



VUL-SWP-128-Go-Lines and In-Pit Park ups

STANDARD WORK PROCEDURE (SWP)			
Description	Go-Lines and In-Pit Park ups		
Site	Vulcan Mine		
Department	Production		
PPE Required		Job Step Analysis Reference	
 Safety helmets must be worn in this area  Ear protection must be worn  Protective footwear must be worn  Protective gloves must be worn  High visibility clothing must be worn in this area  Eye protection must be worn		Go-line and Parking – WRAC – 20/06/2025	
VUL SOP / PRO Reference		Other Relevant Information	
- VUL-MOP-128-Design and Construction of Mine Roads - VUP-SOP-076 Using Mobile Plant - VUL-SOP-094 Check Examine and Restrict work areas		☐ Relevant OEM instructions & specification available	
		☐ Permit Required – number: <i>INSERT PERMIT NO.</i>	
		☐ OCE Report	
		☐ Pre-start Meeting	
People, Equipment, Materials and Tools Required			
People	Equipment	Materials	Tools
Production Supervisor	Dozer's		
Open Cut Examiner	Service Cart		
Dozer Operator	Light Vehicles		
Grader Operator	Water Cart		
Water Cart Operator	Grader		
Service Cart Operator	Lighting Plants		
Emergency Response Team			



1 Area Inspection

1.1 Area to be inspected to determine suitability/ required actions required to improve conditions to suit operations coming into the area as per **VUL-SOP-094 Check Examine and Restrict work areas**

1.2 Consult OCE regarding new or existing geotechnical issues.

2 Permanent/Semi-permanent Go-Line Design Requirements

2.1 The preferred configuration should be drive through where practicable.

2.2 Go-Line entry exit points are established with a minimum 70m separation between intersections.

VUP-MOP-128 Design and Construction of Mine Roads.

2.3 Traffic flow direction must be established, and appropriate traffic control signage installed with clearly defined entry and exit points.

2.4 Designed to allow safe pedestrian access from crib hut to HME e.g. dedicated walkway for rear access, front access with clear direct pathway.

2.5 Pedestrians shall approach the onside of the parked HME.

2.6 A hump to allow for fundamentally stable parking. VUP-SOP-076 Using Mobile Plant.

2.7 Parking bays are defined to allow for HME separation of a minimum of 5m.

2.8 Provision for drainage to ensure walkways and parking bays remain free as possible of ponding water in wet weather.

2.9 Adequate lighting must be provided during hours of darkness.

2.10 Safety bunding must be in place separating parking equipment, through traffic, light vehicles, crib hut area and pedestrians. VUP-MOP-128 Design and Construction of Mine Roads.

2.11 High Risk bund must be installed directly in front of crib hut. VUP-MOP-128 Design and Construction of Mine Roads.

2.1.1 Guidance bunds (e.g. 1.2m) to be in place to define parking bays

2.12 Area not within 10m of a high-wall or low-wall.

2.13 Consideration of prevailing wind direction and effects of dust on CMW's.

2.14 Go-Line must be maintained in a manner safe for pedestrians.

2.15 Ensure area is designed with sufficient turning room for the largest HME using the parking area.

- Drive through parking requires a minimum of 50m inside the bunds with a hump in the middle
- For each truck to be parked allow a minimum of 15m inside the bunds
- Additional areas are required to accommodate additions such as crib hut, Bus drop off, LV access to a maintenance bay etc.

