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1. BACKGROUND

Pilbara Ports Authority (PPA) operations are undertaken on a 24 hour per day/7 day per week basis in locations throughout the Eastern and Western port areas. This Traffic Management Plan (TMP) relates only to the Eastern port operations. Please refer to a separate TMP for Utah Point/Western port operations.

2. OBJECTIVE

The PPA’s overall objective with respect to traffic management is to ensure the safe movement of and interactions between vehicles, mobile plant and pedestrians in the work place whilst maintaining compliance with security, environmental and business continuity requirements.

3. THE TRAFFIC MANAGEMENT PLAN

3.1 Traffic Flow

- Traffic flow within the port area is shown within Appendix 5. At any given time the following vehicles could be encountered operating on multiple work fronts within the port area.
  - Road trains (quads) delivering copper concentrate to the Birla and Newcrest sheds or to the Sandfire lease area. (known as PO26);
  - Self-propelled modular transport (SPMT’s) carrying oversize cargo modules;
  - Road trains (B-doubles) carrying scrap metal, bulker bags or livestock;
  - Roller trailers (known as mafi trailers) carrying cargo from the public berths to cargo laydown and lease areas.
  - Passenger coaches moving cruise ship tourists;
  - Trailer floats moving general cargo; and
  - Fork lifts and Reach stackers carrying containers and general cargo
Gilbert Street is a high usage road which accommodates the staging of fuel trucks prior to entry to the BP and Caltex gantries, salt trucks prior to entry into the Dampier Salt (DSL) stockpile and cement trucks proceeding in and out of the West Kimberley Cement lease area. It is also used to accommodate trucks/trailers staging for cargo discharge operations at the public berths as well as project traffic entering the BHP Billiton site through Gate 9.

Where practicable, segregated transport routes have been provided for heavy vehicles, road trains, buses (visiting cruise ships) and light vehicles.

In order to facilitate the movement of wide loads, road maintenance or any other special activity the PPA Landside Operations team may develop, implement and disseminate temporary traffic management plans.

Multiple work fronts will regularly operate at the same time. Traffic Management within a specifically allocated area will be overseen by the Landside Operations team who will co-ordinate meetings and develop plans to ensure safe operations.

Gilbert Street is owned, operated and maintained by the PPA and as such any access requires advance approval from the PPA Landside Operations team.

3.2 Road Rules

The road rules as contained within the WA Road Traffic Code 2000 are to be observed when driving within the Port. The only exception to the Code is that, within the Port, pedestrians must give way to vehicular traffic (see Point 7 - References “h, l & m”).

Speed limits to be observed within the Eastern Port are signposted and in some instances can be temporarily signposted for specific cargo movements or road maintenance.

Specific speed limits are:

- Gilbert Street: 30 kph
- Wharf Areas: 10 kph
- All other areas: 25 kph

Random speed auditing is conducted by the PPA Security team.

Mobile phones and portable electronic devices are not to be used by any driver of a motor vehicle or mobile plant during vehicle or plant operation.

Drivers and passengers are to wear seat belts at all times when the vehicle or mobile plant is moving.

Penalties for non-compliance can include but are not limited to:

- Suspension of Port Access for a period of time,
- A requirement to re-sit the Port induction; and/or
• Infringements issued in accordance with Department of Mines and Petroleum regulations.
• Permanent removal of Port Access,

3.3 Signage

• Signage and devices for the control and safe operation of all vehicles within the port are in accordance with the legislative guidelines (Point 7 - Reference “a”).
• When required for specific occasions (cargo haulage, oversize loads and road maintenance), temporary road signage will be displayed.

3.4 Parking

• Permanent safe parking areas have been designed and developed within the Port. Line marking and sign posting has been installed (Point 7 Reference “b”). Designated parking areas are delineated on the port map (Appendix 5).
• Temporary safe parking areas have been designed and developed within the Port. As operational requirements change these temporary parking areas will also change. When change is required the Landside Operations Team will develop safe traffic management plans and may require temporary signage and line marking to be installed. Information will be disseminated to all Port users.
• A number of designated truck/trailer waiting and assembly areas have been allocated to lease holders (BP, Caltex and DSL) along Gilbert Street. Additional areas have been set aside for transport companies involved in delivering or loading cargo from the public berths. Please refer to Appendix 4 for specific locations.
• The PPA Port Security Plan specifically prohibits vehicles from parking within 35 metres of ships at any of the public berths unless they form an integral part of the vessel cargo and/or maintenance operations. Vehicles delivering personnel, tools or equipment are to be removed immediately the task has been completed.
• A disabled parking bay is located alongside the wheelchair access ramp, immediately in front of the main entrance to the PPA Administration building.

