

APPENDIX B
TRANSPORTATION CONTINGENCY DOCUMENTATION

APP 006825

**STORAGE AND HANDLING OF INDUSTRIAL CARGO AND CHEMICALS
ON ERF 5184 AND 5187 IN EXTENSION 14, WALVIS BAY**



Prepared by:



Prepared for:



January 2026

1 BACKGROUND

Pindulo Logistics (Pty) Ltd (the Proponent) is a Namibian logistics operator providing the receipt, handling, temporary storage and distribution of industrial cargo and chemicals at various storage facilities in Walvis Bay. Cargo handled by the Proponent may include containerised, bulk, break-bulk, palletised and packaged goods, including products stored in drums, intermediate bulk containers (IBCs), bags, crates or similar formats, depending on the commodity and client requirements.

Geo Pollution Technologies (Pty) Ltd was appointed by the Proponent to undertake an Environmental Impact Assessment (EIA) for the proposed warehouse and associated storage and handling operations in Walvis Bay. As part of the EIA process and supporting documentation, this document has been compiled to serve as a Transportation Contingency Plan for cargo movements associated with the Proponent's operations.

The Proponent implements a Safety, Health, Environment and Quality (SHEQ) system that includes an emergency response plan (ERP), a risk assessment procedure, and an example route risk assessment undertaken for a local route. When applied together, these documents provide a practical basis to identify and manage risks associated with the transport of cargo and to guide the required response should an emergency situation arise.

The Proponent does not currently operate its own fleet and utilise contractors to transport cargo. Contractors are evaluated prior to appointment and a service level agreement is in place which sets out the terms and conditions the contractor must comply with, including alignment with the Proponent's ERP requirements and implementation of the relevant transport risk assessment controls applicable to the identified routes and cargo types.


2 PURPOSE AND SCOPE

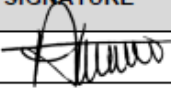
The purpose of this document is to establish a clear and practical framework for managing emergency situations that may arise during the road transport of cargo undertaken under the Proponent's responsibility. The plan supports the Proponent's operational objective to ensure safe, compliant and reliable cargo movement, while minimising potential harm to personnel, the public, the environment, property and cargo in the event of an incident.

Purpose of the contingency plan:

- ◆ The plan applies to the transport of cargo associated with the Proponent's operations. Cargo may be moved in various formats, including containerised, palletised, break-bulk and packaged goods, and may include both hazardous and non-hazardous.
- ◆ The plan outlines emergency preparedness measures, immediate response actions, communication and notification procedures and roles and responsibilities relevant to the Proponent, its representatives on site, contracted transport service providers and their drivers and authorised third-party responders.
- ◆ The plan intends to function within the Proponent's broader SHEQ management system. Where cargo is subject to specialised authorisation or permitting requirements under applicable legislation (e.g. explosives, radioactive materials, or other restricted commodities), additional commodity-specific controls and emergency arrangements would be required and are managed outside the scope of this plan unless explicitly included under separate procedures.

Emergency Response Plan


	Document Number: NAM185		Revision Number: 01 Revision Date: 12-Dec-25		Page: 1 of 15
	PINDULO LOGISTICS EMERGENCY RESPONSE PLAN (ERP)				
	Compiled By: SHEQ Manager		Issue Date: 13-Jan-2025		

	NAME	DESIGNATION	SIGNATURE	DATE
APPROVED BY	A. Eksteen	General Manager		12/12/2025
NEXT REVIEW DATE	Dec 2028			
DISTRIBUTION	ALL PINDULO STAFF & CONTRACTORS			

Date of Revision	Revision Number	Description of Changes	Name of Reviewer	Title and signature
12/12/2025	01	IMS Format	R. Nuwuses	

IN THE EVENT OF AN EMERGENCY, PROCEED IMMEDIATELY TO SECTION 5 AND EXECUTE THE STIPULATED ACTIONS.


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1. Purpose

The Emergency Response Plan (ERP) has been developed to provide guiding principles and standards for responding to any emergency and crisis on the people, assets, environment, business continuity, and reputation of Pindulo Logistics (PL).

