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1. Introduction

In much of regional Australia, road and environmental conditions are vastly different to that experienced in and around the major populated areas. Driving to Conditions and Driver Awareness is paramount when driving in regional Australia.

The risk of injury or harm for people who work alone in, or travel through remote areas, may be increased because of difficulty contacting emergency services when they are required. Emergency situations may arise because of the sudden onset of a medical condition, accidental work-related injury or disease, exposure to the elements or extreme temperatures, or by becoming stranded without food or water. The consequences can be severe, resulting in serious health issues or possibly death in extreme cases.

Mobile phone reception is sparse in many parts of inland Australia and it is possible to travel for hundreds of kilometres without having access to the mobile network. This can exacerbate problems such as breaking down, having a vehicle accident or becoming lost.

Breakdowns or incidents can leave drivers stranded when travelling through remote areas. Even if the approximate whereabouts of the vehicle and driver are known and the driver is able to check in regularly, rescue can take several days.

People can survive for long periods without food, but the human body is ill-equipped to cope with dehydration, which affects decision making and reduces coordination — essential skills for survival in an emergency situation.

1.1 Purpose Statement

The purpose of this document is to ensure all employees and contractors driving to WesCEF Minerals sites are able to travel to and/or through remote areas of Australia and arrive at their destination safely.

1.2 Scope

This document outlines the risks associated with travelling to remote areas and requirements for completion of Journey Management Plans.

1.3 Roles and Responsibilities

Site Senior Executive (or Exploration Manager) – ensure all WesCEF Exploration employees are aware of this procedure and the relevant requirements

Geologists – communicate the requirements of this procedure with contractors and external stakeholders working on WesCEF Exploration worksites. Follow this procedure when completing field work in remote environments

2. Equipment for Remote Travel

1. Ensure the vehicle contains sufficient supplies of water and food.
2. Ensure the vehicle is equipped with a means of communication which will still function in remote areas i.e. satellite phone or long-range two way radio.
3. The vehicle should be fitted with satellite tracking.
4. Ensure the driver has clear and concise directions to the destination including maps
5. Driver must be able to access weather reports, news bulletins etc.
6. Driver must communicate with either their base or the destination before travelling on a remote road. This communication should include;
 - a. Where they are leaving from

- b. The intended route
 - c. Their destination
 - d. Estimated time of arrival
7. Complete a thorough vehicle and load check prior to travelling on a remote road. Depending on the road conditions and/or distance to the final destination, these checks should also be carried out at regular intervals whilst travelling through remote areas.
8. It is strongly advised that, at the very least, a basic tool kit should be in the vehicle.

3. Legislation

As per the Work Health and Safety Act (2020) and Work Health and Safety (Mines) Regulations (2022), WesCEF Minerals has a statutory duty of care to ensure, as far as is reasonably practicable, that workers, clients, contractors and others involved in the business are not exposed to risks to their health or safety arising from the conduct of the business. All employees and contractors have a duty of care under Health and Safety legislation to take reasonable care of themselves and others in their workplace, comply with all instructions and control measures regarding health and safety, and to notify the Company of any hazards or incidents as they arise.

4. Duty of Care

As far as is reasonably practicable, employers and contractors have a duty of care to ensure drivers and their vehicles required to travel through remote areas:

1. Are communicated with on a regular basis
2. Are supplied with concise and clear directions to the destination
3. Are carrying sufficient water and food supplies for the journey
4. Operate vehicles which are maintained to the highest standard
5. Are aware of vehicle location at all times and have an ETA at the final destination
6. Are supplied regular updates on conditions that may impact on their ability to travel through remote areas

In the event that a driver does not reach their destination at the designated time, immediate steps shall be taken to determine:

1. The location of the driver/vehicle
2. Welfare of the driver
3. Steps that need to be implemented to ensure a safe outcome for the driver. Depending on the situation this may include:
 - a. Contacting site administration and emergency services officer to utilise on-site rescue crew if required
 - b. Contacting emergency services

5. Driver Becoming Stranded

If a driver becomes stranded, it is their responsibility to:

1. Contact the destination site if possible and communicate:
 - a. Location
 - b. Reason for being stranded

- c. What supplies are available
2. Keep calm and try to stay hydrated
3. Stay with the vehicle;
 - a. Recovery teams have a much better chance of finding a large vehicle than they do of finding a person in the bush.
 - b. Your vehicle will supply shade/shelter
 - c. Walking, especially in the heat, will deplete energy reserves faster.

