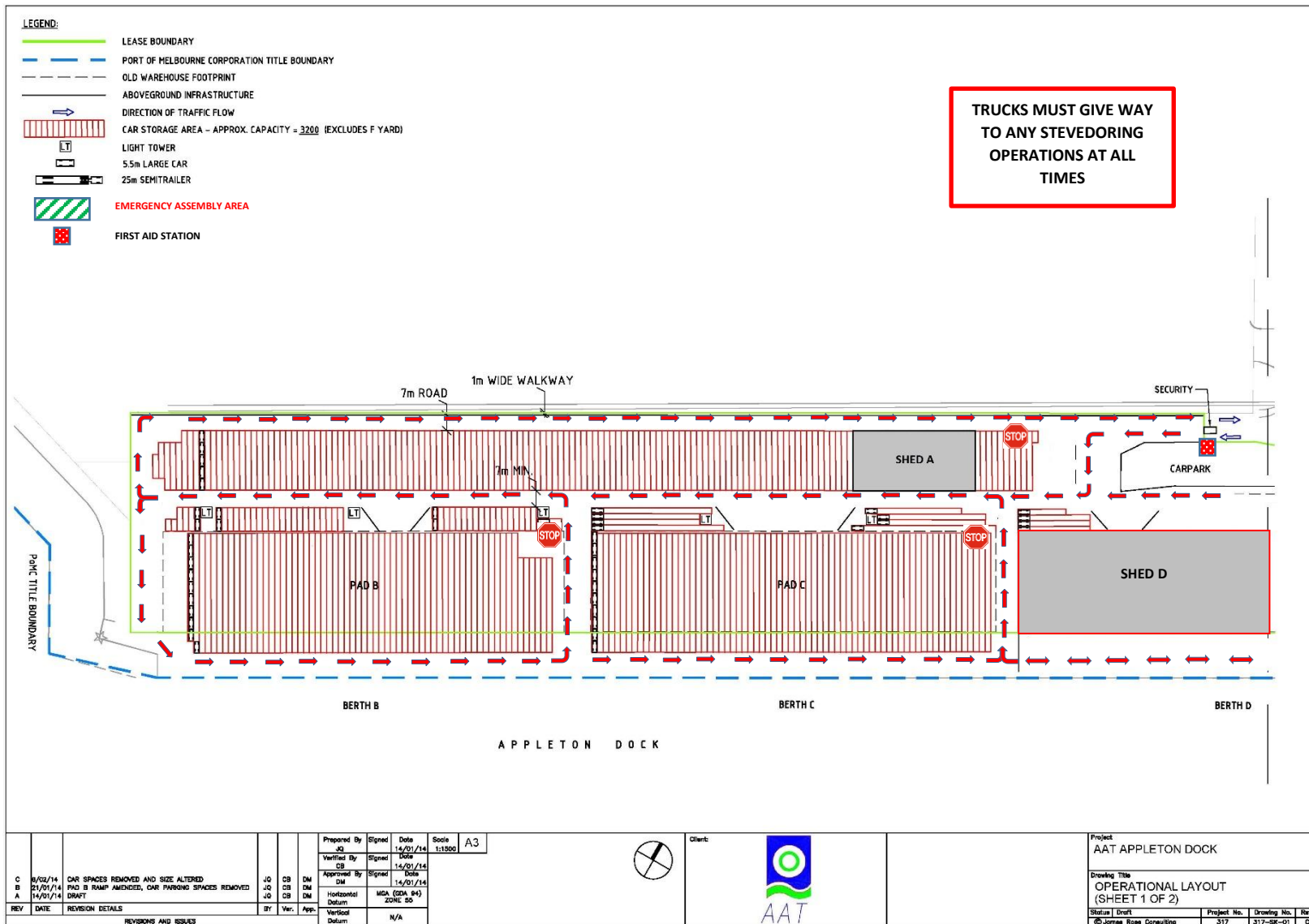
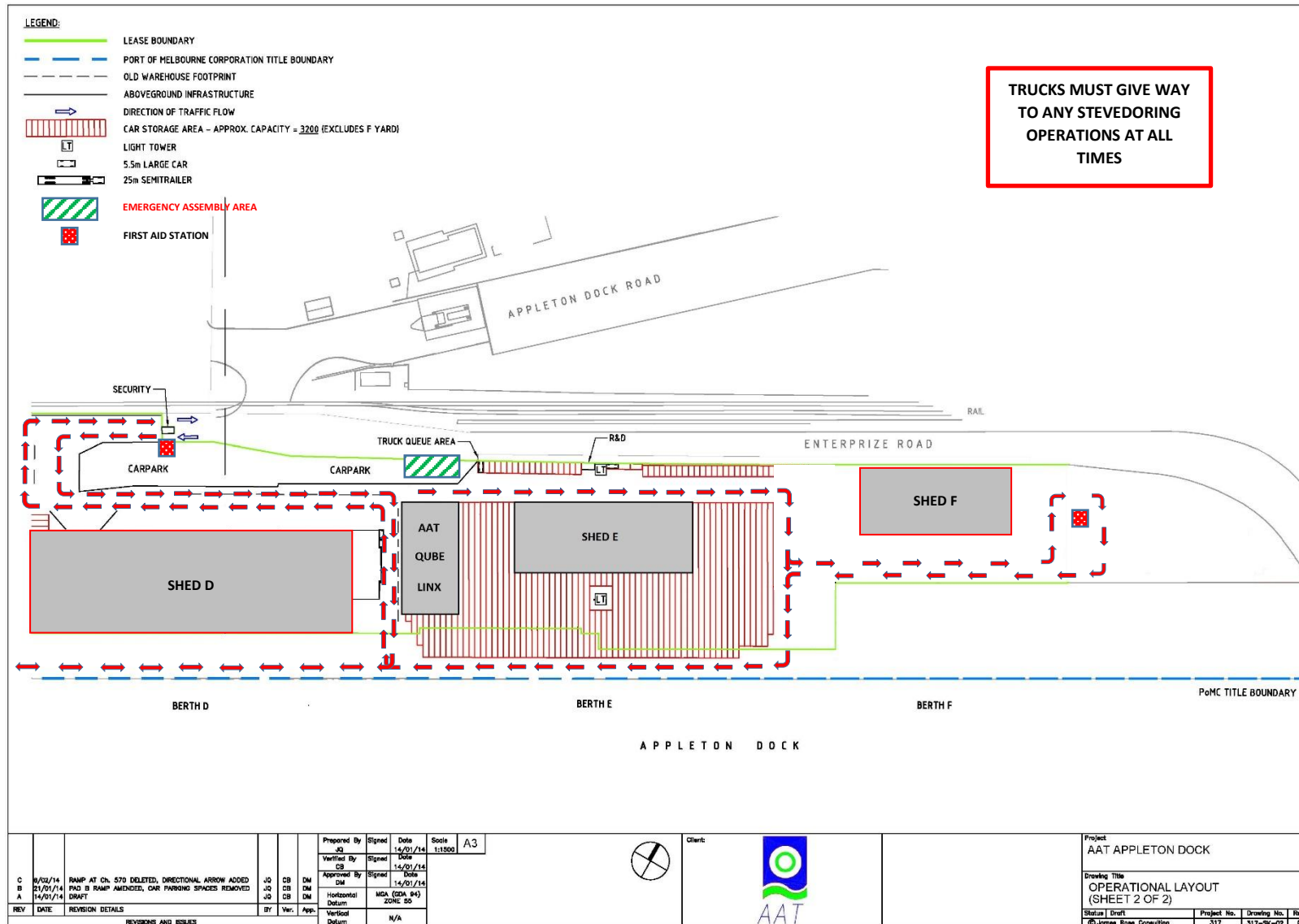


