

# Transport Management Plan

Liebherr T282 Tray

Carole Park to Peak Downs Mine



## **OVERVIEW**

Transport Fourteen (14) Liebherr T282 Tray's Austin's Engineering Carole Park to Peak Downs Mine

Route: Cobalt St, Boundary Rd, Logan Mwy, Staplyton Rd, Stradbroke St, Logan Mwy, Ipswich Mwy, Cunningham Hwy, New England Hwy, Drayton Connection Rd, Gwynne St, Brisbane St, Canning St, Gore Hwy, Oakey Pittsworth Rd, Warrego Hwy, Leichhardt Hwy, Capricorn Hwy, Fitzroy Developmental Rd, Peak Downs Hwy, Dysart Rd, Possum Flats

Distance: 1100kms approx.

Time and Date of Departure:

Tray 1: 25/06/2015 12:01am – Complete  
Tray 2: 27/06/2015 12:01am – Complete  
Tray 3: 03/07/2015 12:01am – Complete  
Tray 4: 10/07/2015 12:01am – Complete  
Tray 5: 17/07/2015 12:01am – Complete  
Tray 6: 24/07/2015 12:01am  
Tray 7: 31/07/2015 12:01am  
Tray 8: 11/08/2015 12:01am  
Tray 9: 18/08/2015 12:01am  
Tray 10: 25/08/2015 12:01am  
Tray 11: 01/09/2015 12:01am  
Tray 12: 08/09/2015 12:01am  
Tray 13: 15/09/2015 12:01am  
Tray 14: 22/09/2015 12:01am

Time and Date of Arrival:

Tray 1: 26/06/2015 4:00pm – Complete  
Tray 2: 28/06/2015 4:00pm – Complete  
Tray 3: 04/07/2015 4:00pm – Complete  
Tray 4: 11/07/2015 4:00pm – Complete  
Tray 5: 18/07/2015 4:00pm – Complete  
Tray 6: 25/07/2015 4:00pm  
Tray 7: 01/08/2015 4:00pm  
Tray 8: 12/08/2015 4:00pm  
Tray 9: 19/08/2015 4:00pm  
Tray 10: 26/08/2015 4:00pm  
Tray 11: 02/09/2015 4:00pm  
Tray 12: 09/09/2015 4:00pm  
Tray 13: 16/09/2015 4:00pm  
Tray 14: 23/09/2015 4:00pm