The safety and well-being of employees, visitors, and contractors must be prioritized when planning for an emergency.

2. Scope

This plan applies to all Pindulo Logistics operational sites.


3. Definitions

3.1	"All Clear to Return to Normal Operations"	A signal is given by the Head of Department (HOD)/On-Scene Commander or the Chief Fire Officer from the Fire Brigade, signaling for workers to return to their place of work after the emergency is over. Only the On-Scene Commander is authorized to declare the End of an Emergency.
3.2	On-scene Commander (OSC)	The individual responsible for overall leadership, coordination, and decision-making at the site of an emergency or incident. In case of an emergency, the most senior-level PL personnel will be the On-scene Commander until local emergency services come to scene.

4. Emergency Criteria & Command Structure


In case of an incident, notify your immediate Supervisor and the Safety, Health, Environment and Quality (SHEQ) Manager immediately.

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- | | | |
|-----|---------------------------------|--|
| 4.1 | Level 1 Emergency
(Minor) | <p>The emergency is handled by PL personnel and no external resources are required.</p> <p>First Aid Case (FAC), Minor vehicle-related incident, Level 1 environmental incident, etc.</p> |
| 4.2 | Level 2 Emergency
(Moderate) | <p>Significant impact on PL but requires response support outside of PL at the local level (NAMPORT, Fire Brigade, etc.).</p> <p>Medical Treatment Case (MTC), Lost Time Injury (LTI), Reversible Occupational Health Case,</p> <p>Level 2 environmental incident etc.</p> |
| 4.3 | Level 3 Emergency
(Major) | <p>Substantial impact on PL requiring regional assistance (Erongo Region). Fatality, Irreversible Occupational Health Cases, Level 3 environmental incidents, etc.</p> |
| 4.4 | Crisis | <p>Catastrophic events caused multiple fatalities, permanent disability, severe environmental harm, or major quality failure requiring national assistance.</p> |

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5. Procedure

- With the guidance of the emergency response flow chart above (Figure 2), in case of an emergency,


Immediately

1. Press the nearest Emergency Button / sound the Manual Horn / Alert the others.
2. All staff to move to the Emergency Assembly Point.
3. Alert the Most Senior-Level Pindulo Logistics personnel present, who will take charge and delegate tasks (On-Scene Commander) until the Local Emergency Services arrive.
4. Security personnel to man gates to allow and direct emergency vehicles.
5. In case of a fire, the Fire Team is to assess the size of the fire and attempt to extinguish it with fire extinguishers if the fire appears to be manageable.
6. Call the Fire Brigade. *Once the Fire Brigade arrives, they will take charge and employees should assist them if requested.*
7. Evacuate all staff if necessary (see Section 7).
8. Call the Police or ambulance if necessary/applicable. Annexure 2: Emergency Notification Contacts
9. In the event of an explosion, call the Bomb Squad to search the premises. *No staff should search the premises!*
10. Evacuate vehicles, if safe and possible.
11. Start events log (Refer to Events Log Sheet, Annexure 1)

As soon as possible:

12. Ensure the Fire Brigade/Ambulance entrance is clear of obstructions. *(Advise fire brigade of willingness to assist with manpower)*
13. Trained First – aiders to attend to injuries until Local Emergency Services arrive
14. Inform the Traffic Department if necessary/applicable.
15. Inform Local Police if there is any danger to people or property

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16. Inform Neighbours of any danger to them.
17. Perform roll call & account for all staff, visitors, contractors etc. on site
18. Await the "ALL CLEAR & RE-ENTRY" command & de-briefing from On – Scene Commander before allowing staff back to work.
19. Obtain statements from witnesses, preferably in writing
20. Report the incident to the SHEQ Department.

6. Evacuation


Depending on the severity and extent of the emergency, evacuation of personnel may be considered.

The On-Scene Commander will determine this action.

Vehicles will not be evacuated unless such action is intended to reduce the effects of the emergency. In this situation, the Traffic Department will control and direct traffic.

