

## **TABLE OF CONTENTS**

1.	BACKGROUND .....	1
2.	OBJECTIVE .....	1
3.	THE TRAFFIC MANAGEMENT PLAN .....	1
3.1	Traffic Flow .....	1
3.2	Road Rules .....	2
3.3	Signage.....	3
3.4	Parking .....	3
3.5	Lighting .....	4
3.6	Walkways/Pedestrians .....	4
3.7	Communications .....	4
3.8	Specific Changes/Variations to the TMP .....	4
3.8.1	Custody Areas/Cargo Operations.....	4
3.8.2	Oversize Haulage .....	5
3.8.3	Dangerous Goods Handling .....	5
3.8.4	Mine Sites .....	5
3.9	Securing of Loads .....	5
3.10	Crane Operations.....	6
3.11	Other Procedural References.....	6
3.11.1	Leased Areas.....	6
3.11.2	Specific arrangements for PPA Approved Projects. ....	6
3.12	Fitness for Duty.....	6
3.13	Compliance/Penalties .....	7
3.14	Fit for Purpose .....	7
3.15	Incident and Emergency Reporting .....	8
4.	CHANGE MANAGEMENT .....	8
5.	REFERENCES.....	8
6.	PROCESS OWNER .....	8

## **APPENDICES**

APPENDIX 1: ASHBURTON TRAFFIC FLOW DIAGRAM .....	9
APPENDIX 2: DAILY TRAFFIC CONTROL PLAN (DTCP) EXAMPLE.....	10
APPENDIX 3: PPA ASHBURTON CARGO WHARF LIVE LOADS ON CONCRETE DECK.....	11

**DOCUMENT AMENDMENT TABLE**

VERSION	PREPARED BY	DATE	AMENDMENT
1	Landside Op's Coordinator	24/10/2018	Initial implementation
2.	Landside Operations Superintendent Dampier	19/06/2020	Review complete updates made
3.	Landside Operations Admin	28/01/2021	Additional guidance on Load Restraint
4.	Landside Operations Admin	01/09/2021	Securing of loads section amended

**1. BACKGROUND**

Operations within the Pilbara Ports Authority (PPA) Port of Ashburton Site are undertaken on a 24 hour per day/7 day per week basis. This Traffic Management Plan (TMP) relates only to the Port of Ashburton Site.

**2. OBJECTIVE**

PPAs 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 1. At any given time the following vehicles could be encountered operating on multiple work fronts within the port area;

- Road trains or large vehicles carrying general freight and/or various wet and dry bulk products including fuel, sand, rock and other construction fill materials.
- Self-propelled modular transport (SPMT's) carrying oversize cargo modules;
- Road trains 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.
- Trailer floats moving general cargo
- Forklifts and Reach stackers carrying containers and general cargo
- Cranes moving with tethered loads and mobile cranes without loads
- Ashburton Port Access Road (PAR) is a high usage road which accommodates all traffic requiring access to and egress from the Ashburton Cargo Wharf (ACW) and all other sites both leased and not leased, on the PPA site. The PAR verge may also be used to accommodate trucks/trailers staging for cargo load/discharge operations at the wharf, traffic entering the various leased sites as well as short term storage of cargo.

- All vehicle movements along Ashburton Port Access Rd must be compliant with the WA Road Traffic Act and MRWA load restraint requirements unless otherwise approved in writing by PPA Landside Operations.
- Compliance with WA Road Traffic Act or MRWA load restraint requirements may be relaxed inside port controlled areas (including the PAR) on a risk assessed basis in accordance with PPA Procedures in certain circumstances.
- Where practicable, segregated transport routes have been provided for heavy vehicles, road trains, buses and light vehicles.
- 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 Daily Traffic Control Plans (DTCP) to ensure safe operations.
- Ashburton Port Access 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 Port controlled areas and on Port owned roads. The only exception to the Code is that, within the Port controlled areas, pedestrians must give way to vehicular traffic (Appendix 1).

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

- Unless otherwise signposted specific speed limits are;
  - Port Access Rd: 60 kph
  - Wharf Areas: 10 kph
  - Areas where indicated: 20 kph & 40kph
- 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.
- 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.

- Forklifts and Franna cranes that are carrying a load either slung or on the tines, which is not oversize, does not impede the drivers view and/or does not reduce the driveability of the vehicle, will not require an escort when transiting the Ashburton port controlled roadways and laydown yards as long as any Franna load is tethered to the vehicle.
- Forklifts and Franna cranes that are carrying a load that is oversize, impedes the drivers view and/or reduces the driveability of the vehicle are to be preceded (escorted) by a "lead in vehicle" with rotating light illuminated when transiting the Ashburton port controlled roadways and laydown yards.
- 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 relevant legislation.
  - 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 5 – Reference “a”)
- When required for specific occasions (cargo haulage, oversize loads and road maintenance), temporary road signage will be displayed.