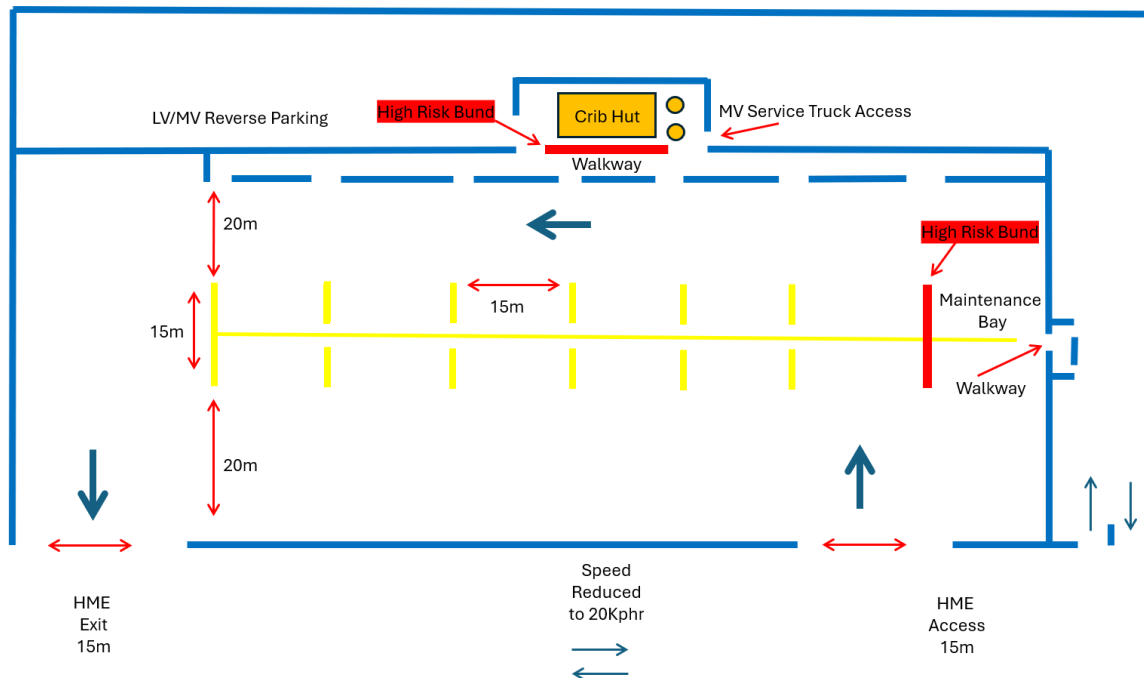


2.16 Prior to using a new Go-Line all the above must be in place and OCE to verify compliance.

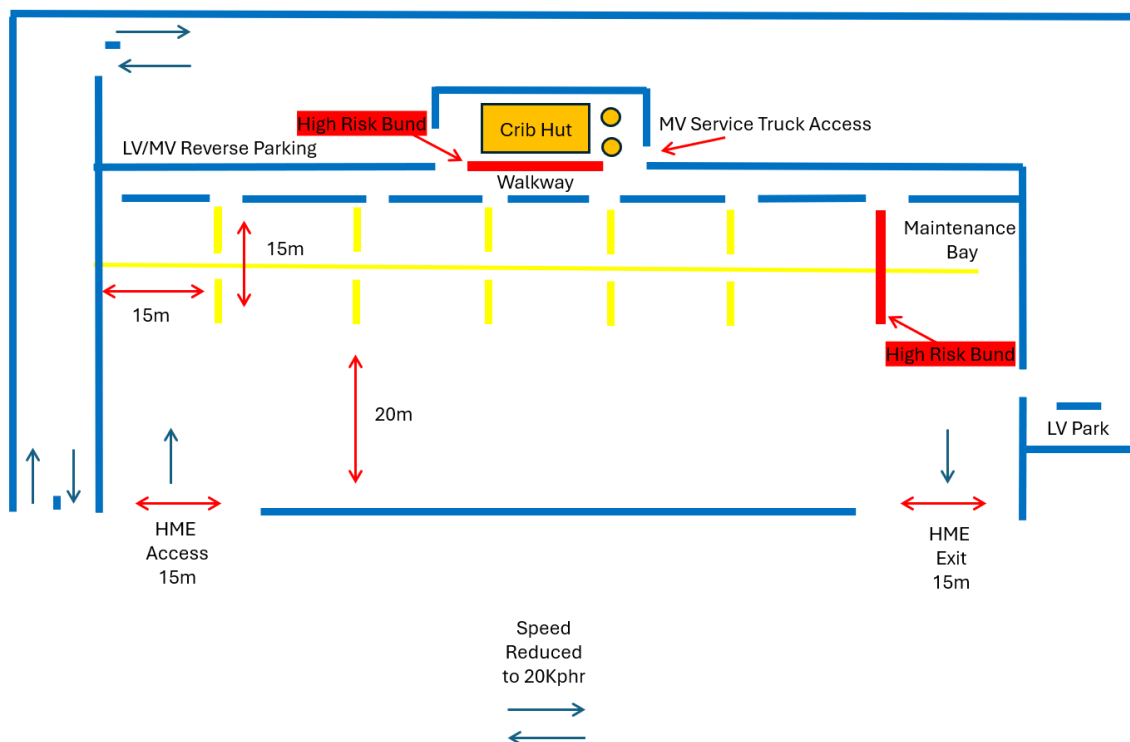
**The preferred method for a permanent and semi-permeant HME parking area is to construct the drive through configuration where possible. This allows for greater visibility of operator's cabin by approaching personnel and supports forward movement of HME which provides fewer blind spots when maneuvering HME.*

