RAAD PROPERTY ACQUISITION NO 10 PTY LTD

BUSINESS DEVELOPMENT
AT
2 BACHELL AVENUE LIDCOMBE

WORKSITE TRAFFIC CONTROL
AND
LOADING DOCK MANAGEMENT PLAN

REV B

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1.0 INTRODUCTION

1.1 Background

Lyle Marshall and Partners prepared a Traffic Impact Assessment for 2 Bachell Avenue Lidcombe. The proposed development includes ongoing operation of the proposed specialised retail uses, office, high technology and light industries, childcare centre, health services, food and drink premises, gymnasium, dog daycare and self-storage facilities.

Lyle Marshall and Partners has been engaged by Raad Property Acquisitions No 10 Pty Ltd to prepare a Loading Dock Traffic Management Report which includes Loading Dock Traffic Control for the operational stages of the development.

The site is shown in **Figure 1, Locality Plan**.

1.2 Purpose of the Plan

The purpose of the LDMP Plan and Worksite Traffic Control is to provide guidance and outline the procedures and conditions to be considered within the loading dock hardstand areas associated with the Site with the overall objective to ensure safe and efficient movement of vehicles and personnel. The effective use of a LDMP would allow more efficient operation and result in reduced costs, higher productivity and a safer working environment.

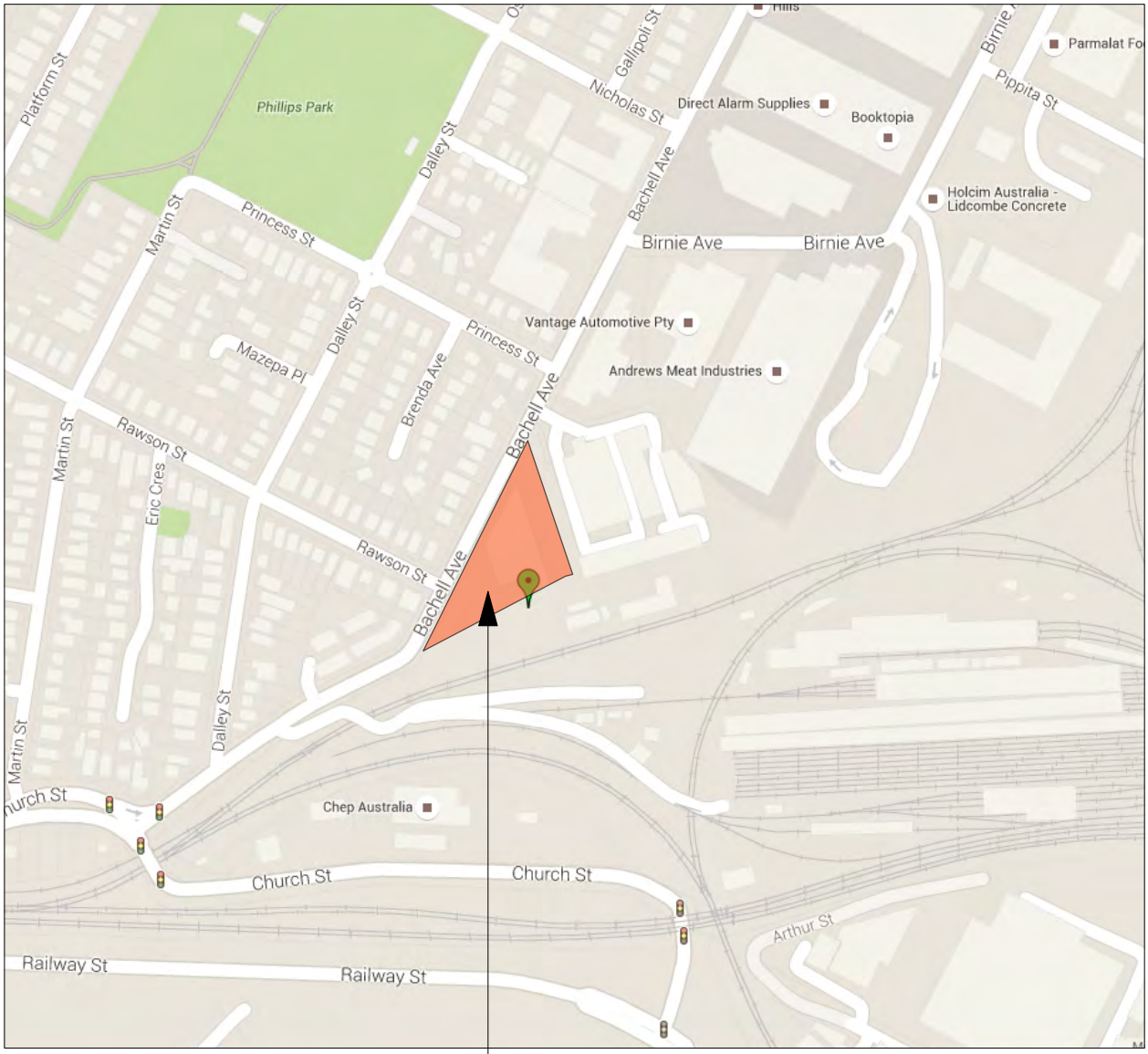
The Plan would be subject to ongoing review and would be updated as necessary in response to changing requirements or in response to any documented WHS issues.

The purpose of the Work Site Driver Code of Conduct and Work Site Traffic Control Plan of Management are to ensure that drivers operate vehicles in a safe manner and adhere to specified routes and that all truck movements and loading/unloading operations are conducted in accordance with *Transport for NSW Control at Worksites* and *NSW WH&S Regulation 2017* for safety, efficiency and environmental reasons.

