Heavy Vehicles

FSR

Intent: To eliminate or minimise the risks of fatalities, injuries and events arising from transport tasks (Logistics) at Laing O'Rourke worksites.

Engineered Safety in Practice (examples):

- Engineer level loading bays, integrated restraint systems, and clear separation from pedestrians
- Select packaging, unit sizes, and component designs that eliminate / minimise hazardous manual handling
- Specify transport methods and delivery schedules that eliminate fatigue or time pressures
- Consider loading, securing and unloading methods without climbing on trucks or relying on personal judgement by providing appropriate tools and equipment in the work planning stage

FSR Controls

1. A Chain of Responsibility Management Plan is in place for the safe operation of heavy vehicles.
2. Loading Manager roles and responsibilities are assigned at each worksite to manage and coordinate loading and unloading activities.
3. Drivers of heavy vehicles must hold the appropriate licence for the class of vehicle being operated.
4. All personnel involved in applying or removing load restraint equipment, or supervising these activities, must be trained in load restraint.
5. Heavy vehicle operators must implement and monitor In-Vehicle Monitoring Systems (IVMS).
6. Verify vehicle height, width, length, and mass are within legal limits and relevant permit conditions before departing site.
7. Confirm an engineered load restraint design is in place for all *non-standard loads*.
8. Inspect load restraint gear for signs of damage or wear before use.
9. Verify that all required transport permits are in place before transporting over-mass or over-dimension loads.
10. Restrict unnecessary personnel from entering truck loading and unloading areas with signage and physical barricading.
11. Establish a delineated exclusion zone to prevent people accessing the blind side of the truck when loading and unloading with mobile plant.
12. Drivers must remain in a designated safe zone, such as the cab or a marked position, during all loading and unloading activities.
13. Tipper trucks/trailers must only discharge materials in designated tipping zones with exclusion zones in place to prevent access to the rollover zone.
14. Clearly identify overhead powerlines at site entry/exit points and along internal travel routes using signage, visual markers, and height indicators.
15. Address and report any visible signs of impairment, including fatigue, with the driver and notify the transport operator.
16. Report any defects affecting the roadworthiness of a vehicle to the transport operator.

DEFINITIONS

Non-standard loads: Non-standard loads are freight items that are oversize, over mass, indivisible, or irregular, and can't be restrained using normal methods, meaning they require permits, engineered solutions, or special load restraint arrangements.