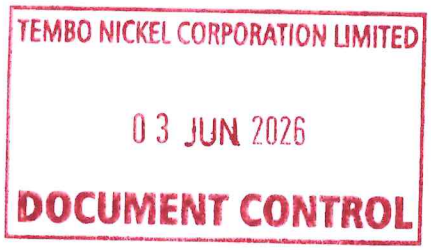
MOBILE EQUIPMENT CRITICAL RISK CONTROLS
TNCL-OHSS-STD-0006

APPROVALS:



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1. INTRODUCTION

1.1 Purpose of the Standard

This standard underpins Tembo Nickel Vision that "every person goes home safe and healthy every day" by proactively managing risks associated with identified Fatal Risks through the development and implementation of standards. This standard applies to all Tembo Nickel exploration, development, construction, operation, and all areas that are under Tembo Nickel control.

The purpose of this standard is to eliminate the potential for fatalities, injuries, and incidents arising from risks related to **Mobile Equipment** operations. **Mobile Equipment** work has been identified by Tembo Nickel as one of our critical Risks. This critical Risk Standard has been developed by evaluating the industry's best practices and our own learnings from fatalities and serious injuries. The critical controls that are identified in this Critical Risk Standard are the minimum requirements that shall be in place and implemented in conjunction with the Tembo Nickel Management Standard to ensure that the risks are effectively controlled. This standard and supporting documents detail the minimum controls that shall be implemented and may be supplemented by procedures at the site level. Procedures implemented at the site level may include local or regional statutory requirements or site-specific requirements based on infrastructure or specialized equipment.

Any intended deviation from the requirements outlined in this Critical Risk Standard shall be formally requested and approved through the following steps:

1. A detailed motivation is drafted clearly describing why the requirements of this standard are inappropriate in the specific circumstances and/or why and how the risks associated with the requirements can be otherwise mitigated.
2. A detailed, multi-disciplinary risk assessment is conducted, detailing which alternative control measures are prescribed to adequately address the critical risk.
3. A formal approval is obtained from the General Manager, confirming that the alternative control measures adequately control the fatal risk and that any risk that may remain is understood, tolerable for the organization, and in line with Tembo Nickel's **Journey to Zero Harm**.

2. DEFINITION AND ABBREVIATIONS

2.1 Definition of Terms

Term	Meaning
50/20 Surface Rule	When approaching within 50 meters of heavy equipment, positive 2-way communications will be made with the operator, letting them know you are in their work area. If approaching within 20 meters of heavy equipment, positive 2-way communications will be made with the operator, letting them know you would like to enter the 20-meter area. Before entering this zone, the heavy equipment operator will properly park and exit the cab.
Risks	Refers to the potential for harm, injury, property damage, environmental impact, or operational disruption arising from the operation, movement, maintenance, or interaction with mobile equipment and vehicles.
Mobile Equipment	Self-propelled or towable machinery, vehicles, and equipment that are used to transport people, materials, or perform work while moving within a workplace.
Critical Risk	These are hazards or situations that have the potential to result in fatalities, life-changing injuries, major environmental damage, significant asset loss, or severe business disruption if not properly controlled.
Critical Risk Control Standards	It is a formal document that defines the mandatory controls and minimum requirements necessary to manage critical risks and prevent fatal or life-altering incidents in the workplace.
Critical Control Verification	Is the process of confirming that critical controls are implemented, functioning effectively, and consistently maintained to manage critical risks and prevent high-consequence incidents.
Active Work Areas	Any location where active mining, processing, maintenance operations, or support functions are conducted.
Blind Side	The side of the equipment is opposite the operator's cab.
Chock Block	A wedge of sturdy material, such as polyurethane or rubber, is placed against a vehicle's wheels to prevent accidental movement. They must be designed to handle the size and weight of the vehicle(s) they are ordered for.
Exclusion Zone	An area into which unauthorized personnel and/or equipment are not allowed to enter. Marking exclusion zones can be accomplished by using the materials defined in the "Barricade" and "Barrier" definitions in the Equipment Safeguards and Protective Devices Procedure.
Heavy Mobile Equipment	Excludes light and medium vehicles and is defined as all engine-driven machines (tyres and tracks), as well as other motorized equipment, generally referred to as earthmoving machines or vehicles, rear dump, belly dump, water trucks, graders, dozers, loaders, shovels, excavators, forklifts, mobile cranes, backhoes, skid steer

