

# PORT OF DAMPIER – TRAFFIC MANGEMENT PROCEDURE

A400806



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**DOCUMENT AMENDMENT TABLE**

VERSION	PREPARED BY	DATE	AMENDMENT
1	Landside Operations Administrator	01/02/2016	Initial implementation
2	Landside Operations Administrator	16/10/2017	Annual update.
3	Landside Operations Coordinator	05/11/2017	DCW special requirements inserted. Drawings updated LOM updates inserted
4	Landside Operations Administrator	25/10/2018	Updated formatting
5	Landside Operations Administrator	18/10/2019	Deferred review date by 6 months whilst wharf loading diagrams are being updated.
6	Landside Operations Administrator	23/07/2020	Review completed by Superintendent Dampier updates implemented as part of annual update
7	Landside Operations	28/01/2021	Additional Guidance on load restraint
8	Landside Operations	01/09/2021	Amendments to Section 3.9 – Securing of loads
9	Landside Operations Supervisor	09/10/2024	Annual update.

**1 BACKGROUND**

Pilbara Ports Dampier operations are undertaken on a 24 hour per day/seven day per week basis throughout the Dampier Port Site. This Traffic Management Procedure relates only to the Dampier Port Site.

## **2 OBJECTIVE**

The overall objective with respect to traffic management at Pilbara Ports Dampier is to ensure the safe movement of and interactions between vehicles, mobile plant and pedestrians in the workplace whilst maintaining compliance with security, environmental and business continuity requirements.

## **3 THE TRAFFIC MANAGEMENT PLAN (TMP)**

### **3.1 Preparation and Approval**

All traffic management plans (TMP's) are to be prepared for and approved by Terminal Operations prior to worksite operations commencing and may be subject to audit before and during implementation if Pilbara Ports deem necessary. For instance, if complex traffic arrangements involving SIMOP's are to occur, or it is in the best interest of safe operations across all locations under the Ports control.

In addition, Pilbara Ports requires that TMP's be prepared by a person accredited under the Main Roads Western Australia's Advances Worksite Traffic Management program, unless exemption has been granted by the Port Manager.

### **3.2 Traffic Flow**

Traffic flow within the Port area is shown within Appendix 1. At any given time, the following vehicles could be encountered operating on multiple work fronts within the Port area.

- Road trains carrying various loads to site leases such as rock and general freight
- Self-propelled modular transport (SPMT's) carrying oversize cargo modules
- Road trains (B-doubles) carrying scrap metal
- Trailer floats moving general and oversize cargo
- Forklifts and Reach stackers carrying containers and general cargo
- Cranes moving with tethered loads and mobile cranes without loads

Mof Rd is a high usage road which accommodates the staging of fuel trucks prior to entry to the Viva storage tanks in the wharf services area, and all traffic requiring access to and egress from the Dampier Cargo Wharf (DCW), and all other sites both leased and not leased, on the Dampier Port site. It is also used to accommodate trucks/trailers staging for cargo discharge operations at the DCW as well as all traffic entering the various leased sites.

To facilitate the movement of wide loads, road maintenance or any other special activity the Pilbara Ports Dampier Landside Operations (LOPs) team may develop, implement and disseminate temporary traffic management plans. These temporary traffic plans run in conjunction with this Traffic Management Procedure.

Multiple work fronts will regularly operate at the same time. Traffic Management within a specifically allocated area will be overseen by the Dampier Landside

Operations. Any proposed traffic management variations must be presented to the LOPs team for review and approvals prior to implementation on site.

Within the Dampier site Mof Rd is owned, operated and maintained by Pilbara Ports and as such any access requires advance approval from the Landside Operations Team.

### **3.3 Road Rules**

The road rules as contained within the WA Road Traffic Code 2000 are to be observed when driving within the Port. The exceptions to the Code are that, within the Port, pedestrians must give way to vehicular traffic (see Point 4 - References “h, l and m”) and traffic will observe any Pilbara Ports authorised TMP that changes normal flow for the purposes of maintenance, oversize movements, projects or any other requirement as advised by Pilbara Ports.

Speed limits to be observed within the Pilbara Ports site are signposted and, in some instances can be temporarily signposted for specific cargo movements or road maintenance.

Specific speed limits are:

- Mof Rd: 20 kph.
- Wharf Areas: 10 kph.
- All other areas: 20 kph.

Random speed auditing is conducted by the Pilbara Ports Security Team.

Mobile phones and portable electronic devices are not to be used by any driver of a motor vehicle or mobile plant during vehicle or plant operation.

Drivers and passengers are to always wear seat belts when the vehicle or mobile plant is moving.