NB: A record of all personnel withdrawn from the site should be made and ensure that knowledge of those remaining is documented


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Annexure 1: Events Log
Events Log 1/2

Drill/Event Scenario:		Name of Observer:	
Date of Drill/Event:		Designation:	
Location:		Division:	
METHODOLOGY / PROCEDURE FOLLOWED Yes / No			
#	Checkpoints	Yes/No/N/A	Comment (s)
1.1.	Exact time of alarm activation		
1.2.	Is the siren audible?		
1.3.	Were fire marshals active?		
1.4.	Were the first-aiders active?		
1.5.	Has everyone gathered at the Emergency Assembly?		
1.6.	Time of arrival of the last person to evacuate		
1.7.	Are roll calls done?		
1.8.	Exact time of roll calls started		
1.9.	Exact time of roll calls ended		

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1.10.	Was the roll call process effective & efficient?		
1.11.	Who was the On-scene commander?		
1.12.	Were the emergency services notified?		
1.13.	Were the neighbors notified?		
Time	Description		

Events Log 2/2

Strength	Area of Improvement

IMPROVEMENT ACTION PLAN

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Action ID	Action	By Whom?	By When?

Observer Name & Signature:

Date:


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Annexure 2: Emergency Notification Contacts


<u>Category</u>	<u>Company/ Name/ Position</u>	<u>Contact no 1</u>	<u>Contact no 2</u>
1. PINDULO LOGISTICS			
General Manager	Armand Eksteen	081 332 4497	
Business Development Director	Tautinge (Tau) Festus	081 201 8039	
SHEQ Manager	Rufina Nuwuses	081 235 1336	
Port Operations Manager	Shane – Lee Claassen	081 636 7258	
Contracts Manager	Santania Gerber	081 260 8329	
Commercial Manager	Gloudie Olivier	081 366 4507	
Financial Manager	Marina Welthagen	081 292 6765	
Head of Maintenance & Sheds	Elton Williams	081 286 5329	
Port Operations Administrator	Martin Hambinga	081 578 8994	
Inventory Controller	Dann van Zyl	081 250 1931	
Inventory Controller	Ricardo Haneb	081 450 0258	
2. PINDULO BOTSWANA			
Site Manager	Monthusi Obonetse	+267 74 155 277	
Botswana	Ghanzi District Council	Tel: +2676596211	
Botswana	Ministry of Employment Labour Productivity and Skills Development	Tel: +267 373 2700	+267 373 2600
3. WALVIS BAY LOCAL AUTHORITIES			

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Emergency Nr. For Cell phones		112	922
Ambulance	St. Gabriel	085 955	081 124 5999
	E-Med Rescue	081 924	
	State Hospital	081 150 1739	922
Hospital	Welwitschia Hospital	064 218 911	
	State Hospital	064 216 300	922
Fire Brigade	T. E Kathindi	081 122 0833	081 922
	Standby	081 122 0888	
Police	Walvis Bay Police	064 219 001 10111	064 219 048
	Kuisebmond Police	064 219 070	
	Narraville Police	064 219 071	
	Harbour Police	064 200 509	
	City Police (Crime Prevention – Office Hours)	219 0722	081 129 4662
	City Police (Traffic Hours)	219 000	
Nampol Traffic	Traffic Officer	081 22 028 391 081 125 0206	081 202 8391
Municipal Traffic	Traffic Officer	064 201 3241 / 081 1272662	081 122 0821 / 081 122 0822
Namport	Security & Emergency Services (Duty Station)	064 208 2221	064 208 2222
Namport	Emergency Supervisor Ms. H. Vries	081 150 7330	081 44 25760
	Security Supervisor Mr. James	081 122 0160	081 365 1856
	Crime & Tech Supervisor Mrs. B. Khaibes	081 435 1067	