1.3 Definitions used in the Report

A number of acronyms have been used in this report.

LDM	Loading Dock Management
LDMP	Loading Dock Management Plan
NSW WH&S Regulation 2017	NSW Work Health and Safety Regulation 2017



PROPOSED SITE:
2 BACHELL AVE, LIDCOMBE

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FIGURE 1
LOCALITY MAP
SCALE 1:6000(A4)

2.0 LOADING DOCK MANAGEMENT PLAN

The loading dock management plan has been prepared for the operational phase of the development. The demolition and construction phases of the development will be dealt with by a Construction Management Plan to be imposed as a condition of consent.

3.0 COMPONENTS OF LOADING DOCK MANAGEMENT SYSTEM

3.1 General

The loading facilities are designed with separate areas according to the use, ease of access to lifts and garbage areas.

Table 3.1 states the location of the loading facilities and is to be read in conjunction with **Figure 2** showing Drawing No DA750 Loading Plan prepared by Two Form Architecture.

Table 3.1 Loading Bay Provision

Level	HRV	MRV	SRV	B99	Ambulance	Total
B2				1		1
B1				2		2
Lower Ground			6	5		11
Ground		4			1*	5
Level 2			1			2
Total	0	4	7	8	1	20

* Ambulance used by Health Services and Gym/Recreational Facility.

Goods lifts are located in close proximity to the loading areas.

3.2 Operation, Location and Use of Loading Bays

Basement B2
There is a single loading bay for a B99 vehicle.

Loading Space No 1 is assigned to High Technology users and office space users for smaller deliveries.

Basement B1
There are 2 loading bays for a B99 vehicle.

Loading Space No 2 is assigned to High Technology and office users.

Loading Space No 3 is assigned to the childcare facility.

Figure 2 Loading Dock Plan

(3.2 continued.)

Lower Ground Floor
There are 11 loading bays, 6 for an SRV vehicle and 5 for a B99 vehicle.

Loading Space No 5 is an SRV space assigned to the Health Services and recreational gym facility.

Loading Space No 6 is a B99 space assigned to the Health Services and gym facility.

Loading Space No 7 is a B99 space assigned for building maintenance.

Loading Spaces No 8, 9, 10 and 11 are SRV spaces assigned to the food and drink premises.

Loading Spaces No 12 and 13 are B99 spaces assigned to the food and drink premises and self-storage premises and Dog Daycare.

Loading Space No 18 is assigned to the High Technology and office users for deliveries.

Ground Floor
There are 5 loading bays, 4 for an MRV vehicle, and 1 ambulance bay..

Loading Space No 14 is an MRV space used by the entire development but linked to the building management booking system. This space is utilised by waste collection vehicles servicing garbage room 1.

Loading Space No 15 is an MRV space allocated to the specialised retail premises.

Loading Spaces No 16 and 17 are MRV spaces allocated to the high technology and office users.

The Ambulance Bay is assigned to the Health Services and Gym/Recreational Facility (un-numbered).

Level 2
There is 1 loading bay provided for an SRV vehicle.

Loading Space No 19 is assigned to the High Technology and office users for deliveries.

A Loading Dock Manager (LDM) will be appointed by the Board or Strata Management for the centre to co-ordinate and manage bookings for the loading spaces.

3.3 Loading Dock Management Plan

The LDMP is based upon the following: -

1. Dock Parking Provision
    - Based upon survey data and compliance with relevant Australian Standards

2. Driveway Access
    - Based upon sound traffic principles and subject to DA approval

3. Operations – Light Industries
    - Delivery of smaller component parts
    - Deliveries for pallet storage
    - Please note these units have individual parking for SRVs

4. High Technology
    - Delivery for smaller component parts for technology use i.e., computers, supply parts etc.
    - Garbage services

5. Operations – Food and Drink Premises/Restaurant
    - Food and beverages
    - Other goods in support of café operations

6. Operations – Specialised Retail
    - Animal supplies including equestrian and pet goods
    - Automotive parts and accessories
    - Camping, outdoor and recreational goods
    - Electric light fittings
    - Floor, wall and window coverings
    - Furniture, bedding, furnishings, fabric and manchester and homewares
    - Household appliances and fittings
    - Household electrical goods and home entertainment goods
    - Party supplies
    - Swimming pools and spas
    - Baby and children’s goods, children’s play equipment and accessories
    - Barbeques, fireplaces and gas appliances
    - Sporting, cycling, leisure, fitness goods and accessories

7. Operations – Commercial Office
    - Stationery
    - Furniture
    - Office equipment
    - Waste
    - Service vehicles

(3.3 continued.)

8. Childcare Centre
    - Smaller deliveries for food items, nappies and associated cleaning supplies
    - Garbage servicing

9. Dog Daycare
    - Food supplies for animals
    - Garbage servicing
    - Cleaning supplies

The hours of operation as proposed are in the Plan of Management (as amended).