All operators of vehicles are to ensure that a risk-based approach is used in relation to load restraint when travelling around site. Consideration should be given to the Site speed limits, driving/road conditions and the stability of the Load.

The chain of responsibility (COR) recognises the responsibility that others have in the transportation of goods by road, beyond that of just the driver and operator. All operations on port controlled lands are required to comply with the Road Traffic (Administration) Act 2008 and the Road Traffic (Vehicles) Act 2012.

Penalties for non-compliance can include but are not limited to:

- Suspension of Port Access for a period of time.
- A requirement to re-sit the Port induction; and/or
- Permanent removal of Port Access.

### **3.4 Signage**

Signage and devices for the control and safe operation of all vehicles within the port area are in accordance with the legislative guidelines and applicable Australian standards.

When required for specific occasions (cargo haulage, oversize loads and road maintenance), temporary road signage will be displayed. In addition, Variable Message Signs (VMS) will also be required for SMPT movements and determined oversize load movements if stated in the TMP approval.

### **3.5 Safety installations**

#### **3.5.1 Truck Arrestor Bed**

On the descent to the DCW approach bridge a truck arrestor bed has been installed to provide a safe “escape route” for runaway heavy vehicles and comprises a bed of lightweight aggregate. This area is demarcated with an exclusion zone (cross hatching) on the approach and is signposted on the left-hand side before its entrance point. Please refer to appendix 1 for the location of the arrestor bed. (see Appendix 1 for location).

#### **3.5.2 Long Vehicle turning circle**

At the bottom of the MOF Road on the left-hand side of the DCW approach bridge there is a dedicated roundabout to allow long vehicles (maximum doubles swept path design) to perform a low speed turning circle and return up the MOF road to exit site. (see Appendix 1 for location).

### **3.6 Parking**

Permanent safe parking areas have been designed and developed within the Port. Line marking and sign posting has been installed. Designated parking areas are delineated on the port map (Appendix 1).

Temporary safe parking areas may be designed and developed within the Port. As operational requirements change these temporary parking areas may also change. When change is required LOPs will develop safe traffic management plans and may require temporary signage and line marking to be installed. Information will be disseminated to all Port users.

A number of designated truck/trailer waiting areas have been allocated along Mof Rd. Please refer to Appendix 1 for specific locations.

The Port of Dampier Public Facilities Handbook specifically prohibits vehicles from parking on the DCW berths unless they form an integral part of the vessel cargo and/or maintenance operations. Vehicles delivering personnel, tools or equipment are to be removed immediately once the task has been completed. Vehicles parked on the DCW or the DBLB must have the keys left in the ignition and be reverse or parallel parked in a manner that allows forward movement.

### **3.7 Lighting**

Where practicable, all roads, parking bays and pedestrian walkways are to be suitably lit with permanent lighting to the Australian Standard.

Whenever temporary traffic management plans, temporary parking bays and temporary pedestrian walkways are put in place for night operations, suitable mobile lighting units are to be provided.

### **3.8 Walkways/Pedestrians**

Where practicable, segregated pedestrian walkways have been delineated using either road markings, signage and or physical barriers.

Within the Port precinct, vehicular traffic has right of way over pedestrian traffic.

Pedestrians must comply with Pilbara Ports PPE standards applicable to their immediate area.

Visitors and visiting crew members are not permitted to walk through the port areas. Visitors and visiting crew members are to utilize organised bus and taxi services.

### **3.9 Communications**

Radio communications are conducted using the following channels:

- Emergency (Dampier Port Communications) VHF Channel 16 (marine) or 11 (marine and landside).
- Additional channels may be allocated for specific operations.

### **3.10 Specific Changes/Variations to the TMP**

#### **3.10.1 Custody Areas/Cargo Operations**

General cargo operations include the loading and discharge of break bulk/bulk vessels. On all occasions, a pre-arrival briefing is convened one or two days prior to the vessel's arrival. During these briefings, specific TMPs and Daily Traffic Control Plans for the movement of the vessel's cargo are discussed and agreed. Refer to Section 3.11.

- A Daily Traffic Control Plan (DTCP) will be provided by Landside Operations prior to vessel operations commencing on the DCW. This document may also be used in conjunction with a site TMP.
- Permits will then be disseminated to those concerned as required. The Permit will indicate vehicular movements from/to the wharves, from/to laydown yards and from/to off site.
- Berth custody can be held by various parties including the stevedores. Prior to accessing any of the wharves or berths (when operational), contact must be made with LOPs and the custody holder. Signs at the

security gate of the Dampier Bulk Liquid Berths indicate who has custody of the wharf and their contact number.

