



Sedibelo Platinum Mines – Pilanesberg Platinum Mine

# COMMON, MEMBER-DIFFERENTIATED APPROACH PROCESS FLOW GUIDE

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CPS Symposium



**1.  
Meet the  
Team**



**2.  
TMM  
Regulatory  
Alignment  
Project**



**3.  
Common,  
Member-  
differentiated  
Approach**



**4.  
Document  
Updates**







In terms of these regulations the employer (mine) must take reasonably practicable measures to ensure that pedestrians/persons are prevented from being injured as a result of collisions between diesel powered TMM's and pedestrians/collisions between diesel powered TMM's. Mines must prevent vehicle-to-vehicle collisions on surface and vehicle-to-person collisions underground

Refer to document on MOSH website: [www.mosh.co.za/transport-and-machinery/documents/good-practice-guide/how-to-conduct-a-traffic-flow-and-risk-analysis](http://www.mosh.co.za/transport-and-machinery/documents/good-practice-guide/how-to-conduct-a-traffic-flow-and-risk-analysis)  
Also refer to "example of a traffic flow risk analysis - risk identification"

Whilst it is not possible to legislate the definition of "significant risk" - Refer to the Frequently Asked Questions papers on Reasonably Practicable Measures and Significant Risk developed by the Minerals Council technical project team

This decision point primary operational section CPS (Collision Prevention) current s

**REGULATORY REQUIREMENT:**  
REGULATION 8.10.2.1 - APPLIES TO SURFACE TMM'S  
REGULATION 8.10.1.2 - APPLIES TO UNDERGROUND TMM'S

CONDUCT TRAFFIC FLOW AND RISK ANALYSIS (RISK ASSESSMENT)

APPLY REASONABLY PRACTICAL MEASURES INCLUDING TRAFFIC MANAGEMENT CONTROLS TO ADDRESS RISKS IDENTIFIED

IS THERE ANY SIGNIFICANT RISK OF COLLISION?

YES

NO SECTION 79 EXEMPTION APPLICATION REQUIRED

**NOTE:** The mandatory TMM COP Guideline and requirements thereof should be acknowledged and catered for in the process of compliance to the TMM regulations

Refer to documents on MOSH website:  
MOSH Leading Practice for Surface Operations:  
[www.mosh.co.za/transport-and-machinery/documents/good-practice-guide/traffic-management-leading-practice-for-open-pit/cast-and-surface-operations-in-south-africa](http://www.mosh.co.za/transport-and-machinery/documents/good-practice-guide/traffic-management-leading-practice-for-open-pit/cast-and-surface-operations-in-south-africa)  
MOSH Underground Traffic Management Technical Guide:  
[www.mosh.co.za/transport-and-machinery/documents/good-practice-guide/traffic-management-technical-guide-for-underground-trackless-operations-in-south-africa](http://www.mosh.co.za/transport-and-machinery/documents/good-practice-guide/traffic-management-technical-guide-for-underground-trackless-operations-in-south-africa)

