

SAFETY AND HEALTH STANDARD VEHICLES AND DRIVING

Effective Date: 11/19/2009

Standard 15.3

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inspection checklist will be based on the risk assessment for that fleet or unit. When defects make continued operation hazardous, the equipment shall be taken out of service and placed in a designated area posted for that purpose, or an alternative effective method of marking / tagging the unit shall be used to prohibit further use until the defects are corrected. Equipment will not be operated if the pre-shift inspection identifies a serious or potentially serious safety problem. Defects on vehicles or mobile equipment, affecting safety that are not corrected immediately shall be reported to the appropriate supervisor and recorded. Inspection cards will remain on file for six months.

- 15.3.2.4 All vehicles and mobile equipment must be fitted with fixed seats and safety belts for the driver and all passengers. The driver and all passengers must wear their seat belt at all times.
- 15.3.2.5 All light vehicles used for work purposes must comply with all aspects of the Rio Tinto Light Vehicle Guidelines unless the risk assessment specifies otherwise (See Risk ID #1383).
- 15.3.2.6 In general, all vehicles and mobile equipment used for work purposes that are capable of exceeding the lowest posted speed limit must be fitted with a functional speedometer. Exceptions to this requirement are made for those types of equipment where operating speeds are strictly controlled and enforced by site operating procedures / policies and site licensing requirements.
- 15.3.2.7 All persons required to drive / operate vehicles at KUC must comply with the requirements outlined in the KUC Risk Assessment - Protocol for Site Driving and Licensing of Employees and Contractors (Risk ID #1382) and at a minimum, have either:
- A valid State or Civil driving license and depending on the vehicle, a valid Department of Transportation Commercial Drivers License, or
 - A site license for driving at the Mine or Tailings Impoundment.
- 15.3.2.8 All accident / incidents that result in an occupational injury or illness and / or damage to physical assets and near miss incidents shall be promptly reported and investigated. (See Safety & Health Standard 6.1) In the event of an off-site accident in a company owned vehicle refer to Exhibit 15.3.2 Off-site Vehicle Accidents.
- 15.3.2.9 Vehicles and mobile equipment should be kept free of excess dirt, grease and oil. Cabs and beds will be kept clear of loose items such

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- Light vehicles operating in the mine shall be fitted with a “buggy whip” that extends 4’ above the highest point on the vehicle. A brightly colored flag will be attached to the top of the buggy whip for daytime use. Vehicles operating in the mine area at night must have a functional light at the top of the buggy whip. Whip flags must be lighted from dusk to dawn.
- Vehicles or equipment (other than those being loaded as part of the operations) that enter a shovel pit or approach a manned shovel, dozer, front-end loader or blasthole drill must make positive (two way) contact with the operator of that equipment prior to entering the working area of the equipment. All foot traffic entering a shovel pit or approaching a manned shovel, dozer, front-end loader or blasthole drill must make positive (two way) contact with the operator of that equipment prior to entering the working area of the equipment.
 - Positive (two-way) contact must be made at least 50 meters (160 feet) away from the equipment or before passing under a cable bridge, whichever is greater.
- Positive contact does not have to be made when:
 - A haul truck is entering an area to be loaded.
 - A haul truck is passing near a dozer in the dump area.
 - An area is physically demarcated by a berm or other barrier so as to allow passing.
 - A vehicle is passing (rather than “approaching”) a shovel dozer, front-end loader or blasthole drill in transit to another destination, provided that pass is not made within the immediate working radius of the equipment being passed.
- Overtaking (passing) in the pit area is allowed subject to the exercise of safe and prudent driving practice. No vehicle will overtake a haul truck or water truck on the blind side without first making positive contact with the driver.
- Vehicles may not pass at any time within a road intersection, at the crest of a hill, or under any circumstance where vision is restricted.

DRIVING ON THE TAILINGS IMPOUNDMENT

- 15.3.2.17 No person may operate a vehicle on the tailings impoundment unless he / she has a tailings impoundment license or is continuously escorted. Renewal of site licenses will be based an assessment of competency to drive and / or operate equipment. The frequency of

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address hazards assessed for that vehicle or fleet, and the task(s) for which it is to be used.

- 15.3.4.2 No person may operate a vehicle inside the mine area unless he/she has completed the pit driver training or is continuously escorted.
- 15.3.4.3 Any person driving or operating equipment on the Tailings Impoundment shall receive and complete the Tailings Impoundment training requirements defined in the KUCC MSHA Petition for Modification, or be accompanied by a person that has received the specified training.

REFERENCES:

- MSHA 30 CFR Part 56; Subpart M. 14100a.
- MSHA Petition for Modification Docket No. M-86-20-M (Tailings Impoundment)
- Rio Tinto Safety Standard C3 Vehicles and Driving
- KUC Risk Analysis ID# 64, 1382 and 1383
- Rio Tinto Light Vehicle Guidelines
- Rio Tinto Variance C3. Vehicles and Driving 5.3(c) Positive Contact and Passing
- KUC Safety and Health Standard 6.1 Accident / Incident Investigation & Case Management

REVISION HISTORY:

