynolds	EHS Specialist	28/01/2021
7	Minor Updates: Sections 3.1.6, 3.1.7, 4.3.7, 8.1, 8.2, 10.5. Major Updates Sections 4.4.7, 10.1, 12.11, 14.4.	Amy Reynolds	EHS Specialist	10/05/2021
8	Updates throughout – revamp of template	Darcy Coombs	EHS Specialist	26/04/2022
9	Enhanced Environmental Expansion	Amy Reynolds	Sr. EHS Program Manager	20/09/2023
10	Updated significant aspects as per ongoing DPIE Review	Scott Bruce	Snr EHS Specialist	30/10/2023
11	Further updates as per ongoing DPIE Review	Scott Bruce	Snr EHS Specialist	30/11/2023
12	Updating Environmental Noise per DPIE request	Scott Bruce	Snr EHS Specialist	11/12/2023

Document Code		Title	Commissioning EHS Plan	Region	(GLOB) GLOBAL	Channel	(ENER) Energy	Core Subject	(CON) Construction
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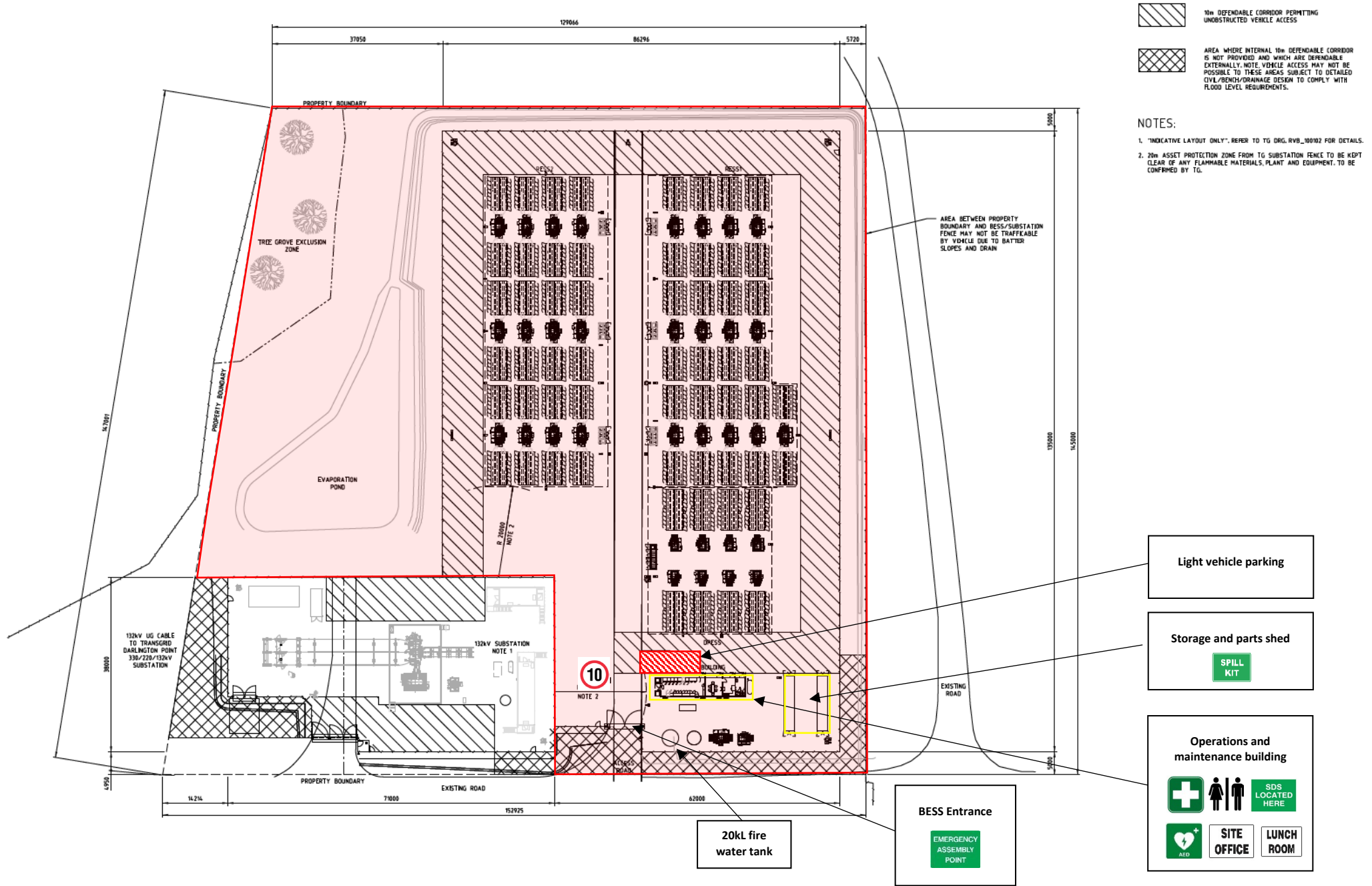
25 SITE PLANS