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	Port Police	064 200 509	
	Port Control	064 208 2263	
Walvis Bay Municipality	Water Disruptions/ Leaks	081 128 8328	201 3111
Walvis Bay Municipality	Sewerage System	081 128 8324	
Walvis Bay Municipality	Refuse Removal	081 129 9316	
Walvis Bay Municipality	Hazardous waste	081 129 5017	
Erongo Red	Electricity Department (after hours)	064 217 600	081 129 3875
		21 4600	
	Walvis Bay Head Office	081 166 5058	
	Call Centre	081 9600	
	Call Centre Toll Free		
Disaster Management Committee	Charles Neidel	081 125 8581	
Ministry of Labour, Industrial Relations and Employment Creation		061 206 6111	
<u>Category</u>	<u>Company/ Name/ Position</u>	<u>Contact no 1</u>	<u>Contact no 2</u>
4. EMERGENCY CONTRACTORS			
Spill Recovery	Municipal Hazmat Team	922	081 129 5017
Spill Recovery	Spill Tech	081 164 2488	
Spill Recovery	WESCO	064 213 200	081 127 2507
Security	ODIN Security Services	081 279 9586	081 708 1579
	Rubicon Security (Alarm System)	(064) 204 889	081 250 1642
HUDSON TRANSPORT			
Managing Director	Adri Hudson	+27 83 456 5958	


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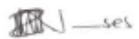
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Operations Manager	Jaco Van Rensburg	+27 82 496 1661	
Namibia Fleet Manager	Bertus Marais	081 685 3317	
DE VRE TRANSPORT			
Workshop Supervisor	Marlon Ramokgopi	+267 74019441	+267 396 0644
SHEQ Officer	Anele Ngake	+267 75493524	+267 396 0644
<u>Company</u>	<u>Name/ Position</u>	<u>Contact no 1</u>	<u>Contact no 2</u>
5. NEIGHBOURING SITE			
Protea Chemical	Herman Sanderson	081 155 9663	
Grinrod	Enrico van Wyk	081 145 8926	
Buco	Jenine	081 141 1413	
SLB	HSE Specialist	081 355 0626	081 146 2985
SLB	Facility Supervisor	081 361 7222	081 144 7145
SLB	LMP/ Bulk Plant Supervisors:	081 146 5759	081 146 5760
Halliburton	HSE – Elkana Hanghome	081 308 7469	
Halliburton	Operations Lead Stefan Pulak	081 636 4315	+44 7989 44 17 16
Halliburton (Service Coordinator)	Dobre Jacobs	081 704 6721	+27 82 445 4743
Halliburton	Mikhail Yemelyanov	081 692 2284	+221 766009120

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Risk Assessment Procedure


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	PINDULO LOGISTICS RISK ASSESSMENT PROCEDURE					
	Compiled by: SHEQ Team			Issue date: 01-Oct-24		

	NAME	DESIGNATION	SIGNATURE	DATE
APPROVED BY	R. Nuwuses	SHEQ Manager		28/11/25
NEXT REVIEW DATE	Nov 2028			
DISTRIBUTION	ALL PINDULO LOGISTICS STAFF & CONTRACTORS			

Date Of Revision	Revision Number	Description of Changes	Name of Reviewer	Title and signature

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1. PURPOSE

The purpose of the Risk Assessment Procedure is to establish a systematic method for identifying hazards, assessing risks, and implementing controls to prevent injury, ill-health, property damage, and environmental harm to a level as low as is reasonably practical.

2. DEFINITIONS & ABBREVIATIONS


ALARP	: As Low as Reasonably Practicable.
Hazard	: Anything with the potential to cause harm.
Hierarchy of Controls	: Elimination → Substitution → Engineering → Administrative → PPE.
Risk	: Likelihood of an event occurring combined with the severity of harm.
Risk Assessment	: Process of hazard identification, risk evaluation, and control selection.
SOP	: Standard Operating Procedure
Top Management	: EXCO
Management	: All Managers that are not part of Top Management

3. ROLES, RESPONSIBILITY, ACCOUNTABILITY, AND AUTHORITY

Top Management	: Ensure risk assessments are conducted and reviewed. Provide resources, competent personnel, and training.
SHEQ Team	: Provide tools, templates, and guidance to the team.

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Verify the quality and completeness of assessments.

Maintain the risk register.

Head of Departments/ Senior Management	:	Ensure risk assessments are conducted and reviewed. Provide resources, competent personnel, and training.
Team Leaders, Supervisors & SHE Reps	:	Lead risk assessments for their tasks. Ensure workers understand hazards and controls.
Employees & Contractors	:	Participate in hazard identification. Follow implemented controls.

