HumeLink West
Quarterly Traffic and Transport Report

1 May 2026 to 31 July 2026



Document Information	
Project Name	HumeLink West
Client	Transgrid
Document Number	HLW-HLJV-PRW-ENM-RPT-103978
Issue Date	15/10/2026
Revision	1
Status:	Final
Author / Position	Andrew Smith/Environment Approvals Manager

Revision History					
Revision No	Date	Revision Detail/Status	Author	Reviewer	Approver
0	31/08/2026	For issue	Josh Cosier	Andrew Smith	Andrew Smith
1	15/10/2026	Update to include TG comments	Josh Cosier	Andrew Smith	Andrew Smith

Contents

1. Introduction 3
2. Traffic and Transport Management Plan Requirements 4
2.1. Traffic Related Incidents on Site 4
2.2. Effectiveness of VMPs and Vehicle Tracking 6
2.2.1. Incidents involving reported (by public) non-conformances of vehicles using non-approved local roads 7
2.2.2. Incidents of GPS tracked vehicles (IVMS) using non-approved local roads report (by report) 8
2.2.3. Effectiveness of the Drive Code of Conduct 8
2.3. Dilapidation Survey Report 11
2.4. Road Maintenance 11

Appendix A

1. Introduction

HumeLink is a project of National Significance and a priority project for the Australian Energy Market Operator (AEMO), the Commonwealth and NSW Government. It is one of the state's largest energy infrastructure projects and will deliver approximately 365km of new 500kV transmission lines connecting Wagga Wagga, Bannaby and Maragle and includes new and upgraded infrastructure at four substation locations.
The Project will deliver a cheaper, more reliable, and more sustainable grid by increasing the amount of renewable energy that can be delivered across the national electricity grid, helping to transition Australia to a low carbon future.

Figure 1 below provides an overview of the combined HumeLink East and West projects.

Figure 1: HumeLink proposed transmission lines and substations



Transgrid is delivering the Project by splitting the scope into two major Contract Packages: HumeLink East, and HumeLink West.

HumeLink East involves the design and construction of approximately 225km of 500kV double circuit quad bundle transmission line from Bannaby, to the Interface Point north of Batlow.
HumeLink West involves the augmentation of the existing Wagga 330/132kV substation, augmentation of the Maragle 330kV switching station to establish the combined Maragle 500/330kV substation, design, and construction of the new Gugaa 500/330kV substation, and the design and construction of approximately 140km of new 500kV double circuit quad bundle transmission line between Maragle and Wagga, and from the T-Point to the Interface Point.

2. Traffic and Transport Management Plan Requirements

Section 9.5 of the Traffic and Transport Management Plan (TTMP) requires a "*periodic report*" be developed quarterly, with the frequency revised after 1 year of construction. This report will be provided to Transgrid's Traffic Advisor within one month of the period ending.

This is the third report and has been developed for the reporting period 1 May 2026 to 31 July 2026.

The report is required to include the following:

- Traffic related incidents on site.
- Effectiveness of Vehicle Management Plan (VMP) and vehicle tracking:
  - Any incidents involving reported (by public) non-conformance of vehicles using non-approved local roads.
  - Incidents of GPS tracked vehicles using non-approved local roads report (by project)
- Effectiveness of the Driver Code of Conduct.

2.1. Traffic Related Incidents on Site

There have been 10 traffic related incidents that occurred within the project site during the reporting period (refer Table 1). Each occurrence has been reported to Transgrid via the safety team and the relevant HLW safety documents and processes implemented.

Table 1. Traffic incidents occurring on HLW site

No	On-site Incident Details	Date
1	Low speed motor vehicle incident whilst reversing	24/07/2026
2	Cracked LV windscreen	16/07/2026
3	HLWJV LV struck by vehicle driven by member of public	3/07/2026
4	Light vehicle rear wheel detachment mechanical failure	28/06/2026
5	Light vehicle collision with livestock	23/06/2026
6	Object hit front wind screen of traveling mini bus	12/06/2026
7	Damaged to HV during bogging event	30/05/2026
8	Bus contacted parked LV in Tarcutta carpark	30/05/2026
9	LV damage to beacon	26/05/2026
10	Damage to trailer when reversing	15/05/2026

In addition there have been 16 traffic related complaints received, as detailed below. Each has been investigated and closed per the HLW community complaint handling processes. Refer Tables 2 & 3 for a summary of the complaints by location and summary of each complaint received during the reporting period.