a. General Site Layout and Property Boundary BESS site in Lot 1 DP1249830



Document Code	Title	Commissioning EHS Plan	Region	(GLOB) GLOBAL	Channel	(ENER) Energy	Core Subject	(CON) Construction
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b. General Site Layout and Property Boundary



10m DEFENDABLE CORRIDOR PERMITTING UNOBSTRUCTED VEHICLE ACCESS

AREA WHERE INTERNAL 10m DEFENDABLE CORRIDOR IS NOT PROVIDED AND WHICH ARE DEFENDABLE EXTERNALLY. NOTE: VEHICLE ACCESS MAY NOT BE POSSIBLE TO THESE AREAS SUBJECT TO DETAILED CIVIL/BENCH/DRAINAGE DESIGN TO COMPLY WITH FLOOD LEVEL REQUIREMENTS.

- NOTES:
- "INDICATIVE LAYOUT ONLY". REFER TO TG DRG. RVB_00002 FOR DETAILS.
 - 20m ASSET PROTECTION ZONE FROM TG SUBSTATION FENCE TO BE KEPT CLEAR OF ANY FLAMMABLE MATERIALS, PLANT AND EQUIPMENT. TO BE CONFIRMED BY TG.

AREA BETWEEN PROPERTY BOUNDARY AND BESS/SUBSTATION FENCE MAY NOT BE TRAFFICABLE BY VEHICLE DUE TO BATTER SLOPES AND DRAIN

Light vehicle parking

Storage and parts shed

Operations and maintenance building

EMERGENCY ASSEMBLY POINT

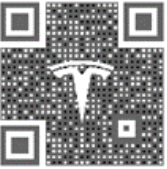
SITE OFFICE

SDS LOCATED HERE

LUNCH ROOM

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26 EXAMPLE: PRE-WORK RISK ASSESSMENT (PWRA)

1. Project Details & Contacts					
JB#:				Job Name:	
Project Address:					
Company Name:				Company Address:	
Primary Contractor:				Contact Number:	
Utility operations and maintenance manager:				Contact Number:	
Tesla Responsible Person (TRP):				Contact Number:	
Contractor Responsible Person (CRP):				Contact Number:	
Subcontractor(s):					
EHS&S Partner:				Contact Number:	
Pre-Work Risk Assessment Author:				Date Developed:	
2. Planned Works					
Description of Scope:					
Planned Schedule:	<input type="checkbox"/> Mon. <input type="checkbox"/> Tue. <input type="checkbox"/> Wed. <input type="checkbox"/> Thurs. <input type="checkbox"/> Fri. <input type="checkbox"/> Sat. <input type="checkbox"/> Sun.			Start time:	Stop time:
High-Risk Work	<input type="checkbox"/> Risk of Falling >2m/6ft	<input type="checkbox"/> Near Mobile Equipment	<input type="checkbox"/> Crane/Hosting/Rigging	<input type="checkbox"/> Tilt-up/Precast Work	
	<input type="checkbox"/> Confined Space	<input type="checkbox"/> Near Electrical Services	<input type="checkbox"/> Excavation/Trenching	<input type="checkbox"/> Other:	
	<input type="checkbox"/> Near Gas Mains	<input type="checkbox"/> Work on or Next to Roads	<input type="checkbox"/> Asbestos Works	<input type="checkbox"/> No High-Risk Work	
Permits Required:	<input type="checkbox"/> Hot Work	<input type="checkbox"/> Isolation Permit	<input type="checkbox"/> Confined Space	<input type="checkbox"/> Fire/Alarm System	
	<input type="checkbox"/> Excavation/Trench	<input type="checkbox"/> Energized Electrical Work	<input type="checkbox"/> Other:	<input type="checkbox"/> Other:	
3. Hazardous Chemicals			4. Stage of Works HIRAC		
MSDS Online Access	Chemical Name	Included			
		<input type="checkbox"/>	Site Setup	Site Specific Hazards	
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
Minimum PPE		Additional PPE Required		Environment Controls Required	
Hard Hat	<input type="checkbox"/> Goggles/Face Shield	<input type="checkbox"/> Fall Protection		<input type="checkbox"/> Spill Kit	
Safety Glasses	<input type="checkbox"/> Hearing Protection	<input type="checkbox"/> Tyvek Suite		<input type="checkbox"/> Secondary Containment	
Hi-Vis Vest/Clothing	<input type="checkbox"/> Respirator Type:	<input type="checkbox"/> Fire or Arc Flash Resistant Clothing		<input type="checkbox"/> Dust Control:	
Safety Toe Boots	<input type="checkbox"/> Gloves Type:	<input type="checkbox"/> Hi-Vis Apparel (Vest/Pants)		<input type="checkbox"/> Noise Control:	
Long Pants	<input type="checkbox"/> Rubber Boots:	<input type="checkbox"/> Other:		<input type="checkbox"/> Other:	