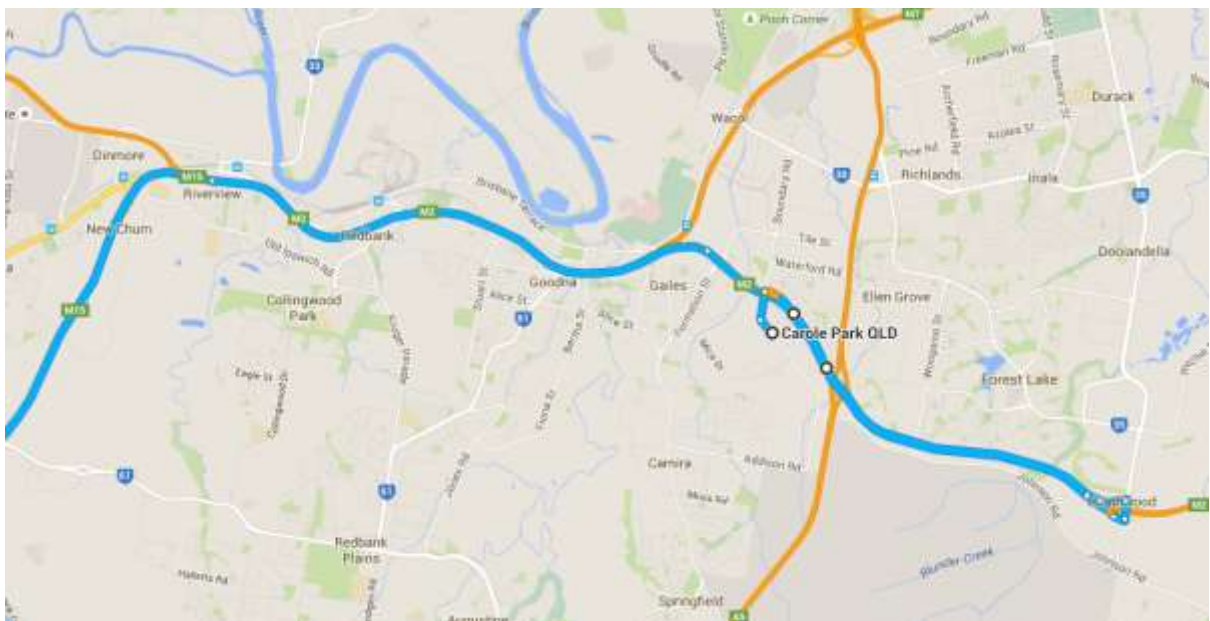
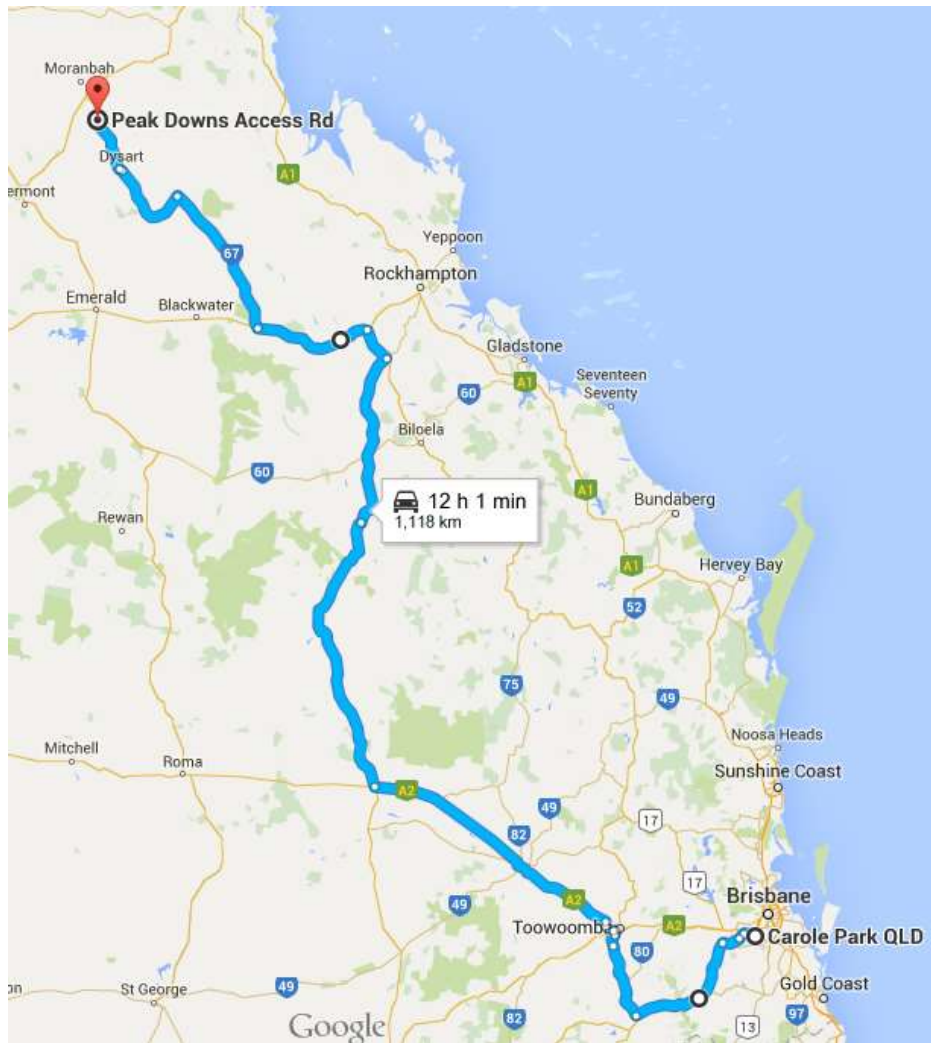
Total Time Required for Travel: 24hrs