	loaders, and other trucks. Heavy equipment also includes self-propelled equipment that is: Used for the purpose of performing mining, construction, or demolition tasks, most frequently involving earthwork operations, transport, or associated operations underground or on surface at a mine. o Is mobile by virtue of its movement on wheels, skids, tracks, mechanical shoes, or any other device fitted to the mobile equipment, but excludes o any such machine that is rail-bound o scraper winches and scoops o static winches and winding plant and any equipment attached thereto.
Left Hand Traffic	All bi-directional traffic is keep to the left-hand side of the road.
Light Vehicle	Any small vehicle specifically designed for transportation of people or freight, e.g., pickup trucks, vans, ATVs, or SUVs. Typically, ¾ ton or less in weight. Light vehicles may include the following categories of vehicles being used for work-related activities: TNCL-owned or leased vehicles o Hired vehicles, such as rental vehicles o Contractor or supplier vehicles operating on company property o Private vehicles (personal or hired) used for work-related activities
Medium Vehicle	Any large vehicle specifically designed for transportation of people or freight, e.g., buses or semi-type over-the-road hauling equipment. Typically, greater than ¾ ton in weight
Positive Communication	Radio communications or face-to-face communications that are associated with two-way communication. This requires confirmation of "unit number" to "unit number." For example: "Truck 36 to Dozer 15, am I clear to pass you on your right side? Dozer 15 to Truck 36, you are clear to pass me on my right side."
Queue (Q) Area	A parking area designed for heavy mobile equipment can be permanent or temporary. The preferred queue area design is first movement forward and no reverse parking.
Reverse Parking	Light vehicles will be required to reverse park into a parking location, unless otherwise posted.
Traffic Management Plan	It is a documented plan that identifies and controls vehicle and pedestrian movements within a workplace to reduce the risk of collisions, injuries, property damage, and operational disruptions.
Zero Energy Ditch	A culvert or ditch which has been purposefully designed to arrest the wheel of mobile equipment or a light vehicle and keep it in a stationary position when it is parked up.
Contractor	An individual, company, or organization that is engaged by another party under a contract to perform specific work, provide services, or deliver goods for an agreed period and scope of work.
Hired Vehicle	It is a vehicle that is obtained from an external provider, rental company, or contractor

	for temporary use under a rental, lease, or service agreement, rather than being owned by the organization using it.
ISO 23875:2021	Air Quality Control Systems for Operator Enclosures - Performance Requirements and Test Methods (The standard was developed to protect operators of mining and heavy mobile equipment from exposure to airborne contaminants such as respirable dust while working inside enclosed cabins. It establishes requirements for the design, performance, testing, operation, and maintenance of cabin air quality control systems).
TNCL	Tembo Nickel Corporation Limited
ATV	All-Terrain Vehicles
SUV	Sport Utility Vehicle
ROPS	Roll Overprotective Structure
FOPS	Falling Object Protective Structure
TARP	Trigger Action Response Plan
QDS	Quick Detach System
FABs	Fire and Blast Suppression System
HME	Heavy Mobile Equipment
OHSS	Occupational Health, Safety and Security
STD	Standard

3. RISKS

Inherent risks exist when working, driving, and operating mobile equipment. These risks include, but are not limited to:

- Vehicle collision
- Vehicle rollover
- Heavy Mobile Equipment over the edge
- Vehicle and pedestrian interaction

4. CRITICAL CONTROLS

Critical Controls have been identified for managing risks when driving and operating mobile equipment. The priority critical controls are:

- Vehicle separation and segregation.
- Braking, Steering Systems and Tires.
- Critical equipment safety devices (Seat belts, ROPs, etc.).
- Safe parking practices.
- Traffic Management Plan.

