



SMT LETHABO MINERALS (PTY) LTD (IN BUSINESS RESCUE)

HEAVY VEHICLE SITE STANDARD OPERATING PROCEDURE AND ENTRY PROTOCOL

Doc Ref: SMT-SOP-FLD-002 · Rev 5.2 · 6 October 2026 · Published at www.smtminerals.co.za

Workplace location	GPS coordinates	Target material	Maximum speed
Mine entrance gate, Boshoeck Chrome Mine	25°29'04.8"S 27°06'31.1"E (https://maps.app.goo.gl/jhSPhFdNZtDAMQF6)	Chrome ore stockpiles	20 km/h on site

Operating window	Designated Weighbridge (off-site)	Seller's Site Representative
Mon–Fri 06:00–18:00; Sat 06:00–13:00. No Sundays or public holidays without 48 h prior written consent.	As named in the Sale Confirmation — tare (empty) before entering the Mine; gross (loaded) immediately after loading.	As named in the Sale Confirmation

MANDATORY OPERATIONAL REQUIREMENT — ZERO EXCEPTION POLICY. All heavy vehicle drivers must strictly adhere to SMT Lethabo Minerals safety protocols, wear the required PPE at all times and comply with all site rules. No vehicle may leave the Mine without an official SMT Loading Slip and intact Seals. The gross Weighbridge Certificate must be matched to the Loading Slip at the Designated Weighbridge before the vehicle departs from the weighbridge.

This SOP forms part of the Seller's Standard Terms and Conditions of Sale (SMT-TC-001) published at www.smtminerals.co.za. Capitalised terms not defined here have the meanings given in those Conditions.

1. MANDATORY PPE AND VEHICLE EQUIPMENT CONTROLS

Driver personal protective equipment	Vehicle technical specifications
Hard hat: SABS approved, chin strap fastened at all times.	Wheel chocks: 2 × heavy-duty rubber stop blocks in mounting brackets.
High-visibility vest or overall: Class 2 reflective strips.	Audible alarm: functional reverse warning alarm (>85 dB).
Safety boots: steel-toe capped with ankle support.	Fire protection: 2 × 9 kg dry powder fire extinguishers (serviced).
Respiratory and eye protection: FFP2 dust mask and clear safety goggles.	Lighting and signals: functional headlights, hazards, indicators and hooter.
Hand protection: heavy-duty industrial leather gloves.	Tarping system: heavy-duty full-payload canvas / tarp cover.

2. STEP-BY-STEP PROCEDURE

2.1 Pre-arrival clearance and tare weighing

- 2.1.1 The Buyer or transporter submits the pre-dispatch manifest (driver name, ID / passport number, horse and trailer registration) at least 24 hours before arrival. Only listed vehicles and drivers are admitted.
- 2.1.2 Every vehicle is weighed empty at the Designated Weighbridge immediately before proceeding to the Mine. Weighbridge fees are for the Buyer's account.
- 2.1.3 The driver retains the printed tare ticket to present at security.

2.2 Gate access, security verification and induction

- 2.2.1 The driver presents a valid PrDP licence, matching ID or passport, and the tare ticket at the security gate.
- 2.2.2 The driver completes the physical PPE check and vehicle safety inspection with security personnel.

- 2.2.3 The driver reads the SOP and Baseline Risk Assessment summary and signs the Driver Gate Entry Register (Part 4).

2.3 On-site traffic, staging and ROM pad access

- 2.3.1 Maintain the 20 km/h speed limit. Headlights and hazard lights must remain on. No cell phone use while operating the vehicle.
- 2.3.2 A maximum of three (3) trucks is permitted inside the active ROM pad loading area at any time. Wait at the staging point when instructed.
- 2.3.3 When stopped: engage the park brake, switch off the engine and place wheel chocks on at least one axle.

2.4 Front-end loader (FEL) loading

- 2.4.1 Option A: the driver remains inside the cab with windows up, engine off and park brake engaged. Option B: the driver stands in the demarcated pedestrian safe zone at least 15 m from the FEL.
- 2.4.2 FEL operators load while keeping a clean bucket clearance above the pad base, and must not dig into or contaminate the pad stone, in particular on sweepings stockpiles.
- 2.4.3 Load only from the stockpile identified by the Seller's Site Representative.

2.5 Loading Slip, sealing and tarping

- 2.5.1 Collect the SMT Loading Slip specifying the stockpile source. The Seller's Site Representative fits numbered Seals and records the Seal numbers on the Loading Slip and Load Control Sheet.
- 2.5.2 Proceed to the tarping bay (level ground only) and secure the tarp fully over the payload before exit.