# APPLETON DOCK TRAFFIC FLOW



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# APPLETON DOCK TRAFFIC FLOW



## Australian Amalgamated Terminals Appleton Dock Traffic Management Plan (TMP)

The Appleton Dock Traffic Management Plan (TMP) explains what is expected of persons in regard to entering the site and is designed to eliminate risks associated with traffic and pedestrian interaction. Included is the [Appleton Docks' Site Map](#) that shows Emergency Assembly Points, First Aid Stations 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 on entry to the site. Failure to comply with the Appleton Dock 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 should ensure this procedure is communicated to all their staff who require access.

### *Inductions*

All site users/contractors/visitors/employees must hold a valid Maritime Security Identification Card (MSIC) or a 1-stop terminal access card and complete the AAT on-line induction to gain entry into the facility. The AAT online induction is a separate induction to the MSIC.

### *Emergency Response Maps*

Emergency Response Maps are displayed at the Security Gatehouse as well as within all AAT buildings.

### General Traffic Rules

#### *Speed Limit*

The maximum speed limit within the facility is 25 kph. The only exception to this rule is stevedoring operations when 40 kph is permitted along the wharf to the designated lay down area. The maximum speed limit within the cargo sheds is 5kph.

#### *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.

### General Driver Requirements

The following road rules apply to all drivers and vehicles within the Facility.

#### *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.
- 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.

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## 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. *(Refer to Stevedoring Operating Procedures for discharge and load distance during operations.)*

## Vehicle Lighting

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

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

## Parking

- Clients, visitors and employees shall park within the designated carpark and also abide by Maritime Security Regulations.
- Parking within the facility for operational purposes shall be at the discretion of the Site 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 handbrake engaged.

## Visibility

- Flashing amber 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.

## Traffic Flow

### Design of Facility Traffic Flow

The designated traffic flow within the terminal is indicated on the attached 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. 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.

### 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 AAT heavy machinery.

### Signage

- Roadways are line marked with directional arrows as identified on the map below.
- Obey all traffic (Speed, Give Way, Stop) signage whilst in the facility.
- Pedestrian walkways 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.

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## 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 as per Load Restraint Guide 2018. Restraints used must be more than the cargo weight. Sufficient number of load restraints must be securely tightened at all times.
- Container trucks must not unlock twist locks 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.
- When trucks are parked on site, the handbrake must be engaged.
- Truck drivers must remain behind the safety barriers during loading 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 e.g. tarping operations, truck stands, and tarpaulin spreader 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.

## Pedestrians

- Pedestrians must use designated walkways.
- Pedestrians must give way to all vehicle/machinery traffic.
- Pedestrians using mobile phones must move to 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.
- Pedestrians **must not** enter any site or operational area that is fenced or barricaded.
- Contractors to 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.

## 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

If an evacuation is called Security and R&D Office will activate the evacuation siren (whoop 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.

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