- Landside Restricted Zone (LRZ):
  - The entire Dampier Port Site is a landside restricted zone.
  - A Maritime Security Identification Card is to be held and must be always worn/and on display whilst within this area. Signage and gates indicate the LRZ boundaries.

### **3.10.2 Oversize Haulage**

- At various times, oversize/over mass (OSOM) cargoes will transit through the port for the loading and discharge of vessels.
- Oversize haulage will require an Oversize permit to be submitted to Landside Operations for review and approval.
- In addition, a Traffic Control Permit application may be required to be submitted prior to any OSOM movements occurring.
- This will allow suitable time for stakeholders to be engaged to ensure additional controls and notifications will be in place, including:
  - Notification to other ports users
  - Removal of physical barriers
  - Potential impacts to other operations in the port.

During the movement activity oversize cargoes may require escort vehicles, stop/go signage, warning/preparatory emails to be broadcast, and swipe station removal. These requirements will be discussed and agreed to prior to TMP approval.

### **3.10.3 Specialised Vehicle Approvals /Self-propelled motorised transport**

- All Self-propelled motorised transport (SPMT) movements through the Port of Dampier and port-controlled roads require approval through Terminal Operations.
- The SPMT transport provider must submit an Oversize Permit and a Traffic Control Plan for approval, inclusive of all traffic control measures and swept path analysis diagrams to determine and quantify any risk to Port roads and infrastructure. A TCP is used in conjunction with this site Traffic Management Procedure.
- Pilbara Ports Terminal Operations team will only approve SPMT movements that also incorporate public roads once evidence of approval from the appropriate state government bodies has been provided (City of Karratha, Horizon Power, Telstra, Water Corp etc).



#### **3.10.4 Triple Road Trains**

- Due to significant changes within the Port of Dampier, access for triple road trains will be restricted and approval must be obtained by the Port Manager or delegate prior to entering site.
- Pilbara Ports controlled laydown yards within the King Bay Industrial Estate are prohibited to the movement of triple road trains in and out of yards.

#### **3.10.5 Dangerous Goods Handling**

- Explosives of any sort are to be discharged first, loaded straight onto an approved vehicle and taken immediately from the wharf and port lands.
- Explosives must be transported directly to the vessel, lifted onto the deck immediately and secured just prior to the vessel's departure. In no circumstances will explosives be stowed for any length of time on the wharf deck or on the back of the transport vehicle.
- Ammonium Nitrate handling operations must be undertaken in accordance with the "Pilbara Ports Ammonium Nitrate Handling Procedure - Dampier". Please refer to this procedure for traffic management requirements specific to this product.

### **3.11 Securing of Loads**

All Cargo arriving/departing the Port or being moved internally is to be correctly restrained in accordance with the guidelines contained within the National Transport Commission (NTC) Load Restraint Guide (Point 7 reference c). The degree and method of load restraint for loads transported within a Pilbara Ports site is to be determined by risk assessment taking into consideration:

- a) General principles of load restraint (Section 5.3) and
- b) Site speed limits, driving conditions and site Traffic Management / Traffic Control Plans.

An example of a situation where risk assessed load restraint methodologies could apply is when multiple movements of the same cargo is conveyed from a berth to an adjacent laydown area (rail/mill balls/ore wagons etc.). This includes but is not limited to.

- Trucks, trailers and light vehicles consigned to move imported or exported cargo within the secure port area
- Trucks, trailers, forklifts, reach stackers, Front End Loaders (FELS) and light vehicles used to move cargo internally.
- Garbage removal trucks and skip bin waste trucks are to comply with load restraint guidelines.

- Load restraint includes the requirement to prevent dust or debris from becoming airborne. Loads such as but not limited to, industrial waste, soils, cement and rubbish skips must be covered.

Light vehicles that are travelling inside the port secure areas where the speed limit is 20kph or less are permitted to have unsecured items (such as tools) in the vehicle (Ute) trays however where the vehicle is regularly used on public roads then these items should be secured in the appropriate manner at all times to minimise the risk that the vehicle will be inadvertently driven on public roads while items are not secured.

### **3.12 Crane Operations**

Cranes mobilisation and operation will be in accordance with the Pilbara Ports Crane and Hoist Operating Procedure [Pilbara Ports Crane-and-Hoist-procedure](#) and the Dampier Cargo Wharf Load Limit Diagram.

Cranes operating on the DBLB are to comply with DBLB Maximum Wharf Loading and Berthing Diagram.

Please refer to [Port-of-Dampier-Public-Berths-and-Facilities-handbook](#) for both loading diagrams.