6. Causes of vehicle becoming lost or stranded

6.1 Driver becoming lost

Many remote areas have little or no signage to give directions, which may result in either missing a turn or taking a wrong turn. For drivers of large vehicles this can easily deteriorate into a life or death situation, as there may be little or no opportunity to turn a large vehicle around. A driver can reduce the chances of becoming lost by:

1. Carrying maps and/or clear directions – before commencing the journey, the driver and their employer/contractor should ensure the directions to their destination are clear and concise. “Mud maps” are fine as long as they contain specific directions and distances.

For example “after turning right off the Gt Northern Highway onto Leopold Road, travel on the unsealed road for 4.2 kilometres then turn left. Travel a further 10.6 kilometres and take the right hand fork in the road. The mine site is then 3.2 kilometres away”- gives clear concise directions and distances. “After leaving Meekatharra, travel about 400kms, then turn right. After 4-6 km’s turn left and then keep to the right after 10 minutes or so. The mine is not far from there – you should be able to see it at night” – is an example of unclear, ambiguous directions which could result in a driver becoming lost.

2. Communication – drivers should be equipped with communication equipment, such as a satellite phone or InReach device, which enables them to communicate at all times in the event they are unsure as to what direction to take

6.2 Road Closures

Roads can be closed for a number of reasons including, flooding, bushfires, road accidents etc. A driver can reduce the chances of their vehicle becoming stranded due to road closures by:

1. Monitoring relevant websites and contacting information lines of local councils/shires
2. Discussions with other team members and site managers
3. Monitoring recent and forecasted weather

6.3 Vehicle Becoming Bogged

Many roads in remote areas are unsealed and can quickly become unpassable after heavy rain. A driver can reduce the chances of their vehicle becoming bogged by:

1. Regular communication with their supervisor and/or site management who can update them on changing weather and road conditions.
2. Prior to travelling to an area, communicate with someone who has travelled through the area before. Forewarned is forearmed – utilising another drivers experiences and knowledge of the road can be invaluable.
3. Be aware of the weather and potential changes. Weather forecasts are a good source of information and should be regularly monitored, but driver awareness of changing conditions is critical.

6.4 Vehicle Breakdown

While any vehicle can breakdown, the likelihood of a breakdown can be significantly reduced by:

1. Ensuring vehicles are regularly maintained to the highest standards
2. Ensuring only reputable hire companies are used
3. Completing thorough pre-start and, if required, enroute vehicle checks.
4. Carrying tyre change equipment and ensuring spare tyres are in good condition

7. Key Driving Risks

7.1 Driving at Night

Driving at night on remote and regional roads further increases the risk of a crash due to fatigue, limited visibility and generally reduced levels of sensory stimulation. Driving at night should be avoided where possible. If due to operational reasons driving at night is required a risk assessment shall be undertaken. It is recommended that speed is decreased by a minimum of 10 km/hr.

7.2 Interaction with Wildlife and Livestock

Interaction between vehicles and wildlife/livestock is a common occurrence on roads in remote and regional Australia. Most interaction between vehicles and wildlife/livestock occurs when driving at night, which further reinforces the need to reduce road speed if driving at any time between dusk and dawn.

In many cases hitting wildlife/livestock, whilst not in the best interests of the animal, is a safer option than committing to an aggressive avoidance manoeuvre. If there is plenty of warning, an avoidance manoeuvre can be executed with little or no risk. However, in many instances there is very little warning i.e. animals jump or run out onto the road from thick scrub or bushes, a vehicle is travelling towards you and you are driving on low beam, or wildlife changes direction right into the path of your vehicle.