3.4 Risk Management

Because of the magnitude and multiple uses of the dock and safety issues involved the following measures will need to be adopted and enforced by the LDM: -

- Active Dock Management: the dock will be managed by a Loading Dock Manager (LDM) who will be responsible for the safe operation of the dock and will be available during normal operational hours. This role will also ensure that adequate management occurs during high dock usage periods as required.
- Segregated User Access: Access will be scheduled so that conflict with commercial deliveries is minimised.
- Dock Scheduling: All dock deliveries and pick ups will be managed by a dock access booking plan that will be strictly enforced by the LDM.
- Ensure that all retail firms, office firms and subcontractors are familiar with site specific rules through appropriate induction measures.
- Ensure that work site traffic control is carried out in accordance with the Traffic Control Plan of Management in **Appendix B**.
- Ensure that all drivers hauling demolition materials and construction materials and equipment and goods during the Operational Phase have undertaken site induction**.**

3.5 Operational Policy

The main elements of the LDMP operational policy are: -

1. All dock movements are to be undertaken in accordance with the Dock Schedule;
2. Unauthorised personnel will not be permitted in the dock area at any time;
3. Only authorised personnel will be allowed to access the docks and will not be allowed to walk on the service road in the vicinity of the dock while a delivery vehicle is moving;
4. Deliveries/pickups are to be made at a specific loading dock;
5. The relevant tenant must meet the delivery/pickup vehicle at the dock and remain until such time as they leave.
6. Authorised personnel and delivery drivers must observe all relevant OHS regulations and policies during operation at the dock;
7. Delivery drivers must observe instructions given by the onsite LDM;
8. Safety signage must be clearly placed;
9. Delivery vehicles are not permitted to idle in the roadway. Engines must be turned off when the truck is not moving;
10. All delivery drivers and/or employees are to be informed of this LDMP and of its conditions.
11. This LDMP may only be modified with the approval of the LDM.

3.6 Garbage – Waste Services

A separate Waste Management Report has been prepared by Leigh Design dated 20 September 2023.

Two waste rooms are provided within the development; one at Ground Floor Level and one is located at Level 2. The light industrial units will have their own waste storage facilities.

Table 3.6 shows the uses associated with the waste rooms.

Table 3.6 Waste Room Allocation

Facility	Location	Use	Vehicle Servicing
Waste Rm 1	Ground Floor	F & B, Gym, Health, Dog Daycare	MRV. Rear lift. 24 tonnes GVM vehicles.
Waste Rm 2	Level 2	Childcare, High Technology, Offices, Care taker	MRV. Rear lift. 24 tonnes GVM vehicles.
Individual waste areas Light Industry	Ground Floor and Level 2	Light Industry	SRV/B99

3.7 Delivery and Loading

1. There are two main loading areas located on the Ground Floor for MRV parking.
2. A dock area is located on the Lower Ground Floor plan for SRV vehicles and B99 vehicles.
3. A third area is located on Level 2 for SRV parking.
4. All firms making deliveries and pick ups will be allocated a dock number and time slot beforehand by the LDM.
5. The LDM will be responsible for management of the dock schedule.

3.8 Loading Dock Management and Scheduling

Active dock management and scheduling is essential for safe and efficient operation.

3.8.1 General Dock Traffic

- A schedule for vehicles to use the loading dock area will be established to avoid congestion.
- The LDMP will have policies in place such as delineation areas for pedestrian movement and hazard management signage in accordance with Work Health and Safety Act.
- Only one vehicle will be permitted to use each loading bay at a time.
- All trucks will be required to access the loading dock area in accordance with the LDMP. All trucks waiting to access the loading dock will be required to wait in a designated area. Drivers and passengers must remain in their vehicle whilst waiting to access a loading bay.

Active dock management and scheduling is essential for safe and efficient operation.

3.8.2 Cloud Based Dock Management System

A cloud based dock management system will be used to do the following tasks: -

1. Driver induction and QR code sign-in.
2. Provide LDM and drivers with the available dock for deliveries.
3. Allow the LDM manager to assign deliveries to each loading bay.
4. Ensure all delivery vehicles that enter the dock are accounted for.
5. Allow GPS tracking of all vehicles en-route to the dock.
6. Allow for user data and recording for delivery usage for each dock to assist LDM.

An example Cloud Based Dock Management System is contained in **Appendix E**.

3.9 Materials Handling Equipment

All vehicles (including forklifts) must drive at a speed no greater than 10km per hour.

Forklift operators must be licensed and carry their licence on them whilst operating the machinery.

Crates, stillages and other storage containers must be stacked in a way which makes them stable, off the access driveway to the docks and away from the operations of the dock.

3.10 Pedestrian and Vehicle Safety

Pedestrian and vehicle safety policy for the loading dock is to include the following measures:

- Signs to prohibit unauthorised access by the general public to the loading dock are to be placed in locations throughout the loading dock and surrounds where they are clearly visible to all road users;
- Enforcement of clearly signed speed limits for vehicles entering or existing the loading dock;
- The loading dock is to be continuously monitored by management via CCTV;
- Install convex mirrors at blind spots to provide drivers and pedestrians with better visibility;
- The roadway around the loading dock is to remain clear at all times to allow continuous movement of traffic entering and exiting the loading dock.

3.11 Work Health and Safety

All contractors and venue staff must wear Australian Standard Approved high visibility type clothing.

The LDM is to ensure that all contractors working within the vicinity of the loading dock are all aware of the possible hazards listed below.

Possible Hazards:-

- Collisions with vehicles (both pedestrians' and other vehicles)
- Collision with a moving plant
- Slips and trips
- Forklift loads or stacked items falling
- Manual handling

(3.11 continued.)

General:-

- The OH&S policies include keeping fire doors and cupboards unblocked, the checking of forklift licenses, the wearing of high visibility clothing, covered shoes, the monitoring of trip hazards on the loading dock etc.
- All gas bottles are to be stored in an appropriate area, chained and secured to the wall.