- Access Control and Barricades: berms and barriers.
- Positive Two-Way Communication.

5. SAFE BEHAVIOURS

When driving and operating mobile equipment, follow these safe behaviours:

- Trained and authorized to operate equipment
- Fit for duty
- Always use two-way positive communication
- Perform vehicle pre-inspection
- Use of seatbelts and critical safety devices
- Stop using the vehicle if issues are detected that can affect safe operation
- Follow all traffic rules
- Drive to conditions
- Always use defensive driving
- Do not enter mobile equipment operating zones unless required and authorized
- The use of handheld mobile devices is prohibited when operating mobile equipment.

6. MOBILE EQUIPMENT CONTROLS

6.1 Traffic Management Plan

All Tembo Nickel operations shall develop a comprehensive traffic management plan that includes the following:

- A risk assessment that identifies mobile equipment interaction risks and their controls for: a) vehicle to pedestrians; b) vehicle to vehicle, including heavy to light vehicle; c) vehicle interactions with fixed structures and the operating environment.
- Direction of traffic flow, location of signage, designated parking areas, and the associated segregation of light and medium vehicles, heavy mobile equipment, and personnel.
- Dynamically updated and reviewed as site conditions change and communicated to all operators (TARP – Trigger Action Response Plan).
- Where practicable, the traffic management plan shall consider the establishment of pedestrian routes or zones and designation with suitable signs, barriers, road markings, etc., particularly where equipment is operating or maneuvering. Work areas with foot traffic shall be delineated to separate them from the traffic flow. Pedestrian foot traffic is not allowed on active haul roads unless additional controls are put in place for pedestrian crossings.

- Pedestrian interaction requirements: o Pedestrian activity within the operational areas shall be restricted. For certain operations, "no entry" zones shall be identified and clearly marked by signs, fencing, barriers, etc. Employees shall not enter active operational areas as a pedestrian unless authorized to do so, and ensure equipment is shut down should they enter the 20m area around the equipment on the surface.
- Pedestrian cutouts (cubbies) shall be allowed for pedestrian traffic, where allowed in underground haulage ways.
- Segregated or dedicated walkways for pedestrians shall be protected by windrows, bunds, or other physical barriers.
- Delineation of no-go and danger/exclusion zones for pedestrians is required.
- Site rules and procedures in the Traffic Management Plan for mobile equipment must include:
    - Mobile equipment being operated within design parameters;
    - Operator pre-start equipment inspection and technology checks, based on original equipment manufacturer or approved engineering advice;
    - The safe refueling of mobile equipment;
    - Stopping mobile equipment when boarding or dismounting;
    - Loading and unloading of mobile equipment methods detailing: Load security and stability; precautions to be taken when tipping loads. Mobile equipment limitations, including the maximum loads that may be carried or towed;
    - Expected operator responses to mobile equipment faults, alerts, and alarms (Operator downlist);
    - Stability-related hazards when operating ancillary equipment, such as for forklifts, scissor lifts, and similar items, including vehicles with quick detach systems (QDS);
    - Loading from bins or stockpiles;
    - Identification and communication of mobile equipment sight lines and blind spots;
    - Provision of walkways and means of maintaining clearance from pedestrians and other vehicles;
    - Give-way requirements for mobile equipment operators and pedestrians;
    - Managing Road repair works, including grader operations;
    - Radio (or other communications) call-up protocols were used;
    - Procedure for approaching mobile equipment;
    - Procedure for towing;

- Procedure for moving equipment in, out, and around mobile equipment shops and wash bays
- Procedure for parking in operational areas, including the means of isolating equipment and activity from danger of collision during breakdowns, emergencies, infield servicing, refuelling, and maintenance;
- Emergency procedures
- Site shall develop rules as part of the traffic management procedure detailing the hierarchy of right-of-way. As part of the rules:
- Pedestrians shall always be granted the right-of-way unless mobile equipment is responding to a mine emergency.
- Anywhere haul roads merge, right-of-way shall be described considering the blind side merging with traffic, and appropriate signage shall be placed.

