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**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

**1. BACKGROUND**

Pilbara Ports Authority (PPA) operations are undertaken on a 24 hours per day/seven days per week basis in locations throughout the Eastern and Western port areas. This Traffic Management Procedure (TMP) relates only to the Western port (Utah Point) operations. Please refer to a separate TMP for Eastern Port Operations (PL – LO001).

**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 Utah facility area is shown within Appendix 1 and is managed by QUBE (PPA licensed Stevedores) Please refer to QUBE TMP document reference 106/SW/0246 SHEMS-06-PL-UP001 for additional information supporting the PPA TMP. At any given time the following vehicles could be encountered operating on multiple work fronts within the port area.

- Vehicles entering the Utah facility are required to be fitted with a flashing amber beacon and a UHF radio CH20. Additional specifications apply for vehicles wishing to enter stockpiles 1-13.
- Road trains (quads, standard and super up to 60 meters in length) delivering Iron Ore and Manganese to stockpiles 1-13 in Stockyard 1 and Iron Ore only to stockpiles 21 and 22 Stockyard 2. Road trains are to be

compliant with the QUBE Ring Road TMP, radio protocols and Qube Traffic Management System (TMS) requirements.

- Road Sweeper and Vacuum Truck.
- Light Vehicles engaged in Maintenance and Port Operations.
- Light vehicles are not permitted to turn left into Stockyard 2 - when entering via Stockyard 1 entrance.
- Cranes and mobile plant.
- Large earthmoving equipment under escort.
- Tankers delivering fuel
- Supply trucks- equipment/ stores delivery, ore removal, skip bins etc.

Utah Road is a high usage road which accommodates the delivery of bulk cargoes via quad Road Trains. Truck numbers may range between 400-600 in a 24hr period but may significantly 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.

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. Delivery of wide loads along the Utah Road requires notification 72hrs prior to the planned movement.

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.

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

Speed limits to be observed within the Western 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 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.

All operators of vehicles are to ensure that a risk-based approach is used in relation to load restraint when travelling around site. Consideration should be given to the Site speed limits, driving/road conditions and the stability of the Load.

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

Stockyard 2 incline has a concrete barrier placed at the commencement of the incline to assist road trains to maintain the correct alignment when accessing Bunker 21 and Bunker 22

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 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.

### **3.4 Parking**

There is a dedicated lane at the front of the facility for trucks to queue prior to entering Stockyard #1 as directed by traffic control. This area may also be used to facilitate a diverted truck entry into Stockyard 2. Within 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. All vehicles must have the engine

turned off and park brake engaged, automatic vehicles placed into Park Position, Manual vehicles to engage first gear, prior to the driver exiting the vehicle

Safe parking areas have been designed and developed within the facility. As operational requirements change these parking areas may 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.

The Wharf Carpark layout is shown in Appendix 1.1. This carpark has LV parking bays and a parking bay for small crane/light vehicle and trailer combination. Parking bays and traffic lane closest to the Wharf Office is two-way traffic. Parking Bays located closer to the BHP cross-over gates have a one-way traffic flow with traffic entering from the North and exiting to the South, Also 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.

The PPA Port Security Plan specifically prohibits vehicles from parking within 35 metres of a ship at the Utah Berth (PH4) 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 after the task has been completed.

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

A disabled parking bay is located in the Administration parking area and at the Wharf car park.

### **3.5 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.

### **3.6 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 PPA PPE standards applicable to their immediate area.

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 visitors are to comply with PPA policies and procedures.

### **3.7 Communications**

Radio communications are conducted using the following channels:

- Emergency (Shipping Control Tower) VHF Channel 12 (marine) or 16.
- Traffic Control - UHF Channel 20.
- Additional channels may be allocated for specific operations.

### **3.8 Specific Changes/Variations to the TMP**

- Temporary TMPs will be disseminated to those concerned. The TMP will include maps to indicate vehicular movements from/to the wharves, from/to Stockyards and from/to off site.
- A Maritime Security Identification Card must be worn/displayed at all times whilst within the Landside Restricted Zone of the mine site area. Signage and gates indicate the LRZ boundaries which specifically include the wharf area.

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.

Mine Site:

The Utah BHF is a permanent designated Mine Site under the MSIA 1994.

### **3.9 Securing of Loads**

All Cargo arriving/departing the facility 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 5 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.

Light vehicles that are travelling inside the port secure areas where the speed limit is 20kph or less are permitted to have unsecured items (such as tools) in the vehicle (ute) trays.