The below layouts are intended to be the minimum standard however after consultation with OCE's variations to design may be adopted. When a variation is required, a plan must be communicated via email to all OCE's and Operations Supervisor's to ensure consistency of construction and compliance to SHMS is achieved.

Examples of configurations to build compliant permanent or semi permanent parkup areas.



Example of drive through park up



Example of reverse park up



1. In-Pit Park Up

- Must have minimum 50m bench or dump width to install an in-pit park up.
- Area not within 10m of a high-wall, low-wall or dump edge.
- Must be greater than 70m from and intersection with clear vision when leaving the park up area.
- Must have a hump to allow for fundamentally stable parking. **VUP-SOP-076 Using Mobile Plant.**

3.5 A safety bund must be constructed on the end which faces oncoming traffic flow. The parking bays must be 15m wide and clearly defined to allow for a minimum 5m separation between parked equipment.

3.6 Adequate lighting must be provided during hours of darkness.

3.7 Maximum 3 trucks on an in-pit park up.

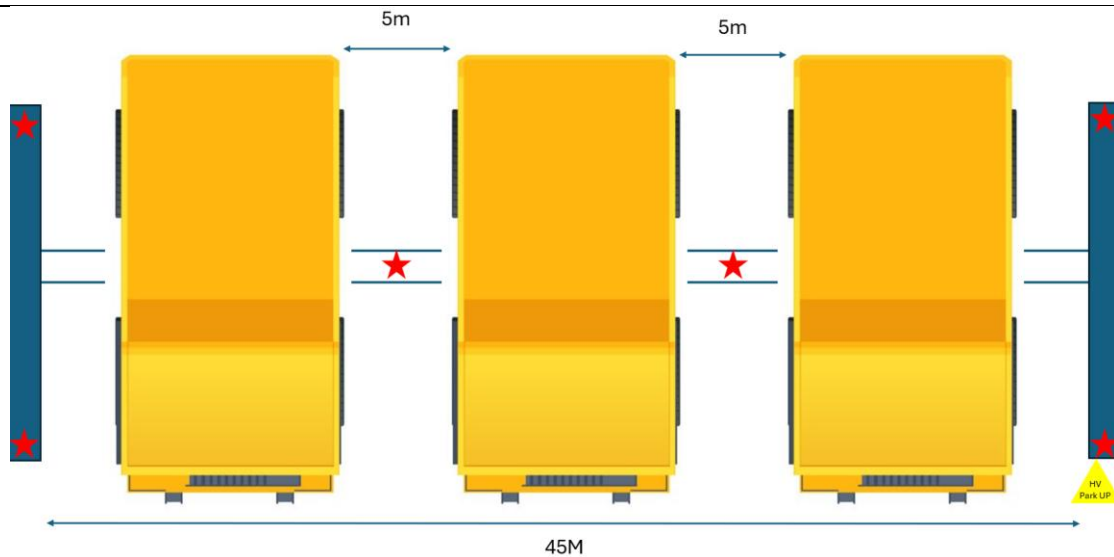
3.8 Under no circumstances shall a truck be parked up while still loaded, unless in an emergency or breakdown situation. **VUP-SOP-076 Using Mobile Plant.**

3.9 Pre starts must not be conducted on an in-pit park up only a visual inspection from the front. Prestart must be conducted at earliest opportunity in a designated parking area.