Table 2. Summary of complaints by location during reporting period:

Location	No. of Complaints
Gregadoo/Ladysmith Rd	2
Lower Bago Rd	3
Livingstone Gully Road	1
Mates Gully Road	3
Dunns/Ellerslie Rd	2
Ashfords Rd	2
General road works	3

Table 3. Summary of complaints received during reporting period.

No.	Date	Vehicle type	Road	Complaint summary
1	5/05/2026	Project heavy vehicles	Gregadoo/Ladysmith Rd.	Project heavy vehicle identified accessing Gregadoo-Ladysmith Road. Event addressed with the company responsible and reinforced requirement to use only roads permitted under the project vehicle management plan.
2	6/05/2026	Project heavy vehicles	Lower Bago Road.	Project heavy vehicle accessing restricted section of Lower Bago Road identified. Event addressed with the company and driver responsible and reinforced requirement to use only roads permitted under the project vehicle management plan.
3	7/05/2026	General project vehicles	Mates Gully Road.	The vehicle observed was identified as a project vehicle and the driver responsible will be subject to disciplinary measures.
4	13/05/2026	Project heavy vehicles	Lower Bago Road	A heavy vehicle was observed on Lower Bago Rd, it was identified as a project vehicle and the driver responsible is subject to disciplinary measures. Advised stakeholder that project subcontractors also make deliveries unrelated to the project for which they can use Lower Bago Road.
5	25/05/2026	General project vehicles	Livingstone Gully Road	A HLW vehicle was reported to have pulled out in front of oncoming traffic. The vehicle observed was identified as a project vehicle and the driver responsible will be subject to disciplinary measures.
6	25/05/2026	General project vehicles	Dunns/Ellerslie Rd	Complainant identified “wear and tear’ on Ellerslie Road to Dunns Road. Project has a road maintenance agreement with Snowy Valleys Council covering the affected area. Council confirmed maintenance work planned for June 2026.
7	25/05/2026	General project vehicles	Gregadoo East Road	Road condition of Gregadoo East Road caused vehicle damage per complaint. Wagga Wagga City Council is the authority for Gregadoo East Road. The project will investigate the issue further with the stakeholder and council, and provide the stakeholder with more information.
8	15/06/2026	General project vehicles	Ashfords Road	Equipment issue resulted in extended traffic delays to motorists.
9	16/06/2026	Project heavy vehicles	Adelong (general)	Complainant identified concerns with heavy vehicle travel speeds near Adelong. The vehicle observed was identified as a project vehicle however unable to confirm speed of the vehicle. The driver has been cautioned and toolboxed on safe driving protocols.
10	18/06/2026	Project light vehicles	Mates Gully Road	Vehicles observed by complainant on Mates Gully Road were unable to be identified. All vehicles entering site from restricted section of Mates Gully Road are documented and appropriate mitigation measures applied.

11	29/06/2026	General project vehicles	Wondalga (general)	Complaint regarding construction signage, including speed signage, being in place outside of construction hours. Construction zone speed limit signage will be removed or concealed out of construction working hours.
12	15/07/2026	Project light vehicles (private)	Mates Gully Road	A small number of private worker vehicles have accessed the Tarcutta worker accommodation facility from the restricted section of Mates Gully Road. HLW have enhanced 'no left turn' restrictions into the compound to mitigate the issue and have also referred to local police for enforcement.
13	21/07/2026	Project light vehicles (private)	Old Tumbarumba Road	An unrelated traffic incident diverted traffic to Old Tumbarumba Road on this day. Signage to alert project drivers to Old Tumbarumba Road restrictions is scheduled to be installed, and reminders of restrictions have been provided to project teams.
14	21/07/2026	General project vehicles	Lower Bago Road	Complainant identified possible HLE vehicle on Lower Bago Road. Driver and company of vehicle using Lower Bago Rd addressed and reinforced requirement to use only roads permitted under the project vehicle management plan. Signage to alert project drivers to Lower Bago Road restrictions scheduled to be installed
15	23/07/2026	General project vehicles	Ellerslie Road	Complaint received regarding excessive water use on Ellerslie Road for dust suppression. Water cart coverage adjusted to address concerns of over-watering and information provided on future works. Project has a road maintenance agreement with Snowy Valleys Council covering the affected area. Council confirmed maintenance work planned.
16	31/07/2026	General project vehicles	Ashfords Road.	Complaint received regarding traffic delays on Ashfords Rd. Work process reviewed to ensure any future traffic delays are within permitted timeframe.

