

PORT OF PORT HEDLAND - TRAFFIC MANAGEMENT PROCEDURE (UTAH POINT OPERATIONS)

A311152

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1. DOCUMENT AMENDMENT TABLE

VERSION	PREPARED BY	DATE	AMENDMENT
2	Landside Admin Officer	17/09/2015	PPA re-formatting of document in line with updated document control procedure.
3	Landside Admin Officer	29/09/2016	Minor wording and Logo change on attachment
4	Landside Admin Officer	11/10/2017	Update document
5	Landside Admin Officer	09/01/2018	Updated diagram
6	Landside Admin Officer	25/10/2018	Updated formatting
7	Landside Coordinator	24/7/2019	Update document
8	Landside Coordinator	14/04/2020	Update document
9	Landside Admin Officer	28/01/21	Additional information regarding load restraint
10	Landside Admin Officer	10/03/2021	Sample Station Carpark layout added
11	Landside Admin Officer	01/09/2021	Amendments to section 3.9 – Securing of loads
12	Landside Coordinator	18/05/2022	Amendments due to new WHS legislation changes
13	Landside Supervisor	16/04/2026	Review and update. SY1 swales added.
14	Administration Officer	11/09/2026	Procedure formatted.

2. BACKGROUND

Pilbara Ports operations are carried out 24/7 across multiple port areas. This procedure applies only to Utah Point operations. For Eastern Harbour or Lumsden Point operations, please refer to the relevant procedure.

3. OBJECTIVE

The objective of this traffic management procedure is to ensure the safe movement of and interactions between vehicles, mobile plant, and pedestrians at Utah Point and along Utah road while maintaining compliance with security requirements, environmental regulations, and business continuity.

4. THE TRAFFIC MANAGEMENT PLAN

4.1 Traffic Flow

Traffic flow within the Utah facility area is shown in Appendix 1 and is managed by QUBE (Pilbara Ports licensed Stevedores). Vehicles operating simultaneously on site may include:

- Road trains (of up to 60 meters in length) delivering bulk commodities to stockpiles 1-13 in Stockyard 1 and to stockpiles 21 and 22 in Stockyard 2

- Ancillary vehicles (Road Sweeper, Vacuum Truck, Water Cart)
- Light Vehicles engaged in Maintenance and Port Operations
- Cranes and Mobile Plant
- Large Earthmoving Equipment (under escort)
- Tankers delivering fuel to the Qube Workshop
- Supply Trucks for stores deliveries, ore removal, skip bins etc.

Utah Road is a high usage road which accommodates the delivery of bulk cargoes via Road Trains. Truck numbers may range between 400-600 in a 24hr period and may increase during high volume haulage periods. Utah Road provides access to FMG (Anderson Point), BHP (Finucane Island), Roy Hill (Stanley Point) and public access to the Finucane Island Boat Ramp.

Utah Road is owned, operated, and maintained by Pilbara Ports and as such any special access and work requirements must undergo advance approval from the Pilbara Ports Landside Operations Team. To facilitate the movement of wide loads, road maintenance, or any other special activity, Pilbara Ports Landside Operations may develop, implement, and disseminate temporary traffic management plans. Delivery of wide loads along Utah Road requires notification 72hrs prior to the planned movement.

Requests for works and/or special access along Utah Road are submitted to landside.west@pilbaraports.com.au.

4.2 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 Utah facility, pedestrians must give way to vehicular traffic except at signed and painted pedestrian crossings.

Speed limits within the Utah Point Port area are signposted and, in some instances, can be temporarily signposted for specific cargo movements or road maintenance.

Specific speed limits are:

- Utah Road: 70 km/h
- Facility Entry: 50 km/h transitioning to 20 km/h
- Ring Roads: 20 km/h
- Ring Road Maintenance 5 km/h
- Truck Wash 5 km/h
- Wharf 10 km/h

Random speed auditing is conducted by the Pilbara Ports contracted Security Team.

