

## Fisherman Islands Traffic Management Plan (TMP)

The Fisherman Islands Traffic Management Plan (TMP) explains what is expected of persons entering the site and is designed to eliminate risks associated with traffic and pedestrian interaction. Included is the [Fisherman Islands' Site Map](#) that shows Emergency Assembly Points, high traffic areas and the traffic direction within the site. The Traffic Management Plan makes clear the Traffic Rules, Driver Requirements and Traffic Flow that is to be followed at all times unless advised of changes by Security and/or Receptions and Delivery (R&D) staff on entry to the site. Failure to comply with the Fisherman Islands' Traffic Management Plan may result in a formal Infringement Notice and place future access to the terminal in jeopardy.

### Public Awareness

The primary goal of the TMP is to educate site users, drivers, customers, contractors, stevedores, visitors and AAT employees on traffic flow impacts, operational needs, and traffic rules of the facility. All site users must ensure this plan is communicated to all their staff who require access.

### Inductions

To gain entry into the facility, all site users/contractors/visitors/employees must:

- Hold a valid Maritime Security Identification Card (MSIC) or a 1-stop terminal access card
- Complete the AAT on-line induction. The AAT online induction is a separate induction to the MSIC.

### Emergency Response Maps

Emergency Response Maps are displayed at the Security Gatehouse and in all AAT buildings.

### Traffic Flow

#### Design of Facility Traffic Flow

The designated traffic flow within the terminal is indicated on the map. When vessels are on the berth, the traffic flow is updated to show vessel locations, stevedores' operational areas and traffic path and AAT operational movements. The daily traffic flow is emailed to site users and available from Security, R&D and the AAT website. Any additional changes will be advised by R&D and Security staff. Temporary alternative traffic flows will only be permitted if requested for operational needs, i.e. stevedoring operations. Any variations to the traffic flow need to be approved by AAT Management and will be communicated to all site users. The daily traffic flow must be followed at all times.

Trucks entering the AAT Facility – AAT Truck Parking Lanes

- Trucks must enter via the truck lanes located outside the AAT Terminal. Trucks are not to enter via the Port Drive roundabout. The Port Drive roundabout must remain clear at all times to avoid traffic congestion
- Trucks are not to park over the 'Keep Clear' area marked in the entry lane, in front of the R&D carpark

### Stevedores' Work Areas

No vehicles are to enter the stevedores' work areas unless approved by the Stevedores.

### Slip Lanes

- Used by stevedores to access vehicle laydown areas – D M E Blocks.
- These lanes MUST be kept clear at all times during stevedoring operations.
- Trucks can only park in these lanes when stevedores are not working.

### Speed Limit

- 20 kph - Maximum speed limit within the facility.
- 40 kph - Stevedoring PCC operations along the wharf to the designated lay down area.
- 5 kph - Within the cargo sheds and awning

### Caution Zones (marked on Map)

- F Block / Reefer Roadway / B Block – Forklift loading and high traffic areas. Proceed with caution when driving through these areas.
- B Block Container Area
  - Do not drive in the yellow hashed 'Caution' area river end of B Block as reachstackers use this area to exit the stacks.
  - Pedestrians are not permitted in B Block unless authorised by AAT management. They must be escorted by Security at all times.
  - Vehicles are not permitted in B Block unless authorised by AAT management.
- F1 and F2 opposite Shed 1 - Forklift Transit Lanes - This area is for forklifts to travel back and forth in and around F Block.

### Give Way Rules

- Pedestrians must give way to all vehicle/machinery traffic.
- Drivers must take all care to avoid pedestrians.
- Trucks must give way to stevedoring and PDI operations and AAT heavy machinery.
- PDIs must give way to stevedoring operations and AAT heavy machinery.
- Vehicles must give way to heavy machinery.

### Signage

- Roadways are line marked with directional arrows as identified on the map
- Obey all traffic (Speed, Give Way, Stop, Caution) signage whilst in the facility.
- Pedestrian walkways and crossings are marked and clearly visible.
- Blind intersections at shed doorways are marked with "Sound Horn" signage.
- Operational areas are marked with signage and/or safety cones and barriers.

### Heavy Machinery / Forklift Operation / Crane Lifts

- Where operationally possible, heavy machinery areas/forklift operations/crane lifts shall be clearly defined within signage and/or barriers.
- Rules that apply to public road use also apply within the facility.
- Transport collecting/delivering tracked units are to be escorted by Security to the wharf face when vessel operations are in progress.