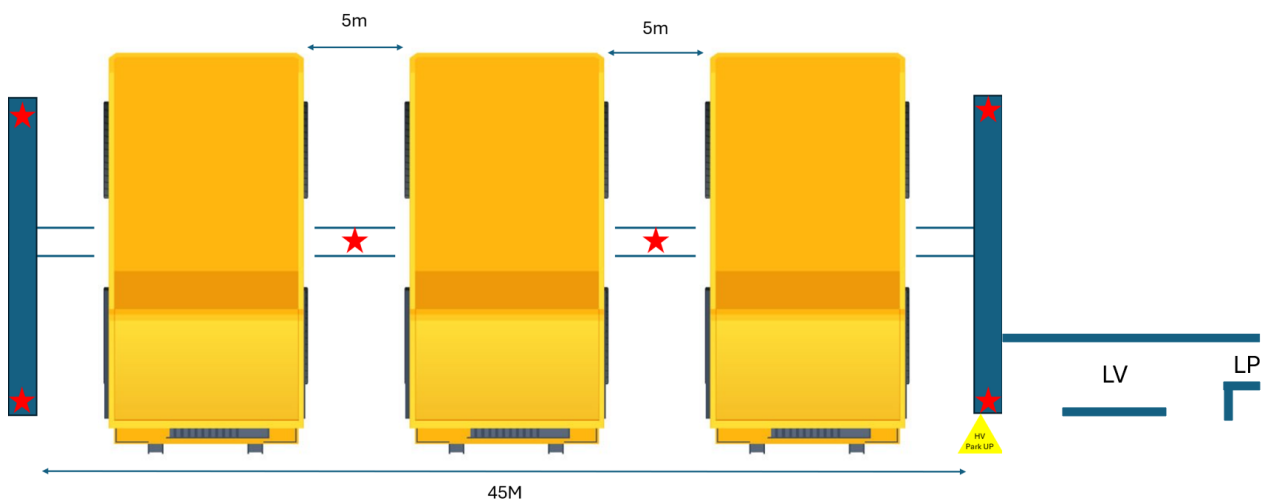
3.10 Generally it may be made as a reverse park, however if enough room is available should be made in a drive-through configuration.

3.11 In-pit park up must not be used as a refueling area unless greater than 50m separation from other activities can be achieved.

3.12 Prior to using a new park up all the above must be in place.



Example of 3 truck in pit park up



Example of 3 truck in pit park up with Light Vehicle and Lighting Plant

2. LV/MV Park Up

4.1 Location must take into consideration the following:

- being a safe distance from a corner, crest or the toe of a ramp.
- greater than 70m from an intersection.
- Area not within 10m of a high-wall, low-wall or dump edge.
- Clear visibility of traffic on the circuit when leaving or entering the park up.

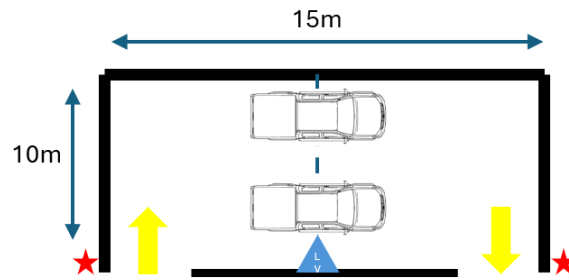
4.2 LV/MV must be parked in a manner that eliminates any potential for unplanned movement. **VUP-SOP-076 Using Mobile Plant.**

4.3 Where practicable park with a lighting plant or in an area that provides suitable secondary lighting. **VUL-SWP-144 Set Up Lighting Plant.**

4.4 Light vehicle parking signage and delineation must be placed on bunds.



4.7 Prior to using all the above must be in place.



Example of 2 car park up

3. In Pit Fuel Up bay

5.1 Location must take into consideration the following:

- being a safe distance from a corner, crest or the toe of a ramp.
- greater than 70m from an intersection.
- Area not within 10m of a high-wall, low-wall or dump edge.
- Clear visibility of traffic on the circuit when leaving or entering the fuel up bay.

5.2 Greater than 50m from active loading areas or dumps

5.3 Adequate lighting must be provided during hours of darkness.

5.4 Passing HME to reduce speed to 30Kph

5.5 High risk bunding in place adjacent to haul road and at end facing approaching traffic

5.6 No access permitted by light vehicles unless a breakdown situation. Permission must be given by OCE, and the area is closed.

5.7 Hump for Haul trucks to park fundamentally stable. Fuel Truck to use wheel chocks to reduce trip hazards on uneven ground.

5.8 Fuel Truck to be in position first and then call trucks in for fueling, fuel truck operator to remain in cab until truck has stopped, applied park brake, dropped the ladder and operator exited the cab.