- Transport of personnel rules and procedures covering:
  - Only mobile equipment with designed and approved seating, including seatbelts or other restraint devices, can be used to transport personnel;
  - Seat belts and /or restraints must be worn where factory fitted;
  - Speed limits by equipment type, location, and conditions;
  - Managing changes in road surfaces;

6.2 Road Designs and Construction

Design, inspection, and maintenance requirements should be in place for all roadways, including collision protection of hazardous and critical plant and equipment. Risk assessments should be carried out prior to any changes to traffic movements.

The design of surface traffic routes/ roads shall consider:

- Haul roads must be designed and constructed to accommodate the type, size, and speed of equipment and incorporate traffic direction.
- Surface haul road widths shall be at least three and a half times the width of the widest haulage vehicle used on the road where dual lane traffic exists or at least twice the width of the widest haulage vehicle used on the road where single lane traffic exists.
- Speed signs shall be posted on all roads and must be based on risk assessment.
- Roads must be adequately constructed to reduce the danger of vehicles slipping or skidding. Where gaps/channels are left in road edge protection for drainage purposes, the gaps must be designed to the narrowest practicable width.
- Haul roads shall be designed to have a grade of no more than 10%. For temporary ramps, a Formal Risk Assessment shall be completed to assess compatibility between

road conditions and equipment capabilities, with a specific focus on the braking system for downgrades.

- On haul road roadways, road intersections, and dumps, the windrow and berm shall be 50% of the largest tire height at a minimum. Additional protection may be needed in high-risk areas, such as sharp bends or steep haul roads.
- At intersections, adjoining roads must tie in at 90 degrees to the main road, wherever possible. Intersections shall be clearly signed for heavy and light vehicles. Center berms or other separating traffic control devices should be used at intersections and on sharp curves to separate two-way traffic and prevent traffic from taking shortcuts through intersections. Intersections shall be regularly audited to ensure that no objects restrict visibility.
- Light vehicles should be physically separated from haul trucks at intersections whenever possible to minimize haul truck / light vehicle interaction. Light-vehicle entry points onto and off haul roads should be minimized and kept separate from major intersections.
- Where a risk assessment identifies the need, edge protection shall be constructed to prevent mobile equipment and auxiliary vehicles from being driven over an unprotected edge.
- Traffic route design shall include the segregation of the heavy equipment and light vehicles as far as is reasonably practicable.
- The design and use of safety berms or windrows for delineation and segregation (e.g., at intersection approaches or corners) so as not to impede visibility;
- Physical barrier design and locations used to protect against access to unprotected benches or trenches, and underground to draw points and open voids such as the overcuts of mined out stopes;
- Design, inspection, and maintenance requirements should be in place for all roadways, including collision protection of hazardous and critical plant and equipment. Management of Change should be carried out before any changes to traffic movements.
- Systems (such as safety berms) shall be in place along roadways, excavations, and dump areas to prevent vehicles from entering dangerous areas as determined by risk assessment.
- Road maintenance practices that will maintain a proper road surface (e.g., snow removal, sanding, or managed roadway watering for dust control).

The design for underground roads should consider layout and alignment in both the horizontal and vertical planes. Key factors to consider are: gradeability, sight and stopping distances, intersection design, curves, switchback radius, transitions between vertical alignments and the accommodation of drainage and sumps. From an equipment perspective, a risk assessment is required to ensure the fleet is fit for purpose for the mine layout and design.

6.3 Parking

Designated parking areas for heavy equipment shall be separated from light and medium vehicles.