### **3.4 Parking**

- Safe parking areas have been designed and developed within the Port.
- Temporary safe parking areas may also be 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.
  - Projects are underway within the port that will/do require longer term temporary modifications to roadways, parking and pedestrian access. Current projects relate the movement of sand, rock and material throughout the site.
  - Truck/trailer waiting and assembly areas, as well as cargo storage areas may be allocated along the Port Access Road, designated by the Landside Operations Team. Vehicles are to remain compliant with the WA Road Traffic Act and MRWA load restraint requirements when assembled in these areas.
- Non-essential vehicle parking on the wharf is not permitted. Only vehicles immediately involved in PPA approved cargo, vessel husbandry or wharf maintenance activities will be permitted wharf entry.

### **3.5 Lighting**

- Where practicable, all roads, parking bays and pedestrian walkways are to be suitable lit with permanent lighting to the relevant 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.

### **3.7 Communications**

Radio communications are conducted using the following channels;

- Emergency (Shipping Control Tower) VHF Channel 16 (marine) or 14
- 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, custody requirements, communications and specific Daily Traffic Control Plans (DTCP) for the movement of the vessels cargo are discussed and agreed. (see DTCP example in Appendix 2)
- DTCPs will then be disseminated to those concerned. The DTCP will include maps to indicate vehicular movements to/from the berths, to/from laydown yards and to/from off site.
- Berth custody can be held by various parties including the stevedores. Prior to accessing any of the berths (when operational), contact must be made with the custody holder. Signs at each berth entry point indicate who has custody of the berth and their contact number.
- Landside Restricted Zone (LRZ)
  - A Maritime Security Identification Card (MSIC) is to be held and must always be worn and clearly displayed whilst within this area when the LRZ has been activated (normally within 30 minutes of an overseas vessel arrival or departure) signage and gates indicate the LRZ boundaries.

### **3.8.2 Oversize Haulage**

- At various times, oversize cargoes will transit through the port. Specific DTCPs will be developed and disseminated prior to the vessels arrival.
- Oversize cargoes will generally require escort vehicles, stop/go signage, warning/preparatory emails to be broadcast, and PAR security gate modifications. These requirements will be discussed and agreed during pre-arrival briefings.
- Oversize and Heavy Load haulage will require an Oversize Permit to be issued. Landside Operations are to be contacted for permit issues.
- Ashburton Cargo Wharf Maximum Live Loads on Concrete Deck is indicated in Appendix 3

### **3.8.3 Dangerous Goods Handling**

- Class 1 Explosives of any sort aboard a vessel to be discharged are to be discharged first, loaded straight onto an approved vehicle and taken immediately from the wharf and PPA land.
- Class 1 Explosives to be loaded on to a vessel must be transported directly to the vessel just prior to the vessel's departure and loaded immediately. In no circumstances will explosives be stowed on the wharf deck or on the back of the transport vehicle.
- PPA does not hold any special berth declarations at Ashburton Port for handling large volumes of dangerous goods. Refer to the PPA Ashburton Port Handbook for maximum quantities of Dangerous Goods that can be handled.

### **3.8.4 Mine Sites**

There are currently no Registered Mine sites operating within the PPA controlled landside areas at the Port of Ashburton.

## **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) The degree and method of load restraint for loads transported within a PPA site is to be determined by risk assessment 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.

An example of a situation where risk assessed load restraint methodologies could apply is when multiple movements of the same cargo is conveyed from a berth to an adjacent laydown area (rail/mill balls/ore wagons etc.). This includes but is not limited to;

- Trucks, trailers and light vehicles consigned to move imported or exported cargo within the secure port area
- Trucks, trailers, forklifts, 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.
- 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 where the vehicle is regularly used on public roads then these items should be secured in the appropriate manner at all times to minimise the risk that the vehicle will be inadvertently driven on public roads while items are not secured.

### **3.10 Crane Operations**

Cranes must be mobilised and operated in accordance with the PPA Crane & Hoist Procedure. (point 5 – reference “c”)

### **3.11 Other Procedural References**

#### **3.11.1 Leased Areas**

- This TMP does not incorporate traffic management controls in leased areas. It is the responsibility of the leaseholder to develop and implement traffic controls for their lease area commensurate with the prevailing risk profile.

#### **3.11.2 Specific Arrangements for PPA Approved Operations**

- Specific TMP arrangements may be granted by Landside Operations for PPA approved project for stipulated durations. Such arrangements may be subject to specific PPA conditions being agreed to and implemented by the applicant.

