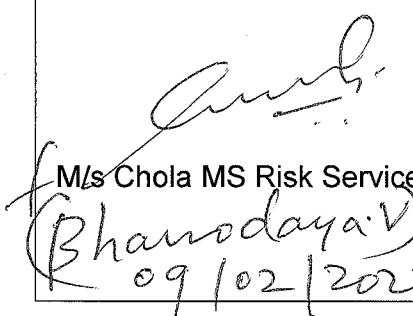
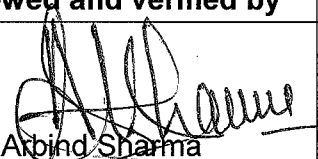
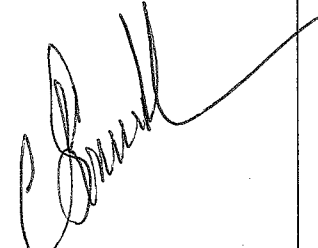
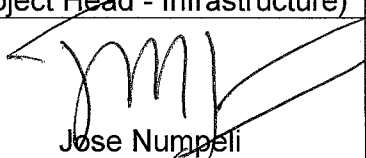



AM/NS INDIA (AMNSIL)	ARCELORMITTAL NIPPON STEEL INDIA LIMITED	Ref:	AMNS/Project/ TS/ HSEM/ 09
	HSE MANAGEMENT SYSTEM FOR PROJECTS	Revision No.	00
	HSE TECHNICAL STANDARD	Effective Date:	23-12-2022
	TRAFFIC MANAGEMENT	Page No.	Page 1 of 18

TECHNICAL STANDARD (TS)

TRAFFIC MANAGEMENT

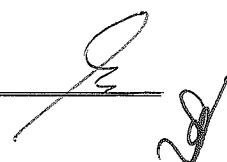
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AM/NS INDIA (AMNSIL)	ARCELORMITTAL NIPPON STEEL INDIA LIMITED	Ref:	AMNS/Project/ TS/ HSEM/ 09
	HSE MANAGEMENT SYSTEM FOR PROJECTS	Revision No.	00
	HSE TECHNICAL STANDARD	Effective Date:	23-12-2022
	TRAFFIC MANAGEMENT	Page No.	Page 2 of 18

Document Change Note

Rev. No	Rev. Date	Comments / Changes
00	23-12-2022	New Issue



AM/NS INDIA (AMNSIL)	ARCELORMITTAL NIPPON STEEL INDIA LIMITED	Ref.	AMNS/Project/ TS/ HSEM/ 09
	HSE MANAGEMENT SYSTEM FOR PROJECTS	Revision No.	00
	HSE TECHNICAL STANDARD	Effective Date:	23-12-2022
	TRAFFIC MANAGEMENT	Page No.	Page 3 of 18

Table of Contents

1	PURPOSE	4
2	SCOPE	4
3	DEFINITIONS & ABBREVIATIONS	4
4	RESPONSIBILITIES	5
4.1	PROJECT HEAD:	5
4.2	HSE MANAGER	5
4.3	TRAFFIC COORDINATOR	6
4.4	DRIVERS	6
4.5	BUS MARSHALL	7
4.6	PASSENGERS AND EMPLOYEES	7
5	TRAFFIC MANAGEMENT PROCEDURE	8
5.1	TRAFFIC ROUTES AND CIRCULATION	8
5.2	ROAD CLOSURE AND DETOURS	8
5.3	PEDESTRIAN WAYS	9
5.4	SIGNS AND REMINDERS	9
5.5	PASSENGER TRANSPORTATION/ BUSES	10
5.6	VEHICLE REVERSING	10
5.7	SPEED CONTROL	10
5.8	SITE TRAFFIC LAYOUT PLAN	10
5.9	REQUIREMENTS FOR VEHICLES AND DRIVERS AT SECURITY GATE	11
5.10	FLAGMAN REQUIREMENTS	11
5.11	DELIVERY VEHICLES CONTROL	12
5.12	SECURING LOADS FOR TRANSPORTATION	12
5.13	RESTRAINING METHODS FOR COMMON LOADS	14
5.14	Over Dimensional Cargo (ODC)	16
5.15	DRIVING VIOLATIONS & DISCIPLINARY ACTION	17
6	CHECKING, CORRECTIVE AND PREVENTIVE ACTION	17
7	TRAINING & COMMUNICATION REQUIREMENTS	17
8	MANAGEMENT OF RECORDS	18
9	REFERENCE DOCUMENTS	18
10	ANNEXURES	18

AM/NS INDIA (AMNSIL)	ARCELORMITTAL NIPPON STEEL INDIA LIMITED	Ref:	AMNS/Project/ TS/ HSEM/ 09
	HSE MANAGEMENT SYSTEM FOR PROJECTS	Revision No.	00
	HSE TECHNICAL STANDARD	Effective Date:	23-12-2022
	TRAFFIC MANAGEMENT	Page No.	Page 4 of 18

1 PURPOSE

The purpose of this document is to establish the requirements and standards for the implementation and compliance to the applicable Site Traffic Management to ensure that all Site traffic will remain safe while driving inside AMNS Project Sites.

This document is issued in compliance with the AMNS Standards and National Laws.

2 SCOPE

This Traffic Management Plan shall apply to all AMNS, visitors, Contractors, subcontractors and vendors who operate or ride within the areas under AMNS control like-

- Construction areas
- Warehouse
- Lay down areas
- Temporary facilities

3 DEFINITIONS & ABBREVIATIONS

3.1 DEFINITIONS

Road traffic means the traffic of vehicles, pedestrians and other participants in the traffic in a public or non-categorized road used for public road traffic. Any movement of a road vehicle on a given network.

Operator: An operator is a person who runs equipment (Crane, Farana, Forklift etc.)

Vehicle: Means any vehicle (owned, contracted, rented or leased) and/or associated equipment, for instance a trailer, used on the road as part of business activities

Motor Vehicle: means any mechanically propelled vehicle adapted for use upon roads whether power of propulsion is transmitted thereto from an external and internal source and includes a chassis to which a body has not been attached and a trailer, but does not include a vehicle running upon fixed rails or a vehicle of special type adapted for use only in factory or in any other enclosed premises or bicycle.