By reducing your road speed, and possibly giving yourself time to brake, the risk involved by impacting the animal is significantly reduced.

7.3 Adverse Road Conditions

Road conditions across regional Australia vary greatly, from excellent through to extremely poor, and drivers need to adjust their driving accordingly. Many regional roads have poorly maintained

Should you, for any reason, find yourself driving on the gravel shoulder it is very important not to panic. Do not try to get back onto the bitumen surface in a hurry. Take your time and drive back onto the bitumen without making an aggressive manoeuvre which may result in loss of control

When passing oncoming vehicles on gravel roads even more risks are introduced to the driving environment:

1. Rocks being thrown up by the other vehicle and potentially damaging/breaking your windscreen. Reducing your road speed is unlikely to prevent this from occurring, but it may reduce the severity of the damage.
2. Dust from the other vehicle, especially if the wind is blowing from right to left, will significantly reduce your visibility and your ability to see potential issues ahead. Reducing your speed substantially and keeping as far to the left as possible will greatly improve your chances of passing the oncoming vehicle and avoiding any potential issues. Driving with headlights on will assist others who are driving in dusty conditions to see your vehicle

8. WesCEF Minerals Journey Management Plan

A Journey Management Plan (JMP) is required for any employee or contractor travelling by vehicle to sites managed by WesCEF Minerals. JMP's are **not required** for daily travel between work areas within the one site.

The WesCEF Minerals JMP captures the following information;

- Name and contact details of driver/s
- Name and contact details of passenger/s
- Type of vehicle including make, model and registration
- Method of communication including satellite phone/radio/GPS tracker
- Departure point and time, route to be taken and estimated time at arrival point

A risk assessment is also to be completed as part of the JMP. This risk assessment includes;

- Identification of any high risk factors
 - Age of driver
 - Extensive journey time
 - Suitability of vehicle
- Actions to be taken in the event of high risk factors
 - Check in points
 - Necessity of travelling in convoy
 - Whether the journey should not be completed due to the risk
- Completion of a vehicle pre-start
- Check of road and weather conditions
- Reminder to contact destination to advise of departure and ETA
- Requirement to carry maps, drawings or other instructions
- Method of communication
- Impact of fatigue
- Relevant training of driver
- Any special instructions.

The WesCEF Minerals JMP is attached as Appendix I.

9. Appendix I – WesCEF Minerals Journey Management Plan

WesCEF Exploration Journey Management Procedure

DRIVER DETAILS				
DRIVER 1:				
Drivers Name:		D/License #:		
Company:		Expiry Date:		
Mobile #		Class:		
Satellite Phone / inReach Link		4WD Cert #:		
DRIVER 2:				
Drivers Name:		D/License #:		
Company:		Expiry Date:		
Mobile #		Class:		
Satellite Phone No:		4WD Cert #:		
VEHICLE DETAILS				
Make:		Model:		
Registration #:		Colour:		
Vehicle Type:	4WD	Hire car	Private	Vehicle # & Company
Mine Spec Items (To check with pre-start when collecting vehicle)	<input type="checkbox"/> First Aid Kit	<input type="checkbox"/> Tyre Change Kit	<input type="checkbox"/> Fire Extinguisher (tagged within 6 months)	
	<input type="checkbox"/> Beacon	<input type="checkbox"/> UHF Radio	<input type="checkbox"/> Reflective tape	<input type="checkbox"/> Reversing alarm
PASSENGER DETAILS				
Name:		Contact #:		Company:
Name:		Contact #:		Company:
Name:		Contact #:		Company:
Name:		Contact #:		Company:
Name:		Contact #:		Company:
TRAVEL ROUTE and CONTACT DETAILS				

NOTE: Please keep your "Arrival" or "Destination" Contact(s) & Site Administrator informed of any delays or changes to this travel plan. WesCEF Exploration Journey Response Plan (page 3) to be executed if check in time not adhered to

JOURNEY PART 1			
Departure Location 1:		Arrival Location 1:	
Path of Travel			
Departure Date/ Time:		Arrival Date/ Time:	


