

Document Submittal Form

Contractor	SAMA Construction for contracting and trading Co.	Document submittal no.	03-677000-4800001383-SCC-TRF-PLN-000003
Contract no.	4800001383	Date	01/07/2025
To PMC	Parsons		

Document no.	Type	Description	Rev no.	Action required
03-677000-4800001383-SCC-TRF-PLN-000003	Plan	4800001383/000-Traffic Management Plan for TZE Haulage	01	<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Comments <input type="checkbox"/> Information <input type="checkbox"/> Other
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				<input type="checkbox"/> Approval <input type="checkbox"/> Comments <input type="checkbox"/> Information <input type="checkbox"/> Other

Contractor authorized signatory

Name	MOHANNAD ALKILANI	Date	01/07/2025
Signature			

PMC's comments

CODE B <ol style="list-style-type: none"> 1. Install traffic signs as per approved TMP. 2. Regular maintenance of haul road. 3. Rebars, ropes, and warning tape are not allowed on the haul road. 			
Status code	<input type="checkbox"/> No exception taken <input type="checkbox"/> Rejected	<input type="checkbox"/> Exception as noted revise and resubmit for record <input type="checkbox"/> Review not required	<input type="checkbox"/> Revise and resubmit <input type="checkbox"/> Issued for Construction
Engineer's name		Date	
Signature			

Received by Contractor

Name		Date	
Signature			



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Plan

4800001383/000-Traffic Management Plan for TZE Haulage

" 03-677000-4800001383-SCC-TRF-PLN-000003" Rev 01

" Revision code 01 "July. 2025 "



Document history

Revision code	Description of changes	Purpose of issue	Date
01	First Issue	For Approval	01/07/2025

Document approval

	Prepared by	Reviewed by	Approved by
Name	RAMY ABDULSALAM	AHMED EL TOKHY	MOHANNAD ALKILANI
Job Title	Traffic Control Manager	Construction Manager	Project Manager 





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1 Introduction

The purpose of this traffic management (TMP) is to address regulatory compliance, traffic management practices and protection measures to help reduce impact related to construction access roads within the vicinity of the project.

The objective of this plan includes following:

- To compliance with NEOM standards and legislation regulating traffic and transportation within KSA.
- To avoid incident and accident while vehicle is being driven and while transporting personnel, materials, and equipment to and from the project.
- To raise grater safety awareness in each driver and to ensure the compliance of safety driving provision for all vehicles.
- To avoid deterioration of access roads and pollution produced by equipment and vehicles.

2 Scope

This Scope of Work includes, but is not limited to:

- Excavation, Blasting, filling, compaction, processing and haulage of earthworks.
- Processing of unsatisfactory soils and rock into backfill material or engineered fill.
- Filling general with selected backfill material or engineered fill.
- Supply and installation of temporary fence including gates.
- Securing, maintaining any temporary or permanent stockpile areas during construction.
- Traffic management plan, signage for access and egress to the site from the temporary access road.
- Trees survey, removing, removing trees, shrubbery and relocation.
- Handover of the scope.
- Demobilization.

2.1 Project Description:

Project Name: ENOWA HV Corridor and TZE plot Earthworks.

Project Location: OXAGON

The Project is divided in two parts:

A. HV Corridors Clearance in Central OXAGON (Five Segments in different locations): (See Figure # 01 below)

The segments are as follows:

- i. Segment 8 within the area of Wadi Al Bidda.
- ii. Segment 9 at the north east corner of OXAGON (optional).
- iii. Segment 13-14 at the south of OXAGON.
- iv. Segment 16 at the north side of South Ring Road.

B. QXA-Q00-001-003 (TZE Plot) in the Industrial Quarter (IQ). (See Figure # 02 & 03 below)

TZE Plot is located in the Industrial Quarter at South of OXAGON and it's an area of 511,000 m²(831.04 X 615.50). The plot is part of Zone Q, at the east site of Wind Turbine Factory Road (Envision Road) opposite of Data Center Plot, 1 Km at the east of HW-55.

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Figure # 01 – Overall area of works for HV Corridor

