

### 3 Definitions

Safely Parked (fundamentally stable) – Vehicles and equipment are deemed Safely Parked when brakes are released and transmission is in neutral and all ground engaging tools are raised (where applicable) and the vehicle or equipment does not move. Once tested, the vehicle/equipment shall be put in gear (manual transmission) / park (automatic transmission) where possible, park brakes applied and implements grounded. If the Safety Parked (fundamentally stable) condition cannot be achieved, chocks shall then be applied to deem the vehicle or equipment Safety Parked (chocked) when required.

#### 4.4 Safe Park-up of Vehicles

The intent is to ensure all road going and heavy vehicles are Safely Parked within designated safe park-up areas.

##### 4.4.1 Positive Communications and Clear Line of Sight

When travelling and parking in the operations operators shall take the necessary precautions to reduce risk of collision such as positive communications, use of the mine two-way radio and maintaining clear line of sight to other vehicles.

##### 4.4.2 Preventing Unplanned Movement

The operator of any vehicle or equipment must ensure that the vehicle is Safely Parked prior to leaving it unattended. The first movement for all vehicles and equipment shall be a forward movement where possible.

##### 4.4.3 Adequate Clearance/Separation of Vehicles

When parking any vehicle, the operator shall give due consideration to the clearance/separation distance to other vehicles. This action by the operator will:

- a) Provide safe access around vehicles
- b) Reduce the risk of falling objects
- c) Prevent fire propagation from adjacent vehicles
- d) Provide adequate visibility around the vehicle.

##### 4.4.4 Correct Use of Designated Light Vehicle Safe Park-Up Areas

A safe park-up area must be constructed in all work areas and on all dumps preferably outside the active work area. If a safe park-up area is not available in any work area or dump then the RGV must be removed from the area and parked elsewhere. As a general rule a safe park-up area will be constructed using either dirt or coal bunds and be a drive through style. They should be where possible constructed in conjunction with a lighting plant (wheel set) in the area. They should be large enough to house 2 LVs and allow a RGV fuel truck access to the lighting plant and suitably delineated with reflectors or flashing lights. A safe park-up area for any lighting plant (i.e. skid set) which requires mobile equipment access for positioning or for refuelling must be constructed separately to a RGV safe park-up area.

The operator of a RGV is to ensure that the engine is turned off and the transmission left in 1st gear or park and the handbrake applied when parking or leaving it unattended.

RGV's left unattended in work areas and on dumps are to be parked in a safe park-up area.

Operators (tradespeople) who need to leave the engine running to enable them to carry out duties must complete a risk assessment and ensure vehicle is Safely Parked and chocked.