Heavy/Light Motor Vehicle: means any vehicle categorized as Heavy/Light Motor Vehicle as per Central Motor Vehicle Act 1989 and applicable Rules

Motor vehicle collision: any occurrence involving a motor vehicle that results in property damage and/or bodily injury or dangerous occurrence or near misses.

Motor vehicle Incident: any occurrence involving a motor vehicle that results in property damage while the vehicle is legally parked and unoccupied.

Driving: Means any time the driver is on the road behind the wheel and is not taking a statutory break.



AM/NS INDIA (AMNSIL)	ARCELORMITTAL NIPPON STEEL INDIA LIMITED	Ref:	AMNS/Project/ TS/ HSEM/ 09
	HSE MANAGEMENT SYSTEM FOR PROJECTS	Revision No.	00
	HSE TECHNICAL STANDARD	Effective Date:	23-12-2022
	TRAFFIC MANAGEMENT	Page No.	Page 5 of 18

3.2 ABBREVIATIONS

HSE	:	Health Safety and Environment
PPE	:	Personnel Protective Equipment
ODC	:	Over Dimension Consignment
TMP	:	Traffic Management Plan
AMNS	:	Arcelor Mittal Nippon Steel India Limited

4 RESPONSIBILITIES

AMNS is responsible for all its own arrangements for the traffic of its resources and activities. AMNS shall ensure that all its employees and those of its contractors, visitors and suppliers follow all traffic rules and regulations stipulated in this Plan.

However, all concerned will be responsible for strictly observing and implementing this plan and procedures for its full success during the lifetime of the project.

4.1 PROJECT HEAD:


Project head shall ensure that site traffic management is appropriately planned, organized and supervised. He shall also ensure that all arrangements for site traffic management are regularly reviewed and updated where deemed necessary.

Project Head shall-

- Coordinate with the relevant personnel on matters pertaining to the plan.
- Have the overall control and authority of implementation of this plan.
- Mobilization of required transport traffic personnel to work full time for the plan.
- Immediate Intervention to ensure compliance to this plan
- Apply disciplinary actions whenever necessary.

4.2 HSE MANAGER

- Assist and advise the Project Team in the management and execution of this plan and improvement actions.
- Ensures proper record keeping related to traffic management plan along with supporting documents.
- Maintain complete record of all the vehicles and drivers.
- Ensure defensive driving training of all drivers.
- Ensure periodic inspection (daily, monthly quarterly and annual) of all traffic related elements e.g., Vehicles / Equipment's / Driver/ license / Roads / Signs and prepare the reports for the Project team for corrective action.
- Execute disciplinary action and award of drivers.
- Ensure proper reporting, investigations and related follow up process



AM/NS INDIA (AMNSIL)	ARCELORMITTAL NIPPON STEEL INDIA LIMITED	Ref:	AMNS/Project/ TS/ HSEM/ 09
	HSE MANAGEMENT SYSTEM FOR PROJECTS	Revision No.	00
	HSE TECHNICAL STANDARD	Effective Date:	23-12-2022
	TRAFFIC MANAGEMENT	Page No.	Page 6 of 18

- Initiate a regular security/traffic inspection and prepare reports for the Site team for corrective actions.
- Provide advice, guidance, and support as needed in the implementation of traffic management requirement.
- Ensure all persons involved in site traffic management are trained & competent.

4.3 TRAFFIC COORDINATOR

- Liaise with site management and supervisors on matters regarding the traffic management requirement.
- Coordinate with HSE Manager in the management and execution of traffic management requirements.
- Conduct regular inspections and prepare reports for HSE Manager for corrective actions.
- Coordinate with security section on matters regarding traffic management requirements.
- Liaise with contractor's supervisors on matters regarding the traffic management.
- Establish and maintain proper safety traffic system.
- Provide proper training to security guards regarding the traffic control.
- Monitor visitors, in addition to permanent scheduled daily workers and staff
- Ensure drivers adhere to safety traffic rules and plan.
- Proper planning for Road Closures / diversions/ transportation of heavy cargo and equipment.
- Suggest disciplinary actions on drivers when required and maintain register.
- Ensure pedestrian and vehicle routes are segregated so far as is reasonably practicable.
- Pedestrian and vehicle routes are clearly marked with signs and barriers
- Appropriate speed limits are enforced for the facility, taking into account pedestrian movements and the risks from the operations being undertaken

4.4 DRIVERS

All Drivers and Operators shall comply with the site traffic rules and cooperate with the Security.

- Drivers are responsible for the overall safety of their vehicles and passengers.
- Driving safely and complying with applicable laws & regulations.
- Having a valid Driver License as required by law.
- Wearing seatbelt at all times.
- Ensuring that all passengers in the vehicle wear the seat belts.
- Not to drive if too tired to concentrate.
- Not to drive if under influence of alcohol, drugs or medication (even if it is prescribed).
- Ensuring all the vehicle doors are closed correctly before moving.
- Switching off vehicle engine and mobile phone when refueling.
- Not to use mobile phone while operating a motor vehicle. To place or receive a call, park your vehicle safely and then use your mobile phone.

AM/NS INDIA (AMNSIL)	ARCELORMITTAL NIPPON STEEL INDIA LIMITED	Ref:	AMNS/Project/ TS/ HSEM/ 09
	HSE MANAGEMENT SYSTEM FOR PROJECTS	Revision No.	00
	HSE TECHNICAL STANDARD	Effective Date:	23-12-2022
	TRAFFIC MANAGEMENT	Page No.	Page 7 of 18

- Performing a 360-degree walk around before getting into the vehicle
- Ensuring the vehicle is in good condition, performing daily checks and periodic maintenance as per manufacturer's instructions and applicable legal requirements.
- All drivers shall behave courteously at all times to other drivers and pedestrians.
- Not to exceed the posted speed limit at any time
- Ensuring the vehicle is properly equipped before operating in remote locations.
- Properly transport materials and ensure loads do not exceed the vehicle manufacturer's design load capacity. Loads shall be properly secured and tied down. Materials shall not extend over the sides of the vehicle. Loads extending beyond the front or rear shall be marked with a red flag and trailers shall be equipped with visible brake and taillights.
- Ensure unauthorized persons are not transported in vehicles.
- Only Park in designated parking areas. Parked vehicles shall not obstruct other vehicles, roadways, access ways or fixed firefighting installations.
- Not to leave the vehicle unattended while the engine is running.
- Exit material gate pass while taking out any items from project.

