

C3 - Vehicles and driving

1 Scope

This standard is applicable to all Rio Tinto business units and managed operations, including new acquisitions, admin/corporate offices and research facilities located off site; during exploration, through all development phases and construction, operation to closure and - where applicable - for post closure management.

- 1.1 This standard applies to all vehicles, including mobile mining equipment, owned and operated by Rio Tinto or its contractors, which are used on Rio Tinto operations or off-site for Rio Tinto business purposes.
- 1.2 Tyre and rim safety requirements applies to tyres and rims of size 60 cm (24 inches) and greater. It is supported by the tyre and rim safety work cycle.

2 Risk analysis

- 2.1 A comprehensive risk analysis shall be conducted to clearly identify the conditional and behavioural factors that impact vehicles and driving safety. The risk analysis must cover all aspects of vehicles and driving and will have up-to-date action plans in place to manage identified issues.

3 Vehicles

- 3.1 All vehicles used for work purposes must be subject to a risk assessment. The assessment must:
- a) involve operators and maintainers who will use the equipment; and
 - b) address all aspects of safe operation including handling, driver vision, brake failure, tyre blow out and access/egress for operators and maintainers.
- 3.2 All vehicles driven for work purposes must be subject to an appropriate pre-operation safety check based on a risk assessment.
- 3.3 All vehicles used for work purposes must be fitted with:
- a) fixed seats and safety belts for driver and all passengers, unless a risk assessment specifies otherwise; and
 - b) a speedometer or like means of informing operators of vehicle speeds for vehicles capable of exceeding the lowest applicable speed limit.

3.4 All light vehicles used for work purposes must comply with all aspects of the Rio Tinto Light vehicle guidance note unless the risk assessment specifies otherwise.

3.5 Deleted.

4 Training and licensing

4.1 No person may drive a vehicle unless they are trained, competent, tested and licensed to operate that vehicle. The training must address hazards assessed for (a) that vehicle and (b) the tasks for which it is to be used.

4.2 All persons required to drive/operate vehicles at the operation must have a site license to operate those vehicles. A state or civil driving license is an approved alternative except where (a) there is a need for a specific set of Company rules/procedures (for example, in a pit area where a pit license or permit is required) or (b) the state or civil licence does not apply to the class of vehicle being driven.

4.3 The manager shall have a system in place to ensure that the renewal of licenses will be based on an assessment of competency to drive and or operate the equipment. The frequency of assessment will be either annual, or derived from a risk assessment for each vehicle type.

4.4 A system shall be in place that limits the number of people that drive in an open pit. In addition, because of the constant change in conditions, no person shall be licensed to drive in an open pit

unless they are required to do so more than once in a two week period.

5 Traffic rules

5.1 The driver and all passengers must wear their seat belts, where fitted, at all times.

5.2 Speed limits and traffic rules must be reviewed regularly and rigorously enforced.

5.3 There must be rules to ensure that:

a) in mining operations no vehicle approaches within 50 metres of any heavy mobile machinery without first making positive contact with the operator of that equipment;

b) the interaction between heavy and light vehicles is controlled;

c) if an operations rule permit overtaking in the pit area, then no vehicle will overtake a haul truck or water truck before making positive contact with the driver; and

d) no vehicle tows equipment unless it is engineered to do so.

6 Tyre and rim safety

- 6.1 Operations must establish a Tyre management plan that is approved by the senior manager at the operation and reviewed every 12 months.
- 6.2 There must be demonstrated job competencies and safe work procedures for all tyre maintenance, servicing activities and tyre fire emergency response. The competencies must specify the frequency for re-certification, which must be no less than every three years.
- 6.3 No person must approach a vehicle within 24 hours of a lightning strike, contact with high voltage electricity or a tyre fire. An exclusion zone of 300 metres (1000 feet) of a tyre fire must be established and only be accessed by emergency service personnel that are shielded while fighting the fire.
- 6.4 Restricted work zones (RWZ) and exclusions zones must be established for the tyre installation, removal and handling processes.
- 6.5 All tyre and rim handling equipment must have fall back prevention in place prior to anyone entering the RWZ.
- 6.6 Tyres with split rims must be deflated to zero and other tyres to a nominal pressure no greater than 5psi prior to removal of any retaining devices. In a dual assembly both tyres must be deflated.

- 6.7 Tyre inflation is subject to the following requirements:
- a) remote inflation must be used for all tyre inflation;
 - b) where the risk of ejection of components exists barricading must be in place;
 - c) a tyre must not be left unattended during inflation; and
 - d) tyres that have run at less than 80 per cent cold inflation pressure must not be re-inflated. Both tyres in a dual assembly must be dismantled and inspected.
- 6.8 No welding, cutting or application of heat sources to a rim or wheel must be done while the rim or wheel is fitted with a tyre - whether inflated or deflated.
- 6.9 A periodic testing and/or inspection regime must be in place for tyres, rims/wheels and assemblies.
- 6.10 All tyres, rims/wheels must be made unserviceable when deemed unfit for service or before being sent off site for disposal.
- 6.11 A tracking system must be in place to track the lifecycle of tyres, rims/wheels.

7 Revision history

Version no.	Effective date	Prepared by	Authorised by	
1	Jan 2001	CEO Safety Adviser	ExCo	
Version no.	Revision date	Revised by	Authorised by	Reason for change
2	December 2008	Paul Dewar; Adrian van Tonder	Rob Davies	<ul style="list-style-type: none"> • Incorporation of suggested changes from operations and alignment with HSEQ management system. • Tyre and rim safety requirements added.