4. PROCESS

4.1 Identify the Task / Activity

All activities carried out on Pindulo Logistics sites, including routine and non-routine tasks without a documented SOP, Changes in processes, equipment, or personnel, and Emergencies, should be accompanied by a risk assessment. The task to be performed should be described, and the location and equipment to be used should also be identified.


4.2 Identify the Hazards

The risk assessment should look for hazards related to:

- People (behaviour, competence, fatigue)

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- Equipment (forklifts, cranes, vehicles, tools)
- Environment (weather, noise, lighting, terrain)
- Processes (lifting, welding, chemicals, hot work)
- Energy sources (electrical, mechanical, pressure)
- Chemical/biological hazards
- Manual handling

And use workplace inspections, job observations, incident history, and worker input to identify hazards.

4.3 Assess the Risks

All hazards' risks should be assessed using the 5 x 6 risk matrix to determine the risk rating:


$$\text{Risk Rating} = (\text{Likelihood} \times \text{Severity})$$

And be classified as:

- Low
- Medium
- High
- Extreme

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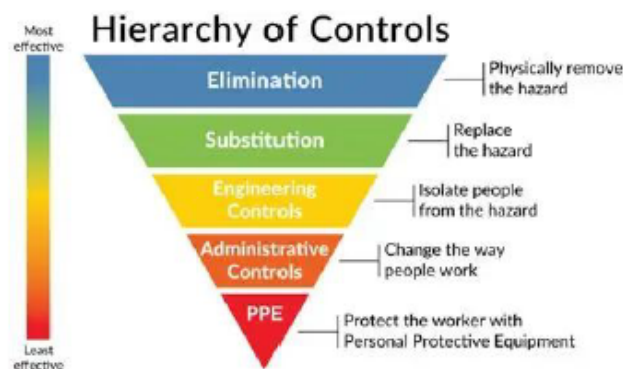
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SAFETY		Risk Level Matrix					
		Incident that does not require treatment. No further action required.	Low level incident which is not serious and subject to some consideration or signposting. This is usually a PINE ADI injury.	Medical Treatment / Restricted Work Injury. Extensive exposure / Stress that impacts on health. Medical procedures advised required.	Lost Time Injury. Extensive exposure / Stress that impacts on health.	Single fatality OR Permanent disability or impact to a worker's health from a chronic disease/injury which ultimately will become fatal.	2 or more fatalities OR Permanent disability or impact to 2 or more workers' health from a chronic disease/injury which ultimately will become fatal.
		CONSEQUENCE	1	2	3	4	5
			INSIGNIFICANT	MINOR	MODERATE	MAJOR	SEVERE
LIKELIHOOD	5	ALMOST CERTAIN	L	M	M	E	E
	4	LIKELY	L	L	M	H	E
	3	POSSIBLE	L	L	L	M	H
	2	UNLIKELY	L	L	L	M	H
	1	RARE	L	L	L	L	M
High Potential Incidents							

4.4 Select Controls (Hierarchy of Controls)


Every risk should be accompanied by mitigation controls. The documented mitigation controls should ensure it reduces risk to ALARP levels. These controls should consider the following sequence:

1. **Eliminate** – remove the hazard entirely
2. **Substitute** – use less hazardous equipment/materials
3. **Engineering Controls** – guards, barriers, automation
4. **Administrative Controls** – procedures, training, permits, signage
5. **PPE** – last line of defence



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4.5 Review and Approve Risk Assessment Document

The SHEQ Team and the affected department Manager should confirm that the suggested mitigation controls are appropriate, and the residual risk is acceptable. The risk assessment should be conducted by competent persons.

4.6 Implement the Controls

Once the mitigation controls are established, communicate the controls to the affected employees and contractors.

4.7 Monitor and Review

Risk assessments must be reviewed annually for routine tasks, after incidents or near misses, when processes/equipment change, and when there is evidence that controls are not effective

5. DOCUMENT REVIEW CYCLE


This document must be reviewed every three years, when regulations are amended, or when a procedure necessitates amendment.