All vehicles entering the Utah Point facility are required to be fitted with a flashing amber beacon and a UHF radio on CH20. Vehicles entering Stockyard 1 must also be fitted with a safety flag and pole.

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.

Vehicles are not permitted to turn left into Stockyard 2 when entering via Stockyard 1 entrance.

Stockyard 1 swales must not be used as a trafficable route between quadrants for any vehicle or Mobile Plant other than Front End Loaders (FEL's)

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
- permanent removal of Port Access.

4.3 Signage

Signage and devices for the control and safe operation of all vehicles within the Utah facility are in accordance with the legislative guidelines (Point 5 - Reference "a".)

When required for specific occasions (cargo haulage, oversize loads and road maintenance), temporary road signage will be displayed.

4.4 Parking

There is a dedicated lane at the front of the facility for trucks to queue prior to entering Stockyard 1 as directed by Qube Control Room Operator. This area may also be used to facilitate a diverted truck entry into Stockyard 2. In Stockyard 2 there is provision for one truck to queue prior to tipping at bunker 21 or 22, and a waiting bay for 2x road trains at the bottom of Stockyard 2. All truck queuing requirements are to be coordinated via the Qube Control Room operator.

Permanent safe parking areas have been designed and developed within the Utah facility. Line marking and sign posting has been installed (Point 5 Reference "b"). Designated parking areas are delineated on the facility map (Appendix 1). Parking within the Utah BHF is "Reverse Parking" only. Prior to the driver exiting the vehicle, all vehicles must have the engine turned off and park brake engaged, automatic vehicles placed into park position, and manual vehicles to engage first gear.

If change is required to the existing designated safe parking areas, Landside Operations will develop safe traffic management plans which may require temporary signage and line marking to be installed. Information will be disseminated to all Port Users.

The Wharf Carpark layout is shown in Appendix 1.1 and has LV parking bays and an elongated parking bay for an oversized vehicle. The parking bays and traffic lane closest to the Wharf Office is two-way traffic, and the parking bays located closer to the BHP cross-over gates have a one-way traffic flow, with the one-way traffic entering from the North and exiting to the South. Sample Station LV parking is shown in Appendix 1.3 – Inset C.

Visitor parking and/or non-mine site compliant vehicle parking areas are provided in the “Employee/Visitor Car Park” area which can be accessed from the left-hand entry lane immediately prior to entering the facility. A second entrance is available from the stockyard 2 entry lane. Please refer to the map at Appendix 1.

Parking on the Stockyard 1 and Stockyard 2 Rings Roads is not permitted unless specifically authorised via the Qube Control Room Operator.

4.5 Lighting

Where practicable, all roads, parking bays and pedestrian walkways are to be suitably 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.

4.6 Walkways/Pedestrians

Where practicable, segregated pedestrian walkways have been delineated using road markings, signage and physical barriers.

Within the facility, vehicular traffic has right of way over pedestrian traffic except at specifically signed and painted pedestrian crossings.

Pedestrians must comply with the [Port of Port Hedland - Utah Point Minimum PPE Requirements Map](#).

Pedestrians are not permitted on the Stockyard 1 or 2 Ring Roads unless specifically approved via the Qube Control Room Operator. This includes truck drivers who must remain in their cabins at all times.

All site visitors must comply with Pilbara Ports policies and procedures.

4.7 Communications

Radio communications are conducted using the following channels:

- Emergency (Shipping Control Tower) VHF Channel 12 (marine) or 16
- Traffic Control - UHF Channel 20 (must be monitored at all times while operating a vehicle)
- Additional channels may be allocated for specific operations.

General radio etiquette should be applied during all VHF and UHF communications.

4.8 Specific Changes/Variations to the TMP

- Temporary TMPs will be disseminated by Landside Operations to all affected parties in the form of a Site Notification. The TMP will include maps to indicate vehicular movements occurring outside of the usual Utah Point traffic management configuration.