### **3.10 Crane Operations**

Cranes must be mobilised and operated in accordance with relevant PPA Classified Plant and Itinerant Classified Plant entry and inspection Procedures.

The PPA Crane and Hoist Operating Procedure should also be reference. Refer 5. References d

### **3.11 Other Procedural References**

QUBE SWM's:

- Stockyard 1 and 2 Traffic Management Plan SHEMS-06-PL-UP002
- Stockyard Access Management Procedure SHEMS-UP-PRO-0003
- WA900 Escorting from SY1 to SY2 SHEMS-UP-PRO-0006
- Escorting SHEMS-06-SW-0323Ring Rd Traffic Management Assessment SHEMS-UP-RA-018??

### **3.12 Fitness for Duty**

The PPA Fitness for Duty; Fatigue Management Policy 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 and Drugs: (PR - HS014) for further detail (point 5 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 and Drugs

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 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.

### **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 TICKIT).

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**

- 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 (PR - OHS003).



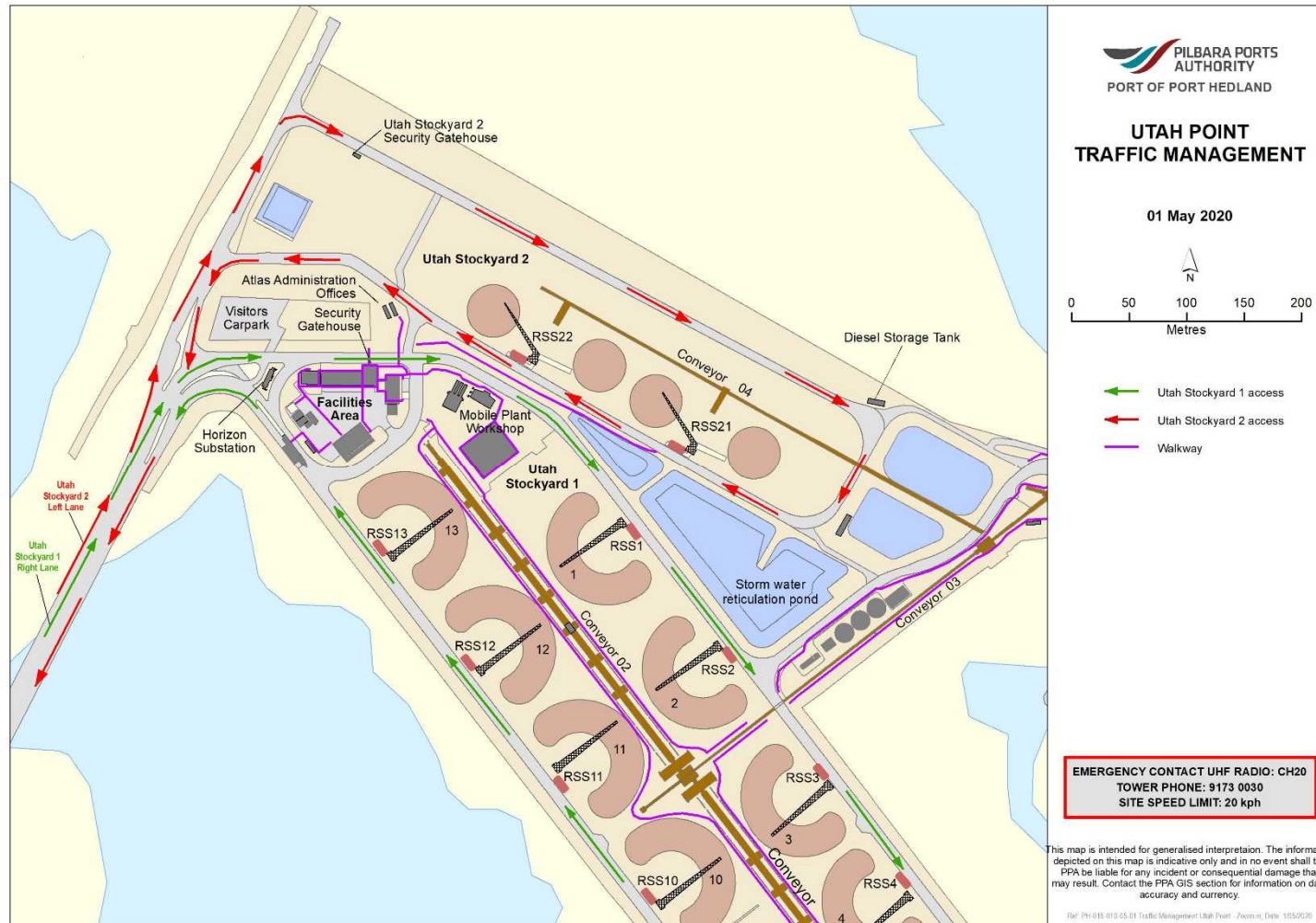
- e) Ammonium Nitrate Handling Procedures (PR - OM-17).
- f) Truck Drivers Registration Form (FM - LO003).
- g) Fitness for Duty Procedure, Alcohol and Drugs (PR - HS014).
- h) WA Road Traffic Code 2000.
- i) WA Main Roads “Road and Traffic Engineering Standards”.
- j) DMIRS Resources Safety (Mobile equipment on mines).
- k) Road Traffic (Vehicles) Act 2012, and
- l) Road Traffic (Administration) Act 2008.