### **3.13 Dampier Cargo Wharf – Special Requirements**

For vessels carrying out cargo operations the appointed vessel agents and stevedore company will receive a TMP and or a DTCP from Landside Operations (LOPs).

- The vessels agent is to ensure the TMP/DTCP is distributed to all truck drivers & associated personnel servicing this vessel.
- Engaged Stevedores/berth custodians are responsible for all traffic and cargo management within the vessels operations area.
- Stevedores are to ensure the TMP/DTCP is tool-boxed at the beginning of each shift and that all drivers entering their berth custody area are fully aware of the requirements.
- Except in an emergency, any changes or deviation from the attached TMP/DTCP are to be approved by LOPs.
- A list of Truck drivers names and vehicle licenses are to be provided to by LOPs prior to and for the duration of the activity.

Any special conditions or notices relating to the TMP/DTCP will be distributed as required and are to be tool boxed prior to shift commencing.

The TMP/DTCP will clearly show the holding point for all vehicles especially trucks, access routes to and from the vessel being serviced, turning areas when

on the DCW and areas for the loading and unloading of cargo, stores, equipment etc. Vehicles reversing to the berth custody area are to have a spotter. Hazards in the assigned turning area such as wharf bollards are to be identified and steps taken to mitigate these hazards such as signage, traffic cones and or traffic bollards etc.

Trucks and vehicles are to wait at the signposted holding point until it is deemed safe for them to approach the berth alongside the vessel. A method of communicating this readiness is to be discussed and agreed upon by all parties as defined on the DTCP. No more than one truck is to be alongside the vessel at any time without prior approval from by LOPs.

Where two or more companies are carrying out concurrent operations on the DCW, those companies are to meet and agree on a DTCP that provides safe operations and is suitable for all parties prior to commencing those operations. This agreement will be a requirement of the DTCP prepared by LOPs. PPA Landside Operations should be consulted when agreement is not able to be reached.

Pilbara Ports Landside Operations will supply a berth plan showing the position of the vessel alongside the DCW.

A copy of the agreed DTCP, electronic version or hardcopy, will be provided by LOPs to the berth custodian, licensee or contractor carrying out concurrent operations on the DCW. Any changes are to be communicated to and acknowledged by all concerned.

Berth Custodian should discuss the TMP/DTCP with:

- Stevedores
- Transport Company
- Vessel Master or representative
- Agent, charterer or person submitting the berth application
- Landside Operations Duty Coordinator

A hard copy of the DTCP is to be provided to all transport drivers, the berth custodian PIC, the vessel Master and the agent or charterer as required by the vessel agent, engaged stevedores.

For vessels alongside with no cargo operations and no stevedores, and expecting deliveries of ships stores, bunkers of any type, contractors with vehicles or crew transport pickup/drop off vehicles, the DTCP will be prepared by Landside Operations and supplied to the booking agent who is responsible to pass on the requirements of the DTCP to those companies carrying out deliveries and operations and also the vessel Master. The booking agent should contact Landside Operations and provide an expected schedule of operations and deliveries.

The booking agent should forward a copy of this procedure to the vessel Master after booking a berth.

If the situation arises where the vessel Master or an agent operating on behalf of the vessel owner who did not submit the berth application, organises contractors or operations that require vehicles or transport of any kind requiring access to the berth custody area of the vessel then.

- That person shall contact the Pilbara Ports Landside Operations team for a DTCP
- That person is responsible to notify Landside Operations of all scheduled or likely vehicle movements resulting from the operations
- A copy of the DTCP is provided to all companies involved in the operations for distribution to their drivers

Failure to comply with the above procedure may result in the operations being halted and the vehicles being removed from the DCW.

Pilbara Ports Landside Operations or the Harbour Master may cancel, amend or change the TMP/DTCP and/or request a new TMP/DTCP be prepared at any time for reasons of safety or operational efficiency.

### **3.14 King Bay Industrial Estate (KBIE)**

Pilbara Ports Landside Operations team is continually reviewing the traffic management plans and operational procedures in place for the King Bay Industrial Estate. Pilbara Ports operate the KBIE private road network which includes:

- MoF Road
- Streckfuss Road
- Hammonds Road
- Hammonds Road East
- Mermaid Road
- Nuttal Place

As this road network is open to and used by the public, all road users are to abide by all applicable legislation as is required on the Main Roads network including the Road Traffic Act 1974, Road Traffic Code 2000, Road Traffic (Vehicles) Regulations 2014 and Road Traffic (Authorisation to Drive) Act 2008.