3.12 Security

Supervision of the loading dock will be the responsibility of the Management and their designated LDM.

The LDM will oversee all management issues during or outside the loading dock operating hours.

The LDM will provide guidance to delivery drivers when entering or leaving the docks. The LDM will restrict pedestrian movement around the dock before the delivery vehicle comes to a stop.

Loading dock activities will be monitored with the aid of CCTV.

Upon request, all drivers of vehicles who require access to the loading docks must present their driver's license to the LDM or security staff to verify their identity.

3.13 Waste Management Handling and Servicing

A separate Waste Management Report has been prepared by Leigh Design in accordance with the provisions of *Part 8 Waste Management* in the *Cumberland DCP*.

APPENDICES

APPENDIX A

APPENDIX B

TRAFFIC CONTROL PLAN OF MANAGEMENT

WORK SITE TRAFFIC CONTROL AT 2 BACHELL AVENUE LIDCOMBE

The Traffic Controller is to report on duty to the work site supervisor prior to commencement of duties. The Traffic Controller is to be trained with the minimum **Safe Work NSW** accreditation of "Traffic Controller" and hold the relevant certificate.

Task 1
A Traffic Controller may be required be on duty to stop pedestrians when there are trucks ingressing and egressing the site during demolition times or peak pedestrian activity or as required. Peak Pedestrian Activity occurs between 7:15am and 8:15am and 4:00pm to 5:00pm.

Task 2
A Traffic Controller may be on duty to stop pedestrians at the main entrance and exit driveway during construction when there are trucks ingressing and egressing the site during peak delivery times or as required.

Refer to **Transport for NSW Traffic Control at Work Sites V 6.1-2022** and **AS1742.3-2019 Manual of Uniform Traffic Control Devices**

Task 3
A traffic Controller may be required whilst material deliveries are occurring or during peak pedestrian activity times if materials are being handled from the construction zone into the site to stop pedestrians if required.

Task 4
A traffic Controller may be required at the eastern driveways whilst driveway works are being undertaken to stop pedestrians if required.

TRAFFIC CONTROLL GENERAL GUIDELINES.

Instructions for Traffic Controllers

A Traffic Controller shall: -

- wear the approved high visibility external clothing at all times
- ensure that **PREPARE TO STOP** (TI-18) and traffic controller symbolic (TI-34 or TI – 200-2 and TI-200-3 signs on RTA work) signs are in place and located in accordance with the TCP
- stand, if possible, where he or she can see the end of the work and any other Traffic Controller and where the sight distance to oncoming traffic is at least 1.5D. Traffic Controllers shall ensure that they are able to signal each other either directly or by using two-way radios, an intermediate person or other means. All radios shall be confirmed to be in working order before going to the work site. **Radios shall not be used at blasting works**.
- stand facing the traffic, but just outside the travel path so that he or she can be seen for a minimum of 1.5D in advance by oncoming traffic.
- not obstruct the motorists' view of other signs and devices or be hidden by them
- **always stand so that a clear escape path is available**
- once the first vehicle has stopped, change position if necessary, in order to be clearly visible to following traffic. The Traffic Controller shall stay at the head of the traffic queue and stand alone, never permitting people to group around.
- give definite and clear signals to:-

  Stop traffic – turn the **STOP/SLOW** bat (R6-8/T7 – 1) to **STOP** and raise the free arm into the top signal position with the palm of the hand towards the traffic

  Allow traffic to proceed – check that all traffic from the other end of the work site has passed, then turn the **STOP/SLOW** bat to **SLOW** and with the other hand give the **GO** signal

  Slow traffic – show the **SLOW** side of the **STOP/SLOW** bat, extend the free arm and wave arm up and down.
- stand clear of traffic when allowing it to proceed
- not leave his or her post until directed by the Works Supervisor or Team Leader, or relieved by another Traffic Controller

- be courteous at all times in dealing with the public. If requested, inform the driver of the reason for, and possible length of the delay, but be brief. If provoked by unreasonable behaviour, exercise restraint.
- remove or cover the **PREPARE TO STOP** (TI -18) and traffic controller symbolic (TI–34, TI–200-2 or TI–200-3) signs when traffic control is discontinued or during brief breaks such as lunch.
- report irresponsible motorists immediately. The Police will deal with them if you can report quickly.

NOTE:

There are three types of traffic controller ahead signs namely:

- **day use only** (TI - 34) – black symbol on fluorescent/retroreflective red background
- **day and night use** (TI–200-2) – black symbol and border on Class I reflectorised yellow background for works which continue day and night
- **night use only** (TI–200-3) – Class I reflectorised yellow symbol and border on black background.

APPENDIX C

DRIVER CODE OF CONDUCT

WORK SITE TRAFFIC CONTROL AT 2 BACHELL AVENUE, LIDCOMBE.

1.1 General Requirements

Drivers hauling fill material and deliveries to and from 2 Bachell Avenue must:-

i) Have undertaken a site induction carried out by an approved member of the construction management team or suitably qualified person under the direction of the loading dock/site manager.
ii) Hold a valid driver's licence for the class of vehicle they operate;
iii) Operate the vehicle in a safe manner within and external to the site;
iv) Comply with the direction of authorised site personnel when within the site;
v) Adhere to the site speed limit of 10km/hr;
vi) Follow the directed traffic route and loading areas within the site.

1.2 Heavy Vehicle Speed

Increased speed means not only an increased risk of crashing but also increased severity if an accident occurs. A study undertaken for the Australian Transport Safety Bureau found that travelling 10 km/h faster than the average traffic speed can more than double the risk of involvement in a casualty accident. (Source Roads and Maritime Services (RMS)[1]).