6. DOCUMENT COMMUNICATION

I acknowledge that I have received, reviewed, and understood this procedure. I agree to adhere to its requirements and guidelines.

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Name & Surname:	Designation:	Signature:	Date:

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Risk Assessment Example

COMPANY:		Pindulo Logistics		Issue Date: 1/10/2024			
SCOPE:		Transport Commodities from Pindulo Back of Port (BBF) to Nampont		Revision Date: 10/11/2025			
Ref.No		NAM125		Revision #: 01			
Risk Assessor:		Martin Hambinga (RTMS Rep) Signature: 		Approver: Rufina Nuwuses (SHEQ Manager) 			

No.	Activity	Hazard	Risk	L	S	R	What can I do to prevent it from going wrong/ Controls	L	S	R	Enforced by
1	From the loading point at BBF drive 1.6 km's on Circumferential Street to Sam Nujoma Ave, Driver to check all documents before departure to Nampont	Potholes, congestion, and Dust minimizing visibility	Vehicle damage, Collide with other vehicles and pedestrians.	3	3	9	Reduce speed in known high-risk sections Maintain increased following distance Ensure headlights and indicators are always functioning for visibility (Pre-start inspections) Conduct regular route inspections and update drivers on new pothole locations/road conditions Avoid unnecessary lane changing, keep to designated lane Ensure tyres are correctly inflated and in good condition to handle rough surfaces (Pre-start inspections) Utilize instant messaging platforms (WhatsApp, etc.)	2	3	6	Pindulo Logistics
		Driver Fatigue	Driver fall asleep/poor concentration resulting in collision.	2	5	10	Fatigue Management Procedure.	1	5	5	Pindulo Logistics and Subcontractor
		Vehicle Pedestrian and Vehicle Vehicle interaction/close proximity	Collision with other vehicles and/or pedestrians.	3	5	15	Client induction Demarcated speed zones Logistics Academy provides rollover prevention technique training, road safety awareness training. Licensed drivers operating (strict procurement policy) Demarcated pedestrian walkways	2	5	10	Pindulo Logistics
		Speeding	Loss of control, colliding with other vehicles, stray pedestrians	3	5	15	Driver induction Speed restriction road. Licensed drivers operating (strict procurement policy)	1	5	5	Pindulo Logistics
		Substance abuse	Collisions, risk of injury to people - fatality, vehicles and damage to property.	3	5	15	Mandatory Breathalyzer test at security checkpoint; Pindulo Logistics has a zero substance abuse policy	1	5	5	Pindulo Logistics and Nampont security
		Incorrect loading configuration of trailer	Vehicle unstable/loss of control, fines and lost time during traffic inspections/pulovers	2	4	8	Loading procedure Trained Forklift operator Frequent Supervision	1	4	4	Pindulo Logistics and Subcontractor
		Documentation not checked for Nampont clearance	Not checking the documentation prior to leaving site poses the risk of incorrect documentation at the Nampont gate resulting in excessive standing time.	1	3	3	Client procedure in place to ensure documentation are properly controlled and quality checks done prior to leaving site.	1	3	3	Pindulo Logistics and Nampont Security
2	Exit the Circumferential Street then turn left onto Sam Nujoma Ave towards Traffic Lights	Not adhering to Traffic Lights/signs	Driver do not stop at intersection, collide with oncoming traffic and Pedestrians	2	4	8	Licensed drivers operating vehicles. Traffic infringement policy in place	1	4	4	Pindulo Logistics
3	After 107.45m on the T junction between Circumferential and Sam Nujoma Ave, There is a 4 way with Traffic Lights where trucks turn to get on to the 18th Rd	Vehicle Pedestrian and Vehicle Vehicle interaction	Collision with other vehicles and/or pedestrians.	2	4	8	Licensed drivers operating vehicles. Traffic infringement policy in place	1	4	4	Pindulo Logistics
		Material dust	Expose public to hazardous dust inhalation emanating from transport activities. Spillages due to collision exposing public to hazardous dust inhalation. Bags coming loose during transport	2	3	6	SOP for loading of 1 Ton Bags. Pindulo Logistics enforces speed restriction, drivers to ensure load is secured before departing site. Emergency Response Plan	1	3	3	Pindulo Logistics
4	Immediately after crossing the Railways tracks, trucks make a left onto 5th Street East	Not adhering to Traffic signs	Driver do not stop at intersection, collide with oncoming traffic and Pedestrians	2	4	8	Licensed drivers operating vehicles. Traffic infringement policy in place	1	4	4	Pindulo Logistics
5	After turning left on to 5th street East, in 474.52m trucks will approach the A Van Der Walt Weighbridge.	High Traffic of Vehicle / Mobile equipment (Congestion)	Collision with other vehicles	3	4	12	Clear Signage and Markings Speed Control Measures Driver Training and Competency Regular Vehicle Maintenance Frequent route appraisals Drivers to stick to identified routes (No city centre driving)	2	4	8	Pindulo Logistics
		Congestion, Poor light and Dust minimizing visibility	Property damage. Collision with other vehicles. Running over pedestrians/weighbridge personnel.	2	4	8	Turn on truck lights. Reflective Markings and Signage. Sufficient lighting at the site. Regular truck maintenance and pre-start inspections. Alert Drivers Adhere to speed limits & rules	1	4	4	Pindulo Logistics
		Potholes	Property/Equipment damage. Vehicle collisions. Pedestrian strikes	3	3	9	Clear Signage and Traffic Management. Speed Limits Regular truck maintenance. Driver Competency	2	3	6	Pindulo Logistics
		Availability of sufficient competent staff	Weighing errors. Inaccurate data reading.	2	3	6	Trained and competent weighbridge operators. Supervision and oversight. Automated systems. Drivers compare weighbridge tickets received	1	3	3	Pindulo Logistics
		Manual, Electric and technological failure	Inaccurate data reading and operation down time	2	1	2	Frequent calibration and verification of the weighbridge. Supervision and oversight	1	1	1	Pindulo Logistics
6	From the Weighbridge, trucks then proceed to the 5th Street East, 4th Street East, 15th Road and Railway Street	Not adhering to Traffic signs	Driver do not stop at intersection, collide with oncoming traffic and Pedestrians	2	4	8	Licensed drivers operating vehicles. Traffic infringement policy in place	1	4	4	Pindulo Logistics
7	After the 4 way junction, trucks proceed straight onto 4th street east for 498.85m and turn Left onto 3rd	Vehicle Pedestrian and Vehicle Vehicle interaction	Collision with other vehicles and/or pedestrians.	2	4	8	Licensed drivers operating vehicles. Traffic infringement policy in place	1	4	4	Pindulo Logistics
		Not adhering to Traffic signs	Driver do not stop at intersection, collide with oncoming traffic and Pedestrians	2	4	8	Licensed drivers operating vehicles. Traffic infringement policy in place	1	4	4	Pindulo Logistics