4.5 BUS MARSHALL

- Be present in the assigned bus to supervise and monitor the behavior of the Driver.
- Maintain order and discipline inside the bus.
- Keeps an eye on workers to avoid all distractions away from the bus drivers.
- Write incident reports and records of passenger misbehavior and report these to the HSE and/or Security personnel.

4.6 PASSENGERS AND EMPLOYEES

- Wear seatbelt at all times.
- Ensure luggage is securely fastened and stowed correctly.
- Ensure all doors are closed correctly before moving off.
- Comply with traffic regulations.
- Report unsafe driving by driver to HSE/ Security departments
- Walk in walkways not in the center of the road.
- Ride only in the designated employee transportation facilities.
- Report & correct any unsafe practices of driver or passengers and unsafe conditions on the bus/passenger vehicle.
- Must have appropriate I.D. to enter in to the project site.
- Must obey the driver's instructions as to seating, safety and security measures.
- Cooperate Security personnel to verify his I.D. as he gets in/ out of gates.
- Must not bring in to the bus or site any prohibited things.



AM/NS INDIA (AMNSIL)	ARCELORMITTAL NIPPON STEEL INDIA LIMITED	Ref:	AMNS/Project/ TS/ HSEM/ 09
	HSE MANAGEMENT SYSTEM FOR PROJECTS	Revision No.	00
	HSE TECHNICAL STANDARD	Effective Date:	23-12-2022
	TRAFFIC MANAGEMENT	Page No.	Page 8 of 18

5 TRAFFIC MANAGEMENT PROCEDURE

Following general traffic management requirements shall be taken into account:

- Two wheelers have been banned inside the project premises.
- Mandated use of zebra crossing to cross roads wherever applicable.
- All vehicle routes are to be planned to minimize the need for vehicles to reverse by introducing one-way-systems wherever reasonably practicable;
- Road construction and surface quality for traffic routes must be appropriate for the vehicle types that will use them;
- All drivers and operators must be briefed on the safety requirements of the site traffic routes
- All vehicles on site including AMNS, contractors and visitor vehicles are required to adhere to the site rules for vehicles
- Traffic routes are segregated from pedestrian routes wherever reasonably practicable
- The number of vehicles shall be minimized within the project, for example, utilizing the bus service instead of individual cars inside the Site.

5.1 TRAFFIC ROUTES AND CIRCULATION

Routes shall be planned to avoid or minimize and taking into account the following:

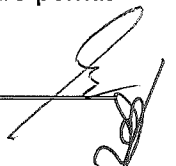
- Conflicts between buses and pedestrian.
- Conflicts between buses and other construction equipment such as crane, trucks etc.
- Activities being carried out
- Pedestrian ways
- Site conditions

Traffic routes shall comply with the following requirements:

- Access for emergency vehicles to be kept clear.
- Light vehicles will drive at a maximum of 30 km/hrs. & Heavy vehicles will drive at a maximum of 20 km/hrs. There shall be a clear demarcation between vehicles and pedestrians using fixed barriers where ever feasible.
- Use designated parking areas. At all times, pedestrians have the right of way.
- Clear warning signs and reminders about traffic safety rules (traffic route, direction of travel and any specific instructions that the driver or operator may need to know) are provided
- Traffic routes shall be regularly inspected and report any unsafe conditions for rectification

5.2 ROAD CLOSURE AND DETOURS

All Road Closure and Detour within the project site shall comply with the road closure permit from AMNS Work Permit System and approved by their Traffic Coordinator.



AM/NS INDIA (AMNSIL)	ARCELORMITTAL NIPPON STEEL INDIA LIMITED	Ref:	AMNS/Project/ TS/ HSEM/ 09
	HSE MANAGEMENT SYSTEM FOR PROJECTS	Revision No.	00
	HSE TECHNICAL STANDARD	Effective Date:	23-12-2022
	TRAFFIC MANAGEMENT	Page No.	Page 9 of 18

Ensure Road Closed signage, traffic marshal and alternative access prior to obtain the road closure permit.

Blinking lights and light reflector board shall be installed to warn the driver during night work.

5.3 PEDESTRIAN WAYS

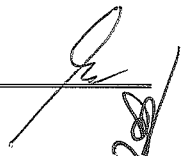
The majority of construction transport accidents result from the inadequate separation of pedestrians and vehicles. This can usually be avoided by careful planning and by controlling vehicle operations during construction work.

- Ensure all workforce uses Walkways/ Entrances and Exits provided exclusively for the pedestrians
- While crossing roadways, use only crossing points
- Ensure no blind spots around corners on road crossing accrue while setting out roads, cabins, containers or any vehicles or buses that could obscure vision. Be sure to stay out of blind spots
- Maintain a safe distance from operating vehicle/ equipment.
- Establish eye contact with the driver/operator when approaching or being near vehicle/equipment.
- The walkways shall not be blocked so that pedestrians have to step onto the vehicle route and vehicles shall not cross any pedestrian walkways or paths, if any, a flagman / traffic marshal must be placed.
- Excavations or obstructions creating hazards or risks to pedestrian or vehicular traffic at night shall have adequate lighting.
- Pedestrians including any visitors on site should wear high-visibility clothing with reflectorized strips in addition to minimum basic PPE.
- All drivers and pedestrians should know and understand the routes and traffic rules on site and all drivers and operators must be able to read and understand raised traffic signs at site. Pedestrian walkways shall be clearly marked with signage and, where reasonably practicable, protected with suitable barriers
- Control measures shall be implemented to prevent pedestrian taking shortcuts i.e., increased levels of barrier protection or security staff at high-risk areas

5.4 SIGNS AND REMINDERS

Warning signs and reminders play an important role in traffic management at site. Signs and reminders provided by the Contractor are-

- Speed limit
- One-way systems
- Give way (yield)
- Stop signs
- No pedestrians
- No personal vehicles
- Beware – forklifts operating
- Sound horn before entering/ exiting (for FLT operators)



AM/NS INDIA (AMNSIL)	ARCELORMITTAL NIPPON STEEL INDIA LIMITED	Ref:	AMNS/Project/ TS/ HSEM/ 09
	HSE MANAGEMENT SYSTEM FOR PROJECTS	Revision No.	00
	HSE TECHNICAL STANDARD	Effective Date:	23-12-2022
	TRAFFIC MANAGEMENT	Page No.	Page 10 of 18