### **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 PPA Fitness for Duty Alcohol & Drugs Procedure for further detail. (point 5. References)
- 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 Alcohol & Drugs Procedure.
- All transport companies must have a fatigue management plan prior to any vehicles entering the Port for cargo operations. The plan must be available to the PPA upon request.

### **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 controlled areas and are required to transit between site leases or to workshops 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 controlled areas 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 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 license 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.

### **3.14 Fit for Purpose**

Transport companies are to ensure several requirements are in place prior to allocating vehicles to load cargo, in particular;

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



### **3.15 Incident and Emergency Reporting**

- All incidents shall be reported in accordance with the PPA Incident Management Procedure and records of all incidents shall be made in the PPA Incidents Management System (IMS).
- In the event of an emergency:
  - Immediately notify the appropriate emergency services by calling 000 and request their attendance at the PPA Ashburton Security Gate.
  - Contact PPA Vessel Traffic Services (VTS) 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.
- PPA VTS can be contacted on (08) 9159 6556, emergency number 0428 888 800 or VHF CH 14 or 16.

## **4. CHANGE MANAGEMENT**

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

## **5. REFERENCES**

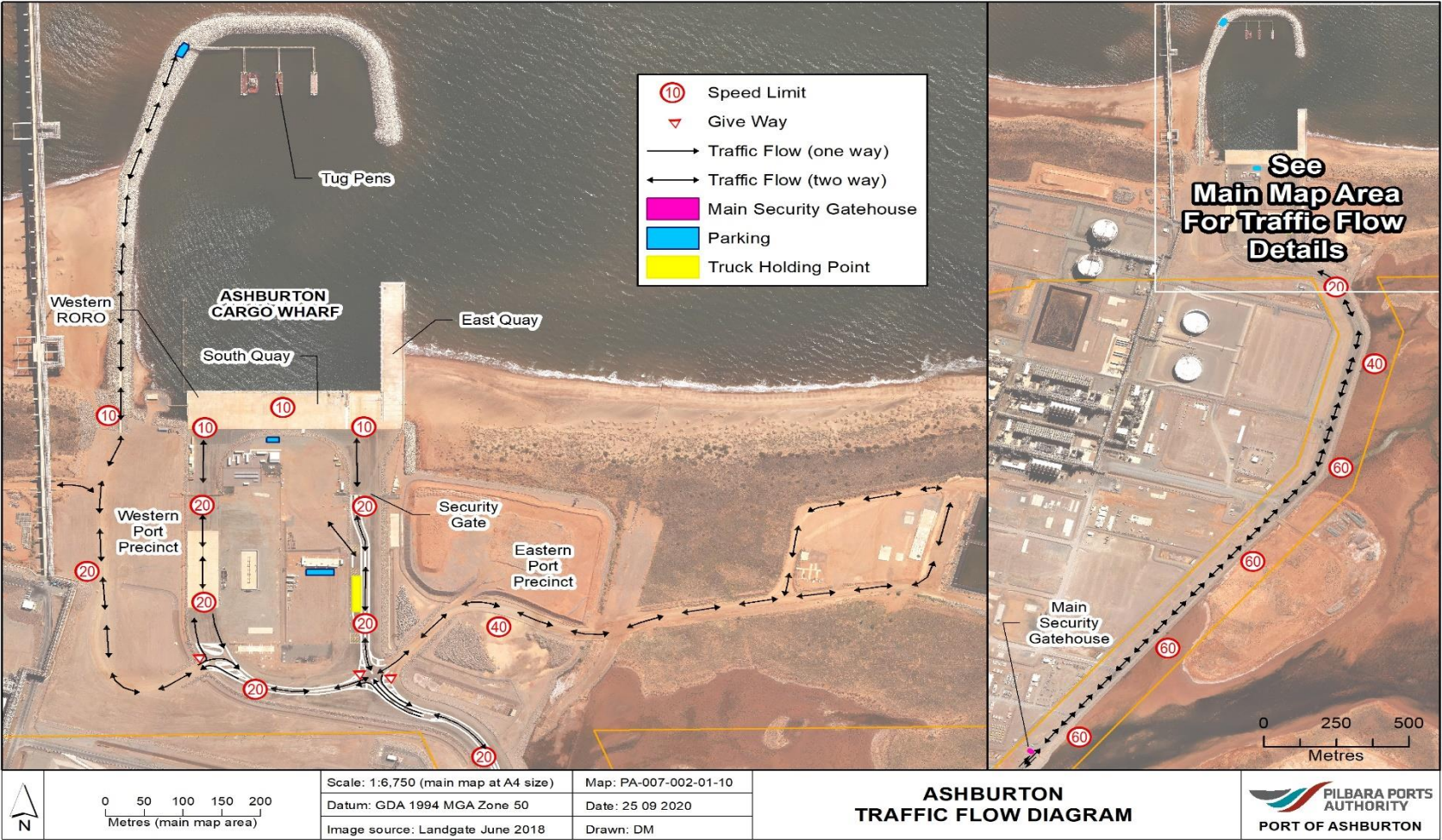
- a) AS 1742.2:2009 (Manual of Uniform Traffic control devices)
- b) AS/NZS 2890.2004 (Parking Facilities – Off Street)
- c) PPA Crane & Hoist Operating Procedures
- d) NTC (Load Restraint Guide). [www.ntc.gov.au/](http://www.ntc.gov.au/)
- e) Ammonium Nitrate Handling Procedures
- f) PPA Truck Drivers Registration Form
- g) PPA Fitness for Duty Alcohol & Drugs Procedure
- h) WA Road Traffic Code 2000
- i) WA Main Roads “Road and Traffic Engineering Standards”
- j) DMP Resources Safety (Mobile equipment on mines)
- k) National Transport Commission – Load Restraint Guide
- l) Road Traffic (Vehicles) Act 2012, and
- m) Road Traffic (Administration) Act 2008.