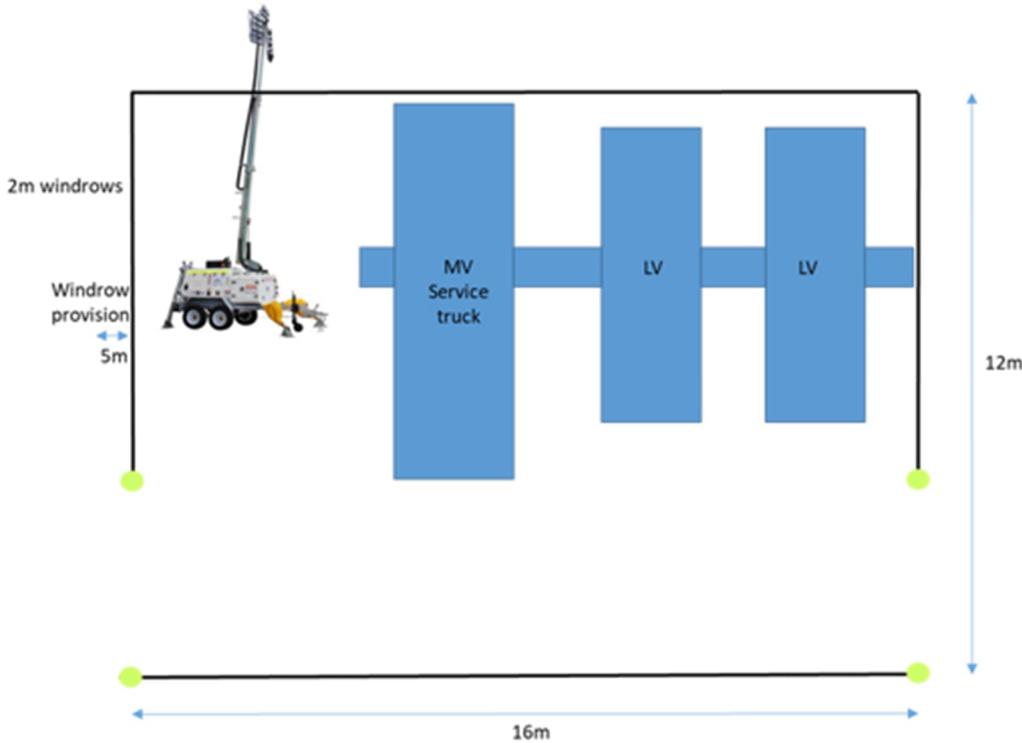


Figure 1: Light vehicle and lighting plant safe park-up area (for RGV lighting sets)

**4.4.5 Correct Use of Designated Heavy Vehicle Safe Park-Up Areas**

Heavy vehicle (HV) safe park-up areas are to be constructed on all haul circuits outside the active dig / dump work area where possible and are to incorporate a RGV park-up area at the end of the area. It is the responsibility of all dump and clean up dozer operators to ensure that their area has a HV safe park-up area. A safe park-up area shall have either a v-drain or a hump constructed and should be a minimum depth / height of the chock height of the largest equipment utilising the park up area and less than twice the height of the chock of the largest equipment utilising the park up and a maximum of 500mm – so far as reasonable practical (chock height for T282 ~350mm). The maximum permissible slope for a safe park-up area shall be 7% unless otherwise approved by the OCE, this assumes the v-drain or hump is constructed to the dimensions specified above. If there is no suitable area available to construct a safe park-up then the OCE must designate an alternative area to be used. If trucks are to be reverse parking on the blind side, which is only to be done as a last resort, a minimum of 1 truck width must be left between parked trucks. If trucks are to be parked closer than 1 truck width apart whilst reversing on the blind, a spotter must be used. Operators must remain on their machine while there are other HVs parking in the immediate vicinity.

Loaded trucks must be parked in designated loaded truck park-up bays when available. In all other areas a minimum of 10m must be left between loaded and unloaded haul trucks and 5m minimum between unloaded trucks. Loaded trucks must have the hazard lights left on when safely parked.

Trucks being parked for hot seat operator swap outs should be parked adjacent to a light vehicle safe park up area or in a change out bay where available. 50/30 positive communication shall be utilised for operator swap outs in all other circumstances.

MAC-PRD-STD-016 Heavy Vehicle Safe Park Up Design Standard details provides further examples of safe park up designs.

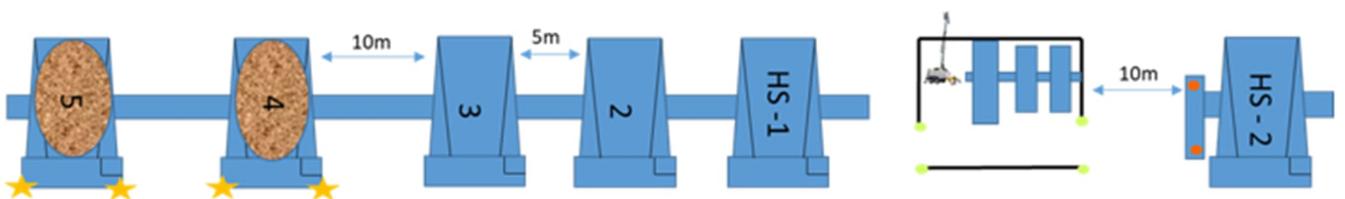


Figure 2: Heavy Vehicle and light vehicle safe park-up area

#### **4.4.6 Light Vehicle Parking on Drill and Shot Areas**

Parking on drill and blast areas is in accordance with section 7 of this transport management plan.