5.5 PASSENGER TRANSPORTATION/ BUSES

The vehicles operating on Project Site shall observe the following:

- Passenger vehicles shall follow designated routes to and from camps, worksites and offices.
- Avoid parking in non-parking areas including assembly areas.
- Pickup and drop off shall be carried out at bus stop only
- Buses transporting construction workers shall enter the site on a staggered basis (if necessary)

5.6 VEHICLE REVERSING

- HIRAC / JSA's, as relevant, shall be used to identify what vehicle maneuvers are necessary as part of the work and to avoid the need to reverse where possible.
- AMNS shall eliminate reversing where possible in its areas, by providing one-way traffic systems, vehicle turning points, and drive through loading and unloading systems.
- Where reversing is necessary, AMNS will provide spotters and trained attendants identified by reflective vests, flags or flashlights (night time) and shall monitor the reversing operations and all heavy equipment shall be fitted with audible reversing alarms which shall verify functionality through daily checks.
- Audible alarms and flashing amber lights shall be fitted to vehicles which operate automatically when the reverse gear is selected
- Pedestrian access to reversing areas shall be restricted with appropriate barriers and warning signs
- Vehicle drivers or operators shall be briefed on the reversing arrangements

5.7 SPEED CONTROL

The maximum speed limit of light vehicles on site is 30 Km/hr. & heavy vehicles on site is 20 km/hr. unless and otherwise posted.

The speed limits for external roads will be 30 Km/hr. This is in view of reducing traffic congestions during vehicles plying on external roads to and from site at start/end of work shifts.

All drivers are communicated on speed limits on site, need for compliance and consequence management for violations during induction and safety briefings.

5.8 SITE TRAFFIC LAYOUT PLAN

AMNS shall maintain the layout plan for its areas. This shall include details of-

- Road safety signage applicable to its areas/ traffic activities
- Speed humps, roundabout, junctions, intersections, curves or any other safety measures that is required on access roads.
- These plans should be updated as and when required.
- Any modifications for any access roads shall be carried out only after approval.

AM/NS INDIA (AMNSIL)	ARCELORMITTAL NIPPON STEEL INDIA LIMITED	Ref:	AMNS/Project/ TS/ HSEM/ 09
	HSE MANAGEMENT SYSTEM FOR PROJECTS	Revision No.	00
	HSE TECHNICAL STANDARD	Effective Date:	23-12-2022
	TRAFFIC MANAGEMENT	Page No.	Page 11 of 18

5.9 REQUIREMENTS FOR VEHICLES AND DRIVERS AT SECURITY GATE

The documents required to be submitted to obtain valid pass to the site are-

- Driving license
- Vehicle documents as per legal requirements

No vehicle shall enter the construction premises without an entry permit / pass issued by the AMNS Security.

5.10 FLAGMAN REQUIREMENTS

5.10.1 Flagman general requirements

AMNS shall ensure the competency of all flagmen. All flagmen operating in this project shall be able to demonstrate the following abilities:

- Be physically fit to move to avoid danger from vehicles.
- Be able to receive specific instructions clearly.
- Be able to use signaling devices (paddles, flags) in order to provide clear guidance to drivers.
- Be able to understand and apply safe traffic control practices.
- Be able to notice and recognize dangerous traffic situations and warn workers.
- Traffic baton shall be used during night works.

5.10.2 Flagman responsibilities

Flagmen responsibilities shall include:

- To warn workers on traffic conditions and signal drivers on what actions to take.
- To be understood by all workers and drivers operating in the work area.
- To avoid any miscommunication issue at site by using standard hand and paddle signals.

Where heavy equipment is solely working in an isolated / barricaded area, flagmen shall not be allowed to be inside the barricaded area.

5.10.3 Flagman training

All Flagmen that accompany the drivers operating in this Project shall undergo a Flagman Training before starting to take the role as Flagman.

There will be a specific training for Flagman which shall include but not be limited to: Understanding the importance of their role

- Learning the standards of flagging,
- Identifying proper flagging signals and procedures
- Learning standard practices for different situations, etc.

All flagmen shall undergo refresher training periodically to ensure competence during the whole life of the Project.

AM/NS INDIA (AMNSIL)	ARCELORMITTAL NIPPON STEEL INDIA LIMITED	Ref:	AMNS/Project/ TS/ HSEM/ 09
	HSE MANAGEMENT SYSTEM FOR PROJECTS	Revision No.	00
	HSE TECHNICAL STANDARD	Effective Date:	23-12-2022
	TRAFFIC MANAGEMENT	Page No.	Page 12 of 18

5.10.4 Flagman PPE Requirements

Flagmen must wear apparel with a background material color that is either **fluorescent orange-red** or **fluorescent yellow-green** and must be visible from far distance.

Flagmen shall comply with all other mandatory Project specific Personal Protective Equipment.

5.11 DELIVERY VEHICLES CONTROL

All material and equipment delivery (incoming and outgoing) for this project should follow AMNS security rules.

Security Control:

- Ensure to use the designated gate for transportation of heavy equipment and bulk materials. All required safety precautions and coordination shall be taken to avoid an incident and a traffic conflict with other buses and vehicles. One escort vehicle should be lead in front of heavy equipment and bulk materials.
- Drivers shall ensure that any material extending more than one (1) meter beyond the front or rear of the vehicle have a red flag festered at end of the load.
- Use beacon lights.
- Traffic Controllers/Security shall record details of the vehicle and the driver leaving site.
- Disciplinary actions will be taken when attempting to leave the site with material without the required material gate pass. This shall be record as security incident and shall be investigated.
- Delivery vehicles should park at designated parking area(s).
- Wheel chokes shall be paced for minimum two, placed in both the sides of the wheel.
- Delivery vehicles must reverse park to allow for safe loading / unloading.
- Delivery drivers must wear the required PPE for the area before entering
- Delivery drivers must report to the warehouse supervisor or their designate before entering the work area.
- Delivery point shall be surveyed prior transportation of the material to avoid queuing of heavy equipment on the site.
- All delivery and/or unloading points in the worksite shall be properly graded, levelled and compacted suitable to prevent trucks and lifting equipment from tipping over during unloading.