## Pedestrians

- Pedestrians must use designated walkways.
- Pedestrians must give way to all vehicle and machinery traffic.
- Pedestrian crossings are marked yellow to signify pedestrians must give way to all vehicle/machinery traffic.
- Pedestrians using mobile phones must move to a mobile phone zone or walkway and stand still, do not wander around.
- Pedestrians must be escorted by Security if entering operational areas.
- Pedestrians must wear high visibility clothing/safety vest and enclosed shoes at all times whilst on site.  
Steel capped shoes/boots are required in operational areas.
- Pedestrians **must not** enter any site or operational area that is fenced or barricaded.
- Contractors performing work on site are required to report to the Operations Office prior to moving onto the wharf. This ensures the contractor completes a work permit, is directed to the correct work area and informed of any potential hazards within the area.

## Driver Requirements

### **Drivers**

- Any driver of any vehicle must hold a current driver's licence appropriate to that type of vehicle. (Exception for maintenance, transport operations and stevedoring operations when machinery in non-load working capacity is being moved from wharf to vessel or vice versa, for yard operations in consolidating of units or transport operations loading/unloading off trucks).
- No Driver shall use a mobile phone or electronic device whilst driving.
- Seatbelts are to be worn within the facility (except for PCC Operations).
- No driver shall move, drive or operate any vehicle they reasonably consider to be in an unsafe condition.
- No driver shall direct another person to drive an unsafe vehicle.
- No driver shall be under the influence of Drugs or Alcohol (*as per AAT D&A Policy*).
- All vehicles entering the facility must have a flashing light or have their hazard lights activated.
- All vehicles must give way to heavy machinery.
- Vehicles wanting to pass a working machine must:
  1. STOP
  2. Attract the attention of the machine operator
  3. Wait until he/she receives a signal from the machine operator that it is safe to passUnder no circumstances are vehicles to pass working machines unannounced.

### **Reversing**

Reversing shall only be carried out when operationally necessary and only when drivers/operators are sure of adequate clearance. Where possible a guide is to be used. Also, wherever possible, light and heavy vehicles shall be parked so that they may be driven away in a forward direction.

### **Tailgating**

A distance of at least 20 metres shall be maintained behind other vehicles.

### **Vehicle Lighting**

Vehicles fitted with lights shall have those lights illuminated at night / dawn / dusk / any other time when visibility is poor

- Drive within the limitations of your headlights
- Always dip headlights to oncoming traffic

### **Parking**

- Site users, visitors, contractors and employees shall park within the designated carpark outside the AAT facility
- Parking within the facility for operational purposes shall be at the discretion of the Terminal Manager and subject to the Conditions of Entry
- Parking within the facility for operational purposes shall not be within any roadway, or obstruct other vehicles or cargo, or parked across pedestrian walkways
- Drivers needing to park within the facility for operational purposes shall not leave their vehicle unattended
- When parking on site, vehicles must have the park brake on and handbrake engaged

### **Visibility**

- Flashing lights or hazard lights shall remain on at all times within the facility
- Ensure you can see all other pedestrians / vehicles and always ensure you and your vehicle can be seen
- Safety vests / high visibility clothing and enclosed shoes must be worn at all times whilst in the Terminal

## Truck Loading Operations

- Trucks must be fitted with a headboard. If loading pipe or RHS, pipe racks must be fitted.
- Loads must be fully restrained when entering, transiting and exiting the AAT Facility. Restraints used must be more than the cargo weight. Restraints must be securely tightened at all times.
- Container trucks **must not** unlock twistlocks outside the Terminal. They must remain locked until the truck is in the designated unloading area.
- All trucks collecting cargo from the Terminal must provide their own dunnage. Minimum dunnage size is 100 x 100 mm.
- Truck drivers must remain within 1.5 m of their trucks at all times.
- When trucks are parked on site, the handbrake must be engaged.
- Truck drivers must remain behind the safety barriers during cargo operations and next to the cab during container operations.
- Truck drivers are not permitted to jump or step off their trucks and trailers
- If required to work at height (over 1.8m), a Working at Heights Permit is to be obtained from the Operations Office.
- When managing risks of falls eg. tarping operations, truck stands are available for use if required.
- Maintain 3 points of contact when accessing/egressing machinery and truck trailers.
- Use handrails and steps where provided.
- No standing on truck trailers during loading/unloading operations.
- Drivers **shall not** park on roadways unless directed by AAT.
- Drivers **shall not** park over walkways or pedestrian crossings.

