Exxaro Grootegeluk Complex

Who are we?

- The Grootegeluk Complex is a Coal mine situated in Lephalale
- We are the largest coal processing plant in the world
- Our main coal delivery systems are via conveyor, rail and road
- We currently dispatch an average of 500kt of coal per annum via road
- We operate under the following legislation
  - Mine Health and Safety Act (MHSA)
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Why RTMS?

• As a Consignor\Consignee, we have a responsibility to ensure that we do not allow our product to be loaded on un-roadworthy vehicles.
• We need to ensure equipment operators are healthy, trained, licensed and fit for duty at all times.
• We have a responsibility to ensure we load and receive all our products and materials in a safe, legal manner.
• With all our systems in place it was a natural step to move towards accreditation.
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What have we done?

Safety Management

Under the guidance of the MHSA and our own safety standards we started regulating the haulers loading coal and implemented the following:

• Medical examinations
• Site specific inductions for truck drivers
• The hauler vehicles are subjected to a full roadworthy inspection done by delegated mine officials
• We are in process of implementing a full online portal for all haulers.
**MOBILE EQUIPMENT**: Inspection are compulsory and equipment must be found safe for use on GGC premises

**Equipment Operating personnel detail:**

<table>
<thead>
<tr>
<th>Authorization needed</th>
<th>√</th>
<th>X</th>
<th>N/A</th>
<th>Competence and written authorization to be verified</th>
</tr>
</thead>
<tbody>
<tr>
<td>In order?</td>
<td></td>
<td></td>
<td></td>
<td>Minimum requirements guideline</td>
</tr>
<tr>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td>Correlation date</td>
</tr>
</tbody>
</table>

**Inspection details**

- **General condition:** No large cracks that could impair driver vision.
- **Chassis / safety guards (Chocks / horse or mounting guards):** No cuts / large in areas / brand / no holes in mounting or guard.
- **Tyres, rims, studs, nuts, bolts, etc. / Tires:** Text shows, handles base and split open.
- **Brakes, tires, steering mechanism:** No holes hanging on pedals.
- **Spillages / leaks (paper disk / where applicable):** No leaks allowed.
- **Wipers:** No tears allowed.
- **Spare wheel and holder:** No damage allowed, not even to outer rubber sheath.
- **Jack & wheel spanner:** No damage allowed, not even to outer rubber sheath.
- **Spare wheel and holder:** No damage allowed, not even to outer rubber sheath.
- **Lifted red flag (Min 3.5m from ground level):** Required for Red permit or Red flag areas. Bracket properly fitted / no straps or wires.
- **Rear view mirrors (on vehicle and on trailer) - SAFETY SIGNS:** No damage allowed.
- **Window sticker type to be issued:** Not applicable.
- **Area of visibility chart to indicate dead spot:** To be available for truck type.
- **Equipment specific training:** Blue card

**Safety equipment detail**

- **Emergency triangles:** Sufficient for breakdowns
- **Reflective tape (Vehicle dimensions indicated):** Sufficiently indicated
- **Service records and schedule:** Documentation to be available. Owner to supply record.
- **Interlink truck - Horse:**
  - **V-Permit:** V
  - **C-Permit:** C
  - **H-Permit:** H

**Equipment details**

- **Vehicle description:** No
- **OEM:** No
- **Model:** No
- **Registration No:** No

**INTERLINK TRUCK - HORSE**

**Equipment specific training:** Blue card

**Conditions for use:**

- **V-Permit:** Exxaro Employees
- **C-Permit:** Contractors
- **H-Permit:** Exxaro vehicles
- **V-Permit:** Project Employees

**Equipment specific indicate inspected and approved to work on mine. NOT exit/enter mine regularly**

**Recommended by:** (Authorized Delegate Sign)______

**Approved by:** (2.13.3.1 Engineer Sign)______

**Noted:** Equipment Representative sign:______

**Date:** ____ / ____ / 20___

**Updated on:** 2015-10-12
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What have we done?

- Since implementation our contractor number went down from over 10 to 5 full time, four are RTMS Accredited
- We created a procedure and monthly report that all non-accredited haulers are to complete.
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What we had

What we have
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What have we achieved?

Performance management

- Started measuring truck turnaround times as well as payload maximization

- We have eliminated overloading with our weighbridge system.
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What have we achieved

Safety Management

• Since implementing our contractor management on haulers in 2011, Grootegeluk has not had any major reportable incidents involving any of our haulers.

Incidents 2014-2018

- Minor incident
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What accredited haulers offer us as consignors/consignees

As a company making use of 3rd party haulers we have limited control over what happens outside the mine with our product

• RTMS is a verifiable management system
• As the system is self-regulatory, accredited haulers show a willingness to maintain and improve their operations, management and safety
• The contractor equipment is adequately maintained
• Operators are properly trained and behavior is monitored.
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In Conclusion

• While both the MHSA and our internal SHEQ standards did contribute to the improvement of our safety record since their implementation, we would also like to acknowledge the value the RTMS system added.

• With the new Consignor Consignee determination it makes sense to have as many Accredited Haulers in your system.

• By creating a simple monthly reporting system a consignor, consignee could potentially assist a hauler in moving towards RTMS certification.

• We are all responsible to ensure our roads become a safer place, RTMS is a tool that will assist with it.
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THANK YOU

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