

US

## STATEMENT OF GRAHAM LLOYD

Name: Graham Lloyd

Address:

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1. I am presently employed part-time as a service station attendant.
2. I was employed as a works supervisor in the DTW, Alice Springs, in 1994.
3. As part of my job, I was required to supervise the earthworks constructions for the slip lane for the end of the Alice Springs/Stuart Wells special section of the Cannonball Run. This work was done by Charmban Pty Ltd whose principal is Danny Orr.
4. I was given instructions for the positioning of the slip lane by Ken Hornsby of the DTW, Darwin. These instructions were in writing. They specified that the slip lane was to be a certain distance in kilometres from the Stuart Wells road house. I don't recall what the distance was.
5. On about 17 March 1994, I drove out the Stuart Wells road house and commenced measuring the distance from the centre of the Road House - about midway between the entrances to the road house.
6. From this starting point, the required distance placed the slip lane at a corner. I did not think this was satisfactory, so I sought further instructions. To the best of my recollection,

P.T.O.

I then contacted either John Lewis or Peter Campbell of the DTW by radio and they told me to move the control point further south onto the straight.

- 7. I then pegged the area for the earthworks at about 500 metres further south. This was where the slip lane was constructed.

Note: GAP.

This was the finish point of the Lay by. See my sketch on Back of DAYTHREE Route Instructions