Agenda:
Transport Forum – Thursday 16th November 2023

1. Welcome and introductions

2. Meeting note / matters arising from last Forum held on: 13th July 2023 - (Chair)

3. Project Progress Update - (Andrew Cockcroft, EDF)

4. Update from Transport Review Group – (Rachel Lister, EDF)

5. Update on HPC Logistics - (Jamie Jamieson, EDF)

6. Any Other Business - (Chair)

7. Date of next meeting: Thursday 14th March 2024 at 6pm
Item 3: Project Progress Update

Andrew Cockcroft
Senior Manager – Stakeholder Relations
The Path to Dome Lift

To achieve Dome Lift focus is on four key areas:

1. Completing the internal civil structures
2. Introducing key equipment
3. Preparing the Dome ready for lifting
4. Building and lifting in the Polar Crane

Internal Civil Structures

• Crane has now been removed from the centre of Unit 1.

• Focus is on getting the +19.5m level slab finished which is a precursor to Dome Lift.

• In addition, work must be completed on the Ring Walls (located on the outer circumference of the internal structures).

• Rebar placement, formwork erection and several concrete pours occur each week to progress the structures which will ‘hold’ components of the Nuclear Steam Supply System in place.
Project Progress – Virtual Tour

Hinkley Point C

site tour

https://www.youtube.com/watch?v=qnNJstIB16E
The Path to Dome Lift

Equipment introduction

• Several pieces of key equipment are required to be installed prior to Dome Lift

• In August, the Reactor Pressure Support Ring was lifted into the building as well as the third accumulator for the emergency cooling system.

The RPV Support Ring supports the Reactor’s position in the Reactor Pit.

It’s the first piece of permanent equipment manufactured by Framatome to be introduced into the reactor building.
The Path to Dome Lift

Assembling and preparing to lift the Polar Crane

- Work on the Polar Crane assembly is taking place in the large white building opposite the Simulator Building.
- The Crane will swivel around the Dome to manoeuvre heavy components during construction and then be used for maintenance and refuelling.

Progress

- The crane is taking shape and Mechanical & Electrical fit out well underway.
- 4x bogies and 2x cross members assembled and Quadrilateral formed.
- In the past few weeks giant trolleys have been lifted into the enclosure. These will run up and down the crane’s two large beams on rails.
Turbine Hall
• The 300t crane trolley made the journey from Combwich in September.
• The crane will live at the top of the Turbine Hall and will be used for installation and maintenance of the Turbine.
• The crane is being assembled by Fayat in Avonmouth, Bristol.
Marine Works

- The first of six Isolation Caps for have been delivered and installed.
- Each one consists of around 33 tonnes of high tech, first of type engineering.
- The caps have two important functions during construction and commissioning:
  1. Preventing water from entering the tunnels while the team completes the work to connect the tunnels to the heads sitting on the seabed.
  2. Allowing water from the Bristol Channel into the system, leading to the filling of the tunnels and ultimately flooding the forebay.

Therefore, this delivery takes us one step closer on our Mission to Commission Hinkley Point C.
Avon and Somerset Police have concluded their investigation and released a formal statement.

The details of the investigation are not available to the wider public, the Council or EDF.

“An investigation into a collision involving a double-decker bus and a motorbike on the A39 Quantock Road, in Bridgwater, on Tuesday 17 January this year has now concluded.

Officers carried out a full and thorough investigation, which included reviewing dashcam and other relevant footage, carrying out interviews with those involved in the collision, attendance by our forensic collision investigation team and reviewing all other available data.

An examination of the bus by the Driver and Vehicle Standards Agency (DVSA) did not identify any mechanical defects.

Following these enquiries, there was no evidence of any criminal offences being committed and as a result no further action will be taken against either driver.

The evidence showed they both displayed standards which did not fall below that of a careful and competent driver.

A significant factor in this collision was the extent of ice on the road and the inclement weather conditions at the time.”
Planning Updates – Associated Developments

Sedgemoor Campus – additional car parking
- Application has been approved for 340 car parking spaces.

Hinkley Logistics Hub
- HPC’s application for the Junction 24 Logistics Hub has been approved.
- Additional Parking for around 600 cars will provide HPC with additional spaces at peak of construction;
- The facility helps us to achieve a better distribution between J23 and J24 whilst work at Dunball Roundabout is undertaken.

Combwich AIL Bypass
- Application for a temporary AIL bypass track within the existing Combwich Construction Compound is being considered by the Council.