- Securing equipment from unplanned movement (in addition to park brake and transmission), such as a zero-energy ditch, berms, grounded implements, chocks, and parking locations, as well as consideration for drive-through type of parking where practicable. All vehicles shall be parked in an inherently stable manner that prevents the vehicle from either rolling forward or backwards if taken out of gear with the hand brake released. Turn the vehicle steering towards the berm/wall/rib when parking on grades.
- Light Vehicles are not allowed to park within 50m of surface operational mobile equipment unless segregated.
- Wheel chock requirements:
    - Mobile equipment with tyres shall have a minimum of two-wheel chocks.
    - Operators shall check that wheels are properly chocked when parked in mine active areas and areas without parking curbs and/or zero energy ditches.
    - Wheel chock selection must be based on vehicle type and size, and risk must be assessed based on site conditions for application.
- Track-type equipment, such as bulldozers, drill rigs and others, does not require wheel chocks. Operators must ensure that implements are grounded, the blade, bucket, or ripper is down, and the parking brake is fully engaged.
- Designated Park areas bermed off will be installed on active mine benches and dump platforms to allow for safe parking of light vehicles, buses, vans, as well as light plant. Reflective delineation or light plant is required on berms for visibility at night unless part of the berm. Berm shall be mid-axle of the largest vehicle in the area.
- Pedestrian walkways are provided at all vehicle parking areas and high traffic volume areas.

These minimum requirements will be applied to all surface tie-down/park areas or ready lines for heavy mobile equipment:

- Support equipment shall be separated from haul trucks in designated areas; large loaders may be parked with the matched haul truck fleet.
- Zero energy ditch for equipment.
- Forward travel only for exiting equipment.
- Restricted from using light equipment not involved in shift change.
- There shall be a minimum of 5m between haul trucks when parked side-by-side; additional clearance will be needed for "in-line" parking based on the size of the equipment
- Slots shall be provided in berms for personnel to enter and exit.
- Equipment shall go to the forward-most parking position or from left to right as facing the equipment, whichever applies. Spare trucks left on the tie-down will be moved to the right (as facing the equipment) after the shift change is over, properly secured and shut down.
- Parking areas have a defined traffic flow with signed entry and exit points.
- Clear and unobstructed parking demarcation and traffic signs.
- Where possible, have a designated repair zone for maintenance.
- Designated pedestrian zone/walkway.
- All sites shall complete risk assessments to determine the need for additional requirements.

6.4 Underground Parking

Priority must always be observed while on the decline by pulling off the decline as soon as a call is made at a nearby location or an approaching vehicle is observed. Basic parking procedures for all LVs in the underground environment include:

- Vehicle must be turned into the wall/rib.
- Where possible, park in a crosscut/cubby to allow unimpeded traffic flow (Never Park in front of or restrict access to refuge chambers, FABs, escape ways, primary airways or substations).
- Park brake must be applied.
- Place the vehicle in first or reverse gear.
- Vehicle must be turned off.
- Beacon to be left on.
- Keys to be left in ignition.
- Basic parking procedures for all heavy equipment in the underground environment include:
    - All equipment must be articulated/turned into the wall/rib.

- Where possible, park in a crosscut/cuddy to allow unimpeded traffic flow. (Never park in front of or restrict access to refuge chambers, FABs, escape ways or substations.
- Attachments must be firmly grounded.
- Park brake applied.
- Gears in neutral.
- Isolator off.
- Jacks down (If fitted).
- Drilling rigs should be parked with booms pointed away from any access.

(Note) All operators should ensure the area is clear of pedestrians once their pre-start is complete. Horn signals are to be utilized to warn pedestrians to stay clear when starting up and moving off with machinery.

- All vehicles parking in the decline are to give a clear warning (via radio) of where they are stopped & for what purpose.

6.5 No Parking Areas

All Underground cubbies and operational areas where parking is prohibited shall be posted with 'No Parking' signs.

Refuge chamber accesses shall be maintained clear of all obstructions. "Keep Access Clear' signage shall be used to denote areas near refuge chambers and escape ladders where parking is prohibited.

In the event that maintenance or works are required in operational areas signed as 'No Parking' or 'Keep Access Clear,' the Underground Manager or their delegate shall be informed prior to the start of the shift, and underground works conducted on the decline shall be undertaken in accordance with the relevant Working in the Decline SOP and permit.