There are two types of speeding: i) Where a heavy vehicle travels faster than the posted speed limit; and ii) Where a driver travels within the speed limit but because of road conditions (e.g. fog or rain) this speed is inappropriate. (Source RMS).

Drivers and truck operators are to be aware of the "Three Strikes Scheme" introduced by the Roads and Maritime Services[1] which applies to all vehicles over 4.5 tonnes. When a heavy vehicle is detected travelling at 15 km/h or more over the posted or relevant heavy vehicle speed limit by a mobile Police unit or fixed speed camera, the Roads and Maritime Services[1] will record a strike against that vehicle. If three strikes are recorded within a three year period, the Roads and Maritime Services[1] will act to suspend the registration of that vehicle (up to three months). More information is available from the Roads and Maritime Services[1] website.

The speed limit within the site is 10km/hr maximum. Drivers must adhere to the traffic speed signage within the site at all times.

Vehicle speed on public roads is enforced by the NSW Police Service. All heavy vehicle drivers operating out of the site are to observe the posted speed limits, with speed adjusted appropriately to suit the road environment and prevailing weather conditions, to comply with the Australian Road Rules. The vehicle speed must be appropriate to ensure the safe movements of the vehicle based on the vehicle configuration.

Note[1] Roads and Maritime Services is now known as Transport for NSW

1.3 Heavy Vehicles Driver Fatigue

Fatigue is one of the biggest causes of accidents for heavy vehicle drivers. The Heavy Vehicle Driver Fatigue Guidelines -2007 by the National Transport Commission (NTC) are to be followed by all heavy vehicle drivers.

The heavy vehicle driver fatigue law commenced in NSW on 28 September 2008 and applies to trucks and truck combinations over 12 tonne GVM (however there are Ministerial Exemption Notices that can apply). Under the law, industry has the choice of operating under three fatigue management schemes: i) Standard Hours of Operation ii) Basic Fatigue Management (BFM) iii) Advanced Fatigue Management (AFM) All heavy vehicle drivers operating out of 2 Bachell Avenue Lidcombe are to be aware of their adopted fatigue management scheme and operate within its requirements.

1.4 Heavy Vehicle Compression Braking

Heavy vehicles will be used during the demolition phase for removal of building materials and excavated materials and during the construction phase for delivery of concrete, steel reinforcement, scaffolding, formwork and building materials. Drivers will be instructed during the induction process on routes to be used approaching and departing from the site.

Compression braking by heavy vehicles is a source of irritation to the community generating many complaints especially at night when residents are especially sensitive to noise. In some instances, compression braking is required for safety reasons however when passing through or adjacent to residential areas a reduction in the speed of the vehicle is recommended to reduce the instances and severity of compression braking.

The site is located within commercial area and not near residential homes.

However, if a driver is to pass residential areas they are to ensure brakes are applied so as not to create excessive noise that could disturb local residents where possible.

1.5 Heavy Vehicle Noise

The operating hours for transportation of materials to and from the-site as listed in Condition TBA:

Monday – Friday (except Public Holidays) 7:00am to TBA
Saturdays – TBA
Sundays and Public Holidays No activities

The following activities may be carried out on the site outside these hours of operation;
a) Delivery or dispatch of materials as requested by Police or other authorities; and
c) Emergency work to avoid the loss of lives, property and/or to prevent environmental harm.

1.6 Load Covering

Loose material on the road surface has the potential to cause road crashes and vehicle damage. All trucks arriving at or departing from the site whether loaded with material or not are required to have an effective cover over their load for the duration of the trip. The load cover may be removed upon arrival at the delivery site. All care is to be taken to ensure that all loose debris from the vehicle body and wheels is removed prior to leaving the site. Drivers must ensure that following tipping, the tailgate is locked before leaving the site.

1.7 Breakdowns and Incidents

In the case of a breakdown the vehicle must be towed to the nearest breakdown point as soon as possible. All breakdowns must be reported to the RMS TMC (Transport Management Centre) on 131700 and the vehicle protected in accordance with the Heavy Vehicle Drivers handbook. To ensure that traffic impacts are minimised in the event of an incident, rapid response from the haulage company is required. In order to ensure rapid response to incidents drivers must contact the RMS TMC on 131 700, their shift manager and the Site Construction Manager as soon as the stranded vehicle and load is safely secured.

If there is a product spill while loading/unloading or en-route the driver must:

i) Immediately warn persons in the area who may be at risk;
ii) Inform their shift supervisor/owner.
iii) All spills must be adequately cleaned up and waste disposed of in an acceptable and environmental manner;
iv) Put out warning triangles where it is safe to do so;
v) Contact the NSW Police Service.