Oversize Movements:

- At various times, oversize vehicles and plant will transit through the facility. Specific temporary TMPs will be developed and promulgated prior to these movements.
- Oversize movements will generally require escort vehicles, stop/go signage, warning/preparatory emails to be broadcast.

4.9 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). The degree and method of load restraint for loads transported within a Pilbara Ports site is to be determined by risk assessment and taking into consideration:

- a) General principles of load restraint (Section 5.3) and
- b) Site speed limits, driving conditions and site Traffic Management / Traffic Control Plans.

Load restraint includes the requirement to prevent dust or debris from becoming airborne. Loads such as but not limited to, industrial waste, soils, cement and rubbish skips must be covered.

Light vehicles that are travelling inside the port secure areas where the speed limit is 25kph or less are permitted to have unsecured items (such as tools) in the vehicle (ute) trays, however, if the vehicle is regularly used on public roads these items should be properly secured at all times to minimise the risk of the vehicle being inadvertently driven on public roads with unsecured items.

4.10 Crane Operations

Cranes must be mobilised and operated in accordance with relevant Pilbara Ports Itinerate Registered Plant Entry and Inspection Procedure.

The Pilbara Ports Crane and Hoist Operating Procedure should also be reference. Refer 5. Reference d

4.11 Other Procedural References

QUBE SWI's:

- Stockyard 1 and 2 Traffic Management Plan SHEMS-11-PL-UP002
- Stockyard 1 and 2 Access Management Procedure SHEMS-06-PR-UP002
- Escorting Mobile Plant and Equipment – SHSMS-04-SWI-NW041

4.12 Fitness for Duty

The Pilbara Ports Fitness for Duty; Fatigue Management Policy is applicable to all persons who access port-controlled areas.

Pilbara Ports carries out randomised testing of all personnel who access port-controlled areas for drugs and alcohol. Refer [Fitness for Duty Alcohol and Drugs Procedure](#) for further detail (point 5 reference g).

Any driver that is involved in a vehicle or mobile plant incident that occurs in a port-controlled area shall be subject to drug and alcohol testing in accordance with the Fitness for Duty Alcohol and Drugs Procedure.

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

4.13 Compliance/Penalties

Only those people who hold a valid Western Australian 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.

Private motor vehicles that are registered to be driven on public roads and have been modified to be mine site compliant (Refer Point 3.1) are permitted to enter the Utah Point Facility. Non-mine site compliant vehicles must use designated

visitor parking areas located immediately prior to the mine site entry point. (refer map at Appendix 1)

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.

Fit for Purpose:

- Transport companies are to ensure a number of requirements prior to allocating vehicles to load cargo. The vehicle selected to transport the manifested cargo should be load capable, mass capable and fit for purpose.

4.14 Incident and Emergency Reporting

All incidents shall be reported in accordance with the Pilbara Ports Incident Management Procedure and using the Pilbara Ports WHS System (currently CLEW).

In the event of an emergency:

- For police, ambulance, or fire, immediately notify the appropriate emergency services by calling 000 and request their attendance at the Pilbara Ports Utah Point Stockyard 1 Security Gate
- Contact the Pilbara Ports Vessel Traffic Services (VTS), who will 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.

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

5. CHANGE MANAGEMENT

This procedure is to be reviewed at intervals of two years.

6. REFERENCES

- a) AS 1742.2:2009 (Manual of Uniform Traffic control devices)
- b) AS/NZS 2890.2004 (Parking Facilities – Off Street)
- c) NTC Load Restraint Guide <https://www.ntc.gov.au/codes-and-guidelines/load-restraint-guide>
- d) Crane and Hoist Operating Procedures
- e) Ammonium Nitrate Handling Procedures
- f) Truck Drivers Registration Form
- g) Fitness for Duty Procedure, Alcohol and Drugs
- h) WA Road Traffic Code 2000
- i) WA Main Roads "Road and Traffic Engineering Standards"
- j) Road Traffic (Vehicles) Act 2012, and

k) Road Traffic (Administration) Act 2008.