## **TRAVEL PLAN**

Day 1: Carole Park to Banana

Day 2: Banana to Peak Downs Mine

# MAP OF ROUTE



## OPERATOR INFORMATION

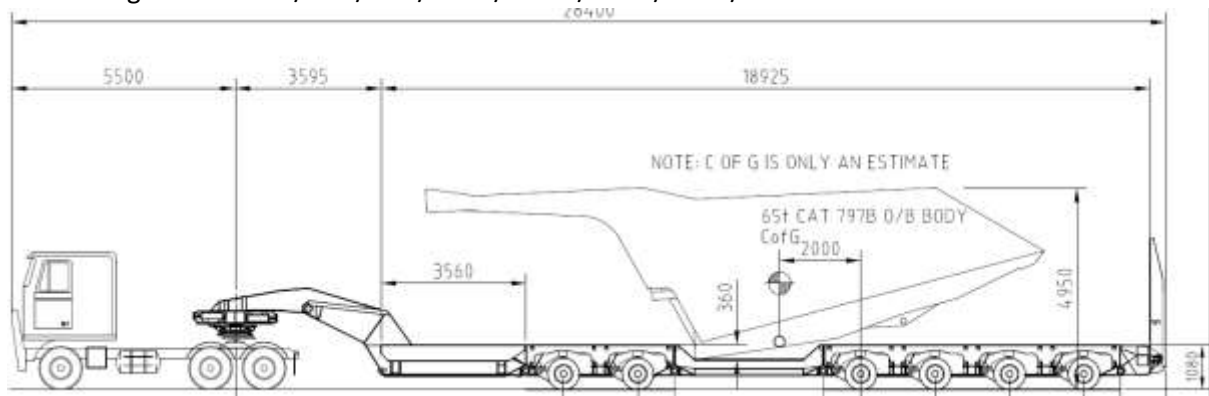
Operator Name: **COMPANY NAME**  
Contact Person: **COMPANY CONTACT**  
Phone: **COMPANY EMAIL**  
E-mail: **COMPANY EMAIL**

## DRIVER DETAILS

Name: **DRIVER NAME**  
Phone: **DRIVER MOBILE**

## VEHICLE AND LOAD DETAILS

Vehicle: Kenworth T909 Prime Mover (**REGISTRATION**)  
Trailer Type: Drake 6x8 Well Trailer  
Axle Configuration: 5.05 / 1.4 / 8.3 / 1.83 / 3.66 / 1.83 / 1.83



### Load Dimensions

Load: Liebherr T282 Chassis  
Height: 4.7m  
Width: 9.7m  
Length: 15.0m  
Mass: 48t

### Loaded Dimensions

Height: 5.3m  
Width: 9.7m  
Length: 35m  
Gross Weight: 108t

### Maximum Axel Mass'

Prime Mover: 25.0 tonnes (6.5 tonnes on Steer Axel & 18.5 tonnes on Drive Axle)  
Trailer: 90.0 tonnes (15.0 tonnes per axel)

## POLICE & PILOTS

These load will require Two (2) Pilots and Two (2) Police.

## COMMUNICATION PROTOCOL

All communications between pilot vehicles and other heavy vehicles occur on UHF 40. Communication between parties involved in the movement will occur on UHF channel 40. All parties will be informed of this channel in the pre departure meeting held before the movement along with all procedures outlined in this document. All oncoming vehicles with UHF's (Eg: Trucks ect) will be notified of the approaching wide load via UHF.