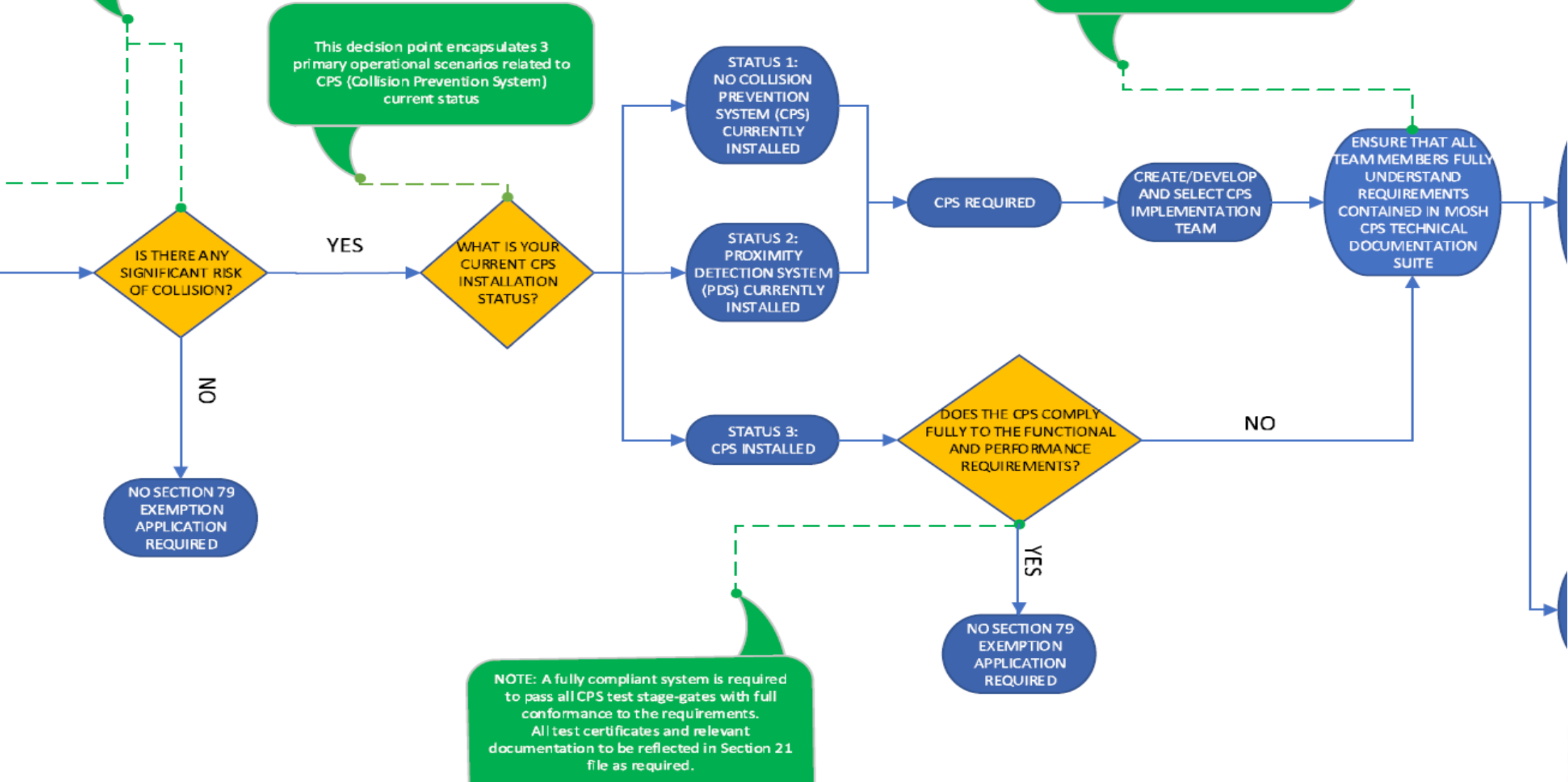


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This decision point encapsulates 3 primary operational scenarios related to CPS (Collision Prevention System) current status

