

**Key Control Data Sheet**

Procedure Number: RSK-PRO-KCD-276

Scope of Application: Ok Tedi Mining Limited

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Document Owner: Manager – OHS & Training

**Why is the Control Important** – When transporting a load with a vehicle, ensuring the load is properly secured or restrained in accordance with procedures, by persons who are competent in the fitting of the restraint, is critical in preventing loss or movement of the load which may result in an accident whilst driving.

**Exemption** – Nil.

**Operational Requirements**

## Performance Metrics

|  |  |
| --- | --- |
| Loads are compliant with local regulations regarding mass, dimensions, ullage, signage etc. and the suitability of the vehicle for the load. | Loads are positioned across the vehicle to evenly distribute axle loading, lower the centre of gravity and achieve the required minimum Static Rollover Threshold (SRT) for heavy vehicles. |
| Commercially designed load restraint systems are used for routine vehicle load situations. | Loads are secured or restrained to prevent loss, movement of, or damage to, the load. |
| For non-routine load situations, a load restraint procedure is prepared and approved by a person competent in load restraint requirements. | Drivers of vehicles transporting loads, and other people required to secure loads, are trained and assessed competent in the required load restraint procedure. |

## Utilisation

Required in all situations where vehicles are used to transport loads, including products, equipment, parts and materials. This includes use of private or public roads by OTML-owned vehicles, contractor-owned vehicles distributing OTML product and hired vehicles under OTML control.

## Safety Critical Defeat Requirements

Transport of loads which deviate from the Performance Metrics must be approved by the Supply Chain Manager along with any required regulatory approvals.

Approval is for the duration of the specific activity only.

## Testing & Verification

Load restraint activity must be audited as part of an annual auditing cycle.

Load restraint equipment must be tested in accordance with the manufacturer’s recommendations.

## Maintenance

Load restraint procedures must be reviewed against regulations and / or guides at least every five years, or more frequently if required by local regulations.

## Training & Competency

Drivers of vehicles transporting loads, and other people required to secure loads, must be trained and assessed competent in the load restraint procedures, including fitting of the applicable restraint.

Approval of load restraint procedures must be carried out by a person who is trained and experienced in assessing load restraint systems.

**Task Requirements**

The following are the key day to day requirements operators/maintainers and supervisors must follow to ensure the control is being used correctly.

## Task Requirements

|  |  |  |
| --- | --- | --- |
| No. | Supervisor | Operator/Maintainer |
| 1 | Verify a commercially designed load restraint system is used for routine load situations. | Verify load is compliant with local regulations and the vehicle is appropriate for the load. |
| 2 | Verify a load restraint procedure is prepared, and approved by a competent person, for any non-routine load situation. | Secure or restrain loads on vehicles only if trained in the procedure, including fitting the restraints. Do not proceed with task if not trained. |
| 3 | For heavy vehicle loads, verify the minimum required Static Rollover Threshold (SRT) has been achieved. | Position load across vehicle to evenly distribute the axle loading and minimise the centre of gravity. |
| 4 | Provide resources to inspect OTML-owned vehicles on departure for poorly restrained loads. | Inspect condition of restraint equipment before use, discard any damaged equipment. |
| 5 |  | Fit restraints in accordance with the procedure, including protecting restraints from sharp edges on the load. |
| 6 |  | Check load before moving off, at routine stops, and following any emergency braking or swerving event. |

## Skills Requirements

No additional requirements.

## Permits

No additional requirements.

## Task Specific PPE Requirements

No additional requirements.

## Special Task Related Tooling

Load restraint system compliant with relevant standard.

**Design Requirements**

## Design Standard

Standards relevant for the type of load restraint system used e.g:

AS 4344 - Motor vehicles - Cargo restraint systems - Transport chain and components

AS 4380 - Motor vehicles - Cargo restraint systems - Transport webbing and components

ISO 3874 - Freight containers - Handling and securing

National Transport Commission - Load Restraint Guide

## Safety Parameters

Load limitations imposed by local regulations (including mass, dimensions etc.) must not be exceeded.

For heavy vehicles transporting loads, the Static Rollover Threshold (SRT) must meet the following criteria:

-for Dangerous Goods, SRT must be a minimum of 0.4g.

-for non-Dangerous Goods, SRT must be a minimum of 0.35g.

-for liquids tankers, SRT must be a minimum of 0.45g.

## Design Life

Service life of load restraint equipment, including any required retesting, must be in accordance with the manufacturer's recommendations.

## Safe Separation

Where cargo cannot be separated from the vehicle's occupant cabin, a cargo barrier must be fitted.

## Special Requirements

Safe practices must be followed when fitting load restraints including:

-working at height if required to access top of load.

-establishing an exclusion area around vehicle if there is a risk of being struck by a restraint component.