WesCEF Exploration Journey Management Procedure

Accommodation at arrival location 1?		Arrival Contact Name:	
		Email:	
		Contact #:	
JOURNEY PART 2			
Departure Location 2:		Arrival Location 2:	
Path of Travel			
Departure Date/ Time:		Arrival Date/ Time:	
Accommodation at arrival location 2?		Arrival Contact Name:	
		Email:	
		Contact #:	
SITE CONTACT DETAILS			
Company		Phone Number	
Contact Person		Phone Number	
Contact Person		Phone Number	

WesCEF Exploration Journey Management Procedure

CHECKLIST - Risk Assessment	Answers
<p>High Risk Factors: Have any of the below high risk factors been identified for this journey?</p> <p style="text-align: center;"> <input type="checkbox"/> Age of driver <input type="checkbox"/> Journey time > 6hrs <input type="checkbox"/> Unsuitable vehicle <input type="checkbox"/> Other (please specify) </p> <p><i>Other High Risk Factors</i> _____</p>	
<p>What Action is required to mitigate high risk factors?</p> <p style="text-align: center;"> <input type="checkbox"/> Check in during journey <input type="checkbox"/> Travel in convoy <input type="checkbox"/> Journey not to be completed </p> <p><i>Complete Special Instructions below if any actions are required</i></p>	
<p>Vehicle Pre-Start Check: Has a Pre-Start Checklist been completed? Is the vehicle equipped with breakdown kit, first aid kit and with adequate drinking water on board?</p>	
<p>Road Conditions: What are the road conditions (gravel, bitumen)? Are there any closures, works or diversions? (Main Roads contact #: 138 138)</p>	
<p>Weather Conditions: Are there any relevant current or expected weather conditions? Check BoM advice where applicable, as this may affect travel approval to proposed destinations.</p>	
<p>Contacting your destination: Have you contacted your "Arrival" and/or "Destination" Contact(s) to advise of ETD & ETA?</p>	
<p>Maps & Drawings: Are up to date maps and drawings (for remote travel) for your travel route attached?</p>	
<p>Communication: Will you have operable communications for the length of your travel route?</p> <p style="text-align: center;"> <input type="checkbox"/> Mobile Phone <input type="checkbox"/> Satellite Phone <input type="checkbox"/> GPS Tracker <input type="checkbox"/> UHF Radio <input type="checkbox"/> Other (please specify) </p>	
<p>Fatigue: Will fatigue impact travel? Consider rest breaks, time and distances and hours of travel.</p>	
<p>Training: Has all the required training been completed prior to travel? Consider inductions, 4WD training, and licensing site access requirements.</p>	
<p>Special Instructions: <i>Include check-in times, scheduled meeting points etc</i></p>	

WesCEF Exploration Journey Management Procedure

Time Missing (Minutes)	Action Taken	Additional Information
0	<ul style="list-style-type: none"> Supervisor / delegate manager notified. 	
15	<ul style="list-style-type: none"> Try to contact missing person every 10 minutes. 	<ul style="list-style-type: none"> Utilise gps tracking transmitter (i.e. InReach device) if possible.
30	<ul style="list-style-type: none"> Resources mustered and search party organised. 	<ul style="list-style-type: none"> Known travel route and likely location discussed. First Aid and Vehicle recovery gear organised.
45	<ul style="list-style-type: none"> Search party departs to look for missing persons 	<ul style="list-style-type: none"> Search teams to comprise of at least two people.
	<ul style="list-style-type: none"> Continue to try to contact missing person every 10 minutes 	<ul style="list-style-type: none"> Attempted contact managed by emergency delegate
	<ul style="list-style-type: none"> Search party arrives at last known location 	<ul style="list-style-type: none"> E.g last InReach signal
 If not located	<ul style="list-style-type: none"> WesCEF Management informed. Next of kin contacted. Emergency Declared 	<ul style="list-style-type: none"> WesCEF Emergency Response Procedure to be utilised. SES notified.

INSERT MAP HERE

To be completed by WesCEF Responsible Officer

Is this JMP completed satisfactorily?

Name

Signature

Date