### **RioTinto**

# Vehicle Fatality Elimination

Strengthening the Foundations

RioTinto

February 2023

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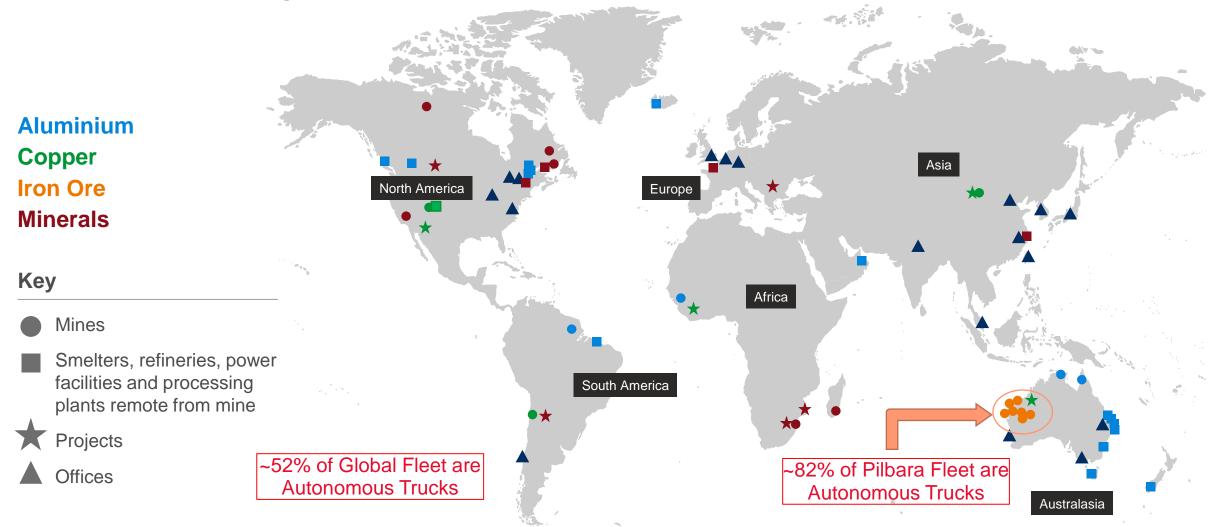
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Rio Tinto acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea and community.

We pay our respect to their Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples today and into the future.



#### Where we operate



## Safety

#### Our number one priority

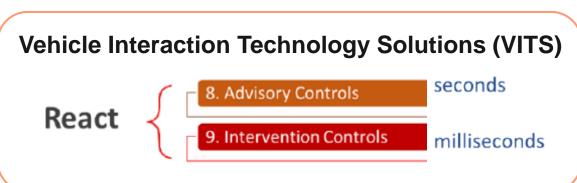
- Goal is zero fatalities\*
- Focus is identifying, understanding, managing and eliminating safety and workrelated heath risks
- Work-life balance
- Mental health awareness



# Vehicle Interaction Control Effectiveness (VICE) and Vehicle Interaction Technology Solutions (VITS)

- Rio Tinto follows the EMESRT framework of layered controls to eliminate vehicle interactions.
- Recognizes the importance of Levels 1-6 to serve as the foundations.
- VICE assessments serve to:
  - $\circ$   $\;$  Verify the health of Level 1-6 controls.
  - Identify where "drift" is occurring weakening the effectiveness of the Level 1-6 controls.
  - o Identify where VITS could further reduce the residual risks.
  - Identify if further non-technology solutions can be applied to reduce the residual risk.
- The VICE assessment consists of a rigorous review of the 102 Business Inputs to prevent the 92 Credible Failure Modes from occurring for the 13 required operating states by considering:
  - What is specified?
  - How is it implemented?
  - How is it monitored and verified?