Figure 1: Pilbara Ports KBIE Road Network

#### **3.14.1 Pilbara Ports Lease areas in KBIE**

Pilbara Ports lease areas available for the staging, discharging and short-term storage of containerised and break-bulk cargoes are required to comply with the overarching traffic control plans in place for these areas unless specific traffic management plans (TMP's) are developed issued for the operational activity associated with specific cargoes. Please refer to the Appendix 4 associated with specific lease area locations.

#### **3.14.2 Oversize Loads**

Transport operators holding a Main Roads issued "RAV Oversize Period Permit" are permitted to transport items throughout the Pilbara Ports network. Operators are required to adhere to the published *RAV Oversize Period Permits Operating Conditions* as published at [www.mainroads.wa.gov.au](http://www.mainroads.wa.gov.au). This includes adherence to minimum Pilot requirements.

Loads exceeding 5.5m in width or meet any other criteria requiring a Traffic Warden will be reviewed on a case-by-case basis. Transport Operators should have applied for and received a Main Roads permit and have an escort booked prior to any formal application being submitted however, operators are encouraged to advise Landside Operations as early as possible to assist with planning.

#### **3.14.3 Special Purpose Vehicles**

Transport operators utilising Special Purpose Vehicles (SPV's) under a permit or order issued, must adhere to the *Special Purpose Vehicle Standard Operating Conditions* as published at [www.mainroads.wa.gov.au](http://www.mainroads.wa.gov.au).

#### **3.14.4 Pilbara Ports Permits for special movements**

KBIE users may have need to move mobile plant between yards. The following interim procedure is to be followed for unregistered vehicles of the below types,

- Reach Stackers
- SPMT
- Forklifts

The purpose of the procedure and process is to prevent interaction between any other road user and the mobile plant.

1. A Pilbara Ports oversize load permit application is to be submitted. Applications should be submitted at least 48 hours prior to need.
2. A Pilbara Ports Traffic Permit application is to be submitted with the oversize application.
  - a. TMP must provide detail within the permit or as an attachment, appropriate traffic control measures outlining how the road will be controlled to prevent public traffic interacting with plant. For example: temporary road closure until movement is complete.
3. Pilbara Ports will review, detail any special conditions or requirements, and then provide the applicant with an approval or otherwise.
4. The mobile plant must be operated by a person with the appropriate High-Risk qualification.
5. All relevant documentation including permits can be found by following this link [Pilbara Ports Landside documents](#).

#### **3.14.5 Road Closures**

Any vehicle movement or roadworks requiring traffic control (other than Pilot vehicles) should be requested by way of Traffic Permit application.

### **3.15 Other Procedural References**

#### **3.15.1 Seafarers Bus**

The Dampier Seafarers Centre operates a bus to convey visiting seafarers to and from their vessels. The Seafarers bus driver is to comply with all the requirements laid out in this procedure.

Additionally, the Seafarers bus driver is to contact the organisation which has custody of the particular berth (as per the displayed sign) by either phone or by UHF radio prior to entering the wharf area.

At various times, dependent upon the cargo being loaded or discharged, the Seafarers bus is not to access the DCW. Contact Landside Operations, 0427 770 859.

### **3.15.2 Leased Areas**

This Traffic Management Procedure does not incorporate traffic management controls in leased areas. It is the responsibility of the leaseholder to develop and implement traffic controls for their lease area commensurate with the prevailing risk profile.

### **3.16 Fitness for Duty**

Pilbara Ports Fitness for Duty Fatigue Management Policy is applicable to all persons who access port-controlled areas.

Pilbara Ports carries out testing of all personnel who access port-controlled areas for drugs and alcohol. Refer to Pilbara Ports [fitness-for-duty-alcohol-and-drugs-procedure](#) for more details.

Any driver that is involved in a motor vehicle or mobile plant incident that occurs in a port-controlled area which results in injury to persons or damage to property, shall be subject to drug and alcohol testing in accordance with Fitness for Duty Alcohol and Drugs Procedure.

All transport companies must have a fatigue management plan prior to any vehicles entering the Port for cargo operations. This plan should be available to Pilbara Ports if requested.

### **3.17 Compliance/Penalties**

Cargo handling vehicles which are not registered for use outside of the Port and are required to transit between the wharves, laydown yards and staging areas are to be driven by a person who has been deemed competent by their manager and holds a VOC.

- Cargo handling vehicles include but are not limited to; 'Mafi' roller trailers, forklifts, reach stackers, elevated work platforms (EWP's), front end loaders (FELs), some cranes and bull dozers.

Private motor vehicles that are registered to be driven on public roads are permitted to enter the Port.