7. DOCUMENT OWNER

The **Executive General Manager Terminal Operations** is responsible for this **Procedure**.

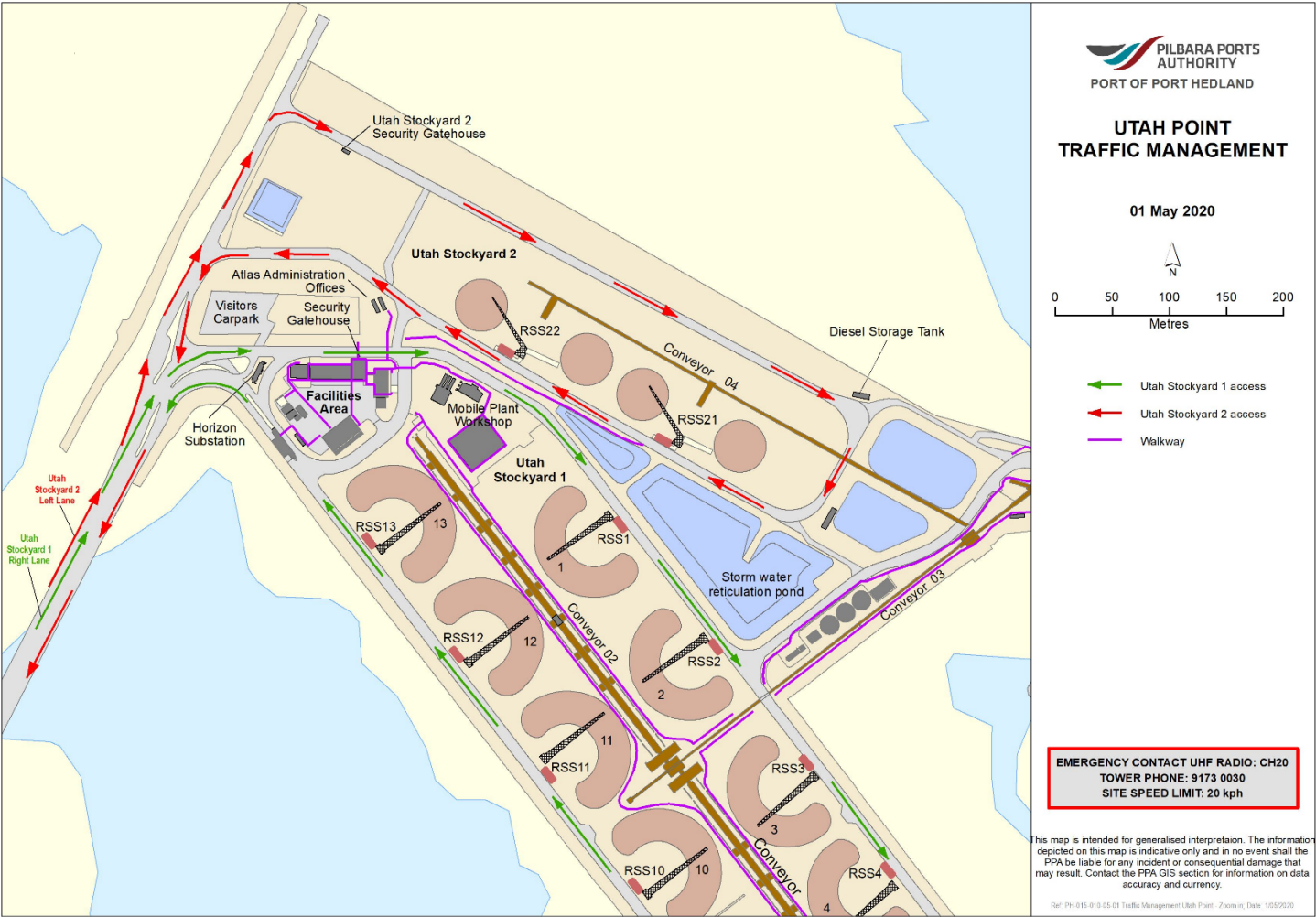
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