2.2. Effectiveness of VMPs and Vehicle Tracking

The vehicle routes used during the construction stage of HumeLink were assessed and approved during the Environmental Impact Statement (EIS) phase. These routes have been further refined during the detailed design phase and may be further adjusted based on road conditions and community consultation. The VMP details the appropriate routes for HLW construction vehicles to use during works.

All drivers on the project complete mandatory safety training and operate vehicles fitted with In-Vehicle Management Systems (IVMS). These systems enable live tracking and real-time alerts to ensure compliance with approved travel schedules and designated routes.

The following mitigation measures are implemented by HLW to ensure project vehicle impacts are kept to a minimum (but not limited to):

- All workers complete the Project Induction, which covers Driver Code of Conduct, general driving behaviours expected of all staff and approved VMPs.
- Approved transport routes are documented in VMPs which are provided to all

drivers as a part of their contract documentation.
- Specific driver induction and 4WD training for all staff using Project Vehicles.
- Toolboxes, Pre-start and project-wide announcements regularly include driver behaviour and VMP route reminders.
- HLW and subcontractor vehicles are fitted with IVMS mapped to the VMP routes for the project, the IVMS will alert the driver if they access a construction site via a non-VMP area, including Mates Gully Road west of the Tarcutta Accommodation Camp access point.
- Variable Message Signs (VMS) are positioned at locations where required to assist directing project vehicles
- HLW have mandated reduced speed limits for Project Vehicles on:
    - Yaven Creek Road
    - Humula Road
    - Westbrook Road
    - Ellerslie Road
- While included in the Infrastructure Approval, HLW have excluded some approved roads from the HLW Vehicle Movement Plan (VMP) (or part of):
    - Lower Bago Road (portion excluded in VMP only)
    - Lower Tarcutta Road
    - Mates Gully Road (west of the Tarcutta compound)
    - Westbrook Road; and
    - Keajura Road (portion excluded in VMP only)

The following data is derived from IVMS records during the reporting period. Noting that HLW have 896 vehicles installed with IVMS tracking, of which HLW vehicles travel on average over 288,795 km per week during the reporting period, there is an estimated 30 additional vehicles per day that are associated with HLW works e.g. intermittent deliveries, couriers, service delivery, quarry trucks etc that are not tracked with IVMS. This equates to an additional approximately 20,000km travelled per week.

2.2.1. Incidents involving reported (by public) non-conformances of vehicles using non-approved local roads

The Department of Planning, Housing and Infrastructure (DPHI) has provided correspondence to Transgrid (dated 9 June 2026) advising that the use of Mates Gully Road west of Tarcutta Camp by vehicles associated with the Project (including light vehicles accessing Tarcutta Camp preparing for shifts) is a non-compliance of Condition B59, implementation of the Accommodation Camp Management Plan (ACMP).
HLW have undertaken a review of the use of Mates Gully Road based on the Department's interpretation of the ACMP since 10 June 2026, and have identified occasional daily use by a minority of non-HLW project vehicles who are seen turning left to access the site.
These vehicles have been reported to DPHI each Friday since 19 June 2026. Of the vehicles identified turning left into the Tarcutta camp since 10 June 2026, only 1 has been a HLW project vehicle.

DPHI have responded to the non-compliance notifications, acknowledging the vehicles identified and the implementation of mitigation measures by HLW. DPHI have not required additional mitigation measures from those currently being implemented.

Nevertheless, HLW have implement additional mitigation measures including

- engaging with local police,
- VMS installed on Sturt Hwy & Mates Gully Road
- New “no left turn” signage on Mates Gully Road,
- New concrete kerb & Klemmfix barriers on Mates Gully Road at Tarcutta Camp
- AI camera monitoring and
- Active engagement by Security
- Project-wide text message(s)

2.2.2. Incidents of GPS tracked vehicles (IVMS) using non-approved local roads report (by report)

Incidents of using non-approved local roads as recorded in IVMS are shown in Table 4 below. These are roads excluded by the project but have been assessed and included in the EIS.