Persons who are discovered to be driving a motor vehicle or plant (apart from approved, unregistered vehicles) without the correct licence or VOC will be directed to cease driving that vehicle. Similarly, any vehicle discovered within the Port that is not registered for usage on public roads will be removed from the Port at the owner's expense.

#### **3.17.1 Fit for Purpose**

Transport companies are to ensure the vehicle selected to transport the manifested cargo should be load capable, mass capable and fit for purpose.

### **3.18 Incident and Emergency Reporting**

All incidents shall be reported in accordance with the Pilbara Ports [incident-management-procedure](#).

In the event of an emergency:

- Immediately notify the appropriate emergency services by calling 000 and request their attendance at the Pilbara Ports Security Gate. Contact Pilbara Ports Security gate on 9159 6584.
- Contact the Pilbara Ports VTSOs by the most expedient means, in order that they can liaise with the relevant parties to ensure a prompt response. 9159 6556, emergency number 0428 888 800 or VHF 11 or 16.
- Emergency response vehicles have right of way over all other vehicles and pedestrians when responding to an emergency.

## **4 REFERENCES**

- a. AS 1742.2:2009 (Manual of Uniform Traffic Control Devices).
- b. AS/NZS 2890.2004 (Parking Facilities – Off Street).
- c. NTC (Load Restraint Guide).
- d. Crane and Hoist Operating Procedures (A309670).
- e. Ammonium Nitrate Handling Procedures (A307205).
- f. Truck Drivers Registration Form (A312409).
- g. Fitness for Duty Alcohol and Drugs Procedure (A312033).
- h. WA Road Traffic Code 2000.
- i. WA Main Roads “Road and Traffic Engineering Standards”.
- j. DMP Resources Safety (Mobile equipment on mines).
- k. National Transport Commission – Load Restraint Guide.
- l. Road Traffic (Vehicles) Act 2012, and
- m. Road Traffic (Administration) Act 2008.