## PULL OVER PROTOCOLS

When the number of Backed up vehicles reaches 10 the load must pull over or slow to allow the back-up vehicles to pass.

Rear pilot will inform all other pilots involved of when vehicles following load reach the maximum amount, or when there has been a lag from the last pull over and other cars have been following for a short distance.

Front escort will determine safe spot to pull over to allow backed up vehicles to pass. This will be a hard stand area, or a port wide enough for the escort to direct vehicles around us.

All communication will be done though UHF channel 40

Oncoming traffic will be notified via UHF of the oncoming oversize load by the use of lead escorts having "oversize load ahead" signs on their vehicles (as well as flashing lights) flashing lights on, and the truck having an oversize sign on the front. All the signs will meet the current standards, as outlines in the current Form 4 – Guideline for Excess Dimension in Queensland

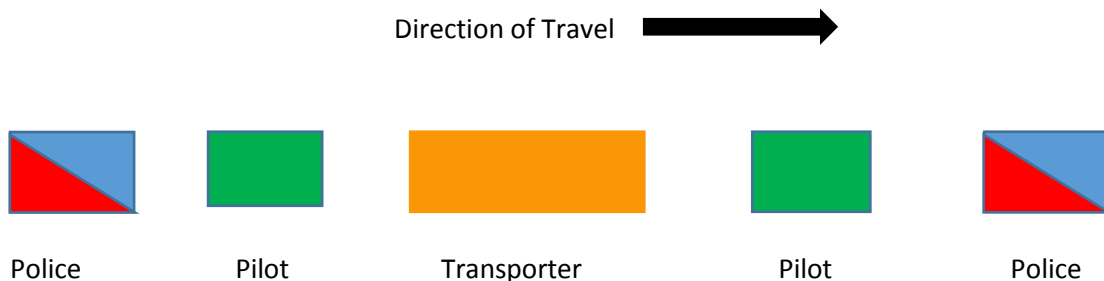
The oncoming cars will also be notified by the use of hand signals by the escort drivers.

Liaison between pilots and truck driver will predominately be by two-way radio (UHF ch 40) with mobile telephones as a backup option.

Pilots and Police will also communicate with other road users (particularly semi-trailers and B-Doubles) using UHF and advise them of slow moving and wide load restrictions.

Opposing road users on two-way radios will be advised to pull over in safe locations to allow the load to pass them and those travelling behind the load will be informed of delays on two-way radio pending locations where safe passing of traffic from behind the load can occur (to be determined by police, pilots and driver allowing for road, traffic & weather conditions).

A diagram showing the positioning of all parties involved in the movement as follows:



## **BREAKDOWN PROTOCOL**

In the event of an emergency situation such as a truck breakdown, flat tyre etc. the truck will be moved to the left to ensure minimal traffic impacts, police are to direct and manage traffic as appropriate

For Minor issues such as tyres, crew on sure an effect a tyre change en-route, we will have hydraulic services available on call should the need arise to replace hydraulic or air lines in case of failure.

For Major issues such as engine failure one of the following tow truck companies will be called to tow truck to a workshop to be fixed. In the interim another prime mover will be on stand-by to hook onto trailer to continue the journey.

Tow Truck Operator: Knights Towing 0418 152 722

Tow Truck Operator: Barnes Towing 3274 1111

## **EMERGENCY CONTACTS/PLANS**

In the event of an emergency situation the operator or the pilot is to call **000** and notify the operator of which emergency service is needed (Police, Fire and/or Ambulance). Once emergency services have been contacted the Operations Manager is to be contact whom will then pass on the information to the necessary people (Upper Management and Customer)

