



VEHICLE MANAGEMENT PLAN

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1. COMMITMENT AND POLICY

1.1 Purpose and scope

The purpose of this plan is to provide safe systems of travel for light vehicles at the ABM Resources NL (ABM) operations. The Vehicle Management Plan (VMP) applies to all personnel, contractors and visitors operating vehicles within the Twin Bonanza mine operations area.

2. LIGHT VEHICLE STANDARDS

All light vehicles must be registered, insured and roadworthy in any state or territory of Australia.

In addition to all standard equipment being in good working order, all vehicles operating in the ABM Mining lease area are to be equipped with the following as a minimum:

- UHF radio
- flashing light
- reversing alarm
- 2.4m mast and flag for light vehicles
- first aid kit and fire extinguisher
- at least one spare wheel and tyre and wheel changing tools
- two spare wheels and tyres and minimum of 10 liters of water if travelling off site to remote areas

2.1 Prestart inspections

The following equipment must be checked and be in operational condition prior to driving the vehicle:

- lights, reflectors and indicators
- reversing alarm
- tyres (pressure and condition)
- wheel nuts
- fuel, oil and water levels
- windscreens and windows
- mirrors
- wipers
- horn
- flashing beacon
- two-way radio
- fire extinguisher
- first aid kit
- tool kit and jack

Defects must be recorded on the pre start checklist. Vehicles identified as not in operational condition shall have an "Out of Service" tag attached to the ignition. The driver of a vehicle shall report all defects immediately.

3. VEHICLE OPERATIONS

3.1 General permit to operate vehicles

All ABM employees and contractors required to drive in the mining lease must:

- have completed the ABM generic inductions
- be authorised to drive a vehicle by their department manager
- hold a current Australian driver's licence for the state in which they reside.

3.2 Active mining area permits (not currently issued)

In addition to the above requirements, when open cut mining commences, personnel must complete a full mining area induction including:

- demonstrating sound knowledge of mining area procedures including radio call up procedures, approach distances to working surface mining equipment, signage and demarcation around drill patterns and loaded shots, blast exclusion zones etc. (See Appendix A)
- travel as a passenger in a mining dump truck for 1 hour, prior to applying for an Active Mining Area Permit.
- obtain authorisation from the site general manager (or delegate) to drive a light vehicle in the active mining area.

3.3 Driving with due care

- Northern Territory road rules apply on ABM mining leases and access roads.
- No person shall operate a vehicle whilst under the influence of alcohol or adversely effected by drugs.
- The use of mobile phones or portable entertainment devices (MP3, iPods, etc.) is not permitted whilst operating vehicles.
- Seat belts must be worn at all times when a vehicle is in motion. The vehicle operator is responsible for ensuring that all passengers in the vehicle have secured seat belts, before moving the vehicle.
- Doors and windows must be kept closed while vehicle is in motion.
- The operator shall keep the vehicle as close as practicable to the left-hand side of any road (unless otherwise designated).
- Operators must maintain a safe distance of at least 50 meters when travelling behind any other vehicle. Following distances should be increased during poor weather, deteriorated road conditions and at night. (See Appendix A)
- Traffic signs, where posted, must be obeyed.
- Operators must report obstructions on the road which may endanger traffic. Vehicle operators should stop and remove obstruction if it is safe.
- No person shall get on or off a moving vehicle.
- Vehicles must not leave designated roads or tracks unless authorised
- No person shall drive a vehicle recklessly, negligently or without due regard to the safety of others. Horseplay or will not be tolerated and shall be regarded as a dismissible offence.

3.4 Speed limits

- Access roads: 60kph
- Mining areas: 10kph
- Processing plant: 10 Km/h
- Camp: 10Km/h

Speeds and driving techniques should be reduced where necessary to suit:

- traffic conditions
- weather conditions
- road conditions
- speed limit signs as posted

3.5 General traffic rules

Northern Territory traffic rules apply and must be observed at all times.

3.5.1 Heavy vehicle horn signals

Operators of light vehicles should be aware of the following audible signals given by heavy mining vehicles and equipment:

- Before starting the engine: 1 blast of the horn
- Before moving off in the forward direction: 2 blasts of the horn
- Before moving off in reverse: 3 blasts of the horn

A five second delay should occur after each of the above signals prior to heavy mining vehicles and equipment starting engines or moving. The operator of large equipment may be restricted in their field of vision and may not notice light vehicles or personnel in the immediate vicinity.

3.5.2 Right of way

Unless signposted, Northern Territory traffic rules apply to right of way at all intersections on the mining lease.