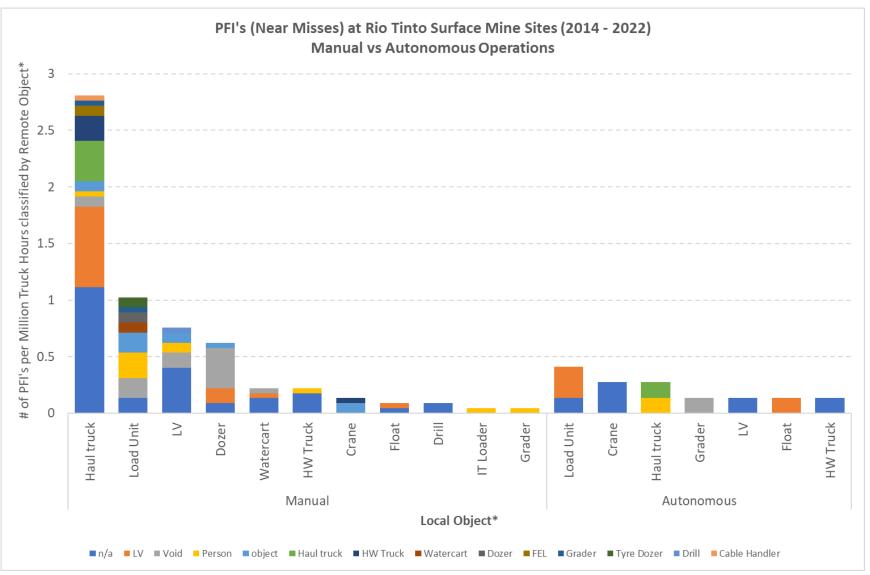




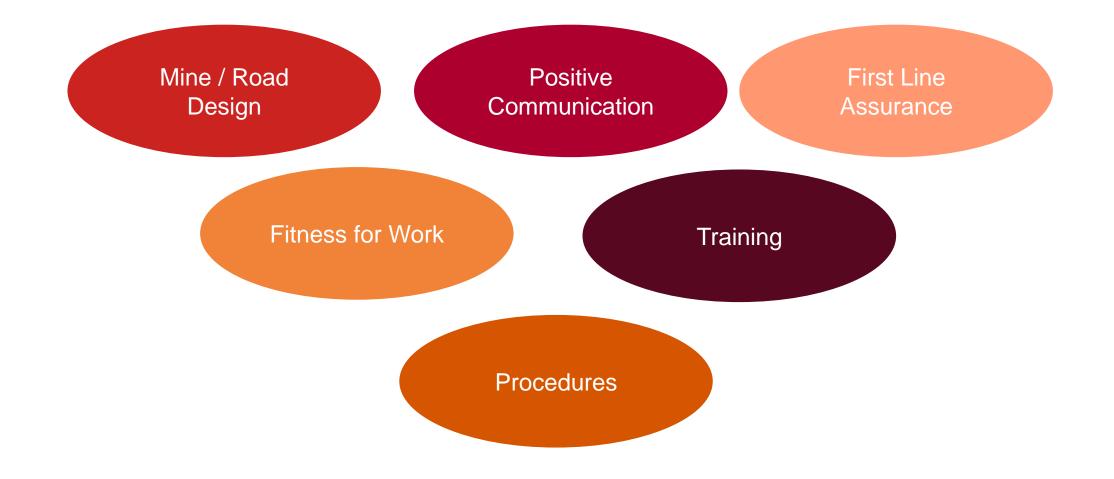
#### **Vehicle Interaction Control Effectiveness (VICE):**

### Taxonomy

- In 2022, Rio Tinto celebrated four years of fatality free operation.
- Automation has changed the frequency and taxonomy of PFIs.
- VITS to be an intermediate step on the road to autonomy.
- Level 1-6 controls continue to be a vital part of the layered protection.
- How can these be further strengthened?