During the reporting period, IVMS recorded HLW project vehicles (including sub-contractors) completing 4,043,136km (an average of 288,795km per week). The movements in Table 4 represent 0.035% of the HLW movements undertaken during the reporting period, indicating that there is approximately 99.965% compliance with the VMP routes. This is consistent with the previous reporting period which had a similar compliance rate.

The movements identified in Table 4 are alerted to relevant managers/supervisors when they occur and investigated. Where appropriate additional training e.g. toolboxes and pre-starts, is used to reiterate local road use and, as necessary, specific communication with individual drivers. Further disciplinary action may also result where necessary.

Table 4. Vehicle movements on roads excluded from the VMP during reporting period

Location	No. Movements
Lower Bago Rd (Westbrook Rd - Yaven Creek Rd)	8
Lower Tarcutta Rd	1
Mates Gully Road	5[1]
Westbrook Rd (Stewarts Rd - Lower Bago Rd)	10
Keajura Rd	60[2]
Old Tumbarumba Rd	7
Grand Total	**91**

1. Of these vehicles, only one turned left into Tarcutta camp via Mates Gully Road during the report period
2. The majority of these movements are to attend a training centre on Keajura Rd and unrelated to construction activities. Future attendees to the training centre are transported via mini-bus.

3. Effectiveness of the Driver Code of Conduct

Driver performance is tracked by IVMS with weekly reports provided to the Senior Leadership Team (SLT) each week. Refer to Appendix A for example RAG report for 12-18 July 2026. In this sample week, high risk driving events (shown in red) are generally seat-belt violations which are typically driving at low-speeds on private properties while opening livestock gates.

Individual alerts are provided to relevant SLT, supervisors and managers for instances of high or medium risk events. The following graph (Figure 2) is produced from IVMS data and records driving performance as low, medium or high risk during the reporting period. Noting a low risk rating is the lowest rating and includes all remaining drivers.

Per Figure 3 it is noted there has been an improvement by way of overall reduction in percentage of high risk drivers in high risk drivers, with 1.3% to date and recorded during the reporting period, compared to 2.3% in the previous reporting period (and 1.8% to date). This reduction is indicative of the efforts to raise awareness amongst HLW personnel and subcontractor of the importance of safe driving behaviours.

During this reporting period, low risk drivers make up approximately 94.9% of all HLW Project Vehicles, with high risk drivers approximately 1.3%. This indicates an improvement compared to the previous reporting period (February to April 2026) of 91.2% low risk drivers and 2.3% high risk drivers.