2.6 Gross weighing and departure

- 2.6.1 Proceed directly to the Designated Weighbridge by the route specified, without stopping, off-loading or adding to the load. Seals must be intact on arrival.
- 2.6.2 Present the Loading Slip for the gross weighing. The Weighbridge Certificate is matched to the Loading Slip and Seal numbers. Any weighing dispute must be recorded before the vehicle leaves the weighbridge.
- 2.6.3 SMT holds no liability for overloading or underloading. Any off-loading or adjustment of an overloaded vehicle is at the Buyer's or transporter's cost.

2.7 Spillage and breakdown

- 2.7.1 Report any spillage immediately. The Buyer and transporter must clean up spillage between the ROM pad, the entrance gate and the public haul roads at their cost.
- 2.7.2 On breakdown: hazard lights on, warning triangles placed 20 m in front of and behind the vehicle, and notify the Seller's Site Representative.

3. BASELINE RISK ASSESSMENT (BRA)

Risk matrix: Severity (1–5) × Probability (1–5). 1–8 LOW · 9–14 MEDIUM · 15–19 HIGH · 20–25 CRITICAL

Process step	Identified hazards and risks	Initial risk	Mandatory control measures	Residual risk
1. Site access and manifest check	Unverified driver or unroadworthy truck. Congestion and collision at gate.	MED (12)	24 h advance manifest. Pre-entry PPE and vehicle inspection. Tare ticket verification.	LOW (4)
2. Haul road transit	Vehicle collision or excessive speed. Driver fatigue or cell phone distraction. Dust blindness and road obstacles.	HIGH (16)	20 km/h limit. Headlights and hazards on. No cell phone use. Dust suppression on haul routes.	LOW (5)
3. ROM pad staging and parking	Vehicle roll-away on slope. Pedestrian struck by heavy plant. Congestion on active pads.	CRIT (20)	Max 3 trucks in staging area. Ignition off, park brake on, wheel chocks placed. High-visibility clothing for all personnel.	LOW (6)

Process step	Identified hazards and risks	Initial risk	Mandatory control measures	Residual risk
4. FEL loading	Crushed by FEL bucket. Falling ore debris. Base contamination / stone digging. Dust inhalation.	CRIT (20)	Driver in cab with windows up or in safe zone 15 m away. FFP2 mask and goggles. FEL operators trained on clean pad clearance.	LOW (6)
5. Sealing, tarping and cargo securing	Fall from height. Muscle strain from heavy tarps. Payload spillage on public roads.	MED (12)	Tarping only on level ground in tarping bay. Correct manual handling. Full canvas coverage before exit. Seals fitted and recorded.	LOW (4)
6. Gross weighing and public transit	Overloaded axles and road fines. Ticket / Loading Slip mismatch. Breakdown on public roads.	MED (12)	Gross weighing at Designated Weighbridge only. SMT holds no overload liability; adjustments at transporter's cost. Breakdown protocol (triangles 20 m front and rear).	LOW (4)

4. DRIVER GATE ENTRY AND SOP SIGN-OFF REGISTER

Date: _____ Sheet: ____ of ____ Log batch / Tranche #: _____ Security officer: _____

DRIVER DECLARATION: By signing below, I confirm that I have undergone the SMT site induction and have read, understood and agree to abide by SOP SMT-SOP-FLD-002 and the Baseline Risk Assessment. I carry the required PPE, my vehicle is compliant, and the payload will be fully tarped before exit. I acknowledge that SMT holds no liability for public road overload or underload penalties.

#	Time	Driver name and surname	ID / passport no.	Transport company	Truck and trailer reg.	Tare ticket #	Loading slip #	Seal no(s).	Driver signature
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									

Form SMT-REG-001A · SMT-SOP-FLD-002 Rev 5.2

4A. DRIVER GATE ENTRY REGISTER — CONTINUATION SHEET (copy as required; continue numbering)

Date: _____ Sheet: ____ of ____ Log batch / Tranche #: _____ Security officer: _____

DRIVER DECLARATION: By signing below, I confirm that I have undergone the SMT site induction and have read, understood and agree to abide by SOP SMT-SOP-FLD-002 and the Baseline Risk Assessment. I carry the required PPE, my vehicle is compliant, and the payload will be fully tarped before exit. I acknowledge that SMT holds no liability for public road overload or underload penalties.

#	Time	Driver name and surname	ID / passport no.	Transport company	Truck and trailer reg.	Tare ticket #	Loading slip #	Seal no(s).	Driver signature