

Welcome to the second Community Newsletter for the Winton H2REFUEL Project

INTRODUCTION

In this edition, we would like to invite suggestions from the local community on how Lochard Energy can support the local community through social benefits, as well as address queries regarding the potential increase in traffic volume that would be caused by H2REFUEL.

Our project team have undertaken diligent studies over the last 18 months, to assess the suitability of the site on Winton-Glenrowan Rd for a renewable hydrogen production and refuelling station. The team have also undertaken extensive stakeholder engagement, which is a process we will continue, as well as increase over time.

Our comprehensive studies together with stakeholder engagement outcomes, will form the 'initial' concept design for H2REFUEL and the basis of a development application for the facility, that will be lodged with the State planning authority (the Department of Transport and Planning (DTP)) in the coming months. Once DTP is satisfied with the initial concept design, draft plans will then be put on 'Public Exhibition' and made fully available to the public for viewing and feedback, which is the usual process for infrastructure project developments.

Once we move to the Public Exhibition phase, we will host Community Information Drop-In Sessions which will provide the opportunity to meet our project team, ask questions, provide feedback, and seek guidance on how you can write and leave a submission with DTP. Community engagement and input will help inform final design and operational plans for H2REFUEL. However, your queries and input now are both welcomed and encouraged. As a responsible and dependable member of the local community, we value your opinions and take your feedback and engagement seriously. Winton H2REFUEL is critically important to the decarbonisation of transport in Australia. As such, the local community will have many reasons to feel proud of being at the forefront of such an important initiative.

Questions we have received to date may also be of interest to other stakeholders and members of the community. We have therefore included those questions with our answers in this newsletter.

Please reach out to us at the email address below if you have a query that has not been addressed in this newsletter.

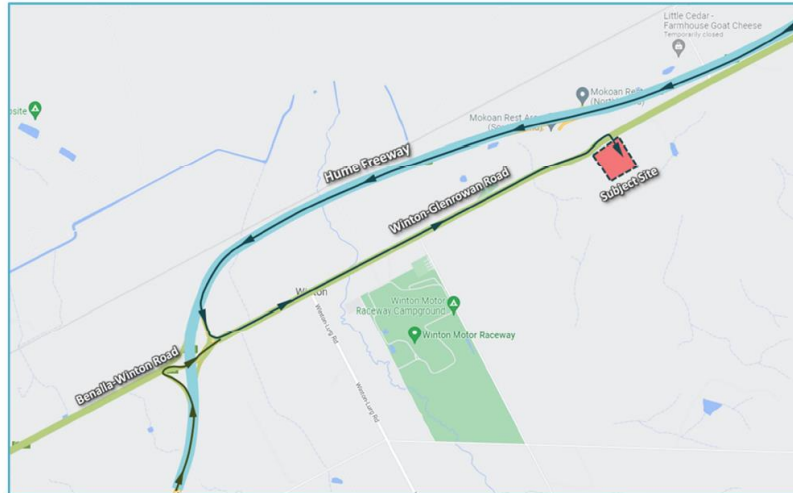
Many thanks,
Lochard Energy

Email: h2refuel@lochardenergy.com.au

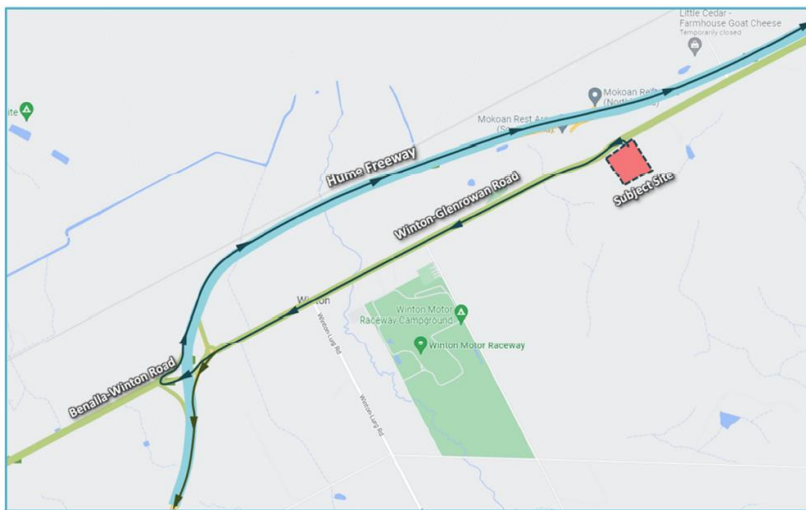
How will trucks get in and out of site?

Access to and from site is proposed via the Benalla-Winton Road and Winton-Glenrowan Road interchange only, avoiding the associated traffic passing through the Glenrowan township. This access utilises an approximate 4km portion of the Winton-Glenrowan Rd.

Inbound Route:



Outbound Route:



What type of trucks are expected to access the site?