1.8 Contact Numbers

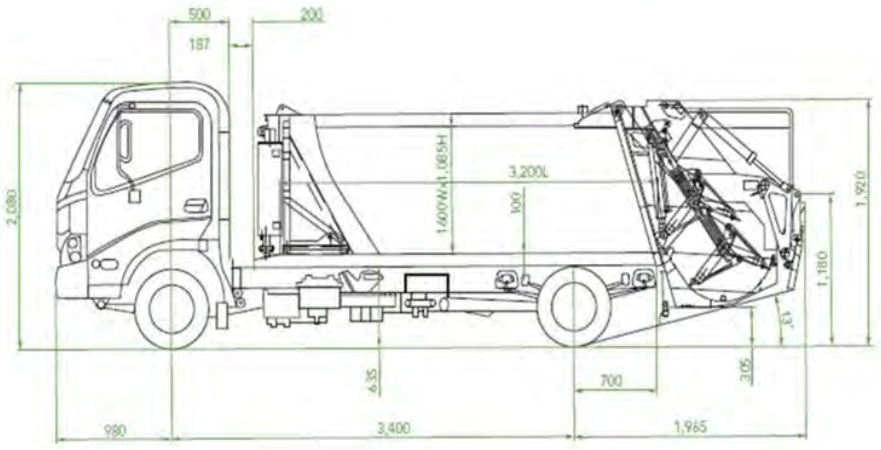
i) RMS Transport Management Centre 131 700
ii) Cumberland City Council (02) 8757 9000
iii) NSW Police Service (Auburn LAC) (02) 9797 4099
iv) Construction Site Supervisor TBA

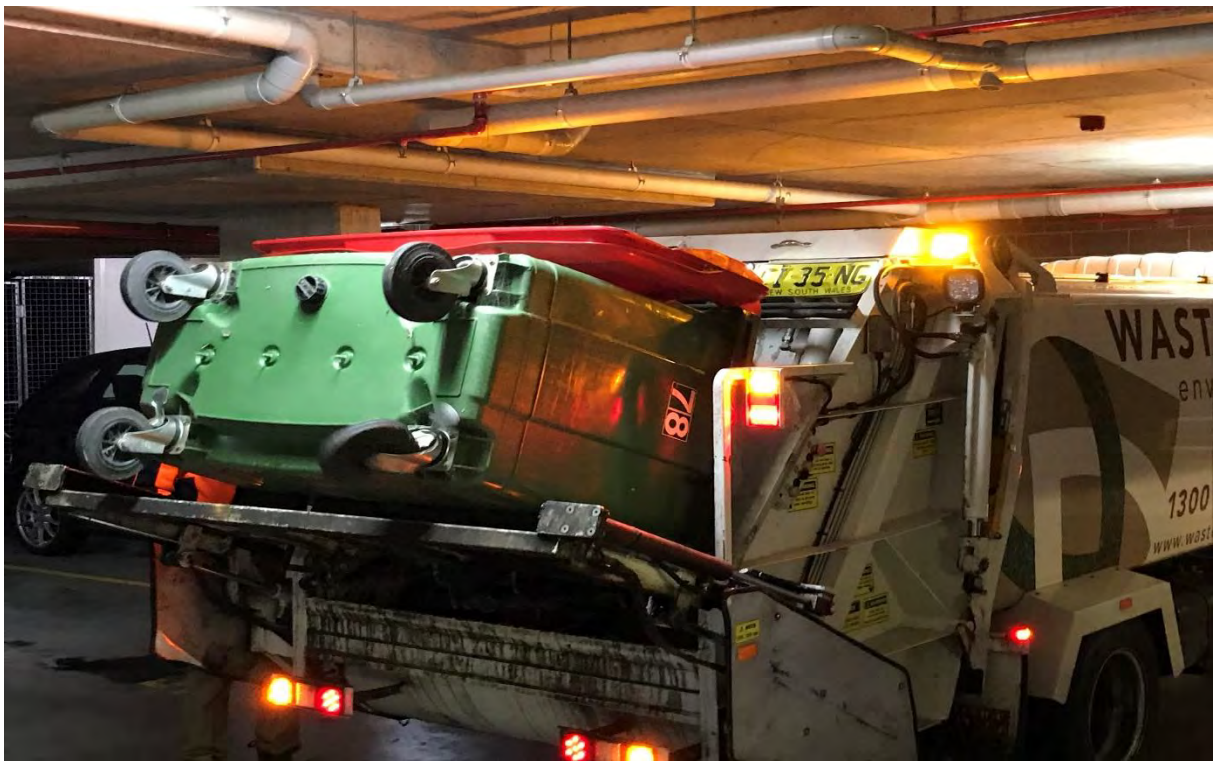
1.9 Drivers to Refer to Safety Induction Document.

The safety Induction document will be issued to all drivers before commencing work on site or arriving at the site and will contain a plan Figure (TBA) outlining vehicular routes paths to be taken to and from the site. A copy of the Construction Traffic Management Plan is to be kept on site at all times. The site supervisor will ensure that Drivers adhere to the routes and times specified in the report and follow the Construction Traffic Management Plans prepared by others.