5.12 SECURING LOADS FOR TRANSPORTATION

5.12.1 Load Arrangement:

Loads shall:

- Be packaged and presented suitably to allow proper securing to the vehicle only be transported if they have been properly secured to the vehicle.
- The front of a load should be in contact with the headboard of the vehicle
- When it is necessary to stack loads on a vehicle, heavy items shall be placed on the bottom and generally towards the front.

AM/NS INDIA (AMNSIL)	ARCELORMITTAL NIPPON STEEL INDIA LIMITED		Ref:	AMNS/Project/ TS/ HSEM/ 09	
	HSE MANAGEMENT SYSTEM FOR PROJECTS		Revision No.	00	
	HSE TECHNICAL STANDARD		Effective Date:	23-12-2022	
	TRAFFIC MANAGEMENT		Page No.	Page 13 of 18	

- The centre of gravity of a load should be kept as low and as close to the centre-line of the vehicle as possible
- Where possible, loads shall be spread evenly across the whole vehicle floor to give even weight distribution.
- Where it is not possible to place a load up against a headboard, chocks or wedges may be used in conjunction with load chains, webbing straps or similar to hold the load in place. Chocks or wedges must be firmly secured to the vehicle floor, for example by nailing or welding.
- Packaging shall be sufficiently strong as to remain undamaged during loading and driving (acceleration, braking, cornering etc.).
- Heavy, solid items should be loaded beneath or in front of light, crushable items. Large or heavy general materials packed in boxes, cartons, drums etc. should be secured by means of webbing straps and binders.
- Light items (less than 500kg) may be secured with cargo nets.
- Individual load items should be packed as close together as possible so that loads cannot vibrate free whilst in transit. Any gaps shall be filled up with some form of solid packing i.e., dunnage. Wood is commonly used.

Rules for the use of dunnage are:

- Loose dunnage between loads and the vehicle platform reduces potential friction and shall be avoided.
- Awkwardly shaped loads may require dunnage for protection or access for lifting
- The driver shall check that dunnage is not cracked, splintered, broken or too worn for the proposed load. Damaged dunnage shall not be used
- Loads shall normally be arranged so that the driver's field of vision, including the rear view through mirrors, is not obstructed.
- Loads carried in vehicles with headboards, side and tailboards shall be secured if:
 - the load does not fill the entire load platform
 - the load is taller than the head/side/tailboards
 - in the event of the load shifting, it would be sufficiently heavy as to either break through the head/side/tailboard, damage other loads, or affect vehicle stability
- Special care shall be taken when loading articulated trailers when not attached to prime movers, to ensure that they are adequately supported.
- Items that could be damaged or spoilt by rain should be protected by tarpaulin. Tarpaulins should be arranged so that wind pressure will tend to close gaps, overlaps and folds. All loose ends should be fastened and care should be taken not to obscure vehicle lights, reflectors, number plates, markings etc. Tarpaulins are not designed as load securing devices and shall not be used as such.

5.12.2 Load Securing Equipment

Equipment shall be checked before use for damage and shall not be used unless serviceable. Accepted types of loads securing equipment are listed as follows;

Steel Wire Rope

May be used in the form of straps or slings when used in conjunction with shackles or similar shall not be used for load restraining purposes if the diameter is less than 8mm



AM/NS INDIA (AMNSIL)	ARCELORMITTAL NIPPON STEEL INDIA LIMITED	Ref:	AMNS/Project/ TS/ HSEM/ 09
	HSE MANAGEMENT SYSTEM FOR PROJECTS	Revision No.	00
	HSE TECHNICAL STANDARD	Effective Date:	23-12-2022
	TRAFFIC MANAGEMENT	Page No.	Page 14 of 18

Chains

May be used in a similar manner to steel rope. Chains shall be compatible with the requirements of the load being carried. Chains are easily bent if a link is tensioned over a corner. Chains with long links are not suitable for load securing. Caution is required when tensioning a chain around an edge or corner and where unavoidable, the chain shall be protected.

Webbing Straps and Binders

Shall be marked with a rated assembly strength which shall not be exceeded

Shall be protected from contact with corrosive substances, and damage or corrosion to metallic fastenings

Shall not be used if there is evident of corrosion, damaged stitching or fraying of webbing

Ropes

Ropes shall be of polypropylene, polyester, sisal or manila. Polyamide (nylon) ropes shall not be used because they stretch under load

Any ropes which exhibit any form of abrasion or corrosion which may reduce their strength shall not be used

Ropes shall have a nominal diameter of at least 10mm and be of at least 3 strand construction.

Ropes shall be spliced or otherwise treated at each end to prevent fraying

Cargo Nets

May be of webbing straps or ropes

Shall be in good condition and the mesh shall be of a smaller size than the smallest part of the load which is likely to penetrate it

May be used to secure cargo to pallets, to vehicles, or to cover the top of open waste skips or similar containers

Shall be secured to the load/vehicle all the way round the net

Shall be checked for damage prior to use for cuts, chemical damage or general deterioration

Tarpaulins

Shall only be used to provide weather protection. They are not designed for the purpose of load securing and shall not be used for load securing.

Shall be in good condition and fully tied down.

5.13 RESTRAINING METHODS FOR COMMON LOADS

5.13.1 Long Cylinders (e.g., Tubing)

Should be restrained as shown below. Dunnage, stopping blocks, wedges and packing shall be used to supplement applications of down force. Dunnage should be inserted between each layer of pipes. They should be loaded on flatbed trailers with side-stakes to prevent them rolling off. Binders are used to secure them in position and prevent them sliding forwards or

AM/NS INDIA (AMNSIL)	ARCELORMITTAL NIPPON STEEL INDIA LIMITED	Ref:	AMNS/Project/ TS/ HSEM/ 09
	HSE MANAGEMENT SYSTEM FOR PROJECTS	Revision No.	00
	HSE TECHNICAL STANDARD	Effective Date:	Rev 23-12-2022 Date:
	TRAFFIC MANAGEMENT	Page No.	Page 15 of 18