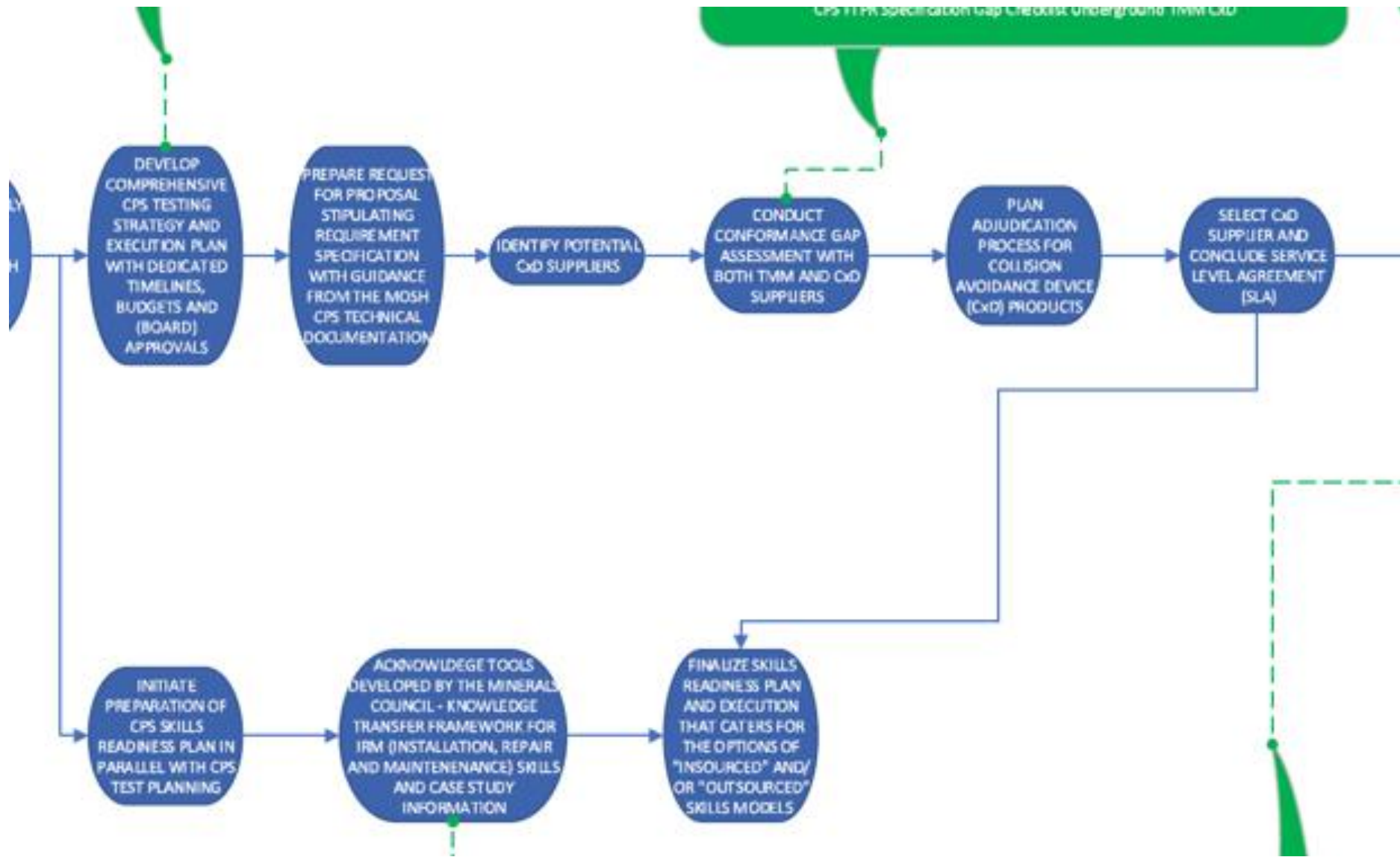
Refer to documents on MOSH website:  
CPS Technical Documents:  
[www.mosh.co.za/transport-and-machinery/documents/cps-technical-documents](http://www.mosh.co.za/transport-and-machinery/documents/cps-technical-documents)