#### **4.4.7 Queuing at Loading Units and Dumps**

When operators of mobile mining equipment are queuing at loading units and dumps they are to approach with a 50m straight approach (where practical) and queue at 20m between trucks and stay alert if their machine cannot be Safely Parked. An example of this would be while queuing at the loading unit operators who are parked on ramp (incline or decline) must always stay alert and watch for changes in the work area, they are to ensure their vehicle stays stationary until they can safely park it on the flat. RGV operators must remain alert, maintain traffic flow and 50m separation requirements. If traffic flow is stopped by a RGV (e.g. inspection, review of plan) positive communication, must be established to stop any at risk traffic flow.

#### **4.4.8 Parking at Ready/Dead Line and Outside Crib Rooms**

All vehicles should be parked in either the v-drain or over the hump in ready/dead line and outside crib room areas to ensure they are Safely Parked. Parking of loaded haul trucks at ready/deadlines and outside crib rooms will not be permitted unless in designated loaded park-up bay or drive through bays.

Where possible in the crib room HV park-up area, a HV and RGV maintenance bay will be built; these areas are only to be used when under instruction from maintenance personnel.

#### **5.10 Safe Parking of Vehicles**

The following describes the parking and standing requirements for all road going vehicle and equipment that may be used across the CHPP, it is designed to be applied for all designated parking areas, general parking, emergency breakdown and maintenance requirements.

- A driver shall park or stand a vehicle in a designated parking area wherever possible and in a manner that does not pose a risk to persons or equipment.
- When parking a vehicle consideration must be given to the clearance / separation distance to other vehicles and plant in order to provide safe access around vehicles.
- Where a designated parking area is not available, the vehicle should be Safely Parked. Where a vehicle is unable to be Safely Parked, wheel chocks should be used to render the vehicle Safely Parked.
- Where practical, vehicles should be parked on level ground and clear of traffic flow and visible to other road users.
- Dozer operators must remain on their machine while there are other dozers parking in the immediate vicinity.
- Drivers of RGVs shall switch off the amber flashing light before leaving the vehicle unless the vehicle is not parked in a designated parking area.

#### **6.5 Parking At the Mine Maintenance Workshop**

Unless otherwise indicated or stated elsewhere:

- A driver shall not park or stand their vehicle in a position that will cause a hazard for other traffic
- All vehicles must be reverse parked, so that the first movement is in a forward direction
- Before leaving their vehicle, a driver shall ensure that the vehicle is Safely Parked
- A driver should not park or stand their vehicle at the rear of another parked or standing vehicle where their vehicle cannot be clearly observed, unless they have "locked-on" to that vehicle or equipment

##### **6.5.1 Heavy Vehicle Parking Requirements**

Heavy vehicles shall park as follows:

#### Maintenance Dead Line and Go Line

- Safely Parked (wheels either side of the hump)
- Always park in the direction consistent with the traffic flow in the area. i.e. Deadline facing the workshop and Go line facing away from the workshop
- Parking brakes applied and that all implements have been lowered (except designated maintenance machinery)

#### Workshop

- Safely Parked
- Park brake applied and Implements lowered where applicable
- Wheels chocked
- Parked with wheels in spoon drain on concrete apron where applicable

### 6.5.2 Medium Vehicle Parking Requirements

Medium Vehicles shall park as follows:

- Safely Parked
- In designated areas for Forklift, Franna, Bobcat, EWP's and floats as shown on Drawing I-TI-001-G-1000 (Refer Appendix 2)
- Cranes and vehicles that need to be escorted shall be parked in the Escort Vehicle Muster area as shown on Drawing I-TI-001-G-1000 (Refer Appendix 2).
- Medium Vehicles to be parked up as per allocation signage

### 6.5.3 Light Parking Requirements

Light Vehicles shall park as follows:

- Safely Parked
- In designated areas as shown on Drawing I-TI-001-G-1000 (Refer Appendix 2)
- Only Maintenance Supervisor (or their delegate) shall authorise RGVs to be parked in maintenance workshop or hardstand.
- If a piece of mobile equipment is in the workshop bay, where the vehicle is to park, all occupants of the RGVs must place their personal isolation locks on the mobile equipment before bringing the vehicle into the workshop area.
- All other RGVs must be parked in either the contractor car park or main car park.



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