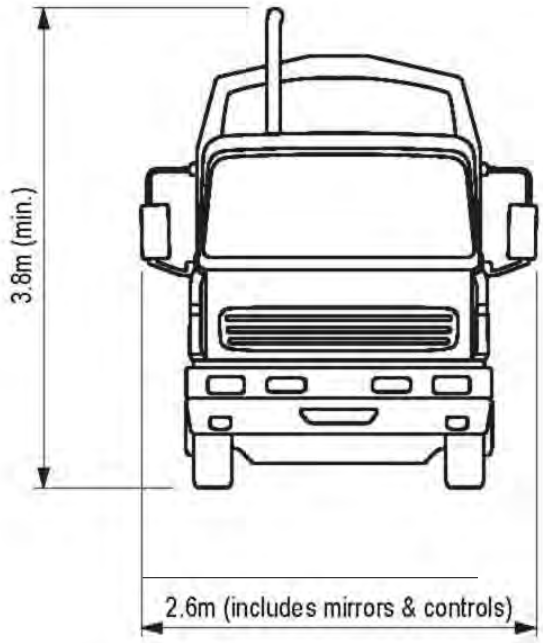
APPENDIX D

Vehicle Dimensions

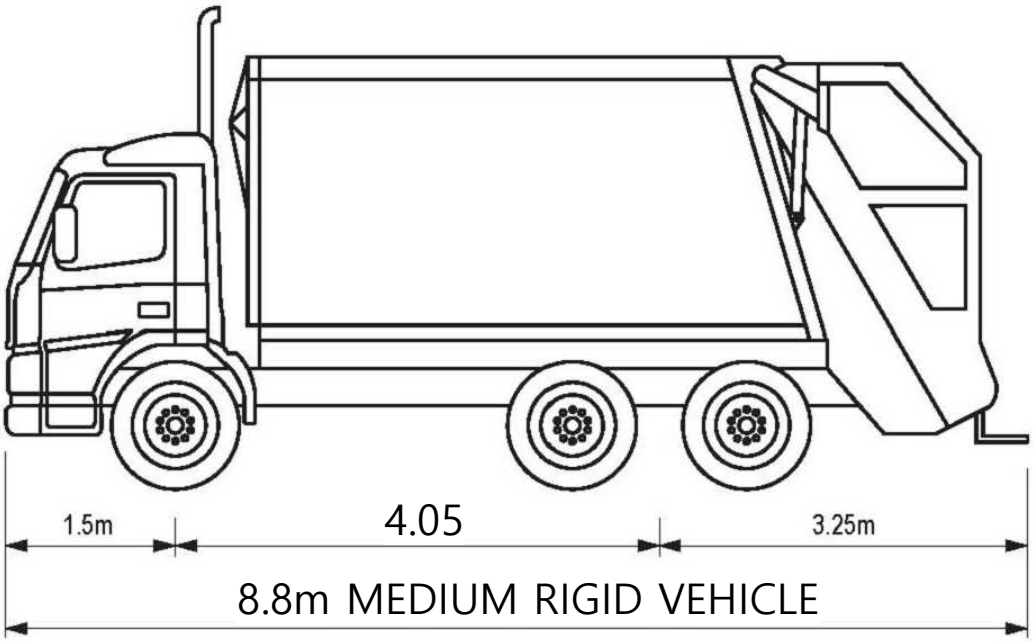




NOTE: AT IT'S HEIGHEST DISPOSAL POINT THE 660 LITRE BIN WILL ONLY REACH THE SAME HEIGHT AS THE VEHICLE



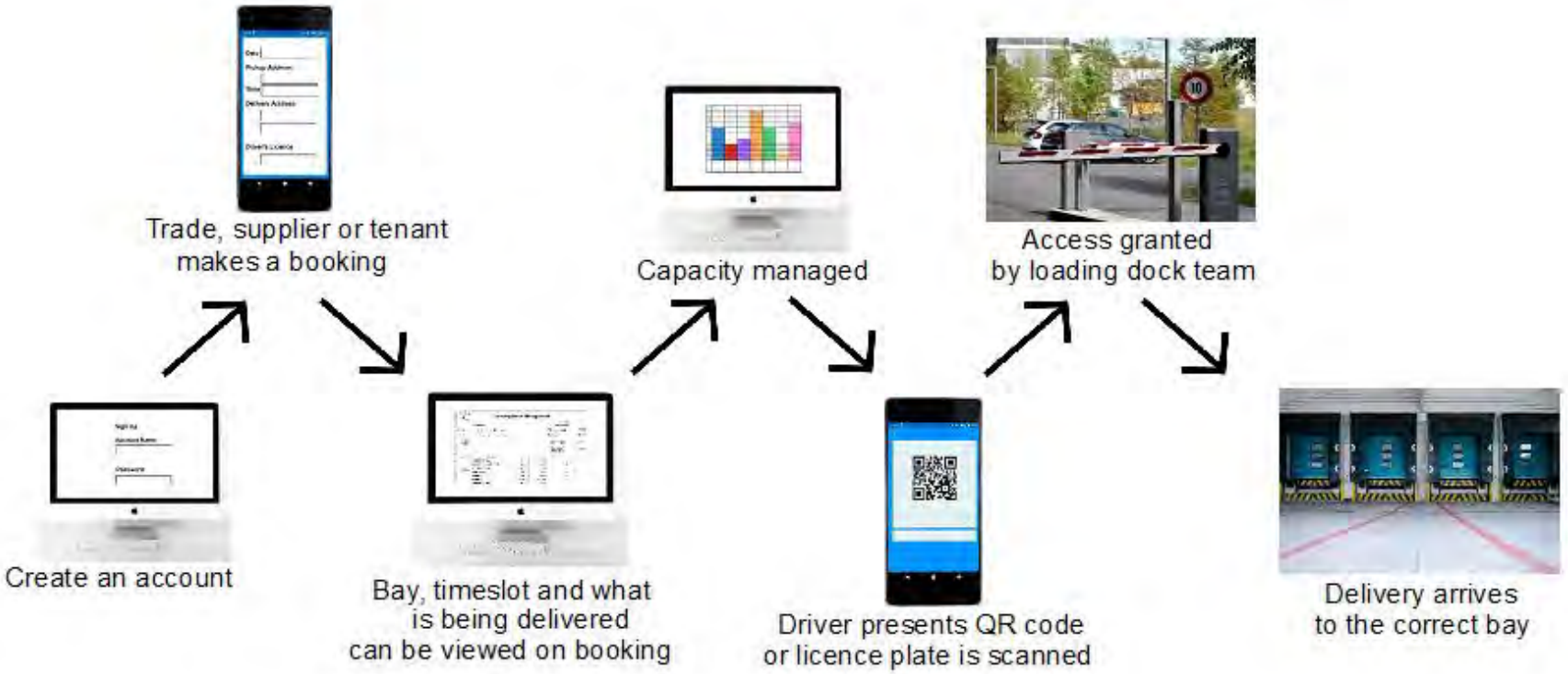
Dimensions of typical collection vehicle (rear loader)