MOC#	Description of Change	Prepared By	Date
TS00125	Addition of Off -site Vehicle Accident procedure	KUC Safety and Health Standards Committee	07 / 2007
10919	Changes submitted by the V&D committee to update standard to comply with the Rio Tinto new tire safety requirements with the addition of paragraph 15.3.3 "TIRE AND RIM SAFETY". Also, updated referenced Risk Assessment ID numbers, and Document number.	KUC Safety and Health Standards Committee	11/ 2009

Exhibit 15.3.1

**KENNECOTT UTAH COPPER
VEHICLES & DRIVING RISK ASSESSMENT FORM**

TYPE: **Level 1 Pre-Task Hazard Assessment#**

DESCRIPTION: Make:

 Model:

 Year:

 Load Rating:

INDIVIDUAL UNIT UNIT NUMBER

FLEET UNIT NUMBERS

APPROVED EQUIPMENT FUNCTION:

REASON FOR ASSESSMENT:

- Initial Assessment
- New Equipment
- Existing Equipment
- Periodic Review
- Modified Equipment (Explain)

Check all equipment that is currently fitted. Equipment that is not fitted must be installed or included in the Risk Assessment with an Action Plan. If not necessary indicate in Risk Assessment and why.

	Fitted	Date Installed		Fitted	Date Installed
Anti-slip surfaces	<input type="checkbox"/>		Mirror driver side	<input type="checkbox"/>	
Backup alarm	<input type="checkbox"/>		Mirror passenger side	<input type="checkbox"/>	
Backup lights	<input type="checkbox"/>		Oil pressure gauge / alarm	<input type="checkbox"/>	
Brake lights	<input type="checkbox"/>		Over speed alarm	<input type="checkbox"/>	
Buggy whip (flag)	<input type="checkbox"/>		Parking brake	<input type="checkbox"/>	
Buggy whip (light)	<input type="checkbox"/>		Passenger seat belt(s)*	<input type="checkbox"/>	
Driver's seat (fixed)	<input type="checkbox"/>		Passenger seat(s)* (fixed)	<input type="checkbox"/>	
Driver's seat belt	<input type="checkbox"/>		Retarder	<input type="checkbox"/>	
Emergency flashers	<input type="checkbox"/>		ROPS	<input type="checkbox"/>	
Engine temp. gauges / alarms	<input type="checkbox"/>		FOPS	<input type="checkbox"/>	
Exhaust system	<input type="checkbox"/>		Service brakes	<input type="checkbox"/>	
Fire extinguisher	<input type="checkbox"/>		Speedometer	<input type="checkbox"/>	
Fire suppression system	<input type="checkbox"/>		Power Steering	<input type="checkbox"/>	
First aid kit	<input type="checkbox"/>		Taillights	<input type="checkbox"/>	
Fuel gauge / alarm	<input type="checkbox"/>		Towing equipment	<input type="checkbox"/>	
Handrails / platforms	<input type="checkbox"/>		Turn signals	<input type="checkbox"/>	
Headlights	<input type="checkbox"/>		Two-way radio	<input type="checkbox"/>	
Horn	<input type="checkbox"/>		Wheel / track chocks	<input type="checkbox"/>	
Lights (flood / spot)	<input type="checkbox"/>		Windshield wipers / washer	<input type="checkbox"/>	
Limit Switches	<input type="checkbox"/>		Other:	<input type="checkbox"/>	
Lockout / tagout mechanism	<input type="checkbox"/>		Other:	<input type="checkbox"/>	

*Number of passengers allowed on equipment:

NOTE: A KUC Level 1 on-line Risk Assessment is required to be completed for all vehicles types used for work purposes.

Exhibit 15.3.2

Off-site Vehicle Accidents – Company Owned Vehicle

Responsibility for ensuring that the following actions are carried out rests with the driver, if he/she is capable of doing so. In those cases where the driver is unable to attend to these matters, the responsibility rests with any other KUC / Rio Tinto employee present at the accident.

- Contact police.
- Do not admit any liability (even if the driver believes it was his/her fault).
- Do not make any statements to other parties or witnesses other than the police.
- Exchange information at the scene:
 - Names,
 - Contact information,
 - Insurance,
 - Driver's license details,
 - Vehicle description and license plate number.
- Obtain names and addresses of witnesses.
- Record details of any other vehicle/s involved.
- Take pictures, if possible – camera phones are handy at the scene.
- Record details of location, time and nature of the accident.

After an Accident

The driver or any other KUCC employee involved in an accident in a company vehicle must inform their manager and the Rio Tinto Risk Management Office as soon as possible after the accident and complete a Rio Tinto incident report form (See Exhibit 15.3.3). All vehicle accidents must be investigated in accordance with Standard 6.1 Accident / Incident Investigation.

If there is damage to the KUC vehicle, and the vehicle is safe to operate, return it to the facilities and contact Kennecott Operational Services (KOS) who will arrange for repairs.

If the vehicle is not safe to operate, if possible, call KOS to arrange for towing. If the Police arrange the towing, get the appropriate information and contact KOS for follow-up.

All personnel should be aware of the trauma that can be experienced by people involved in accidents or when rendering assistance. This trauma may surface some time after the accident. It may be appropriate to consider actions such as: counseling, escorting the person home or to medical attention, or reporting the situation to your manager.

Rio Tinto's auto coverage is liability based – it provides coverage for damage to other's property and personal injury. Physical damage to vehicles is not covered under the policy. Due to limits within the policy, KUCC is considered 'self-insured' and is responsible for the expense.