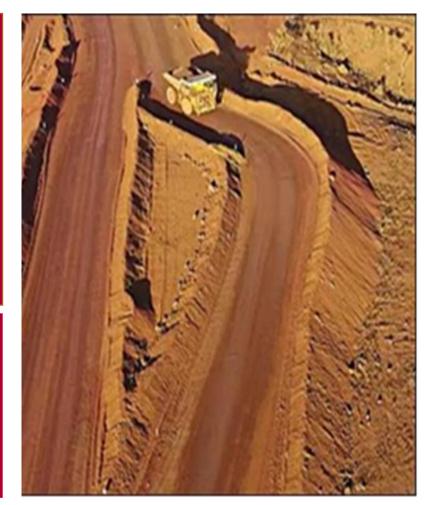
### Themes from VICE assessments



#### Road Design Controls – Downhill Haulage

Rio Tinto's standard approach to controlling and assuring risks associated with hauling activities down a gradient.

> Group Standard - C3 Group Procedure Management of Downhill Haulage



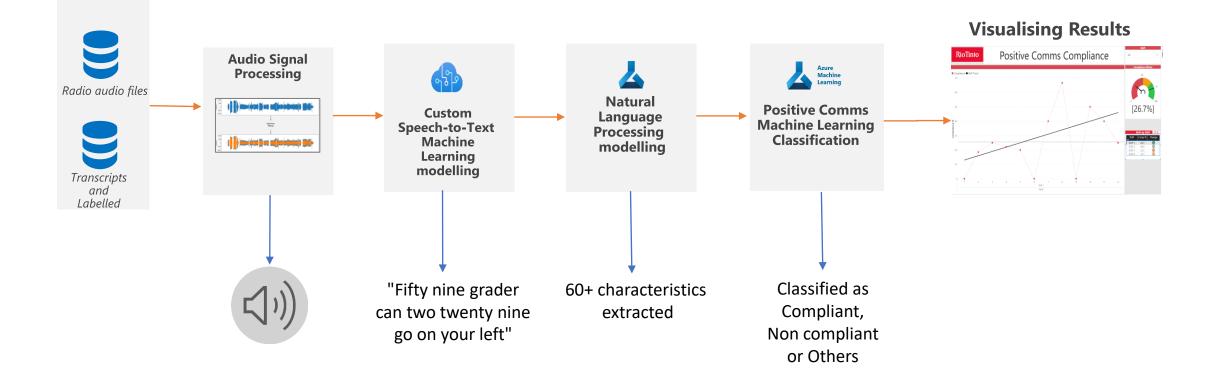
#### It covers:

- Accountability
- Ramp Risk Assessment
- Ramp Classification
- Ramp/Crest Speed Control
- Overloaded Trucks
- Traffic Management Plan
- Operations Requirements
- Mine Design Requirements

### **Positive Communications**

#### IOC - Proof of Concept





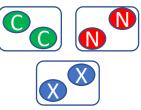
### How it works:



### **Outcomes and Findings**



Significant boost in in transcription accuracy compared with standard services: from 50%->75%+ accurate, even higher for important words.



Correctly classify 86% of the communications.



Inter and intra shift compliance trend analysis dashboard.



Exploration Dashboard for supervisors





### Path to Value

Value

North Star : Gamification & Near Real Time feedback

 $\searrow$ 

The vision is to increase adherence to PC protocols by automated monitoring and providing targeted timely feedback to operators.

#### Identification and scoring of Positive Communications conversations

Integration with Digital Radio EvenTide Radio

Identify PosComms compliance• Operationalise Minimum Viable<br/>Product Solution (RT Supported)

Identification of instances where two vehicles pass within 50m and no radio communications occur.

Integration with Collision Avoidance

Increase Automation

- Increase accuracy of PC compliance assesment
- Covarage of more mine sites
- Higher level insight from radio interactions

#### Scale across Rio Tinto Mine sites

Identify individuals or teams that require coaching (if allowed by GDPR and other applicable policy) Identify key factors driving Non-Compliance Gamification Timely Automated Feedback

PoC

**Create feature set for further** 

analysis and insights

trends

Operationalise MVP based on PoC Solution

Improve and Extend Approaches