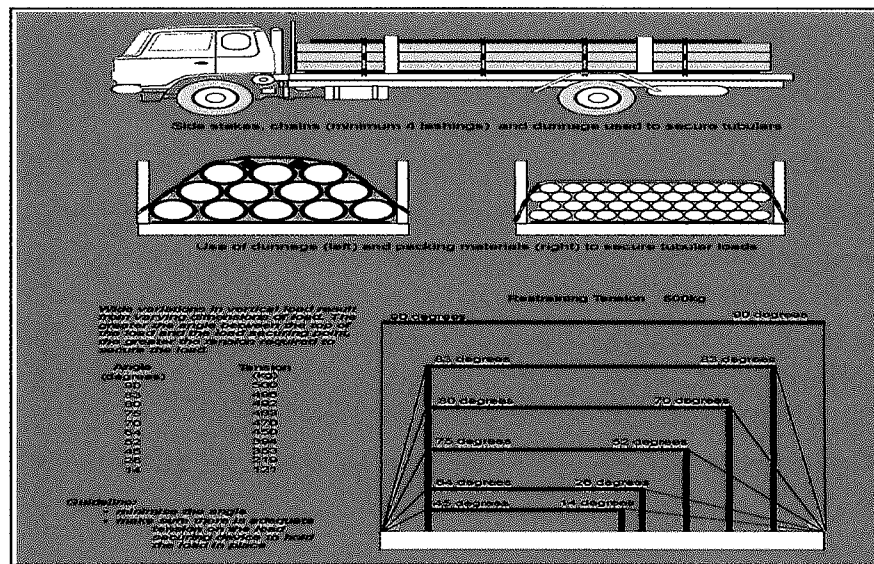
backwards. Chocking can also be used. Only pipes of a single diameter should be loaded on any one vehicle. When coated or other sensitive tubulars are loaded, protective material should be applied to the side-stakes, and lashing ropes used instead of chains and binders. Tubulars, which cannot withstand the pressure of binders, should be transported in boxes or crates.

Safety requirements:

- Do not use steel chains, use webbing only
- Use dunnage when available, lashing should be applied over the dunnage positions
- The top middle of the load should be higher than the side (crowned) to allow proper clamping from tie-down lashing
- Headboard should support all sections of pipes to prevent forward movement Top layer of pipe must be in contact with the headboard.

Correct Use of Dunnage

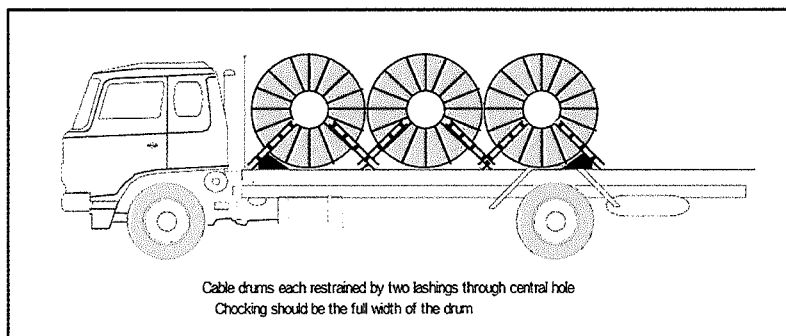
- Note: Large diameter pipe should rest on only two pieces of dunnage, any more will affect the flexibility of the trailer.
- Do not allow overhang of pipe.



5.13.2 Cylindrical Loads e.g., Cable Drums etc.

Should ideally be placed so that the rolling tendency will be front to rear. Dunnage, stopping blocks and wedges shall be used wherever there may be a tendency for loads to roll. Cable drums shall never be stacked. If more than one drum is loaded in a row (i.e., with the flange faces against each other) they should be of the same diameter. Chains should pass through the centre holes of the drum flanges and be tightened with binders. The lashing of the front row should be fastened in such a way as to pull towards the rear of the truck, that of the back row should pull forward and those of the middle rows should pull in both directions (using two sets of lashings).

AM/NS INDIA (AMNSIL)	ARCELORMITTAL NIPPON STEEL INDIA LIMITED	Ref:	AMNS/Project/ TS/ HSEM/ 09
	HSE MANAGEMENT SYSTEM FOR PROJECTS	Revision No.	00
	HSE TECHNICAL STANDARD	Effective Date:	23-12-2022
	TRAFFIC MANAGEMENT	Page No.	Page 16 of 18



Note: The size of timber chocking used should be consistent with the size of the cable drum.

Diameter of Drum Flanges	Thickness of Chocking
Less than 1700mm	Greater than 90mm
Less than 2700mm	Greater than 120mm

5.13.3 Transporting Vehicles

Specialist vehicles such as tractors, forklift trucks, excavators and road building equipment shall be transported on low loader trailers to keep the centre of gravity as low as possible

5.14 Over Dimensional Cargo (ODC)

ODC or Over Dimensional Cargo is a cargo that protrudes outside the loading deck of the vehicle transporting the cargo. If a truck with loading platform length of 20 feet is loaded with cargo like TMT bars of length 22 feet or more, then the TMT bars qualifies as Over-Dimension Cargo.

The need for ODC shall be avoided, by using a vehicle of suitable size (with respect to cargo), such that the cargo fits inside the vehicle loading deck, without protruding outside. If that is not possible, the following measures shall be implemented:

1. A pilot vehicle with beacon and red flag shall be deployed before and after the vehicle – at a distance of not more than 50 m.
2. The pilot vehicle shall be fixed with a signage “**DANGER - HEAVY VEHICLE MOVEMENT**” shall be displayed on pilot vehicle.
3. The vehicle carrying the ODC, shall also be displayed a similar signage.
4. Red flags shall be fixed at the front and back side of protruding portion of the cargo.
5. Reflective tape, shall be fixed along the protruding portions of the cargo.
6. If the movement of cargo is anticipated on night hours, beacon light shall be fixed at the front and back side of protruding portion of the cargo.

Inside the project premises,

1. The route of the vehicle shall be well defined and cleared of all obstructions,
2. A flag man shall be walking in front and back of the vehicle.