3.5 Lighting

• Where practicable, all roads, parking bays and pedestrian walkways are to be suitable lit with permanent lighting to the Australian Standard.
• Whenever temporary traffic management plans, temporary parking bays and temporary pedestrian walkways are put in place, suitable mobile lighting units are to be provided.
3.6 Walkways/Pedestrians

- Where practicable, segregated pedestrian walkways have been delineated using road markings, signage and physical barriers.
- Within the Port precinct, vehicular traffic has right of way over pedestrian traffic.
- Pedestrians must comply with the PPA PPE standards applicable to their immediate area.
- Visitors and visiting crew members are not permitted to walk through the port areas. Visitors and visiting crew members are to utilize organized buses and taxis.

3.7 Communications

Radio communications are conducted using the following channels:

- Emergency (Shipping Control Tower) VHF Channel 16 (marine) or 12,
- Copper Sheds – UHF Channel 13, and
- Wharfs 1, 2 & 3 – UHF Channel 8
- Additional channels may be allocated for specific operations.

3.8 Specific Changes/Variations to the TMP

3.8.1 Custody Areas/Cargo Operations

- General cargo operations include the loading and discharge of break bulk/bulk vessels. On all occasions, a pre-arrival briefing is convened one or two days prior to the vessels arrival. During these briefings, specific TMPs for the movement of the vessels cargo are discussed and agreed.
- Temporary TMPs will then be disseminated to those concerned. The TMP will include maps to indicate vehicular movements from/to the wharves, from/to laydown yards and from/to off site.
- Wharf custody can be held by various parties including the stevedores. Prior to accessing any of the wharves (when operational), contact must be made with the custody holder. Signs at each entry point on all wharves indicate who has custody of the wharf and their contact number.
- Landside Restricted Zone (LRZ)
- The LRZ is indicated on the TMP map (see Appendix 5).
- A Maritime Security Identification Card to be held and must be worn/carried at all times whilst within this area. Signage and gates indicate the LRZ boundaries.
3.8.2 Oversize Haulage

- At various times, oversize cargoes will transit through the port. Specific temporary TMPs will be developed and promulgated prior to the vessels arrival.

- Oversize cargoes will generally require escort vehicles, stop/go signage, warning/preparatory emails to be broadcast, and swipe station removal. These requirements will be discussed and agreed during pre-arrival briefings.

- Oversize haulage will require a permit to be issued. Landside Operations are to be contacted for permit issues.

3.8.3 Cruise Vessels

- Cruise ships also call at Port Hedland during the summer months. Specific temporary TMPs are developed for these visits and are promulgated prior to the vessels arrival.

- No pedestrian access is permitted through the Port with all passenger movements undertaken using coaches. PPA berths 1 & 2 are secured by watchmen who will only permit authorised vehicles/pedestrians onto the wharves.

3.8.4 Dangerous Goods Handling

- The PPA hold a “Special Berth Licence” for Berth No.2. A detailed Ammonium Nitrate (A/N) handling procedure is noted at point 7 reference e. Specific temporary traffic management plans have been developed for the movement of A/N and are promulgated prior to each vessels arrival.

- Prior to the arrival of the Ammonium Nitrate vessel, berth No.2 is secured and access is restricted to authorised vehicles and pedestrians.

3.8.5 Mine Sites

Within the bounds of the PPA there are three permanent mine sites and three areas that are intermittent mine sites. Specifically;

- Newcrest Mining Leased area – Permanent

- Birla-Nifty Mining Leased area – Permanent

- Sandfire Mining Leased area – Permanent

- PPA Wharf 1, 2 & 3 – Intermittent when activated.

Please see appendices 1, 2, 3, & 4 for detailed maps of these mine sites.
3.9 Securing of Loads

All Cargo arriving/departing the Port or being moved internally is to be correctly restrained in accordance with the guidelines contained within the National Transport Commission (NTC) Load Restraint Guide (point 7 reference c). This includes but is not limited to;

- Trucks, trailers and light vehicles consigned to move imported or exported cargo to or from the Port,
- Trucks, trailers, fork lifts, reach stackers, Front End Loaders (FELS) and light vehicles used to move cargo internally.
- Garbage removal trucks and skip bin waste trucks are to comply with load restraint guidelines.

3.10 Crane Operations

Cranes must be mobilised and operated in accordance with the Crane & Hoist Operating Procedure PR-OHS003 (point 7 reference d).

3.11 Other Procedural References

3.11.1 Seafarers Bus

- The Port Hedland Seafarers Centre operates a schedule of daily port berth visits to convey visiting seafarers to and from their vessels. The Seafarers bus driver is to comply with all the requirements laid out in this procedure.

- Additionally, the Seafarers bus driver is to make contact with the organisation which has custody of the particular berth (as per the displayed sign) by either phone or by UHF radio prior to entering the wharf area.