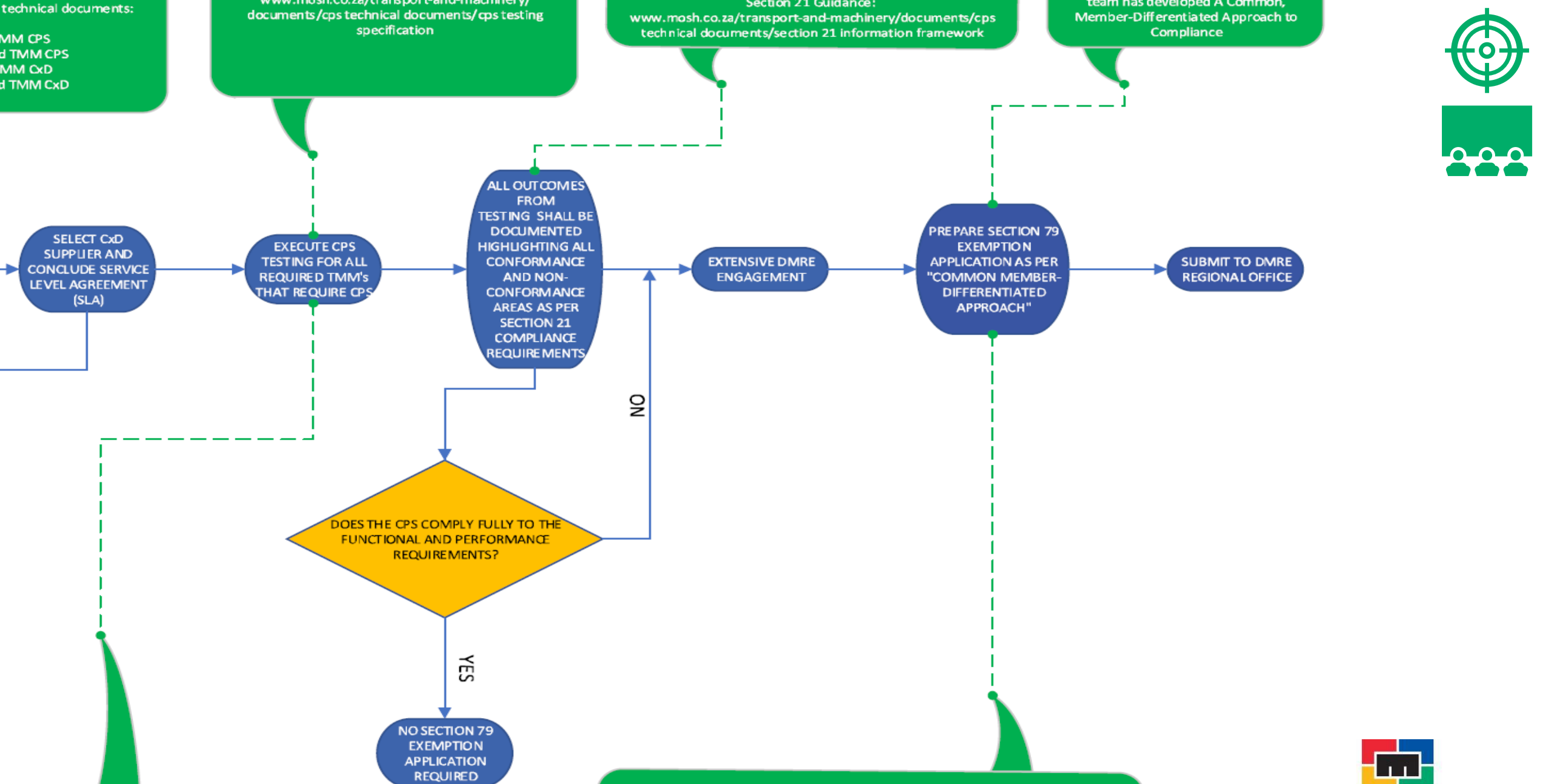
NOTE: CxD and INTEGRATION



NOTE: A fully compliant system is required to pass all CPS test stage-gates with full conformance to the requirements. All test certificates and relevant documentation to be reflected in Section 21 file as required.









Anglo American Platinum – Dishaba Mine

[www.mosh.co.za/transport-and-machinery/](http://www.mosh.co.za/transport-and-machinery/)

# Thank you

# #MiningMatters

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