WASTE VEHICLE REAR LOADER
24 TONNE

APPENDIX E

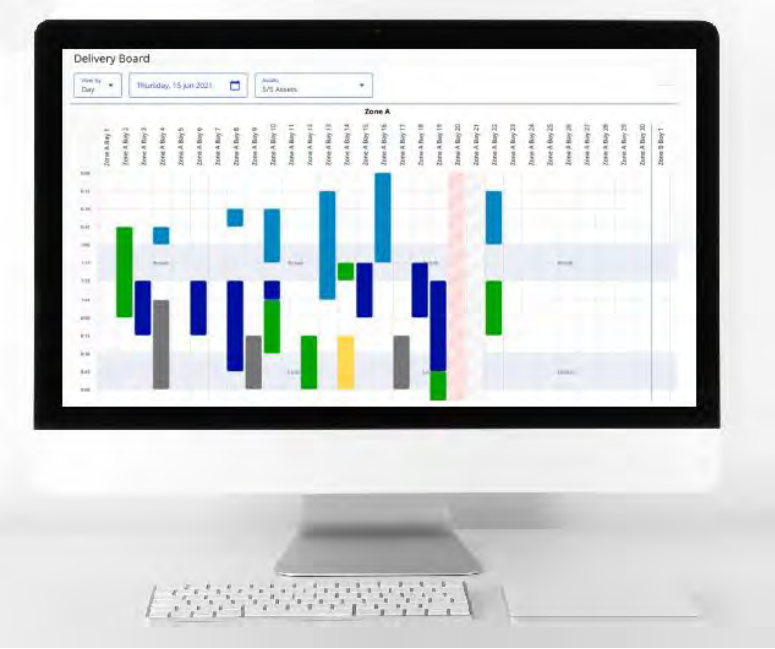
Workflow


Trade, supplier or tenant makes a booking
Capacity managed
Access granted by loading dock team
Create an account
Bay, timeslot and what is being delivered can be viewed on booking
Driver presents QR code or licence plate is scanned
Delivery arrives to the correct bay

Solution

Capacity Management

- Drivers/Contractors can only book available bays
- They can also book access to the goods lift
- When dockmasters edit the schedule the drivers will receive a push notification and email of the changes
- Dockmaster can also book block out periods to restrict access to the bays or lifts E.g. When bins are taking up a whole bay
- Dockmasters spread the traffic out across the day rather than having heavy congestion in peak times



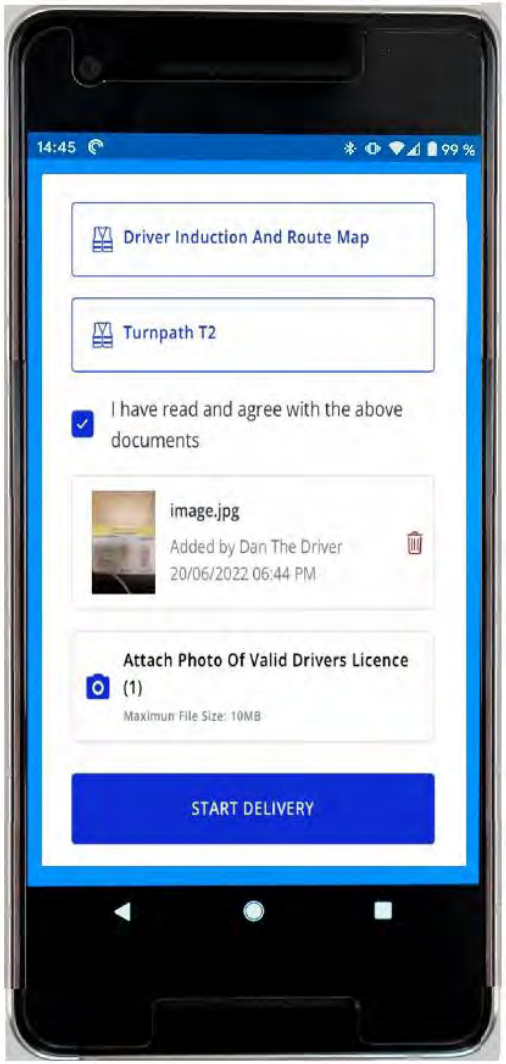
Driver Compliance

Driver Inductions

- Customizsable induction form
- Document acknowledgement of loading dock rules, traffic management plans etc
- Reducing the liability of the facility incase of any incidents in the dock
- Digital licence upload with notifications once expired

Driver GPS Tracking

- Live ETA based off drivers location
- Drivers receive directions via google maps
- Truck map view so building managers can see exact location on google maps



Solution

Streamlined Booking Platform

- All drivers (couriers, contractors, subcontractors etc.) who deliver to the dock will make an online booking via the app
- Physical dock restrictions are communicated
- Booking will be auto approved/approved by dock master
- Drivers details automatically recorded
- Dockmaster records the time in & out of driver
- Data automatically collated into reports and dashboards
    - Identify repeat offenders of overstaying, late arrivals etc.
- Customisable booking form to capture specific data such as C02 emissions if required