## **6. PROCESS OWNER**

Date approved: 01/09/2021  
Version: 4

Review date: 01/09/2022  
Approved by: GM Terminal Operations

APPENDIX 1: ASHBURTON TRAFFIC FLOW DIAGRAM

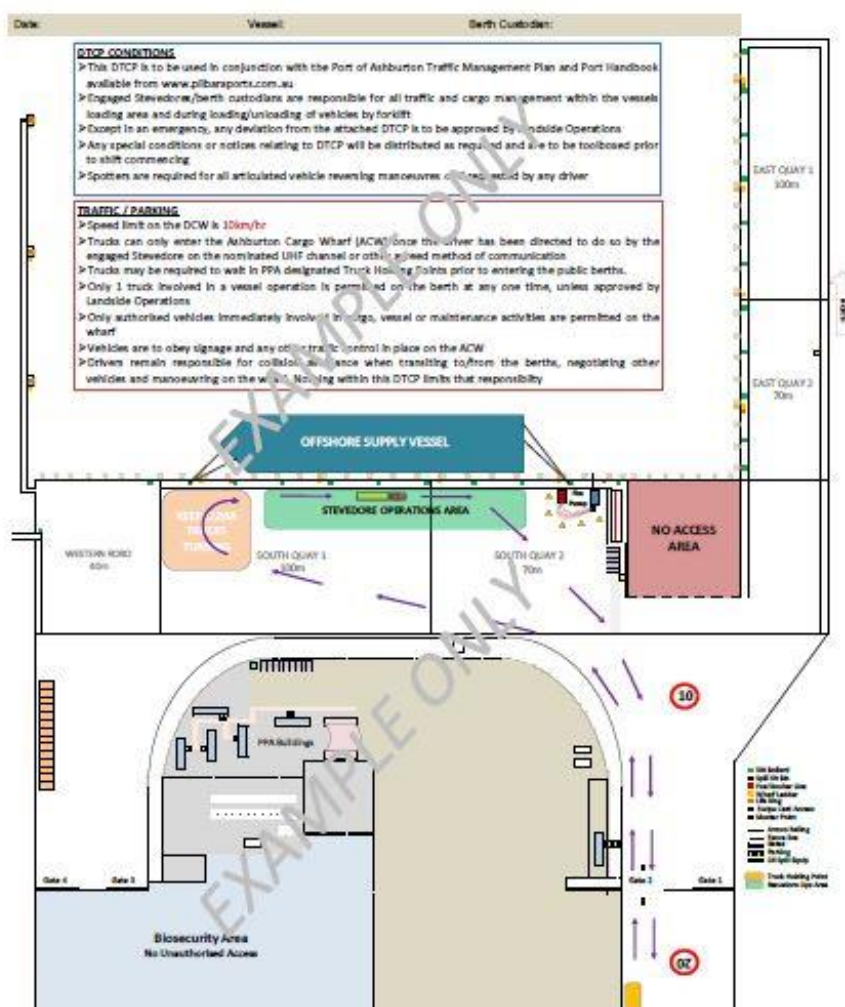


## APPENDIX 2: DAILY TRAFFIC CONTROL PLAN (DTCP) EXAMPLE



**ASHBUTON CARGO WHARF**  
Daily Traffic Control Plan

**Landside Operations**  
0427 183 545



Ashburton Cargo Wharf (ACW) - Daily Traffic Control Plan - EXAMPLE ONLY



APPENDIX 2: PPA ASHBURTON CARGO WHARF LIVE LOADS ON CONCRETE DECK