7	street east approaching the namport gate, where they need to present their Paperwork before proceeding inside.	Congestion, Poor light and Dust minimizing visibility	Property damage. Collision with other vehicles. Running over pedestrians.	2	4	8	Turn on truck lights. Reflective Markings and Signage. Sufficient lighting at the site. Regular truck maintenance and pre-start inspections.	1	4	4	Pindulo Logistics
		Road Constructions / Road works in progress	Insufficient and congested road.	3	4	12	Advise drivers to adhere to rules setup Speed limit Employ trained competent drivers	2	4	8	Pindulo Logistics
8	From the Nampot gate, once a truck enters. It then proceeds for 1.68km to the site (Pindulo Rubhall)	Not adhering to Traffic signs	Driver do not stop at intersection, collide with oncoming traffic and Pedestrians	2	4	8	Licensed drivers operating vehicles. Traffic infringement policy in place	1	4	4	Pindulo Logistics
9	Arrival of truck on site.	Physical interactions between vehicles and mobile machinery	Collision with other vehicles and mobile equipment. Run over pedestrians/ Site personnel.	2	4	8	Driver Induction High-vis clothing Speed control measures - Nampot speed cameras Driver alert Traffic signs	1	4	4	Pindulo Logistics
10	Waiting Area	Petroleum product	Environmental spills/leaks	3	4	12	Truck Inspections Regular Fleet Maintenance Spill Kits on trucks	2	2	4	Pindulo Logistics
		Physical interactions between vehicles and mobile machinery	Collision with other vehicles & mobile equipment (FEL, Forklift)	2	4	8	Apply wheel chocks, engage hand brake & switch off ignition Driver alertness & competency Fatigue management Reverse with a spotter	1	3	3	Pindulo Logistics
		Air pollutant	Exhaust gases from excessive idling	3	4	12	Idle reduction technologies/Automatic engine shut-off systems. Wear correct PPE	2	2	4	Pindulo Logistics
11	Truck enters the Con Shed	Dust, Fumes and Vapors	Dust inhalation	3	4	12	Induction Use of correct PPE Limited time exposure (job/worker rotation)	2	2	4	Pindulo Logistics
		Irritating substances	Skin irritations	3	5	15	Safety Awareness (Induction & Toolbox talks) MSDS shared with employees Use of correct PPE (Overalls/Coveralls, Tyvet suits, Dust Mask) Safety Showers & mobile eye wash After shift showers	2	2	4	Pindulo Logistics
		Vehicle / Mobile equipment interactions	Property damage. Collision with mobile equipment (FEL). Running over pedestrians.	3	4	12	Induction. Spotter when reversing. High-vis clothing for all personnel. Communication. Adequate lighting limits	1	4	4	Pindulo Logistics
12	Product offloading	Dust, Fumes and Vapors	Dust inhalation	3	4	12	Induction Use of correct PPE Limited time exposure (job/worker rotation)	2	2	4	Pindulo Logistics
		Noise (Ambient or impact)	Excessive noise resulting from the emptying of loading bins	3	4	12	Use of appropriate PPE Job rotation Annual medical surveillance.	2	4	8	Pindulo Logistics
		Manual / electric / pneumatic / hydraulic tools	Delivery constraints resulting from mechanical/flipping failure Hydrocarbon spills Product contaminations Slip and fall incidents	3	4	12	Regular fleet maintenance Drop traps Spill kit bins Pindulo Offloading Procedure	2	1	2	Pindulo Logistics