7. EQUIPMENT BREAKDOWN

Where a broken vehicle poses a hazard to any roadway or active mining area, provision should be made to safely barricade the vehicle and divert site traffic around it until it can be safely restarted or towed. The following actions need to be completed:

- Broken down vehicles must be reported immediately to the Supervisor and Dispatch.
- Supervisor to assess the situation regarding traffic movements and site surrounding hazards: slopes/gradients, blind corners, road width, highwall, etc.
- The risk of unplanned movement of the vehicle must be considered, and appropriate safety control measures must be implemented. If parked on a slope, a berm shall be placed to prevent the vehicle from being set in motion.

- Cone off the area next to the vehicle to the opposing traffic, post signage (Single Lane, 10kph, HME 1st gear), add strobes on night shift to highlight the broken-down vehicle, or place a light plant.
- If work/pedestrian needs to be on the offside, then berm off along the active HME road.
- If the vehicle/equipment needs to be towed, adhere to the site's towing procedure.

8. EQUIPMENT REQUIREMENTS

All mobile equipment – heavy, medium, and light – shall have the following minimum safety specifications:

- Seat belts for all occupants.
- Adequate lighting (e.g., headlights, tail, turn, brake, strobe, or flashing lights).
- Identified isolation/lockout point in accordance with Fatal Risk Standard/Critical Risk Standard - Stored Energy.
- 2-way radio communication when interacting with mobile mining equipment.
- Means to secure loads and/or prevent loads from entering the occupant's compartment on impact.
- Adequate walkways, railing, steps/grab handle combinations, and boarding facilities to ensure the operator can maintain three points of contact continuously while mounting and disembarking from the equipment.
- Site will do individual risk assessments and identify equipment that requires emergency or tertiary escapeways for preservation of life during a fire or other major incident. This applies to equipment where the operator cab is more than 3.5m from the ground level.
- Light vehicles (only if the rear window is obstructed), medium vehicles, and heavy mobile equipment will require a functioning horn and backup alarm. Backup alarm sounds should be louder than the surrounding noise.
- Effective windscreen wipers.
- HME must be equipped with high-visibility reflective numbers.
- Effective guarding to protect employees from accessible moving parts or pinch points.
- Portable fire extinguisher is properly secured on all equipment, minimum 1kg (2.5lbs) for light vehicles and 9kg for medium vehicles and larger.
- Fatigue Monitoring Systems shall be fitted to mobile equipment where required through a site Risk Assessment.
- Front and cab-facing dash cameras shall be installed on all heavy mobile equipment, medium, and light vehicles.

- Cameras need to have front and cab-facing capabilities, day and night vision and storage that can capture historic event time-stamped information.

8.1 Light Vehicle Demarcation Minimum Requirements

- Beacon light on roof (LED rotating strobe).
- Buggy whip height requirement is based on the largest vehicle being operated on site. The height is measured from the ground to the midpoint of the operator's cab. The whip needs to be high visibility colored with reflective stripes.
- High-visibility markings with unique identifiable asset numbers on all four sides visible from a safe observation distance when interacting with heavy mobile mining equipment.
- Signage with company logo and name for contractors.

8.2 Mobile Equipment Minimum Requirements

Mobile equipment shall have the following minimum safety specifications, unless exempted by risk assessment:

- Any new heavy mobile equipment will have to have approved or certified roll-over protection (ROP) and falling object protection (FOP).
- Fail-safe brakes on all heavy mobile equipment.
- Heavy Mobile Equipment will be fitted with an enclosed and tightly sealed air-conditioned cab, with consideration of requirements for noise and dust suppression systems and suitable protective glass (e.g., toughened, laminated, and shatterproof), ISO 23875:2021 AIR Control System for operator enclosures for new equipment.
- Layout of cabins should take into consideration the ergonomics of seating, operator controls, and retrofitted devices.
- Heavy Mobile Equipment should be fitted with a speed monitoring device/retarder. The specific design requirements for this system should be determined through a risk assessment and generally fall within the OEM's design scope.
- Underground transport equipment should be fitted with roadway and haulage illumination capabilities.