All vehicle operators shall ensure it is safe to proceed prior to entering any intersection, regardless of right of way.

All vehicles shall give way to the ambulance (or vehicles involved in an emergency).

3.5.3. Overtaking

Overtaking slow moving plant (e.g. dozers, graders, drill rigs etc.) is only permitted when:

- radio contact with the operator is established verbal permission to overtake is given
- there is adequate visibility of the road ahead
- it is safe to do so.

Overtaking moving escorted vehicles/equipment, wide loads or road trains is not permitted.

3.5.4. U-Turns

The following rules apply to making U-turns:

1. Pull over to the left hand side of the road and stop.
2. Ensure no traffic is following or approaching for a distance of 200 metres.
3. Indicate your intention with your indicators.
4. Make U-Turn.

4. COMMUNICATION

4.1 General

All vehicles entering or travelling to the ABM mining lease must be fitted with a functional a UHF radio communications. The radio channel used at the ABM operations is UHF Channel 40. All radio communication is to be conducted in a clear and professional manner including the following protocols:

- Messages are kept short and to the point.
- Longer conversations are conducted on another channel e.g. Channel 39.
- Messages are always acknowledged as received.
- Non-work related conversations are not conducted.
- No swearing on the radio.
- Radio conversations are only interrupted in an emergency.
- Radio silence is maintained while an emergency or blasting is in progress.

4.2 Emergency radio procedures

In the event of an Emergency situation, the following steps must be followed.

1. Call "Emergency, Emergency, Emergency" on the UHF Channel 25
 - a. state your name
 - b. state your location
 - c. the nature of the emergency (for example fire, vehicle accident)
 - d. how many people are involved (do not give names)
 - e. type of assistance required.
2. Await further instructions, remain in proximity of radio.

Unless directly involved in the emergency response:

1. Park up at a safe location away from the incident that does not impede emergency response vehicles.
2. Switch on hazard lights.
3. Maintain radio silence until "all clear" has been announced by the incident controller on the UHF.

5. General

5.1 Wet weather and water crossings

Operators of light vehicles must modify driving techniques and reduce speed when driving on wet roads. Operators should engage four wheel drive for improved stability, traction and steering control when driving in wet or muddy conditions. Sudden applications of brakes or steering or sudden acceleration should be avoided.

Travelling distances between vehicles should be increased when roads are slippery, particularly when travelling behind heavy vehicles.

When approaching flood ways, creeks or washouts, operators must observe fixed and temporary road signs. Operators must not proceed if the water level exceeds the indicator depth of 0.50 meters. No vehicle should attempt to drive through water that is flowing at an approximate speed greater than walking pace. During adverse weather conditions, creeks/rivers may rise rapidly.

Prior to entering any creek or waterway:

1. Engage 4WD lock front hubs into position.
2. Select first gear and travel at walking pace - do not change gears whilst crossing the creek/river.

In the event a vehicle stalls or becomes stuck crossing a river/creek, radio immediately for help. If it is safe to do so, exit the vehicle and proceed to the closest river/creek bank and wait for assistance. After travelling through water operators should drive slowly and apply the vehicles brakes and steering to ensure they are operating efficiently before proceeding at greater speed.

5.2 Refuelling Vehicles

When refuelling light vehicles at the fuel bay operators must ensure that:

- The engine is turned off, reverse or first gear is selected and the handbrake is fully applied.
- There is no smoking or naked flames in the fuelling area.
- The pump is operating correctly and not leaking fuel.
- That fuelling hoses are correctly stored to ensure they are not damaged.
- Fuel is not spilled and fuel caps are replaced.

5.3 Parking

Wherever possible and where sign posted light vehicles shall be reversed parked to allow forward movement when driving out of the parked position. All vehicles shall be left in gear with the park brake fully applied. Vehicle must not be left unattended with engines running. Vehicles parked on steep grades must have front wheels turned so that in the event of uncontrolled movement, the vehicle will travel towards a wall or windrow. Operators should also consider chocking wheels to provide extra security for park vehicles.

Light vehicles must not be parked within 50 meters of any heavy equipment. The operator of that equipment must be able to have a full view of the light vehicle.

The driver of a vehicle shall ensure that before moving from a parked position, the path is clear of any obstruction and/or personnel.

5.4 Breakdown and recovery

In the event of a light vehicle break down, operators should turn on hazard warning lights and notify an appropriate person using mobile phone or 2 way radio communications. Operators must not leave a broken down or disabled light vehicle unless instructed.

