

## 7.5 Working on a Blast Area

Each blast area will have an individual Traffic Management Plan which must be communicated by the shotfirer to those working on the blast area before commencement of loading. The communication must include the position / location where explosive accessories have been placed. The blast area must be delineated as per MAC-PRD-PRO-011 Blast Delineation.

### 7.5.1 Traffic Management Plan Requirements

The individual Traffic Management Plan (see Appendix 3) must be kept with the blast pack and include the following:

- Entry point (gate) – delineated with witches hats and / or flags, windrows are to be established to prevent access to the blast area from other locations.



- Direction of traffic flow for the designated blast area (see Appendix 3)
- Running roads and turning bays, if available, to allow for continuous safe loading without the requirement to straddle, drive through or reverse over blast holes.



- Protect echelons which have no explosives, boosters, detonators etc. in the area may be used as an entry and exit points if the blast holes have been protected with gas bags. The protected echelons must be delineated to allow vehicle operators and the

blast crew to identify the area.



- A Parking / Waiting area for vehicles not immediately required in the process, when available
- Exit point – delineated with witches hats or flags
- Any updates or changes to the individual Traffic Management Plan must be displayed and communicated to all people working in the blast area.

### 7.5.2 Operating a Vehicle on a Blast Area

When operating a vehicle within or around a blast area the operator must make sure they understand the traffic management plan for the blast area before entering. If they are unsure of the direction of traffic flow or location of the entry / exit points they must seek confirmation from the supervisor or their delegate.

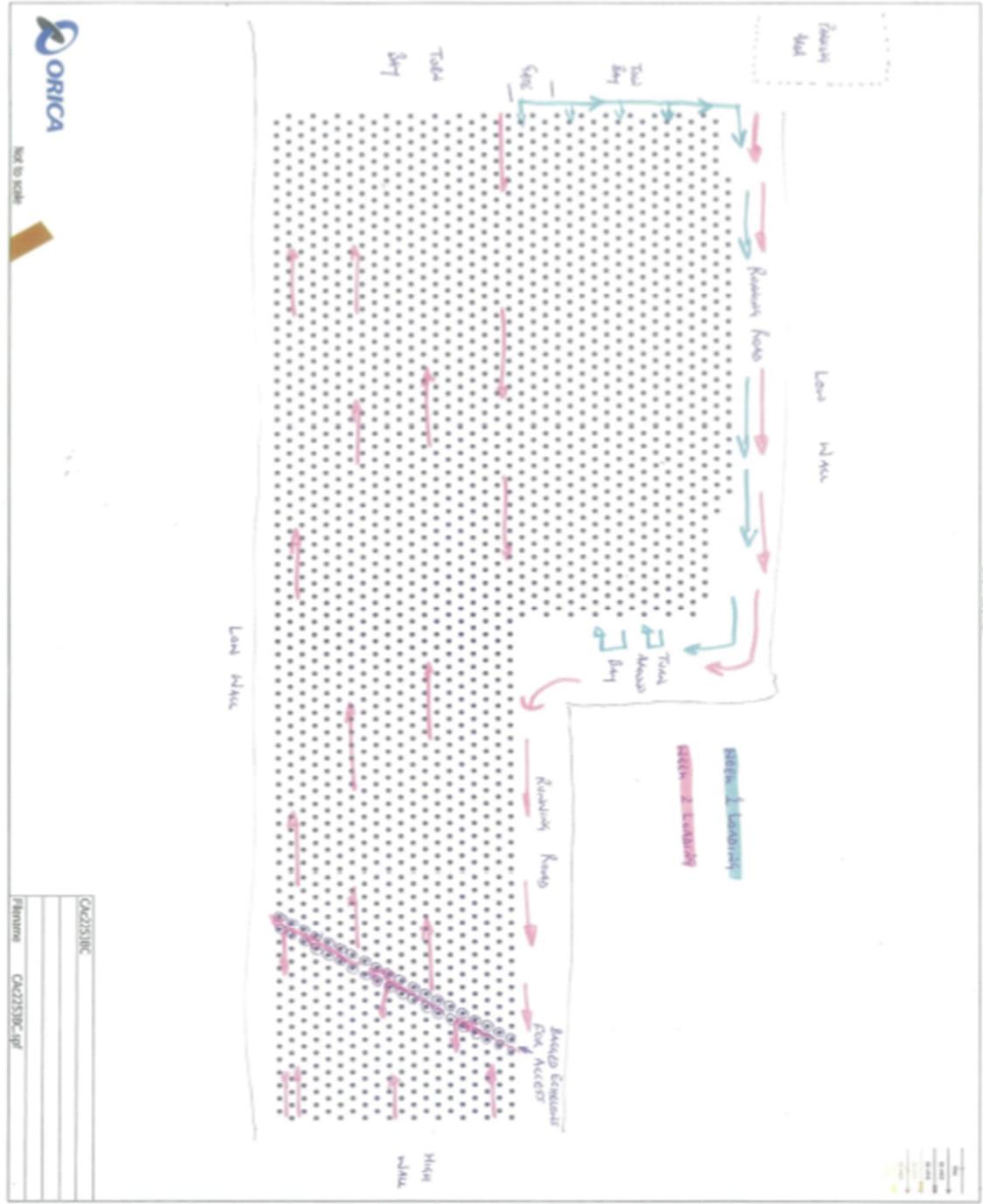
The vehicle operator must always enter and exit the blast area as designated in the traffic management plan and adhere to the maximum speed limit of 20 km/hr.

The vehicle operator must confirm with the supervisor or their delegate the required clearance when operating on the delineated blast area and ensure a spotter is used when reversing or manoeuvring between rows, echelons, loaded blast holes, primed blast holes or distributed explosive accessories. The spotter must:

- Direct or guide the vehicle into position via an agreed route
- Give directions from positions that maintain visible contact; that is, on the ground and within proximity to the vehicle and operator
- Stop the operation if they have to move or break visible contact for an extended period e.g. greater than 30 seconds
- Be aware of their surroundings and a safe travel path if required to walk backwards during the manoeuvre
- Be vigilant to identify and potential risks and immediately stops the movement should a hazardous situation arise

On completion of the relocation (manoeuvring between holes), the spotter must check the route travelled for any signs of an incident.

### Appendix 3 Example of an on Bench Traffic Management Plan



Document Reference - MAC-STE-MTP-027