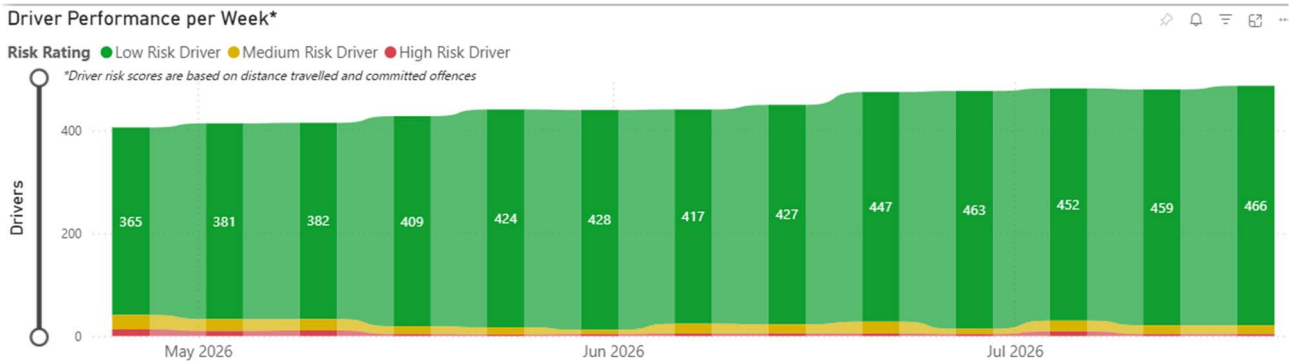


Figure 2. IVMS Driver Performance during reporting period

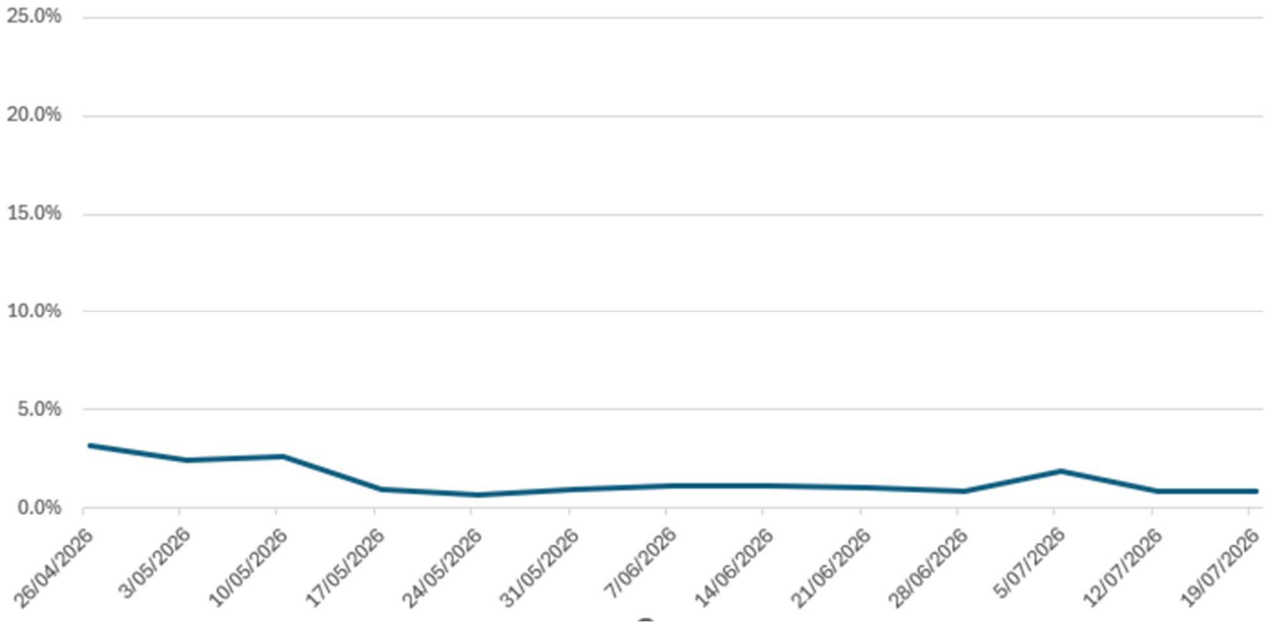


Figure 3. Percentage of high risk drivers per week during reporting period

In addition to the roads monitored as noted in Table 4, IVMS is used to monitoring traffic intersections at the following locations:

- HLWJV - 1 - Sturt Hwy / Kooringal Rd
- HLWJV - 2 - Sturt Hwy / Elizabeth Rd
- HLWJV - 3 - Snowy Mountains Hwy / Ellerslie Rd
- HLWJV - 4 - Snowy Mountains Hwy / Yaven Creek Rd
- HLWJV - 5 - Batlow Rd / Wondalga Rd
- HLWJV - 6 - Batlow Rd / Lower Bago Rd
- HLWJV - 7 - Hume Hwy / Keajura Rd East Side
- HLWJV - 8 - Hume Hwy / Comatawa Rd
- HLWJV - 9 - NA - Traffic Counting
- HLWJV - 10 - Hume Hwy / Keajura Rd West Side

There have been no traffic conditions of concern at these intersections during the report period as a result of HLW works, nor have complaints been received from the public regarding their performance.

Finally, HLW monitor the following intersections using cameras with smart AI to detect and distinguish project and public vehicles using these roads.

- Ellerslie Road
- Lower Bago Road
- Wondalga Road

There have been no traffic conditions of concern at these locations during the report period as a result of HLW works, nor have complaints been received from the public regarding their performance.

2.3. Dilapidation Survey Report

No dilapidation surveys were required to be completed during the reporting period. Annual dilapidation surveys were undertaken in April outside the reporting period.

2.4. Road Maintenance

During the reporting period, road maintenance activities undertaken are summarised in Table 6 (where directed by HLWJV). Additional maintenance and repairs works are undertaken directly by SVC under the road maintenance agreement. SVC provide HLWJV a periodic report of maintenance works undertaken per the agreement.

