

Q: Copy of the 2008 application GA001 road strengthening and proposals & written statement why this was not included in the 2009 application.

Extract from Chapter 7, Corrib Onshore Pipeline EIS, 2008:

'Heavy construction traffic may cause damage to the existing road pavement during the construction phase. Surveys have been carried out of the proposed haul route which have identified areas where road strengthening is desirable to minimise the requirement for ongoing repair / maintenance works during the construction phase. The surveys have also identified parts of the road network where widening of the existing carriageway would provide enhanced safety margins during the haulage operations. These improvements have been discussed with Mayo County Council as part of the pre-application consultation process. The costs of any pre-construction improvements works together with any repair and maintenance works which may be required during the haulage operations will be borne by the developer'.

The proposed overlay will be the same as the overlay previously carried out on the L1204, R313, R314 and L1202. It should be noted that the proposed overlay design is in excess of the requirement for the HGV generation envisaged for the haulage operations of this proposed development.

With envisaged difficulties associated with land acquisition by agreement, road widening of the roads around the Rossport area was not considered feasible and an alternative approach of using a one-way Convoy system is proposed on the single lane roads. The Convoy System will use a Stop/Go system for traffic management. All HGV drivers will receive appropriate driver and convoy system training and will receive regular toolbox talks highlighting the need for safety, care and courtesy when meeting pedestrians, cyclists, children and general road users. Previous experience using this method has proved successful.

Q: Drawing of Stone Road constructed within the Terminal boundaries & specification of this road & what will be done when this specification does not comply with description in EIS

(See dwg no. 001 of AGECE Additional Information Report, June 2009)

The existing stone road consists of excavated rock from the Terminal site placed using a combination of the Excavate and Replace technique & the Displacement technique (Type 1 & Type 2). A basal layer of peat (depth approximately 0.5m) was left in-situ. Maximum peat depths encountered during construction were approximately 5.0m. Monitoring of the water levels within and adjacent to the stone road is being undertaken. Low permeability peat plugs have not yet been installed. Excavated peat was side cast along the eastern side of the stone road to a height of approximately 1m and left to re-vegetate naturally.

The proposed pipeline will be installed within the stone road at a later date.

Q: Transport of site workers to site

Site workers and welders will assemble at the terminal every morning. Crews will be transported to various site compounds in crew vans, as appropriate. Security staff will also be transported to site in mini buses. Supervisory staff will use jeeps and park in compounds.