Police/Fire/Ambulance: Phone 000

Transport and Main Roads: 13 19 40

Tow Truck Operator: Knights Towing 0418 152 722

### **COMPANY** Contacts:

Haulage Manager – **CONTACT – MOBILE NUMBER**

Fleet Controller – **CONTACT – MOBILE NUMBER**

SEQ Area Manager – **CONTACT – MOBILE NUMBER**

Compliance Manager – **CONTACT – MOBILE NUMBER**

Brendan Webb – **CONTACT – MOBILE NUMBER**

## **PERMITS REQUIRED**

QLD Transport and Main Roads (TMR)	✓
QLD Police	✓
Queensland Rail	✓
Energex	✓
Optus	✓
Ergon	✓
Telstra	✓

## **ELECTRICITY CLERANCE DOCUMENTATION**

Load height of 5.3m. No Highloads escorts will be required

Load can be lowered to 5.2m for all townships. We have travelled on this route before at this height and we know we have no problems.

# SAFE DRIVING PLAN

Issue Date:

24 07 13

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Level	Likelihood	Expected or actual frequency experienced			
1	Rare	May occur in exceptional circumstances, simple process, no previous incidence of non-compliance			
2	Unlikely	Could occur at some time, less than a 25% chance of occurring, non-complex process and/or existence of checks and balances			
3	Possible	Might occur at some time, 25% - 50% chance of occurring, previous audits/reports indicate non-compliance, complex process with extensive checks and balances, impacting factors outside control of organisation.			
4	Likely	Will probably occur in most circumstances, 50% - 75% chance of occurring, complex process with some checks and balances, impacting factors outside control of organisation			
5	Almost Certain	Can be expected to occur in most circumstances, more than 75% chance of occurring, complex process with minimal checks and balances, impacting factors outside control of organisation			
Consequence					
Likelihood	Insignificant (1)	Minor (2)	Moderate (3)	Major (4)	Extreme (5)
Rare (1)	Low	Low	Low	Low	Low
Unlikely (2)	Low	Low	Low	Medium	Medium
Possible (3)	Low	Low	Medium	Medium	Medium
Likely (4)	Low	Medium	Medium	High	High
Almost Certain (5)	Low	Medium	Medium	High	Extreme
Hazard		Risk	Control		
Collision with property		med	Pilots to communicate to drivers they have clear access, Drivers to be vigilant of obstacles and stop if unsure.		
Road works restricting movement		Med	Follow direction of road workers and pull over if unsure		
Collision with people		High	Be extra cautious when going through populated areas, ensure in poor lighting that all trucks lights are working and flags are in place. Slow down further as required		
Fatigue		Med	Take rest breaks as required even more than BFM requirements if you need it. If you are tired stop and sleep!		
Bad weather		Low	If unsafe to drive due to poor visibility pull over in safe area and wait to safe to drive.		
Flooded roads		Med	Do not drive through flooded roads, contact supervisor and await further instructions.		
Fire – bush or truck/trailers		High	Do not drive into bush fire areas follow instructions from emergency services, truck/trailer pullover and if safe to do so extinguish fire and call 000.		
Spreading noxious weeds, soil or fauna		Med	Inspection of equipment prior to start, if anything found remove if possible by washing down		
Fuel, oil leaks		Low	Check equipment prior to start, if load is leaking double check caps and hoses are secured, clean with rags and or spill kit material. Major spills contact emergency services and your supervisor.		
Load falling off trailer or moving on trailer		Med	Ensure that load has been retrained correctly as per Load Restraint Guide. Ensure that load restraints are check before movement and during movement (when drive stops for break)		
Tight Intersections		High	Beware that the load is almost 10m wide and 5.3m High, certain intersections will be tight and have to be taken with extreme caution and slow speed		
Collision Trees, Signs & Guideposts		High	Although collision cannot be avoided in some circumstances, try insure that damage to tray and paint work is minimal by insuring communication with pilots and police is kept and extreme caution is taken around these objects.		

