

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, not driving the vehicle within operational limits and not getting good quality sleep.



OTML Highway Incident Trend 2020–2024

- Over 50% of the Significant Incident (SI) reported in 2022 were associated with LV and Mobile Equipment Incidents.
- In 2023, we saw a 50% reduction in LV and Mobile Equipment trend.
- However this year, we are showing a 'spike' in this trend with 2 of the 3 SI reported related to fatigue.

CONTROLS

Make sure that you:

- are fit for work and will stop if fatigued
- remain alert to any changed conditions and drive in the correct gear for the conditions
- are legally licenced to hold a driving permit
- complete a Journey Management Plan Course
- have been issued with a Highway Permit to drive or operate on the highway
- have written road travel approval for yourself and any passengers
- are aware of current hazard alerts and relevant road conditions
- have read and understand the Convoy Procedure
- complete pre-start checks
- know your ReadScore prior to travel (for those on Read Watch program).

JOURNEY MANAGEMENT PLAN

Journey Management Plans are a tool to keep you and other road users safe:

- Must be approved by an authorised person.
- Provide an overview of the route plan and schedule.
- Vehicle, equipment and passenger details.
- Emergency contact information.
- Identify potential hazards.
- Dangerous goods controls.
- Accident and breakdown record.
- Confirm completion of the journey.

Note: Go onto LMS via Success Factor to access the Journey Management Course or contact Training Department to access



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

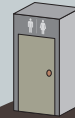


Drive to Conditions

Alert, Trained and Authorised Driver

Radio / GPS Communication

Rest Stops if Fatigued

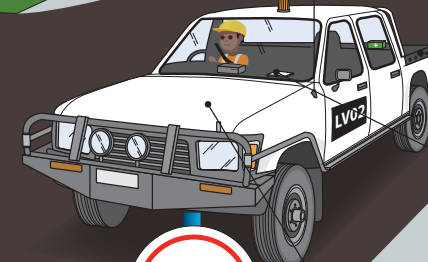


Secure Loads

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 ADAS camera 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)?