Combwich to Hinkley Point Cycle Path
- The development of our proposals for a cycle path from Combwich to Hinkley Point will be further considered in 2024, ahead of any application being made.
In simple terms, an application to make changes to Hinkley Point C's original Development Consent Order application.

The application will comprise the following 7 elements:

1. Removal of requirement to install an Acoustic Fish Deterrent
2. Compensation measures as a result of the removal of AFD
3. Changes to Interim Spent Fuel Store
4. Removal of building and replacement with Equipment Storage Building
5. Changes to Meteorological Mast
6. Retention of Hinkley Point Substation
7. Addition of Sluice Gate Storage Structures
Habitat Compensation Package

Emerging Proposals include;

- Saltmarsh
- Sea Grass
- Kelp Forest
- Oyster Beds
- Weir / Barrier Removal
Indicative Timetable

- **Winter 2024**: Statutory Pre-Application Consultation
  - **6 Weeks**

- **Spring 2024**: Submission of Application, Consultation and Pre-Examination Period
  - **5 Months**

- **Autumn 2024**: Examination
  - **4 Months**

- **Winter 2024**: Inspectors Recommendation to Secretary of State
  - **2 Months**

- **Spring 2025**: Secretary of State’s Decision
  - **2 Months**
Thank You
Item 4: Update from Transport Review Group

Rachel Lister
HPC Transport Planning Lead, Site Nuclear Compliance
Transport Review Group Quarterly Report

• This presentation provides a summary of the Transport Review Group Quarterly Report for April to June (Q2) and July to September (Q3)
  - Construction Workforce Travel Plan (CWTP); and
  - Construction Traffic Management Plan (CTMP).

• Presented to the Transport Review Group (TRG) on 17th July and 7th November 2023.

• This presentation is for information to the Transport Forum.

• Transport Forum is responsible for collating views from the public and forms the key link between the TRG and the wider community and provides an indication of the HPC transport issues that are impacting the general public.
## Construction Workforce Travel Plan (CWTP)

<table>
<thead>
<tr>
<th>Final Journey to HPC</th>
<th>Target</th>
<th>Q2 (14/06/23) Workforce</th>
<th>%</th>
<th>Q2 (13/09/23) Workforce</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>9%</td>
<td>909</td>
<td>10%</td>
<td>524</td>
<td>5.5%</td>
</tr>
<tr>
<td>Cycle</td>
<td>0%</td>
<td>30</td>
<td>0.3%</td>
<td>74</td>
<td>0.8%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>0%</td>
<td>50</td>
<td>0.6%</td>
<td>48</td>
<td>0.5%</td>
</tr>
<tr>
<td>Car</td>
<td>4%</td>
<td>224 ([192] car drivers and [32] passengers)</td>
<td>2.5%</td>
<td>217 ([189] car drivers and [28] passengers)</td>
<td>2.3%</td>
</tr>
<tr>
<td>Car Passenger via Drop Off Location</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>122</td>
<td>1.3%</td>
</tr>
<tr>
<td>HPC Bus Service</td>
<td>87%</td>
<td>7,863</td>
<td>86.6%</td>
<td>8,521</td>
<td>89.6%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
<td><strong>9,076</strong></td>
<td><strong>100%</strong></td>
<td><strong>9,506</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>
Construction Workforce Travel Plan (CWTP)

- **HPC Bus Passenger Boarding Locations** (last Quarter)

  - North of Bridgwater – 16% (including 8% at Brean Campus)
  - Local Area – 12%
  - Washford Cross P&R & Minehead – 2%
  - Bridgwater (including Campus & non secure J23 and J24 P&R) – 42%
  - J23 P&R (secure) – 11%
  - J24 P&R (secure) – 6%
  - Taunton & J25 P&R – 10%

Note: The percentages are rounded.
Construction Workforce Travel Plan (CWTP)

<table>
<thead>
<tr>
<th>HPC Helpline Complaints</th>
<th>2023 Q2</th>
<th>2023 Q3</th>
</tr>
</thead>
<tbody>
<tr>
<td>HPC Worker not Fly Parking</td>
<td>21</td>
<td>10%</td>
</tr>
<tr>
<td>HPC Worker Fly Parking</td>
<td>46</td>
<td>21%</td>
</tr>
<tr>
<td>Not a HPC Worker</td>
<td>147</td>
<td>69%</td>
</tr>
<tr>
<td>Total</td>
<td>214</td>
<td>100%</td>
</tr>
</tbody>
</table>

• The HPC Fly Parking Team also undertake their own checks and investigated 1,025 potential observations.