AM/NS INDIA (AMNSIL)	ARCELORMITTAL NIPPON STEEL INDIA LIMITED	Ref:	AMNS/Project/ TS/ HSEM/ 09
	HSE MANAGEMENT SYSTEM FOR PROJECTS	Revision No.	00
	HSE TECHNICAL STANDARD	Effective Date:	23-12-2022
	TRAFFIC MANAGEMENT	Page No.	Page 17 of 18

5.15 DRIVING VIOLATIONS & DISCIPLINARY ACTION

To reflect the risk that drivers are taking in some unsafe behaviors, AMNS has included Traffic Safety in the Golden Rules. AMNS management reserves the right to initiate disciplinary action up to and including dismissal for the following violations:

- Failure to wear a seatbelt
- Use of hand-held mobile phone while driving
- Running a red light
- Driving while under the influence of alcohol, illicit drugs or prescription medication known to cause drowsiness or impair performance
- Violation of any site driving safety regulations
- Failure to carry out the required vehicle checks
- Failure to report an accident


6 CHECKING, CORRECTIVE AND PREVENTIVE ACTION

Periodic audits / Inspections shall be carried out to assess the compliance to the procedure and effectiveness of the controls. Any deviations shall be reported to Project Head & Section Head for corrective/preventive actions if needed.

7 TRAINING & COMMUNICATION REQUIREMENTS

AMNS Project sites shall ensure that those involved in use of Traffic Management are trained and competent. The Defensive Drive training for employees shall be competency-based and include:

- Hazard of Road Safety in Plant
- Road Survey
- Road Safety Signages
- Traffic Control Measures
- Care, maintenance and inspection of Vehicle.
- Daily toolbox talks to be conducted by the Security to discuss about Road Safety Norms, Hazards & Control Measures, and Vehicle Safety etc.
- AMNS Project sites shall establish a Traffic Management Plan covering Road Safety, Roles & Responsibilities & to communicate all concerned.
- Traffic marshal will be trained on the Defensive Driving particularly for traffic management & road signs & markings. He will also be trained on how to check documents, vehicle and identify deficiency as per Road Safety Standard.



AM/NS INDIA (AMNSIL)	ARCELORMITTAL NIPPON STEEL INDIA LIMITED	Ref:	AMNS/Project/ TS/ HSEM/ 09
	HSE MANAGEMENT SYSTEM FOR PROJECTS	Revision No.	00
	HSE TECHNICAL STANDARD	Effective Date:	23-12-2022
	TRAFFIC MANAGEMENT	Page No.	Page 18 of 18

8 MANAGEMENT OF RECORDS

Site shall prepare a Traffic Management Plan in line with this standard and maintain the document in line with site document control system. Following records will be generated as part of implementing requirement of this standard and should be retained as per the site document control system.

- ❖ Road Safety Guidelines Signage
- ❖ List of Authorized Designated Parking Areas and prohibited areas for No Parking
- ❖ List of Types of Vehicle
- ❖ Inspection records of all Vehicles
- ❖ Records of annual verification of compliance.

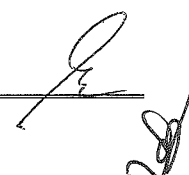
S. No	HSE MS RECORD	MAINTAINED BY	RETENTION TIME
1.	Approved list of Parking Area	HSE Department	Until the completion of Project
2.	Vehicle Inspection Record	P&M Department	Until the completion of Project

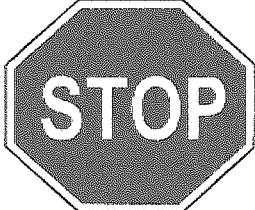

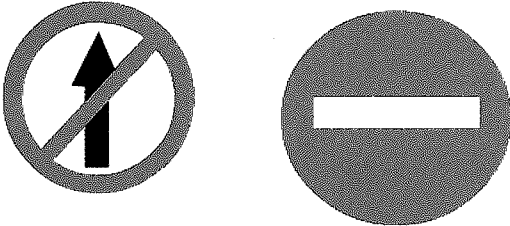
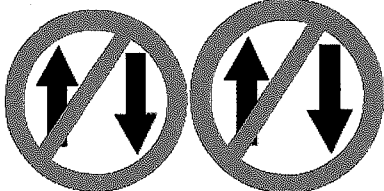
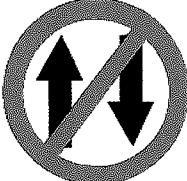
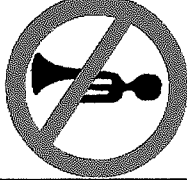

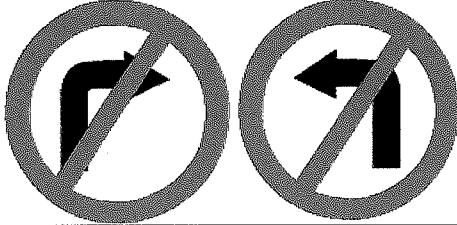
9 REFERENCE DOCUMENTS

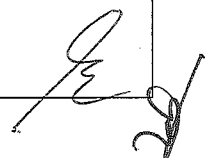
AMNS/Project/TS/HSEM/09	Plant and Machinery Operations
AMNS/Project/TS/HSEM/14	Personal Protective Equipment
AMNS/Project/TS/HSEM/23	Night Work


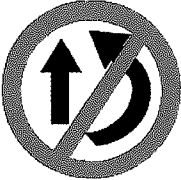

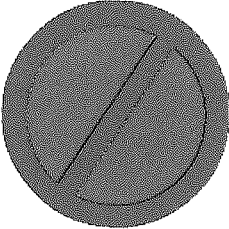
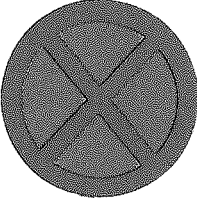

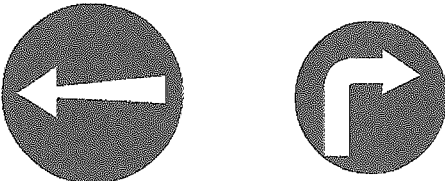
10 ANNEXURES

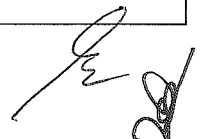
AMNS/Project/TS/HSEM/10/F01 - Road Safety Signage Guidelines