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5. Pre-Work Risk Assessment: (In logical order, record the Task Steps, Hazards, Consequences, and Controls) ****Add rows as needed****

What are you doing? (Describe the main task/step)	What can hurt you, others, or the environment? (Hazards)	Initial Risk Rating	What safeguards are in place and are they effective? (Identify the controls which you <u>WILL</u> implement in accordance with the Hierarch of Control to reduce the hazards to ALARP)	Residual Risk Rating	Responsible Person Who will be responsible for implementing the identified safeguards?
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Site Setup

Site Specific Hazards

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27 EXAMPLE PRE-TASK PLAN (PTP) / PRE-START FORM

1. Location Details		Last Minute Risk Assessment	Leadership Engagement Tool	Take Charge Submission Form			
Date							
Job Name							
Job ID							
Tesla Responsible Person (TRP)							
2. Previous Day's Works (if applicable)		3. Communication (if applicable)					
Positives?	<input type="checkbox"/> Yes, Details:	EHS Alerts:	<input type="checkbox"/> Yes, Details:				
Challenges?	<input type="checkbox"/> Yes, Details:	Event Review:	<input type="checkbox"/> Yes, Details:				
Recognitions?	<input type="checkbox"/> Yes, Details:	Toolbox Meeting:	<input type="checkbox"/> Yes, Details:				
Events?	<input type="checkbox"/> Yes, Details:	Workplace Changes:	<input type="checkbox"/> Yes, Details:				
Hazards?	<input type="checkbox"/> Yes, Details:	Site Visits/Deliveries/Other:	<input type="checkbox"/> Yes, Details:				
4. Production (if applicable)							
Did we achieve yesterday's goals?	<input type="checkbox"/> Yes <input type="checkbox"/> No	What were the limiters?					
What are the solutions?							
What are today's goals?							
5. Focus on LIFE							
LIFE Critical Hazards Associated with Today's Works?							
	Working at Heights	Crain-Hoisting and Lifting	Electrical Safety	Mobile Equipment	Control of Hazardous Energy	Confined Space	Excavation and Trenching
Safeguards:	<input type="checkbox"/> N/A List:	<input type="checkbox"/> N/A List:	<input type="checkbox"/> N/A List:	<input type="checkbox"/> N/A List:	<input type="checkbox"/> N/A List:	<input type="checkbox"/> N/A List:	<input type="checkbox"/> N/A List:

SEE SOMETHING

SAY SOMETHING

DO SOMETHING

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6. Today's Job Tasks

Are there simultaneous operations occurring today?		
If yes, how will this be managed?		
Task: (What steps are involved in today's works?)	Hazard: (How could someone be hurt?)	Control: (What can you do to reduce the risk of injury?)

7. Acknowledgement

I have reviewed this document and understand my assignment, the risks involved, and the controls in place to ensure my safety and the safety of my coworkers, the environment, property, and the general public.

All personnel onsite have the right and responsibility to TAKE 5! – STOP Work when warranted.

Date	Name	Company	Contact No.	Signature

SEE SOMETHING	SAY SOMHING	DO SOMETHING
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