9. CONTROL MEASURES

A procedure and checklist system, including a brake functionality test, shall be in place for the operator's pre-operation and pre-return-to-service inspections. Logs shall be maintained on the machine and audited. No equipment shall be placed into operation with defective brakes, steering, lights, seats, seatbelts, tyres, or other potential safety defects.

Procedures shall be in place to ensure that mobile equipment operates only on sufficiently stable surfaces and on gradients within the limits of safe operation.

- Lockout Tagout Try Out (LOTOTO) and live testing procedures in line with the current Fatal Risk Standard - Stored Energy shall be in place, defined, and trained on for all sites.
- A process is established to ensure defective equipment is tagged out of service.
- A process to ensure equipment and/or attachments are secured to prevent unwanted movement or start-up during service or repairs.
- All vehicles shall be parked in an inherently stable manner that prevents the vehicle from either rolling forward or backwards if taken out of gear with the hand brake released. This means that the vehicle
- must be parked using wheel chocks, fixed stop logs, or ditches, as well as all implements down, and steering directed towards the sidewall.
- A refuelling process requires the equipment to be secured and the operator to be out of the cab.
- Maintenance and operation practices meet or exceed manufacturer specifications.
- Appropriate operating and service manuals and drawings available for servicing.
- Records of all maintenance interventions shall be captured and recorded on the computerized maintenance management system.
- Systems (such as safety berms) shall be in place along roadways, excavations, and dump areas to prevent vehicles from entering dangerous areas as determined by risk assessment.
- Advances in technology for collision avoidance, safety management systems, fleet management, and visibility improvement shall be monitored, and appropriate engineering reviews conducted.

10. SAFE OPERATING

Start-up and movement signals are required to warn others of intended actions.

- Horn signals:
  - Starting a piece of equipment – ONE horn signal followed by an approximate 5-second delay prior to engine start.
  - Moving a piece of equipment forward – TWO horn signals followed by an approximate 5-second delay prior to movement.
  - Moving a piece of equipment in reverse – THREE horn signals followed by an approximate 5-second delay prior to movement.
- Vehicles will always be operated with their headlights on within the mine perimeter.

- Elimination or control of ground personnel working in heavy equipment operating areas, including a formal risk assessment.
- Appropriate signs and delineation.
- Radio communication protocols, at a minimum, should cover:
  - Do not enter the 50-meter zone unless positive contact and feedback via 2-way radio between persons and any mobile equipment, light, or medium vehicle for surface operations.
  - Anywhere active road maintenance is in place, all equipment needs to make two-way positive communications.
  - Two-way radios must be the only means of communication when operating equipment/vehicles.
- Safe following distances are outlined as follows:
  - Vehicle drivers will keep a minimum safe following distance behind mobile equipment and other vehicles as per site procedure.
  - Following distances shall increase if adverse weather conditions exist.
- Overtaking procedures which address, as a minimum requirement, that:
    - Overtaking moving haul trucks is prohibited.
    - Overtaking support equipment on haul roads can only be done after positive two-way communication with the equipment operator being overtaken and in safe locations. Overtaking is not allowed on curves or intersections. Communication must always be through radios.
    - The person overtaking is responsible and needs to ensure they will pass the equipment safely.
- Each site will implement a brake testing procedure for heavy mobile equipment, light and medium vehicles, considering the steepest angles of operation.
- All equipment shall have a commissioning and maintenance program: scheduled maintenance.

11. MANAGEMENT OF CHANGE

- A formal risk-based selection and acceptance process shall be in place for all new (to site) and modified surface and underground mobile equipment and light/medium vehicles before commencement of work on site.
- Selection of equipment and any modification to equipment shall be subject to management of change process.
- Where towing is to be considered, a risk assessment process shall be followed to ensure safe operation.

12. COMPETENCY

Training requirements include a competency-based training program at the site, which entails both theoretical and practical tests, as well as annual refresher training.