## ROUTE SURVEY – INCLUDING PINCH POINTS AND SUITABLE PULL OVER AREAS

Logan Motorway Underpass, Boundary Rd – 5.6m Clearance. Police & Pilots to stop oncoming traffic turning on the Logan Motorway. Extreme caution to be taken. Truck will pull up before bridge where he will lower the trailer to 900mm off the ground and then travel at walking pace with a spotter to ensure that no infrastructure is hit.



On Ramp to Logan Motorway East bound – Wide corner and roads that allow plenty of room for load to turn. Care to be taken to avoid signs (Giveaway sign to be removed and replaced as truck enters Logan Mwy by Spotter), median strips and gutters. Escorts to communicate amount of clearance with truck driver. Police Escorts to stop traffic as truck travels and turns.



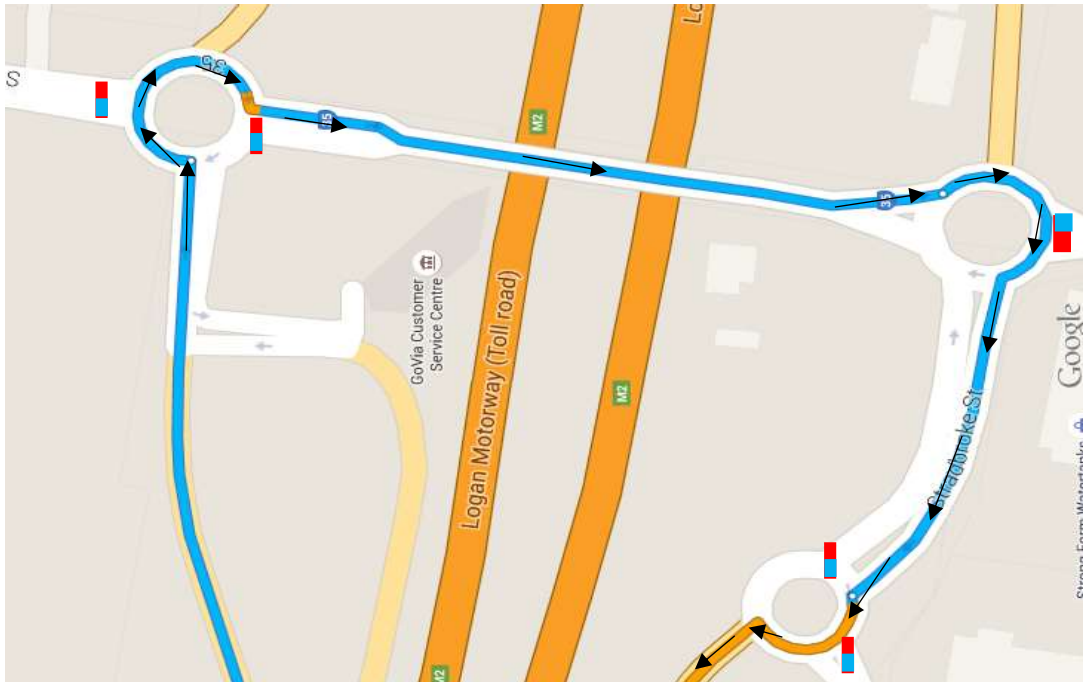
Centenary Hwy Overpass Logan Mwy – 5.5m Clearance on Low side and 5.8m Clearance on High side – Ample Clearance for load.



Staplyton Rd off ramp – Armco Railing/Bridge Railings on both sides of Highway – beware of narrow shoulders. Two (2) “Wrong Way Go Back” Signs on either side of road, Truck to slow down to walking pace to clear signs as they cannot be removed, spotter to assist with clearance from with pilot/s guide from back.



Staplyton/Stradbroke Overpass and onramp to Logan Motorway – Police to block both entries into round about while truck turns



Swanbank Bridge Cunningham Hwy –5.4m clearance on left side and 5.3m on left side. Extreme caution to be taken. Truck will pull up before bridge where he will lower the trailer to 900mm off the ground and tilt the load then travel at walking pace with a spotter to ensure that no infrastructure is hit.