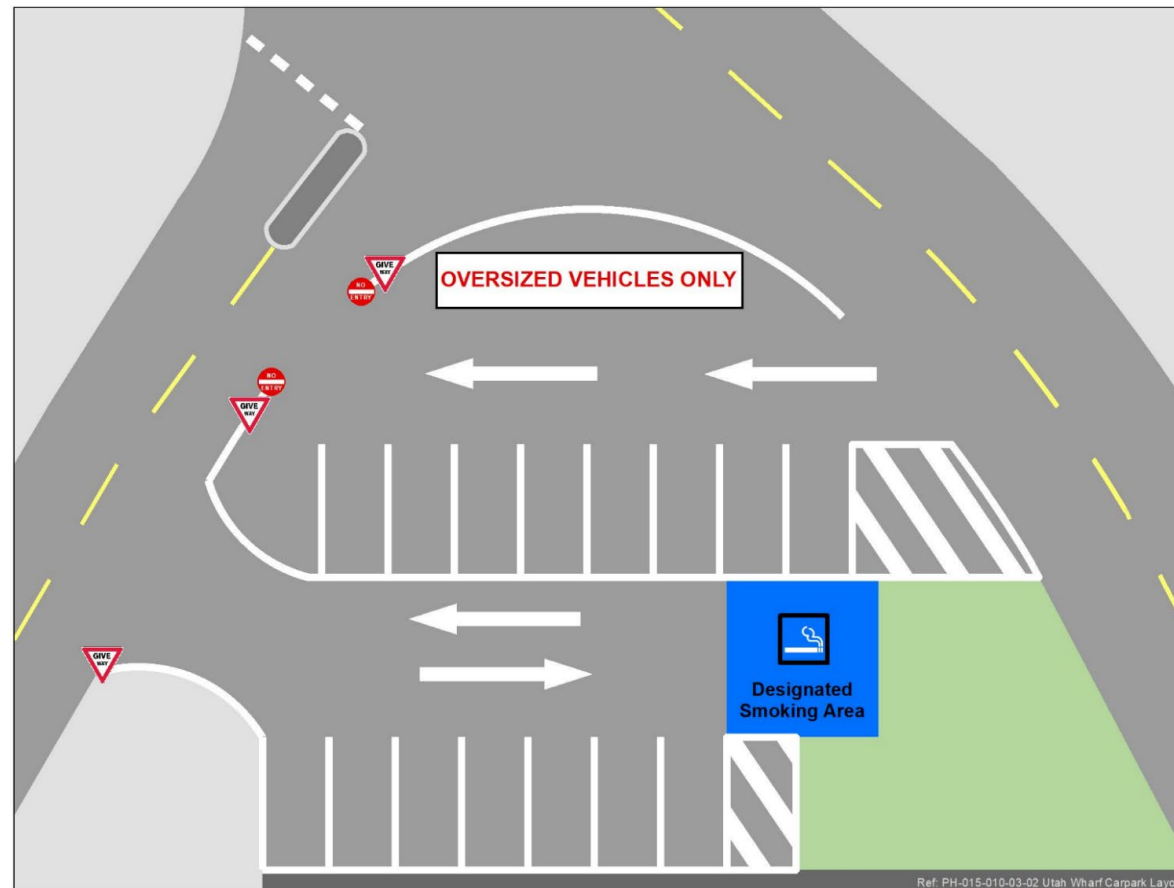
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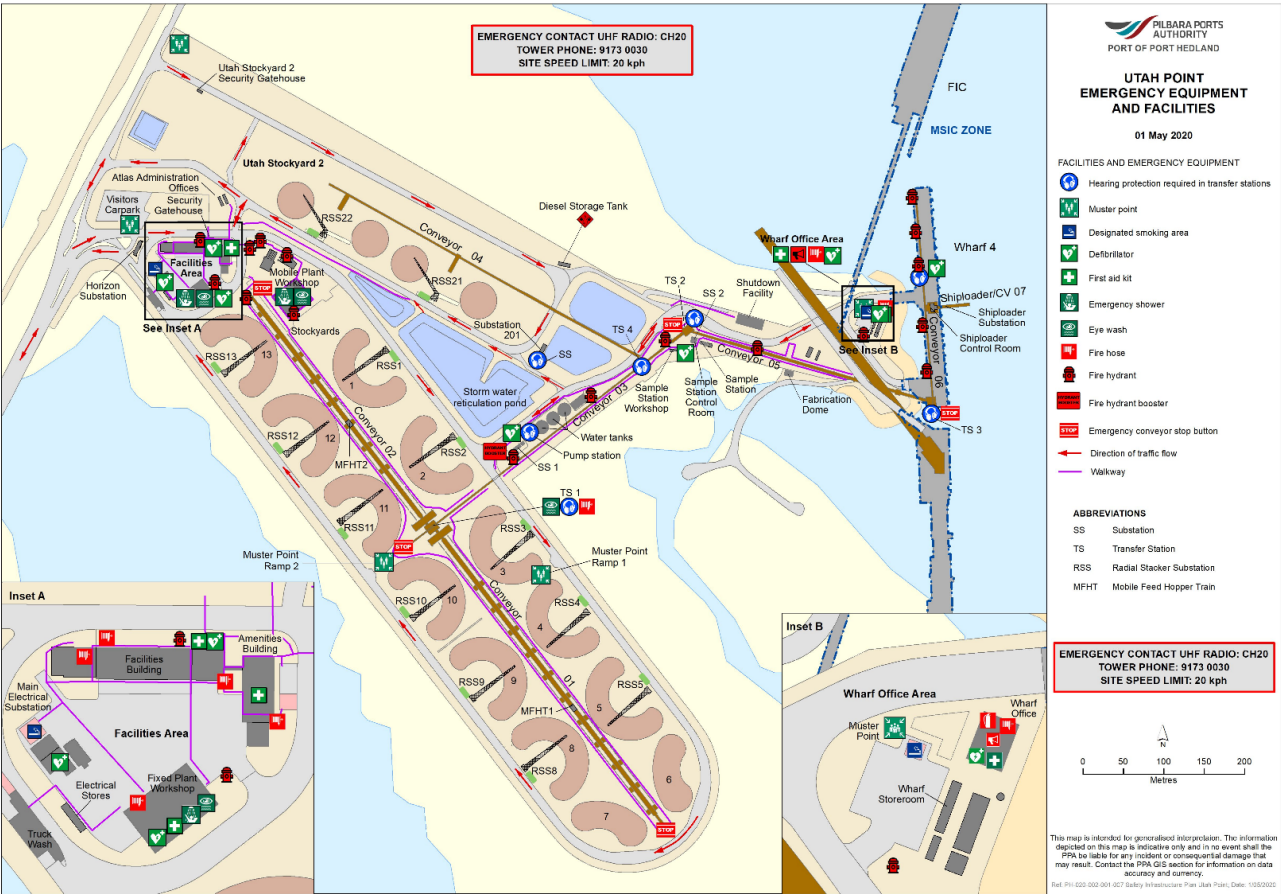
APPENDIX 1: UTAH BULK HANDLING FACILITY TRAFFIC MANAGEMENT DIAGRAM^[OBJ]



APPENDIX 1.1 WHARF CARPARK LAYOUT



APPENDIX 1.2 SITE INFRASTRUCTURE PLAN^[08]



APPENDIX 1.3 SAMPLE STATION CAR PARK LAYOUT



APPENDIX 1.4 STOCKYARD 1 SWALES