• During the last Quarter, 455 bus passengers were found to be fly parking.

• This represents 4% of the total workforce and based on a full working week (Monday to Sunday) during the Quarter equates to 7 HPC workers fly parking a day.

• All those identified go through the Fly Parking Policy – 3 Stages
HPC Car Share

- HPC Car Share Strategy and Liftshare App – Launched 28th September 2022
- A monthly competition - HPC workers enter by signing up to the website or App and registering their journeys.
- Promotion of HPC Car Share continues.
- **22%** of those arriving via car to a Park and Ride were car sharers (2,840 bus passengers arriving via car and of these 802 via Car Sharing – 277 car share driver and 344 car passengers).

<table>
<thead>
<tr>
<th>Park and Ride</th>
<th>J23</th>
<th>J24</th>
<th>Cannington</th>
<th>Washford Cross</th>
<th>Quantock Lakes</th>
<th>J25</th>
<th>HLH</th>
<th>Worle</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2023 Q23</td>
<td>252 Car Sharers</td>
<td>161 Car Sharers</td>
<td>57 Car Sharers</td>
<td>14 Car Sharers</td>
<td>20 Car Sharers</td>
<td>58 Car Sharers</td>
<td>15 Car Sharers</td>
<td>44 Car Sharers</td>
<td>621</td>
</tr>
<tr>
<td>No. Arrived by Car</td>
<td>1,260</td>
<td>612</td>
<td>177</td>
<td>79</td>
<td>101</td>
<td>366</td>
<td>89</td>
<td>156</td>
<td>2,840</td>
</tr>
<tr>
<td>% of those arrived by car who Car Shared</td>
<td>20%</td>
<td>26%</td>
<td>32%</td>
<td>18%</td>
<td>20%</td>
<td>16%</td>
<td>17%</td>
<td>28%</td>
<td>22%</td>
</tr>
</tbody>
</table>

*23*
# Construction Traffic Management Plan (CTMP)

- HGV Movements against HGV Average / Maximum Daily / Quarterly Limit for HGV Routes

<table>
<thead>
<tr>
<th></th>
<th>2023 Q2</th>
<th>2023 Q3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HGV Movements</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DCO Cap (Movements)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average Daily Movements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Movements on any day (Mon-Fri)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Movements on any day (Sat)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HGV Movements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>500 Average 750 (Mon to Fri) 375 (Sat)</td>
<td>139</td>
<td>159</td>
</tr>
<tr>
<td>243</td>
<td>278</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>66</td>
<td></td>
</tr>
<tr>
<td>HGV Route 1 (J23)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>450</td>
<td>113</td>
<td>129</td>
</tr>
<tr>
<td>187</td>
<td>218</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>66</td>
<td></td>
</tr>
<tr>
<td>HGV Route 2 (J24)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>300</td>
<td>25</td>
<td>30</td>
</tr>
<tr>
<td>71</td>
<td>86</td>
<td></td>
</tr>
<tr>
<td>0</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>
### Construction Traffic Management Plan (CTMP)

- **Time Restrictions - HGV Movements**

<table>
<thead>
<tr>
<th>Time Range</th>
<th>2023 Q2</th>
<th>2023 Q3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>DCO Cap (Movements)</td>
<td>Average Daily Movements</td>
</tr>
<tr>
<td>07:00 - 07:59</td>
<td>40</td>
<td>24</td>
</tr>
<tr>
<td>08:00 – 08:59</td>
<td>30</td>
<td>16</td>
</tr>
<tr>
<td>09:00 – 09:59</td>
<td>50</td>
<td>17</td>
</tr>
<tr>
<td>10:00 – 10:59</td>
<td>19</td>
<td>15</td>
</tr>
<tr>
<td>11:00 - 11:59</td>
<td>No CAPS</td>
<td>12</td>
</tr>
<tr>
<td>12:00 – 12:59</td>
<td></td>
<td>16</td>
</tr>
<tr>
<td>13:00 – 13:59</td>
<td></td>
<td>10</td>
</tr>
<tr>
<td>14:00 – 14:59</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>15:00 – 15:59</td>
<td></td>
<td>40</td>
</tr>
<tr>
<td>16:00 – 16:59</td>
<td>50</td>
<td>2</td>
</tr>
<tr>
<td>17:00 – 17:59</td>
<td>40</td>
<td>0</td>
</tr>
<tr>
<td>18:00 – 18:59</td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>19:00 – 21:59</td>
<td>No CAPS</td>
<td>0</td>
</tr>
</tbody>
</table>
Construction Traffic Management Plan (CTMP)