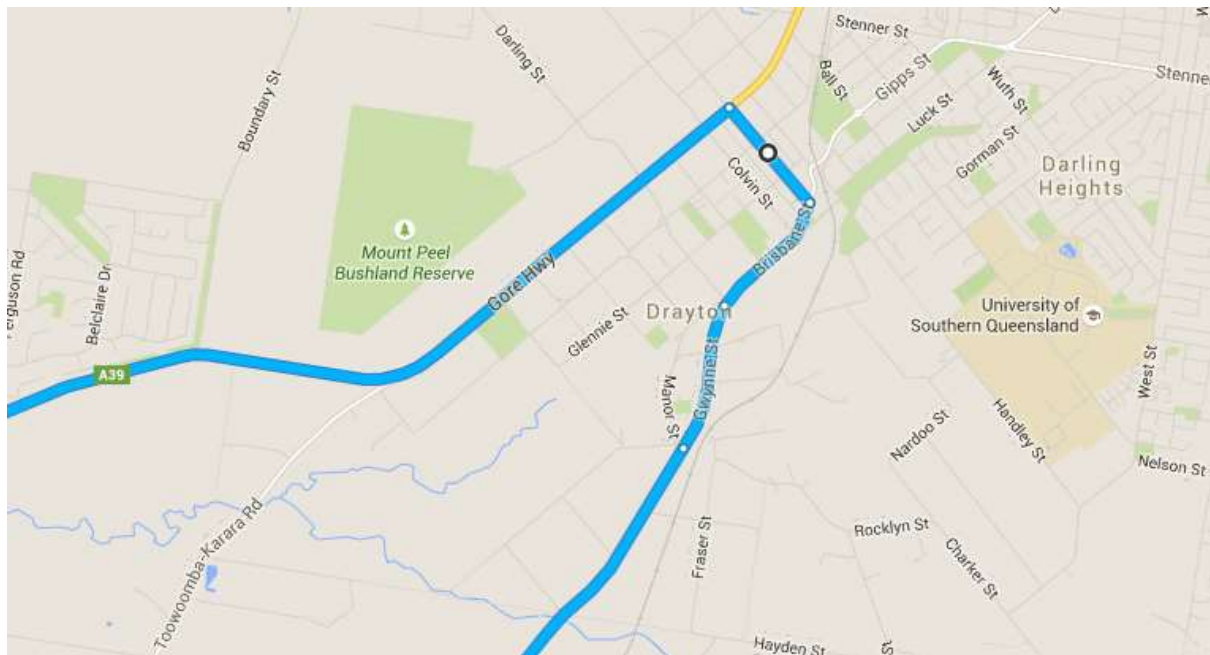
Township of Aratula – Load will pick up TMR Escorts who will then follow load to Miles.



Intersection from Cunningham Hwy to New England Hwy – Extreme caution to be taken as this is a high risk intersection. Care to be taken to avoid signs (Giveaway and keep left signs to be removed by Spotter), median strips and gutters. Escorts to communicate amount of clearance with truck driver. Police Escorts to stop traffic as truck travels and turns



Bypass of Toowoomba – No loads over 4.9m high can go through Toowoomba without Highloads escorts, therefore loads detour Toowoomba via this route. Plenty of clearance on streets as well as wide corners.



Intersection of Oakey Pitsworth Rd & Warrego Hwy – Care to be taken to avoid signs, median strips and gutters. Escorts to communicate amount of clearance with truck driver. Police Escorts to stop traffic as truck travels and turns



#### OTHER MATTERS/COMMENTS

We have recently completed trays 1-6 without any drama, the same driver will be completing all trays therefore he knows the route well and knows all the pinch points and what to watch out for.

All bridges on route have sufficient clearance for our loads to travel.