All towing and recovery shall be performed under the direction of a supervisor. A Job Hazard Analysis (JHA) must be conducted to ensure the safe repair or recovery of the light vehicle. Consideration should be given to barricading the area using flagging tape, witches hats, etc.

Slings and straps used in the recovery of vehicles must have current testing tags and must not be used unless a JHA is conducted. Personnel must not attempt to move loads greater than the rated breaking strain of a sling or strap. Appropriate anchor points must be used when towing or recovering light vehicles. Never use a tow ball as an anchor point.

5.5 Accidents

All hazards, accidents or incidents, including near misses must be reported immediately. In the event of an accident vehicles should not be moved unless their location poses a hazard to other vehicles, personnel, or the environment in the area.

In the event of serious injury, personnel should follow emergency radio procedure outlined in paragraph 4.2

5.6 General

Any person driving a vehicle in a manner or condition contrary to the requirements outlined in this procedure shall have their light vehicle permit revoked and be liable to disciplinary action, which may include termination of employment.

All trailers must be fitted with safety chains that must be crossed under the draw bar to cradle it in the event of the towing hitch breaking or disconnecting. The driver is responsible for seeing the trailer is not loaded beyond its rated capacity and that all lights are working.

All loads carried in the trays of utility vehicles must be adequately secured.

6. CONTROL AND REVISION HISTORY

Document information

Property	Value
Approved by	Chief Operating Officer
Document Owner	Chief Operating Officer
Effective Date	16/10/2013
Keywords	See definitions

Revisions

Version	Date reviewed	Review	Nature of the amendment
1	30/08/2013	R. Richards	Initial Issue
2	16/10/2013	B. Valiukas	Revision
3			
4			

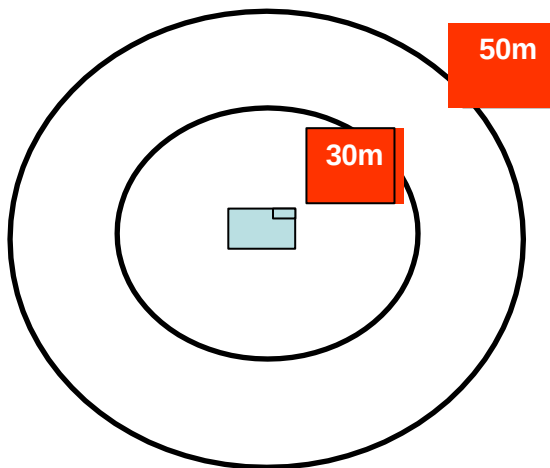
Read by

	Name	Date	Signed
1			
2			
3			
4			

APPENDIX A—Approaching heavy equipment in operation – 50/30 rule

When a light / medium vehicle, or persons on foot, intends to approach any piece of operating heavy equipment with the intention of talking to or interacting with the operator on the ground the **50/30m Rule** shall be applied. The rule shall also apply when the operating heavy equipment intends to approach a light / medium vehicle or persons on foot.

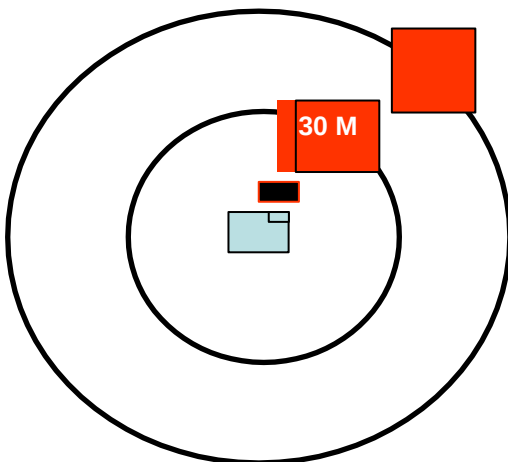
50/30 Rule



Light vehicle makes positive contact outside 50m zone informing heavy equipment operator of intentions to approach/communicate on ground.

- Light vehicle maintains its position at the 50m zone until the equipment parks in fundamentally stable location with ground engaging tools grounded.
- Once the equipment is parked, the light vehicle advances to the 30m zone and parks in a fundamentally stable position.
- Heavy equipment operator gets down to the ground.
- When heavy equipment operator is on ground the light vehicle driver walks from the 30m zone to meet the operator.
- When the communication is complete, the operator must remain on the ground until the light vehicle has vacated the 50m zone.

50/30 Rule



Exception:

Service Vehicles & Maintenance Vehicles

Service and maintenance vehicles intending to conduct Fuel/Lube tasks or maintenance work on heavy equipment may approach using the 50/30 rule but are permitted to drive up to equipment after step 4 "**when the equipment**

