

## Questions and Requests for information for Gold Apron

- a) Report detailing the contamination incident back in 2017/2018,

Based on discussions regarding the Golf Apron loop, it is understood that the problem with the loop was caused by water (possibly including sand and other construction debris) that entered the pipeline during the initial construction stages of the apron and the loop. This happened between 2017 and 2018. Since then, the Golf loop was sealed and never operated. Results from regular Cathodic Protection testing indicate no corrosion or loss of protective coating on the outside of the pipeline. It is not clear what the internal condition of the loop is. A preliminary assessment indicates the presence of fuel in the lines as extracted from the low points. However, there is no pressure in the line.

- b) Latest cathodic protection report,

See the attached

- c) Drawings (see below),

See the attached. These are the drawings that we have for piping layout and valve chambers.

- d) Please confirm the number of fuel hydrants on this section of the line

There are 12 hydrant pits on this section of the line.

- e) Confirm the type of hydrant as well as provide the take-off details

Pit hydrant

Take off details, refer to the drawings provided

- f) Please confirm the statement from the briefing session, "ACSA believe the pipe is piggable" There are various valve chambers that can be used as launching and receiving points. The contractor will have to decide on the best chambers for pigging and arrangements will be made to accommodate this request.

- g) We require details for the line, especially the Piping diagrams

See the attached drawings that we have for the piping diagrams and valve chambers

- h) Engineering drawings of the Golf Apron pipeline?

Refer to the attachment

- i) Spec/drawings/design information of the pit valve?

Refer to the attachment

- j) What are the sizes of the take-offs for the hydrant supply and the high and low points?

Refer to the attachments provided

- k) Please share any previous Cathodic protection assessment reports (DCGV)

Refer to the attachment

- l) Does the Concrete on the Apron have reinforcing?

No, it is not reinforced

- m) Layout drawing(s) showing hydrant feeder line, and location of VCD1 and the furthest valve chamber at Golf Apron,

Refer to the attachment

- n) Confirm average buried depth of the existing pipeline,

The depth obviously varies based on the low and high points in some areas; it is around 1,23m, 1,57m, 2,20m, 2,80m so this should provide a guidance or average estimate.

- o) General arrangement drawings for the two valve chambers,

Refer to the attachment

- p) As-Built P&ID's showing the interface between the Golf Apron and the Tightness Control System

Refer to the attachment. These are the drawing we have on our end.