- Recruitment and induction processes for mobile equipment and light vehicle operators shall encompass past work history, site testing, and comprehensive medical examinations that confirm fitness for work. A system shall be in place to manage driver fatigue.
- Persons driving TNCL vehicles or contractor vehicles must hold a valid, current government-issued driver's license.
- All operators shall pass a driver test as part of the site competency and permitting.
- A permit or certification system shall be in place to ensure drivers are competent to drive on site, including assessing the ability to respond under emergency conditions.
- Light and medium-sized vehicles, as well as mobile equipment, will be classified, and relevant training will be provided based on classification and type.
- A competency assessment must be completed for both theoretical and practical tests and passed before receiving a TNCL driving permit. Trainee operators shall remain under the supervision of an authorized, competent person until they are deemed competent.
- Maintenance personnel shall go through and pass a machine familiarization training and test to be permitted to go into a "Key On" scenario with Mobile Equipment and Light/Medium Equipment.
- Maintenance Personnel shall be deemed competent and pass the site requirements for a "Move and Test" permit/qualification to be permitted to move any piece of mobile equipment.

13. OTHER RELATED DOCUMENTS

- TNCL-ENG-SOP-0001, Refuelling Procedure
- TNCL-ENG-SOP-0002, Equipment Maintenance Procedure
- TNCL-ENG-SOP-0003, Lock Out, Tag Out and Test Out Procedure
- TNCL-ENG-SOP-0004, Vehicle Dash Camera Procedure
- TNCL-ENG-SOP-0005, Towing of TMM Procedure
- TNCL-ENG-SOP-0006, Safe Lifting Procedure
- TNCL-ENG-SOP-0009, Traffic Management Procedure
- TNCL-ENG-SOP-0010, Brake Test Procedure
- TNCL-ENG-SOP-0012, Light Vehicle Procedure

14. SYSTEM EVALUATION

This standard shall be reviewed at least once every two years by members of the OHSS Department and presented to the Standard Committee for approval, or when organizational changes occur or are required as part of internal and external audits. The TNCL Document Controller will monitor compliance with the document control system on an ongoing basis.

15. DISTRIBUTION

Table 1: Distribution

Copy	Controlled Document Folder Location
Master	Controlled Documents Central Filing System

16. CONTRAVENTION

Any breach of this standard shall be regarded as a refusal/failure to carry out a lawful instruction and will be dealt with in accordance with the disciplinary procedure.

17. DOCUMENT CHANGE PROCESS

The document change process begins when the document custodian identifies the need to make changes to the document. The document custodian/ owner shall complete the document change request form, sign it off, and submit it to the Document Controller.

The Document controller shall issue the controlled word copy of the document to the respective document custodian/owner for changes. The document custodian/owner shall resubmit the updated document to the document controller so that the document can be controlled and updated within the Filing system, ready for use by the end users.

17.1 Reason for Change

Table 2: Reason for Change

A	As a result of incidents	F	Change in training requirements
B	As a result of the audit findings	G	Results of risk assessments
C	New / changes in governance documents	H	Change due to spelling or grammatical error
D	Changes in legislation	I	New document format
E	Changes in technology	J	To integrate special instruction into the document control system

8.2 History of Change

Table 3: History of Change

Date of Change	Revision No	Revised Item (paragraph Number reference if required)	Reason Code	Name of Reviewer
01.06.2026	01	All the documents	G	Aneth Antidius

9. RECORD CONTROL

Table 4: Record Control

Document Title:	Document ID:	Responsible for Maintenance:	Responsible for Filling:	Location of Storage:	Retention Period:	Method of Disposal:
TNCL-OHS-STD-0006, Mobile Equipment Critical Risk Control	Document Controller	Document Controller	Document Controller	Department	Hard Copy Two Years	Hard copy shared file, electronic

10. DECLARATION

I hereby declare that I have taken part in the discussion of this standard, and I understand its contents and do commit that I shall ensure compliance hereto:

	Name and Surname	Company Number	Designation / Role	Signature	Date Signed
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