STANDARD OPERATING PROCEDURE
HAUL TRUCK IN-FIELD TIE-LINE (IFTL)

Effective Date: 1/23/2023	Document Number: MNSOP160-0043	Rev: 00

PURPOSE:

This document serves to detail standards and practices for creation and operation of In Field Tie-Lines (IFTL) at RTKC.

SCOPE:

This procedure applies to all pedestrians, light vehicle operators, HME operators and contractors who operate or are present in or around haul truck IFTL's at RTKC.

RESPONSIBILITY:

It is the responsibility of all Operations Supervisors, RTKC Employees and contract employees to adhere to this standard.

QUALIFICATIONS, TRAINING, OR EXPERIENCE REQUIRED:

A. RTKC Pit License or qualified escort.
B. Appropriate equipment qualification for any maintenance/HME used upon tie area.
C. Operations, with support from coordinator, mine planning and MM&C, is responsible for design and location of IFTL locations based upon this standard.

HEALTH AND SAFETY:

- **HAUL TRUCK TIE LINE CARDINAL RULES**
  - Follow the established traffic pattern.
  - Don't back in with a truck on your blind side.
  - Never approach a moving haul truck.
  - Establish positive communication with neighboring haul truck operators before moving your haul truck.
  - Always properly secure, de-energize, and chock your tires if you're dismounting your haul truck.

DEFINITIONS:

- **HME** – Heavy Mobile Equipment
- **IFTL** – In-Field Tie-Line, a tie-line that is temporary and built to need in the mine and designed only for shift change
- **MM&C** – Mine monitoring and control, also known as production
- **PPE** – Personal Protective Equipment

- **RA** – Risk Assessment
- **SOP** – Standard Operating Procedure
- **Tie Line** – Designated parking area for a defined type of equipment (i.e., haul trucks, road equipment, light vehicles, etc.)

REFERENCES:

KUC RA #19521 – Optional in-field tie-areas

MNSOP103-0005 - Driving in the Mine

MNSOP160-0001 - General Haul Truck

MNSOP160-0029 - HME Haul Truck Isolation

MNSOP160-0032 – LOTO MT 5300 Haul Truck

MNSOP160-0036 – LOTO 930E SE4 Komatsu

PROCEDURE:

1. PLANNING AND SPOTTER

1.1. Haulage, in conjunction with coordinator, mine planning and MM&C, will determine the ideal place for an IFTL as well as number of trucks

1.1.1. Other departments input will be sought when necessary

1.1.2. The tie-line is a fluid tie-line meant to be temporary for shift change only and can flex with the needs of the mine

1.2. Haulage to identify an IFTL spotter (preferably the fuel island attendant) with the following responsibilities

1.3. Communicating with production control, haulage trucks and other mine personal as needed to set-up and control the area using positive communications

1.4. Prepare the area using proper segregation controls

2. INITIAL SET-UP

2.1. Spotter finds the location near the IFTL

2.1.1. Must be flat grade or very slight negative grade in relation to the berm, and allow the spotter to control the area

2.1.2. Must only be one entrance into the drill grade

2.1.3. Spotter places cones on the berm as guides for haul truck backing

2.1.4. Spotter uses prudent judgement to determine if area is suitable for parking trucks

2.1.4.1. Example: conditions exist where drivers would be parking in a "lake"

2.2. Spotter communicates with roads department to create windrow that is 25' from the berm if windrow is still not in place

2.2.1. Windrow is the identification point for the back tires of the haul truck to back over and rest against

2.2.2. If possible, windrow can remain if it does not create a hazard or positive pass

2.2.3. The 25' also creates a space for drivers to perform a pre-shift walkaround inspection as well as a place to catch spillage

2.2.4. Spotter places cones on the berm as a spotting aid for HT

2.3. Spotter communicates with production control for the truck numbers that will be assigned to the IFTL

2.4. Spotter announces location of IFTL, and that the road will be closed to HME when ready

3. TIE-UP PROCESS

3.1. Spotter works with each truck to ensure they are backing up following proper standards

3.1.1. Haul trucks will back up in order on their good side

3.1.2. Must be 25' off the berm, 2' windrow will be in place for a guide and stable parking

3.1.2.1. Windrow is to be backed over with the rear tires (see **Figure 1)**

3.1.2.2. HT then rolls forward resting rear tires on the windrow (see **Figure 2)**

3.1.2.3. HT operator will follow the steps to check that the HT is fundamentally stable

3.1.2.4. The windrow will act as the wheel chock

3.1.2.5. Area must be either flat or have a very slight negative grade to the windrow

3.1.3. Trucks must be perpendicular to the berm

3.1.4. There must be one truck width between haul trucks

3.2. Once all haul trucks are parked

3.2.1. Set park brake

3.2.1.1. Make sure wheel lock is also not activated simultaneously, if applicable

3.2.2. De-energize truck

3.3. Spotter communicates with haul truck drivers to ensure that trucks are parked and set

3.4. Spotter parks truck in front and on the good side of haul truck 1 (see diagram) contacts driver on haul truck 1 to exit their haul truck and will take the driver to the bus