**Ship's Crew**

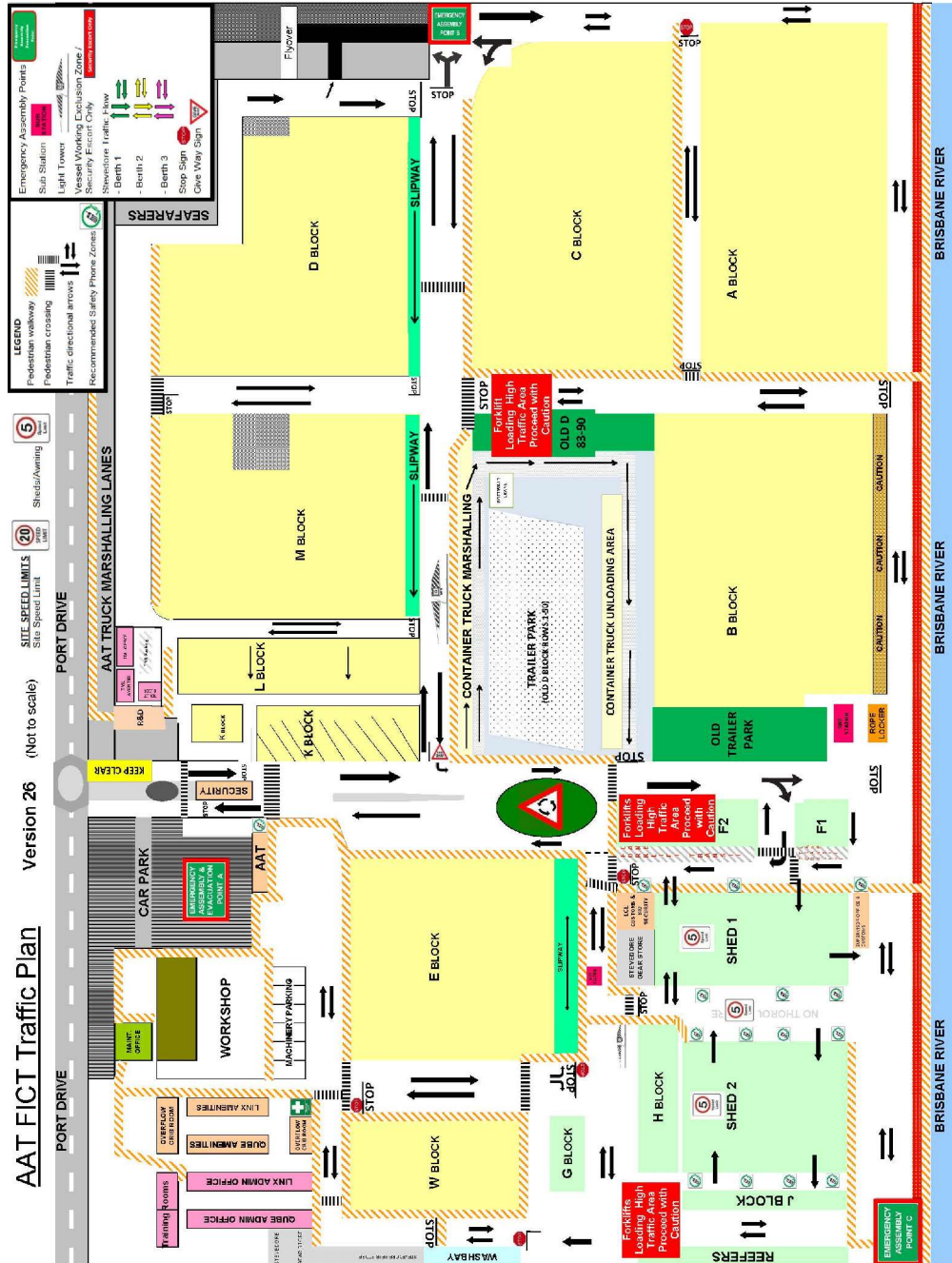
- The vessel's Master/Chief Officer or Security Officer is to contact AAT Security and inform them that crew members are wanting to leave the vessel.
- Crew members must wait at the vessel's gangway until Security arrive. They are NOT permitted to walk to Security or around the facility.
- Crew members found walking around the facility unescorted will be returned to the vessel and Security contacted to pick them up.

**Housekeeping**

- Roadways and walkways shall be clear of dunnage, debris and cargo.
- Work areas are to be left clean and in a safe manner.

**In Case of Emergency**

In the event of an emergency situation, personnel are to remain on site and listen for announcements made by Security over the loudspeaker. A siren will activate (Beep Beep sound) and personnel will be asked to wait for further instructions. If an evacuation is called Security will make an announcement over the loudspeaker and activate the evacuation siren (whoop whoop sound). Personnel are then to move to the designated assembly points as indicated on the map and report to the Fire Warden (wearing red or yellow hard hat). No persons are to leave the assembly area without permission from the Chief Warden.



Traffic flow can change on a daily basis based on operational requirements

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