## **6. PROCESS OWNER**

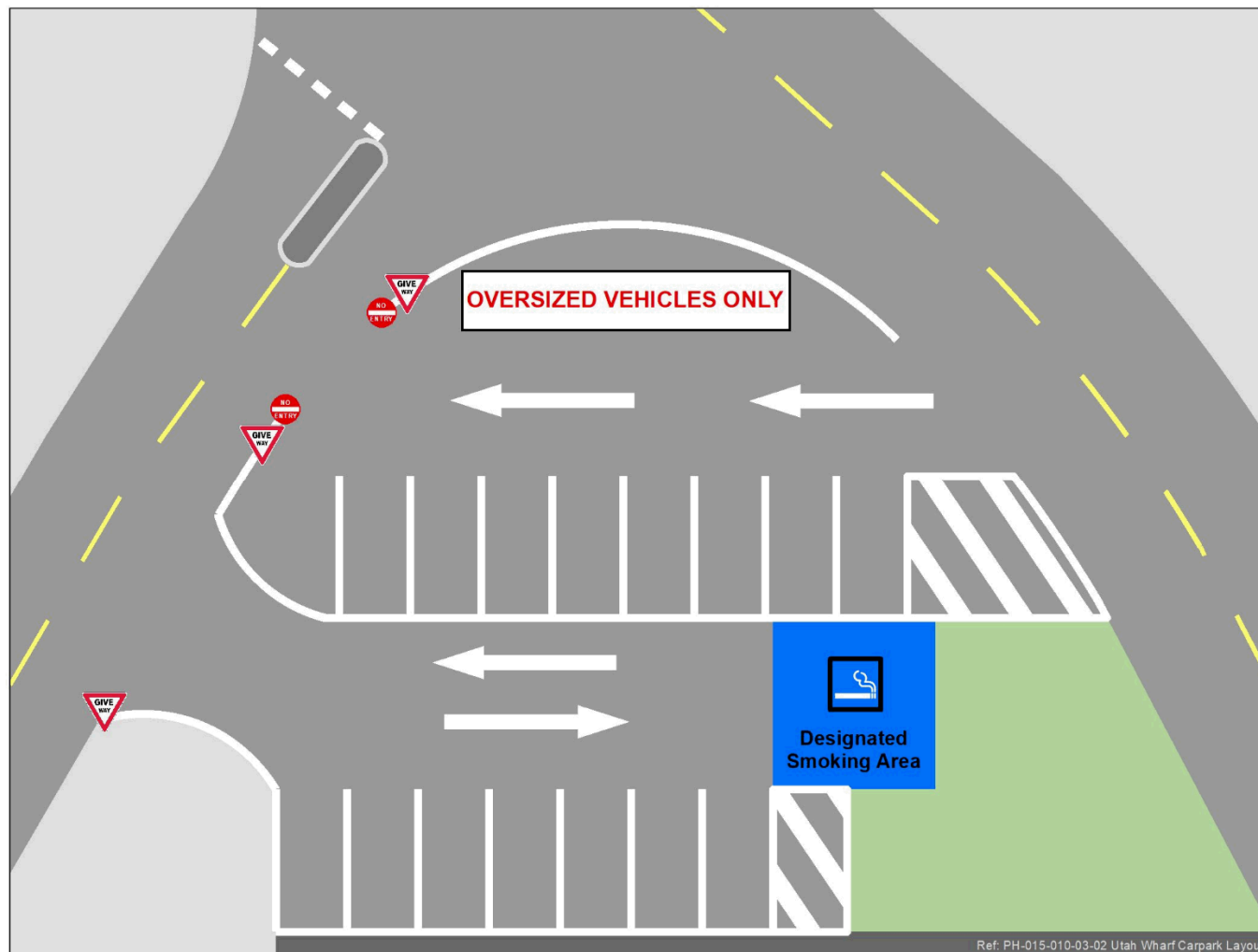
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Approved by: GM Terminal Operations