3.4.1. Bus will be parked in an appropriate parking space on the drill grade

3.4.1.1. If there is no parked bus and a bus is in enroute, then skip to step 6

3.5. Driver of the bus then sequentially picks up all the drivers, staying in front of the haul trucks and on the good side so that the driver can see the bus stopped and knows to get off their truck (see diagram for pickup locations)

3.6. Spotter verifies that all drivers have been picked up

4. START-UP PROCESS

4.1. Oncoming spotter heads to IFTL to inspect and prep

4.1.1. Identify where bus will be parked

4.1.2. Drill grade entrance

4.1.3. Proper berms and windrows

4.2. Bus arrives at the IFTL, contacts spotter before unloading personal that the area is secured are ready for unloading of personal

4.3. Bus will drop off everyone at their haul truck in order, maintaining proper distance and location to the haul truck (see diagram)

4.4. Last haul truck driver will park the bus in the appropriate area

4.5. All drivers will perform a pre-shift inspection before getting on their trucks

4.6. Spotter will verify with each haul truck that they are ready to go

4.6.1. **NO HAUL TRUCK WILL MOVE UNTIL THE SPOTTER GIVES THE GO AHEAD**

4.7. Spotter communicates with production control that the IFTL is cleared, haul road is open

4.8. Haul trucks pull off the IFTL following proper procedures

Figure 1

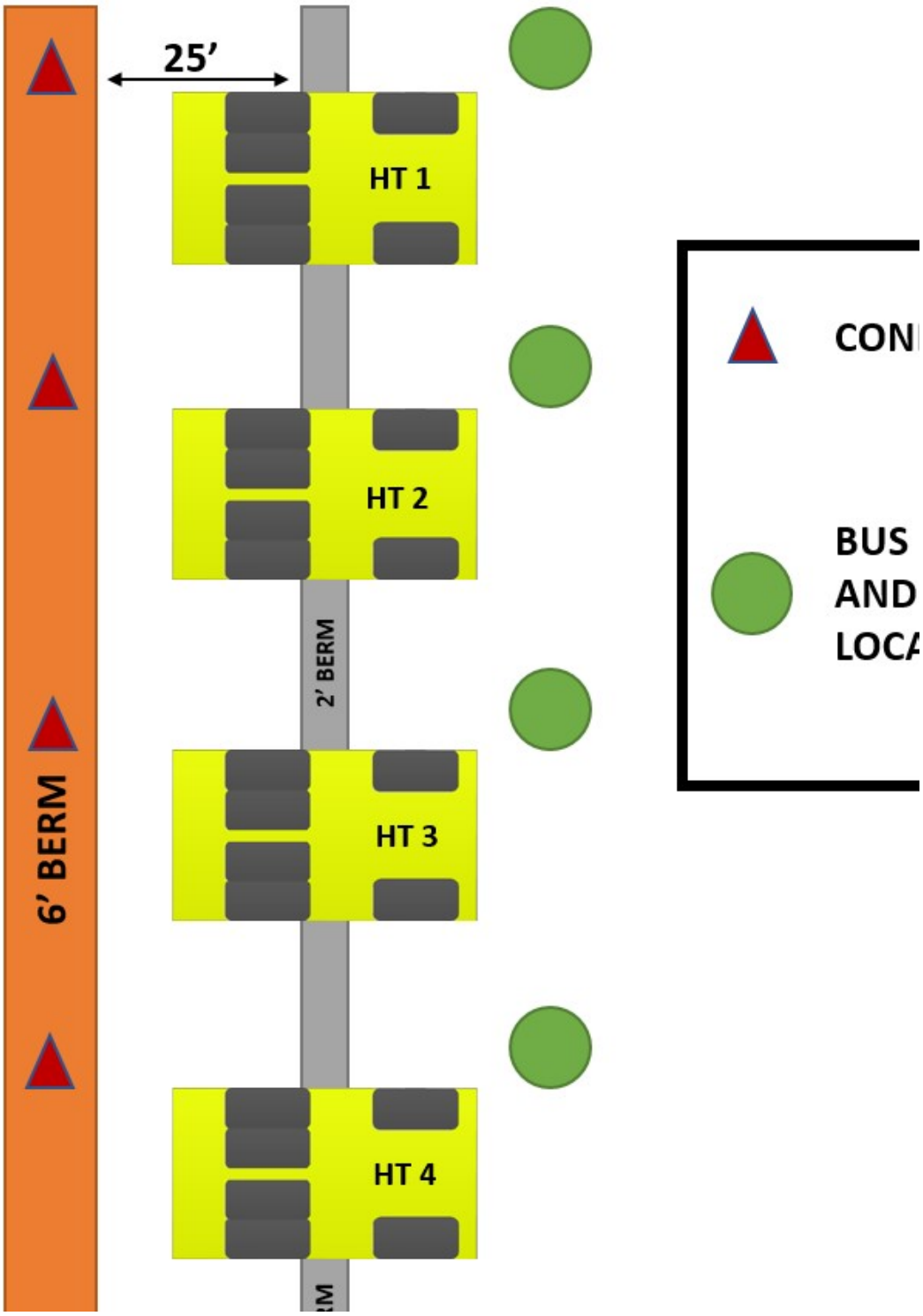

Figure 2

REVISION HISTORY:

MOC#	Description of Change	Prepared By	Date
96253	Implementation	Jared Anderson	01/26/2023