- At various times, dependent upon the cargo being loaded or discharged, the Seafarers bus is not to access the berths. These include:
  - Ammonium Nitrate Discharge/Loading, bus is to wait at the southern ramp watchman position at Berth 2,
  - Fuel discharge, bus is to wait at the maintenance vehicle park behind mobile conveyor number one (MC01) at Berth 1 and at the watchman’s caravan at the Northern end of Berth 3, and
  - Copper loading, bus is to wait at the maintenance vehicle park behind mobile conveyor number one (MC01) at Berth 1.

3.12 Fitness for Duty

- The PPA Fitness for Duty; Fatigue Management Policy PO-HS004 is applicable to all persons who access port controlled areas.
• The PPA carries out testing of all personnel who access port controlled areas for drugs and alcohol. Refer to Fitness for Duty Procedure; Alcohol & Drugs: PR-HS014 for further detail (point 7 reference g).

• Any driver that is involved in a motor vehicle or mobile plant incident that occurs in a port controlled area which results in injury to persons or damage to property, shall be subject to drug and alcohol testing in accordance with the Fitness for Duty Procedure; Alcohol & Drugs: PR-HS014.

• All transport companies must provide the PPA with a fatigue management plan prior to any vehicles entering the Port for cargo operations.

3.13 Compliance/Penalties

• Only those people who hold a valid W.A. motor vehicle driver’s licence applicable to the class of vehicle being driven are permitted to drive a motor vehicle within port controlled areas.

• Vehicles owned by companies which are not registered for use outside of the Port and are required to transit between mine site leases or to the workshop are to be driven by a person who has been deemed competent by their manager (Verification of Competency, VOC).

• Cargo handling vehicles which are not registered for use outside of the Port and are required to transit between the wharves, laydown yards and staging areas are to be driven by a person who has been deemed competent by their manager and holds a VOC. Cargo handling vehicles that are not registered for use on public roads are permitted to travel from the Port and along Gilbert Street in support of cargo movements to the Gobi Laydown yard.

• Reach stackers with loads are not to transit from the Port to the Gobi laydown yard.

• Cargo handling vehicles include but are not limited to; ‘Mafi’ roller trailers, fork lifts, reach stackers, elevated work platforms (EWP’s), front end loaders (FELs) and bull dozers.

• Private motor vehicles that are registered to be driven on public roads are permitted to enter the Port.

• Persons who are discovered to be driving a motor vehicle or plant (apart from approved, unregistered vehicles) without the correct licence or VOC will be directed to cease driving that vehicle. Similarly, any vehicle discovered within the Port that is not registered for usage on public roads will be removed from the Port at the owner’s expense.
3.13.1 Fit for Purpose

Transport companies are to ensure a number of requirements prior to allocating vehicles to load cargo, in particular;

- Is the vehicle suitable for the manifested cargo to be transported
- Load capable,
- Mass capable,
- Fit for purpose

3.14 Incident and Emergency Reporting

- All incidents shall be reported in accordance with the PPA Incident Management Procedure: PR-HS007 and using the PPA OSH System (currently Myosh).
- In the event of an emergency:
  - Immediately notify the appropriate emergency services by calling 000 and request their attendance at the PPA Security Gate.
  - Contact the PPA Shipping Control Tower (SCT) by the most expedient means, in order that they can liaise with the relevant parties to ensure a prompt response.
  - Emergency response vehicles have right of way over all other vehicles and pedestrians when responding to an emergency.

- The SCT can be contacted on (08) 9173 9030, or VHF CH 12 or 16.

4. CHANGE MANAGEMENT

This procedure is to be reviewed at intervals of no more than two years.

5. REFERENCES

- AS/NZS 2890.2004 (Parking Facilities – Off Street)
- Crane & Hoist Operating Procedures (PR-OHS003)
- Ammonium Nitrate Handling Procedures (PR OM-17)
- Truck Drivers Registration Form (LM LO003)
• Fitness for Duty Procedure, Alcohol & Drugs (PR HS014)
• WA Road Traffic Code 2000
• WA Main Roads “Road and Traffic Engineering Standards”
• DMP Resources Safety (Mobile equipment on mines)
• National Transport Commission – Load Restraint Guide
• Road Traffic (Vehicles)Act 2012, and
• Road Traffic (Administration)Act 2008.

6. PROCESS OWNER

Date approved: 17 September 2015  Review date: 17 September 2017
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7. APPENDIX 1: PROPOSED MINE SITE BOUNDARIES EASTSIDE – PH1 WHARF ACCESS
8. APPENDIX 2: PROPOSED MINE SITE BOUNDARIES EASTSIDE – PH2 WHARF ACCESS
9. APPENDIX 3: PROPOSED MINE SITE BOUNDARIES EASTSIDE – PH3 WHARF ACCESS
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