7. APPENDIX 1: UTAH BULK HANDLING FACILITY TRAFFIC MANAGEMENT DIAGRAM

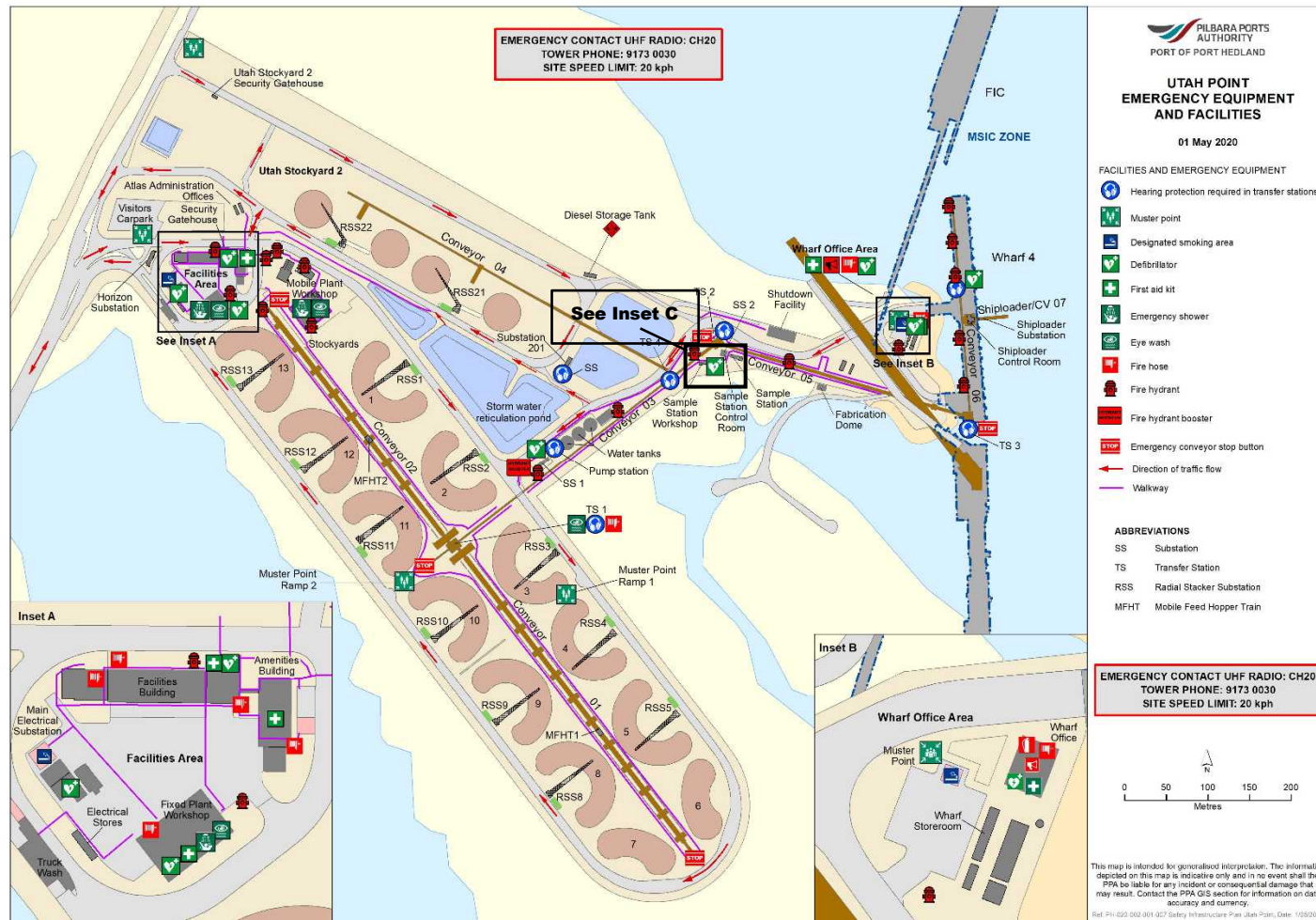


8. APPENDIX 1.1 WHARF CARPARK LAYOUT



# PORT OF PORT HEDLAND – TRAFFIC MANAGEMENT (WESTERN HARBOUR OPERATIONS) PROCEDURE

## 9. APPENDIX 1.2 SITE INFRASTRUCTURE PLAN





**10. APPENDIX 1.3 SAMPLE STATION CAR PARK LAYOUT.**