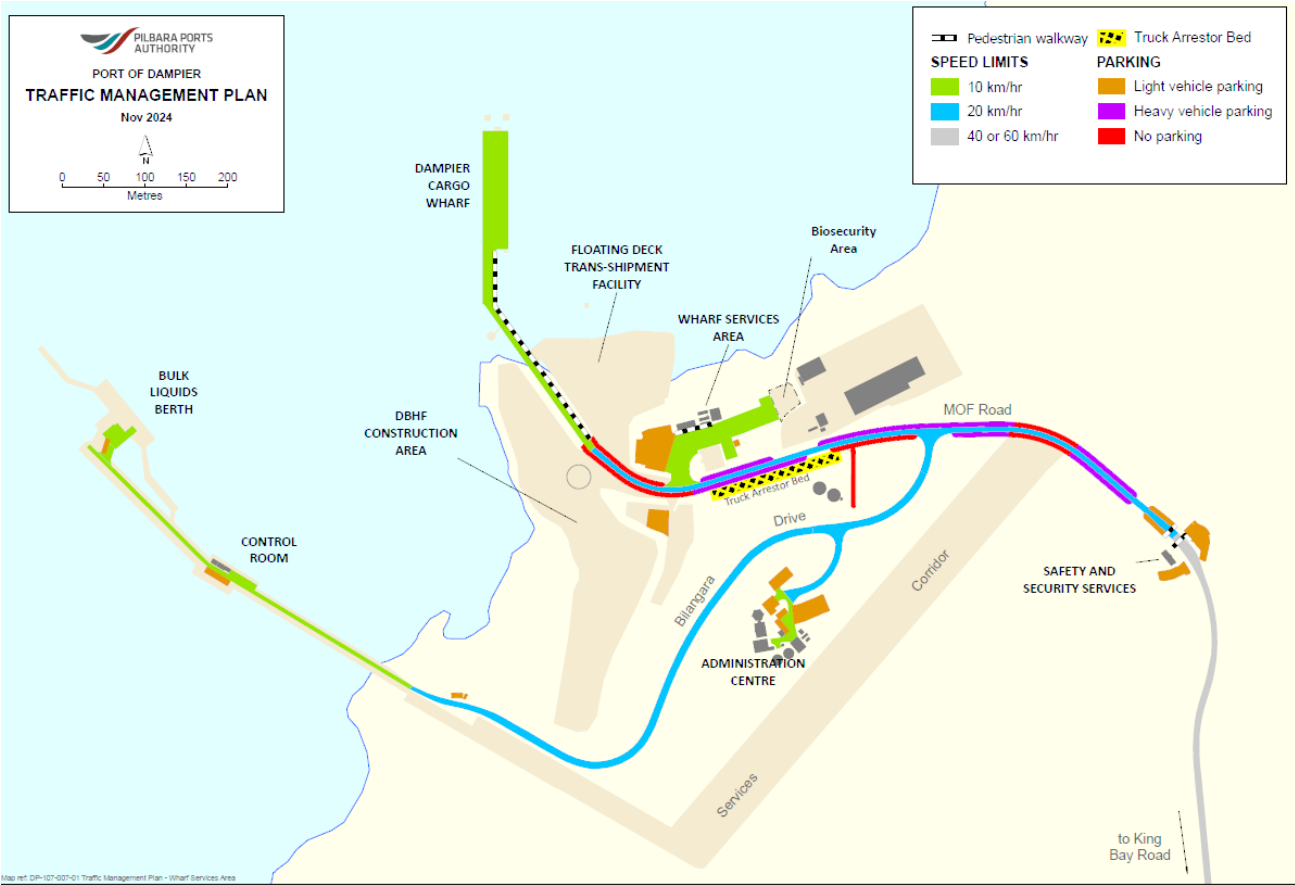
## **5 DOCUMENT OWNER**

The Port Manager Dampier is responsible for this Procedure.