Table 6. Road maintenance works completed/identified during the reporting period

Road	Council	Works	Issue	Date Completed	Works by	s138 No.
Dunns Road	SVC	Maintenance	Severe signs of wear	19/06/2026	SVC	N/A
Livingstone Gully Road	WWCC	Maintenance	Regular Maintenance	18/07/2026	HLW	ROC25-0057-1
Gregadoo East Rd	WWCC	Repair	WWCC identified requirement for repairs on 30/7/2026	TBC with WWCC		TBA
Tumbarumba Rd	WWCC	Repair	WWCC identified requirement for repairs on 30/7/2026	TBC with WWCC		TBA
Elizabth Ave	WWCC	Repair	WWCC identified requirement for repairs on 30/7/2026	TBC with WWCC		TBA

Appendix A

Example weekly RAG (Red, Amber Green) Report (week of 12/07/26 to 18/07/26)

RAG+

HumeLink West Transmission Line JV

From 12/07/2026 **To** 18/07/2026

HLWJV - UGL SAG Trucks, HLJV Light Vehicles, AVIS Rental Vehicles, BHM Rental Vehicles, UGL Vehicles, CPB Vehicles, Everything Fleet Rental Vehicles, Boom Logistics

Driver Name	Distance (km)	Harsh Accel Occurrences	Accelerations per 100 km	Harsh Brake Occurrences	Decelerations per 100 km	Seatbelt Violation Time	Seatbelt Violation Time: Seconds Per 10 km	Max Over Speed Event Value (km/h)	Overspeeding Time	Overspeeding Time: Seconds Per 10 km	Total Score
	822.1	0	0.00	2	0.24	00:00:00	0.00	127.00	00:08:49	6.43	6.67
	537.8	0	0.00	2	0.37	00:00:34	0.63	137.00	00:04:38	5.16	6.17
	19.4	1	5.14	0	0.00	00:00:00	0.00	0.00	00:00:00	0.00	5.14
	64.7	0	0.00	0	0.00	00:00:06	0.92	112.00	00:00:27	4.17	5.10
	993.2	0	0.00	0	0.00	00:00:44	0.44	113.00	00:06:38	4.00	4.45
	23.2	0	0.00	1	4.30	00:00:00	0.00	0.00	00:00:00	0.00	4.30
	27.5	0	0.00	1	3.63	00:00:00	0.00	0.00	00:00:00	0.00	3.63
	225.9	0	0.00	2	0.88	00:00:36	1.59	111.00	00:00:11	0.48	2.96
	969.9	0	0.00	2	0.20	00:00:00	0.00	119.00	00:04:26	2.74	2.94
	496.2	0	0.00	5	1.00	00:00:21	0.42	114.00	00:01:15	1.51	2.94
	630.4	0	0.00	9	1.42	00:00:00	0.00	113.00	00:01:22	1.30	2.72
	892.0	0	0.00	0	0.00	00:00:00	0.00	112.00	00:03:54	2.62	2.62
	890.8	0	0.00	3	0.33	00:00:26	0.29	121.00	00:02:54	1.95	2.58
	806.2	0	0.00	3	0.37	00:00:00	0.00	111.00	00:02:49	2.09	2.46
	418.9	0	0.00	2	0.47	00:01:11	1.69	66.00	00:00:08	0.19	2.36
	812.8	0	0.00	1	0.12	00:01:02	0.76	118.00	00:01:57	1.43	2.32
	690.2	1	0.14	6	0.86	00:00:00	0.00	72.00	00:01:29	1.28	2.30
	1,785.9	2	0.11	15	0.83	00:00:00	0.00	122.00	00:03:37	1.21	2.16
	1,385.3	0	0.00	3	0.21	00:00:00	0.00	117.00	00:04:29	1.94	2.15
	220.0	0	0.00	0	0.00	00:00:45	2.04	59.00	00:00:02	0.09	2.13
	387.4	0	0.00	0	0.00	00:00:00	0.00	60.00	00:01:21	2.09	2.09
	240.1	0	0.00	0	0.00	00:00:00	0.00	61.00	00:00:48	1.99	1.99
	15.2	0	0.00	0	0.00	00:00:00	0.00	63.00	00:00:03	1.96	1.96
	233.0	0	0.00	0	0.00	00:00:00	0.00	87.00	00:00:45	1.93	1.93