13	Truck exits Con Shed	Vehicle / Mobile equipment interactions	Collision with other vehicles and mobile equipment. Running over pedestrians. Property damage	3	4	12	Induction. Spotter when reversing. High-vis clothing for all personnel. Communication. Adequate lighting	2	2	4	Pindulo Logistics
		Dust, Fumes and Vapors	Dust inhalation	3	4	12	Induction Use of correct PPE Limited time exposure (job/worker rotation) Sweep truck tires properly to remove excess product.	2	2	4	Pindulo Logistics

The risk assessment is a quantitative method.

The following scoring system is used to quantify **health and safety** risks:

Severity	
Fatality	5
Major injury, disabling illness, major damage	4
Lost time injury, illness, damage	3
Minor injury, minor damage	2
Delay only	1
Likelihood	
Certain to imminent	5
Very likely to happen	4
Likely to happen	3
Unlikely	2
Very unlikely	1

The resulting risk scores are rated into four broad risk bands as shown below:

Very High	20-25	Immediate action required to stop the activity or reduce the risk
High	12-19	Urgent action required as soon as practicable and within two weeks at the latest
Medium	8-11	Keep under regular review and investigate further measures to reduce the risk
Low	1-7	Acceptable risk

The following scoring system is used to quantify **environmental** risks:

Severity	
Global environmental impact	5
National environmental impact > 7 days clean up	4
Local environmental impact > 24 hrs clean up	3
Site environmental impact < 24 hrs clean up	2
Little or no environmental impact	1
Likelihood	
Certain to imminent	5
Very likely to happen	4
Likely to happen	3
Unlikely	2
Very unlikely	1

The resulting risk scores are rated into four broad risk bands as shown below:

Very High	16-25	Immediate action required to stop the
Medium	9-15	Keep under regular review and investigate
Low	1-8	Acceptable risk