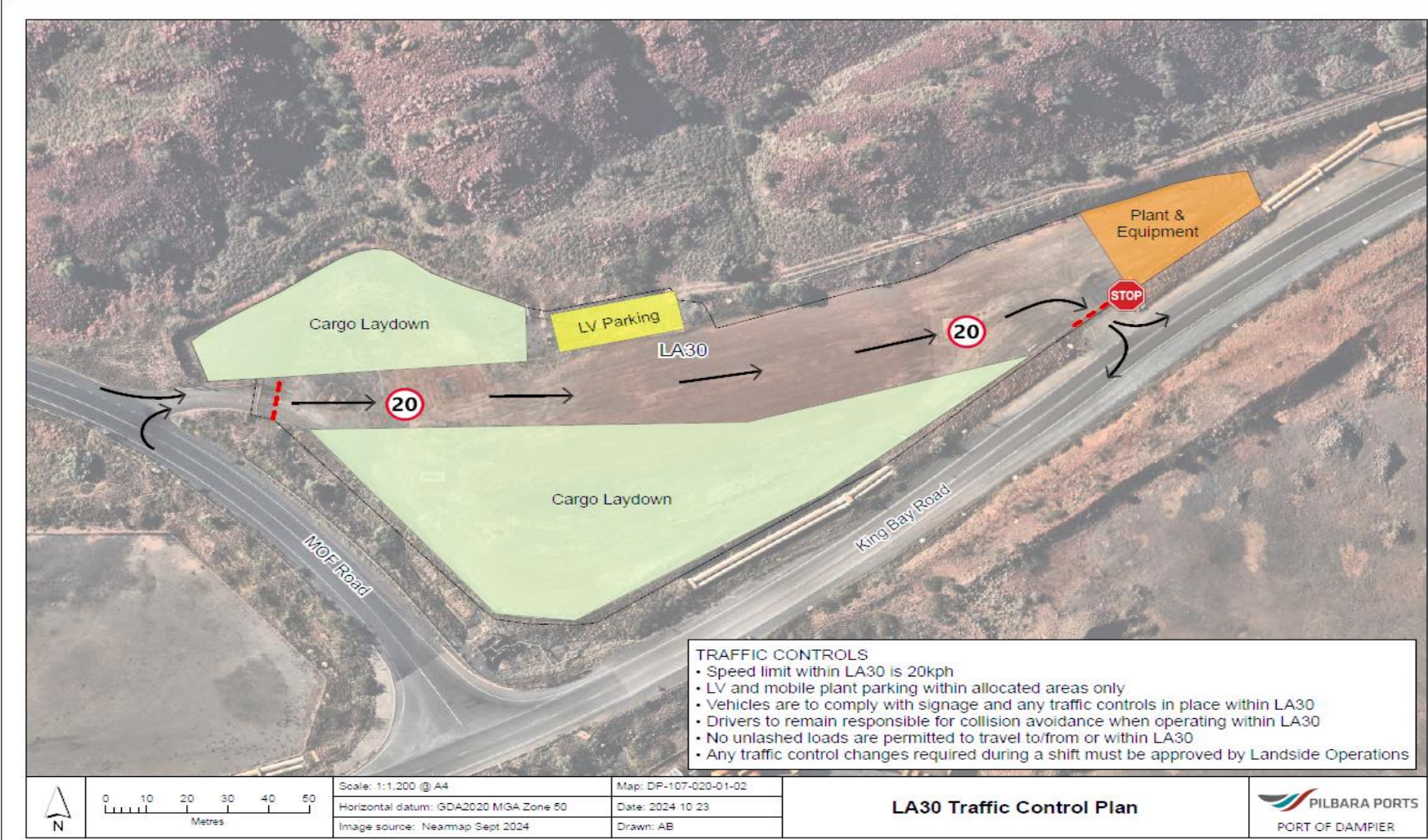


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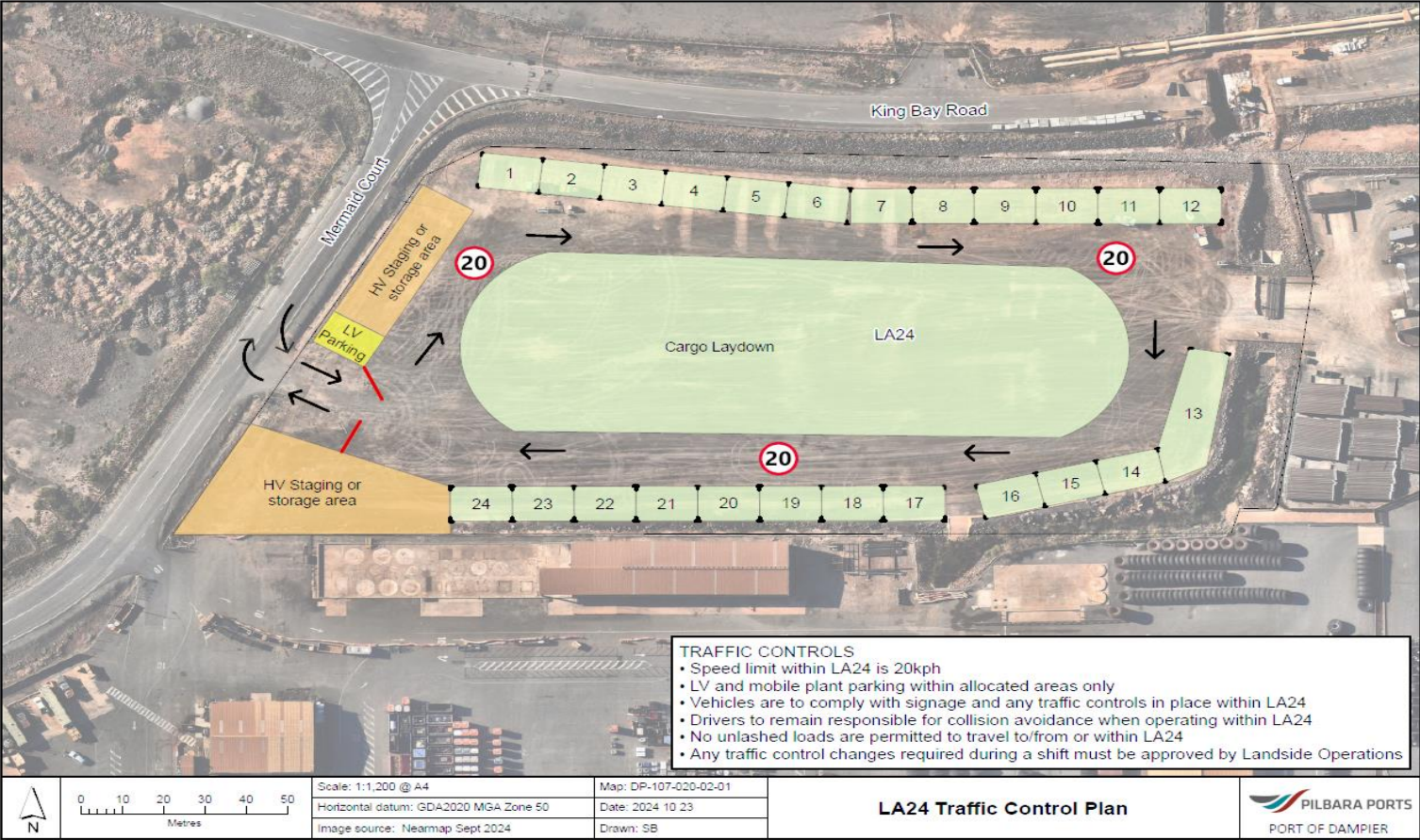
## APPENDIX 1: PILBARA PORTS TRAFFIC MANAGEMENT SITE MAP



**APPENDIX 2: LA30 TRAFFIC CONTROL PLAN**



**APPENDIX 3: LA24 TRAFFIC CONTROL PLAN**



**APPENDIX 4: TRAFFIC MANAGEMENT PLAN KING BAY INDUSTRIAL ESTATE**

