

TRAVEL ON HIGHWAY

A range of vehicles can be required to travel on the highway, including light vehicles, trucks, prime movers and cranes.

Vehicle incidents on the highway are a common occurrence and continue to result in personal injury to the driver.

HAZARDS

The hazards associated with travel on the highway vary depending on the location, size and type of the vehicle, road conditions and driver behaviour.

Some hazards may be out of the driver's control, for example road design, construction and conditions.

Other hazards relate directly to the driver's actions, for example not driving to conditions, a lack of situational awareness and not driving the vehicle within operational limits.



RISKS

The most serious risk of a vehicle incident on the highway is death. Other risks include:

- Injury to driver and/or passengers
- Damage to equipment and/or loads, resulting in increased business costs
- Production loss, leading to financial loss

The most common contributing factors are:

- Poor situational awareness
- Operator behaviour
- Fatigue



OTML Highway Incident Trend 2020–2022

- Most incidents occurred in light vehicles
- More incidents occurred on longer trips
- Many incidents involved business partners

Open communication, handovers and defect reporting are critical to preventing these incidents from happening.

CONTROLS

- Alert, trained and authorised drivers
- Handover, Hazard Alerts, Procedures
- Drive to weather and road conditions
- Obey speed limits and road rules
- Pre-start checks and defect reporting
- Regular maintenance of equipment
- Operate equipment within limits

Be the **CONTROL** not the **HAZARD**

1. Drive to conditions.
2. Use safety systems e.g. seatbelt, mirrors.
3. Follow road rules and procedures.
4. Inspect your vehicle before and after use.
5. Report all faults and damage.
6. Refer to the Key Control Checklist (See over) to make sure all key controls are in place **BEFORE** operating a vehicle.



- Highway Permit to Drive
- Journey Management Plan
- Convoy Procedure
- Hazard Alerts
- Pre-start Inspection
- Current Drivers License



No Phones or Devices



Drug and Alcohol Free

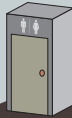


Drive to Conditions

Alert, Trained and Authorised Driver

Radio / GPS Communication

Rest Stops if Fatigued

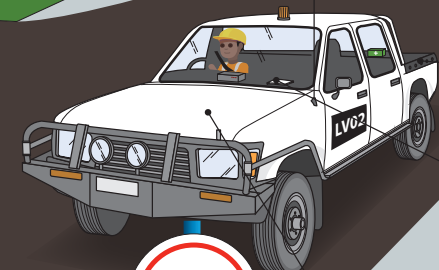


Secure Loads

JMP and Convoy Procedure

Safety Systems (Seatbelt / Air-bag)

Regular Maintenance



Pre-start Checks

Speed Limits and Road Rules



Emergency Equipment

Vehicle Identification

Vehicle Pre-start Checks / Report Defects



Hazard Reports



OPERATOR

- I am legally licenced and hold a permit to drive or operate the specific vehicle.
- I have been issued with a Highway Permit to drive /operate on the highway.
- My accommodation is conducive for proper rest (noise-isolated, air condition, suitable bedding etc).
- I am fit for work and will stop driving if I recognise I am fatigued.
- I am aware of the Hazard alerts and road condition of the Highway.
- I have read and am familiar with the Convoy Procedures.
- I have received written approval for road travel for myself and accompanied passenger.
- I understand and will follow the mobile policy rule while driving or operating vehicle.
- I have checked and the cabin is in good condition (e.g. well ventilated, air conditioned etc).
- I have conducted a prestart inspection of the vehicle and all defects reported and rectified.
- I have confirmed the vehicle is fitted with flashing beacon, buggy whips etc for poor visibility.
- I have checked and confirm that GPS (e.g. TrakPro etc) is fitted on all vehicles with back to base monitoring.
- I have checked and confirm in cabin CCTV monitoring is installed for heavy vehicles.

SUPERVISORS / SUPERINTENDENT

- Driver has been issued with a Highway Permit to drive/operate vehicle on the highway.
- Driver accommodation is conducive for proper rest (noise-isolated, air condition, suitable bedding etc).
- Driver has read and is familiar with the Convoy Procedures.
- Hazard alerts communicated to driver and is aware of the hazards and road condition of the Highway.
- Driving resources and scheduling is adequate to manage driver fatigue.
- Driver has been issued with a written approval for road travel for himself and passengers.
- Driver has conducted a prestart inspection and I have checked that defects are rectified prior to use.
- GPS (e.g. TrakPro etc) is fitted on all vehicles with back to base monitoring.
- In cabin CCTV monitoring is installed and working for Heavy Vehicles.
- Cabin is in good condition for the driver (e.g. well ventilated, air conditioned etc).
- Heavy vehicle operator has completed specific training which includes operating within OEM design parameters (excessive gradient, load restraints etc).

MANAGERS / GMS

- Are there specific restrictions and permits in place to drive and operate on highway?
- Is there specific off the road training (e.g., defensive driving) in place for driving on the highway?
- Is GPS (e.g. TrakPro etc) fitted on all vehicles and working effectively?
- Is road design and construction regularly monitored and checked by competent civil engineers?
- Is Hazard Alerts (on road and weather conditions) communication to workforce in place?
- Are monthly liaison meetings/community awareness conducted along the highway for travel risks on highway?
- Is planned maintenance schedule and inspection of vehicle and mobile equipment in place?
- Is driver accommodation conducive for proper rest (noise isolated, air condition, suitable bedding etc)?
- Is there a defective management reporting system in place and working effectively?
- Are there competency-based training programs for maintenance personnel?
- Is there a Journey Management Plan in place and communicated to workplace?
- Are workshop external audit programs in place to ensure vehicle service/maintenance meets minimum requirements?
- Is heavy vehicle operator training in place which includes operating within OEM design parameters (excessive gradient, load restraints etc)?