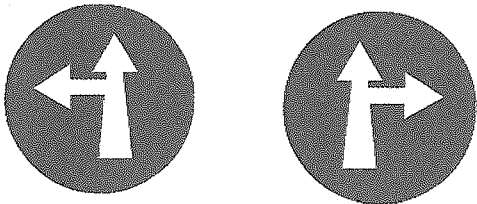


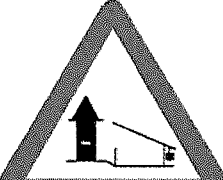
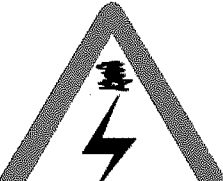
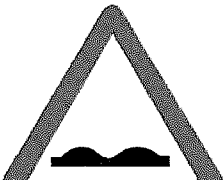
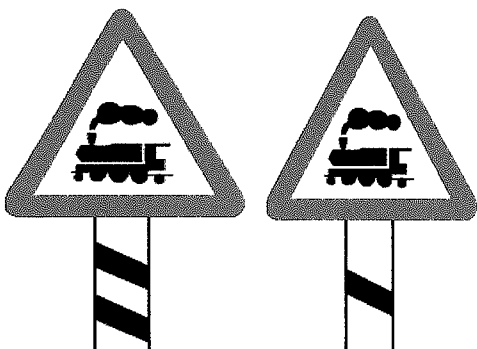


Signage Symbol	Description
	STOP SIGN: This sign is used on roadways where traffic is required to stop before entering a major road. The vehicle shall proceed past the stop line only after ascertaining that this will not cause any damage to traffic on the main road.
	GIVE WAY SIGN: This sign is used to assign right-of-way to traffic on certain roadways and intersections, the intention being that the vehicles controlled by the sign must give way to the other traffic having the right-of-way.
	STRAIGHT PROHIBITED OR NO ENTRY: These signs are located at places where the vehicles are not allowed to enter. It is generally erected at the end of one-way- road to prohibit traffic entering the roadway in the wrong direction and also at each intersection along the one-way road.
	ONE WAY SIGN: These signs are located at the entry to the one-way street and repeated at intermediate intersections on that street.
	VEHICLES PROHIBITED IN BOTH DIRECTIONS: This sign is used at the approach end of the roads where entry to all types of vehicular traffic is prohibited, especially in areas which have been designed as pedestrian malls.
	HORN PROHIBITED: This sign is used on stretches of the road where sounding of horn is not allowed, near hospitals and in silence zones.
	PEDESTRIAN PROHIBITED: This sign is erected on each entry to the road where pedestrians are to be prohibited
	RIGHT/LEFT TURN PROHIBITED: These signs are used at places where vehicles are not allowed to make a turn to the right or left. The signs are also used at the inter- sections of one-way street to supplement the one-way sign.

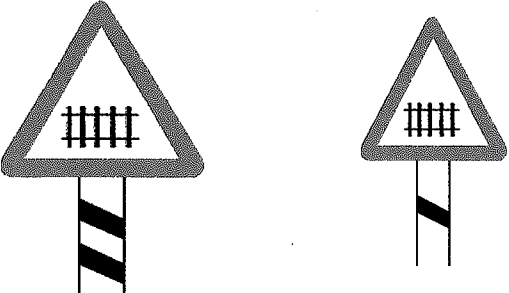
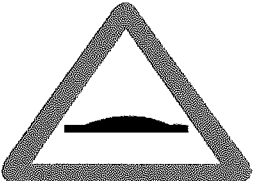
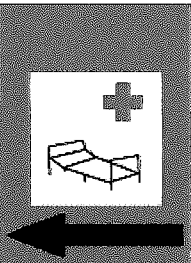
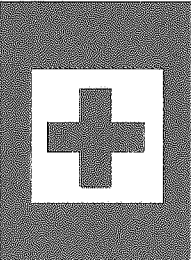


	U-TURN PROHIBITED: This sign is used at places where vehicles are forbidden to make a turn to the reverse direction of travel between the sign and the next inter- section beyond it.
	OVERTAKING PROHIBITED: This sign is erected at the beginning of such sections of highways where sight distance is restricted and overtaking will be dangerous.
	TRUCKS PROHIBITED: This sign is used at the entrance to the road where movement of trucks is prohibited
	NO PARKING: This sign is erected where parking is not allowed but vehicles can stop for short duration to allow passengers to get into or get out of the vehicle. The sign should be accompanied by suitable curb or carriageway markings.
	NO PARKING OR STANDING: This sign is erected where vehicles are prohibited to stop even temporarily.
	SPEED LIMIT: This sign is erected at the beginning of the section of the road or area covered by a speed restriction, with numerals indicating the speed limit in kilometers per hour.
	COMPULSORY TURN LEFT/RIGHT: These signs indicate the appropriate direction in which the vehicles are permitted to proceed.



	<p>COMPULSORY AHEAD OR TURN LEFT/RIGHT: These signs indicate the appropriate directions in which the vehicles are permitted to proceed. Vehicles are supposed to move either of the given two directions.</p>
	<p>PEDESTRIAN CROSSING: This sign is erected in advance of both approaches to uncontrolled pedestrian crossings</p>
	<p>MEN AT WORK: This sign is displayed only when men and machines are working on the road or adjacent to it or on overhead lines or poles. This sign is removed when the work is completed</p>
	<p>BARRIER: This sign is erected in advance of a gate controlling entry into a road. A definition plate with words "SLOW BARRIER AHEAD" or "TOLL BARRIER AHEAD" is also displayed on the sign.</p>
	<p>OVERHEAD CABLE: This sign cautions driver of the presence of overhead power transmission lines</p>
	<p>ROUGH ROAD: This sign is posted where the road is rough and the drivers are required to slow down their vehicles for safe travel.</p>
	<p>UNGUARDED RAILWAY CROSSING: This sign is used on the approaches of level crossings where there are no gates or other barriers. An advance warning sign (with two bars) is installed at a distance of 200 meters and second sign (with one bar) is installed near the crossing</p>



	<p>GUARDED RAILWAY CROSSING: This sign is used to warn traffic on the approaches to guarded railway crossing. An advance warning sign (with two bars) is installed at a distance of 200 meters and second sign (with one bar) is installed near the crossing</p>
	<p>SPEED BREAKER: This sign warns the drivers of the presence of a speed breaker</p>
	<p>HOSPITAL: This sign is used to notify drivers of vehicles that they should take the precautions required near medical establishments and in particular that they should not make any unnecessary noise</p>
	<p>FIRST AID POST: This sign is used to notify drivers on long stretches of roads in rural area of the first aid facility which may be helpful in case of emergency</p>