• 19 breaches (0.18% of total HGV movements) during Quarter Q2
  - 1 HGV outside of permitted delivery hours
  - 0 HGV over permitted time limit
  - 18 HGVs deviated from the approved HGV route

• 27 breaches (0.22% of total HGV movements) during Quarter Q3
  – 1 HGV outside of permitted delivery hours
  – 0 HGV over permitted time limit
  – 26 HGVs deviated from the approved HGV route
## Construction Traffic Management Plan (CTMP)

- **2023 Q2 (average):**

<table>
<thead>
<tr>
<th>Daily HGV Movements</th>
<th>Daily HGV Deliveries</th>
</tr>
</thead>
<tbody>
<tr>
<td>139</td>
<td>70</td>
</tr>
</tbody>
</table>

- **2023 Q3 (average):**

<table>
<thead>
<tr>
<th>Daily HGV Movements</th>
<th>Daily HGV Deliveries</th>
</tr>
</thead>
<tbody>
<tr>
<td>159</td>
<td>80</td>
</tr>
</tbody>
</table>

*(below 500 DCO average Limit)*

- **Forecast Next Quarter**

<table>
<thead>
<tr>
<th>Daily HGV Movements</th>
<th>Daily HGV Deliveries</th>
</tr>
</thead>
<tbody>
<tr>
<td>210</td>
<td>105</td>
</tr>
</tbody>
</table>
Thank You
Item 5: Update on HPC Logistics

Jamie Jamieson
Marine Projects & Service Manager
Logistics Support to Dome Lift

• Allocation of priority loads to support dome Lift
• Support through offsite construction of FAYAT Crane
• Marine ALL transportation of 10 critical path components
• Onsite movement of critical path equipment
  - Support for installation of Polar Crane
  - Support for installation of Emergency Diesel Generator Fuel Tanks
  - Support for installation of Fayat Crane
  - Support for installation of TEU tanks x 8
  - Support for installation of Turbine Hall Roof Sections
Marine AILS Deliveries to Combwich Wharf 2022

National Grid Transformer

TA Transformer & U2 EDG MFTs

Polar Crane Assemblies

Polar Crane Beam A & B
Turbine Hall Crane Girders

https://www.youtube.com/watch?v=38sVhkscMzU
Reverse Supply Chain - Waste by Water

• Utilisation of empty barge returning to Avonmouth following delivery to Combwich of HXA tank halves

• 3x Biffa Scrap metal containers carrying a total of 21 tonnes

• Saved a total of 108 miles of road mileage and 1.03 tonnes of CO₂ from HGV emissions
Temporary Jetty – Delivering more than aggregate

- Demonstrated the viability of the jetty to receive construction materials other than aggregate/sand, notwithstanding size and weight limitations

- 45 x Dome Liner Segments delivered

- Originally a mitigation for Combwich Wharf availability

- Plans to ship prefabricated rebar cages direct from Avonmouth
Dome Liner Segments
Community Safety Accreditation Scheme (CSAS)

- A&SC have now trained and vetted 25 members of the G4S team.
- 11x Marine AILs escorted by G4S to HPC since August 2023
- 2x Marine AILs delivered by A&SC in same period
- A&SC review each Marine AIL and confirm Escort
- Focus on continuous learning and development
- Positive Feedback and engagement with the community
Community Safety Accreditation Scheme (CSAS)

SPECIALIST G4S security officers working at Hinkley Point C (HPC) have received a special accreditation that allows them to escort huge generators and other Abnormal Indivisible Loads (AILs) on the roads.
Avonmouth

• Construction of temporary habitat to accommodate Emergency Diesel Generators outside S Shed

• Construction of rebar cage manufacturing facility on C Berth
Combwich Wharf

- Planning application made for Bypass Track through Wessex Compound - decision due

- Extra fendering installed on Finger Pier following consultation with Port of Bridgwater.

- Combwich Wharf Harbour Board set up to ensure compliance with the Port Marine Safety Code
Thank You
Item 6: Any Other Business

Chair
Item 7: Date of next meeting

Transport Forum: Thursday 14\textsuperscript{th} March 2024 at 6pm

Next dates for the Community, Main Site and Transport Forums in 2024

All 6pm start and on Thursdays

Community Forum 18\textsuperscript{th} January 2024
Main Site Forum 22\textsuperscript{nd} February 2024
Transport Forum 14\textsuperscript{th} March 2024

www.edfenergy.com/hpccommunity
Thank You