Winton-Glenrowan Road is currently a designated B-double route.

The site is being designed for single-trailer articulated trucks and B-doubles only. The site is not being designed for B-triples or road-trains, nor is the road certified for this.

Further to this, Lochard Energy expects the first series of fuel-cell electric trucks in Australia to be single-trailer articulated trucks (later this decade). Perhaps early in the next decade, vehicle manufacturers may have developed the fuel-cell electric technology sufficient to pull a B-double trailer.

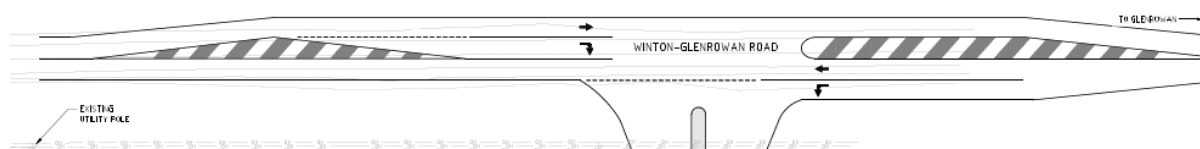
Tell me about Hydrogen Fuel-Cell Trucks?

There are two types of electric vehicles (be they light or heavy vehicles) and they can be either battery electric or hydrogen electric. As a general rule of thumb, if the load to be carried and the distance to travel are both small, battery electric technology tends to make more economic sense. However, if the load to be carried and the distance to travel are far greater, hydrogen electric tends to make more economic sense. This is why H2REFUEL is focused on the production and dispensing of renewable hydrogen, because most of the vehicles in the vicinity are heavy vehicles, hauling goods long distances.

As is the case with all electric vehicles, a hydrogen fuel-cell electric truck does not emit the engine noise that comes from a traditional internal combustion (diesel) engine. The hydrogen on board is combined with oxygen from the air within the truck's fuel-cell, and this produces electrical energy. This electricity drives the truck's motors, with the only emission at the tailpipe being clean water. If the hydrogen was made with renewable energy in the first place, then there is almost no carbon emitted in the combined production and use of the hydrogen. This would be a significant improvement over the combustion of diesel fuel; and displacing the use of diesel is the ultimate objective of H2REFUEL.

How will turning into the site be safely managed?

Safety is paramount. Winton H2REFUEL will include the provision of dedicated right and left turning lanes, to ensure heavy vehicles can safely decelerate and accelerate (when approaching and departing the site respectively) without impeding the general traffic flow. The road will be widened to accommodate the incorporation of the slip lanes and is approximately 300m in length at the entry to the proposed site.



Will the public be able to access the site?

Winton H2REFUEL is being designed to produce and transport renewable hydrogen to other retail outlets and depots and to allow participating commercial customers direct access to refuel. It is not being designed for public refuelling.

Are you using bore water?

No. H2REFUEL is dedicated to using a sustainable water source wherever possible. We are currently in discussions with the local water authority to secure access to treated effluent water.

Can Winton-Glenrowan Rd safely accommodate an additional 50-150 trucks per day?

In order to determine what the impact of the additional traffic will be, it is important to understand how the road was designed and rated (designated B-double road in this instance) and how utilised it currently is. One of the many site suitability assessments we undertook, was to measure the current traffic flow on the Winton-Glenrowan Rd.

Our study revealed, that during the busiest morning and evening hourly periods, no more than 60 vehicles per hour passed the proposed Winton H2REFUEL site. By contrast, when applying the Austroads Guidelines (specific to the Winton-Glenrowan Road characteristics), it suggests that the maximum hourly traffic volumes that this road can carry is in the order of 1,450 vehicles per hour. These factors indicate that the Winton-Glenrowan Road currently experiences very low utilisation and that the proposed addition of up to 150 heavy vehicles per day (i.e. up to 13 heavy vehicle movements per hour on average), is well within the road's functional capacity.

Based on our site traffic assessment and studies, it is expected that Winton-Glenrowan Road will be able to safely accommodate the additional 50-150 trucks per day with negligible impact to the road's functionality.

How will H2REFUEL benefit the local community?

H2REFUEL will likely provide significant benefits to the local Winton and Benalla economy, including:

- a significant number of jobs during the construction phase;
- a handful of ongoing operational roles, as well as many opportunities periodically to support the facility's maintenance requirements;
- local small businesses will likely benefit from the increase of visitors to the region;
- community funding and support from Lochard Energy for local projects and initiatives;
- opportunities to grow local capabilities and diversify local skills; and
- regular rates income for the local Council.

What kind of social benefits can our community expect?

Community sponsorship and benefit schemes are a long-held tradition at Lochard Energy, and we are currently exploring optimal means of supporting the North-East Victorian community. We openly invite sponsorship and grant ideas from the community at any time and would be pleased to receive any suggestions you might have via our project email address:

h2refuel@lochardenergy.com.au