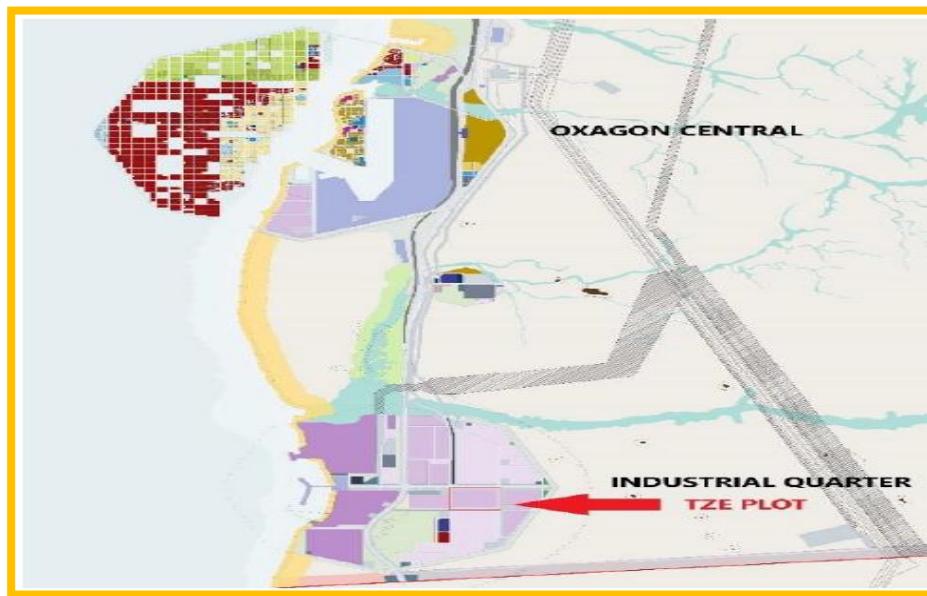


Figure # 02 – Industrial Quarter and TZE Plot

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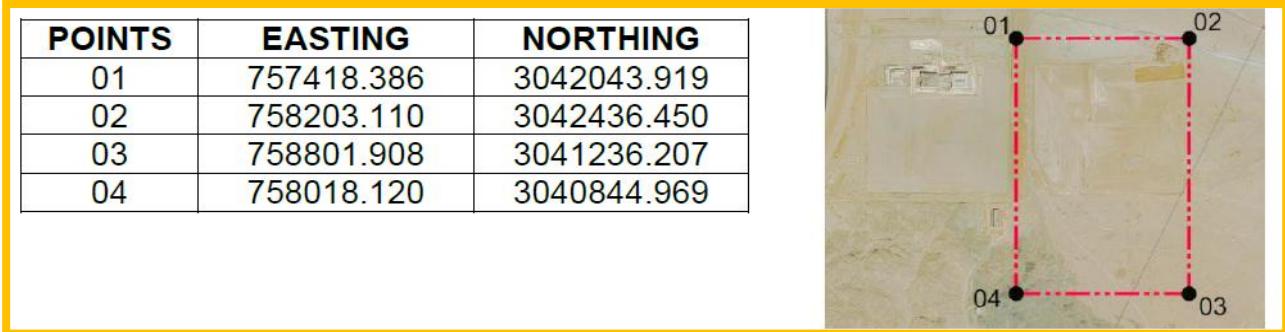


Figure # 03 – TZE Plot (Boundary of working area and coordinates)

3 Objectives and Targets

The key objective of this TMP is to set in place a Project TMP which addresses the traffic Management measures required on the Project. The safe mobile equipment and main interface Measures with mobile equipment put in place and man interface Measures with mobile equipment put in place and will be designed to maintain the safety of all Stakeholders while attempting to minimize disruption to these stakeholders.

4 General overview of the plan

- The human-Machine interface is quite literally where the human and the machine meet. It is the area of the human and the area of the machine that interact during a given task. Interaction can include touch, slight, sound, heat transference or any other physical or cognitive function.
- A construction Safety Officer and Supervisor ensures that workers are following company polices and safety procedures. Plan will be developed, implement and enforce at site and it will reduce accidents. The Safety Officers and Supervisors is in charge of inspecting site condition to determine if hazards are present and thus establishing procedures and policies to overcome those hazardous situations.
- As per NEOM standard heavy equipment operators should have SAG License and third-party certificate, light equipment operator third party certificate (TUV). Without proper documents not allow to operating equipment, before one week expiring certificate should updated. All driver/operators attend Redman & Green man training; they are knowledgeable about the TMP, Pedestrian & site traffic rules. The following rules should be obeying by the operators/drivers.
- Accuracy and applying emergency procedures. Attention to detail and cleaning equipment daily basis. Coordinating Machine actions with other activities in response to signals from crew members.
- Equipment's/vehicles should be moving only in designating access (TMP), valid documents kept in a vehicle, followed the senior person's instructions. Equipment checklist should be updated daily basis. Inspecting equipment's before and after use and interpreting work orders. Working in adverse conditions, working weekends, writing work orders for repairs. All equipment and vehicles operated in a safe manner in accordance with
- Manufacture's recommendations. All equipment and vehicle must require hazards beacon light and loud backup alarm.
- Mobile equipment working area should be barricaded, unauthorized persons are not trespassing the barricading. Redman means can relay information and guide the operator/driver, use hand & arm signals to relay information and guidance. Knows what actions to take in the event of hazardous situations, knows the required hand and arm signals also has the authority to stop unsafe work". Red man should stay from the equipment 4m to 9m far away, green man staying more than 10 m far away from the equipment. Who is working with the equipment makes sure they must attend Redman training; untrained employees not allow to working the above perimeter. Nobody to try goes to Dead man level.
- While working time man not allow to stay, sleeping under, sitting backside of equipment. While lifting materials nobody to under the suspended load and boom of the crane. Area supervisor should watch

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equipment and employees working distance, maintained/followed operators/drivers site traffic rules, conditions of equipment, TMP & PPE. Never work or walk around vehicle on site without identifying swing radius, and barricading and signing accordingly. Never walk in a work contract with all drivers/operators. Only approach mobile equipment when it is stopped and secured from movement. Always use pedestrian access routes and dedicated crossing points, do not walk on roadways. Never go into a blind spot. Area supervisor/equip. coordinator to check daily equipment condition, operator must be mentioned any deviation of equipment and immediately rectified it within short possible hours and signed in checklist by rectifier.

5 Roles and Responsibilities

5.1 Project Manager

Has the overall responsibility for this procedure and is responsible for implementation of this plan. Project manager shall ensure that enough resources (Barricades, LED Lights, Tower Lights and Flagman) are available at site. Project Manager shall support Safety Team in Implementation of this plan.

- Plan and Develop the Project Idea. Every project starts as an idea. ...
- Create and Lead Your Dream Team. ...
- Monitor Project Progress and Set Deadlines. ...
- Solve Issues That Arise. ...
- Manage the Money. ...
- Ensure Stakeholder Satisfaction. ...
- Evaluate Project Performance.

5.2 Construction Manager

In conjunction with the PM, is responsible for implementing and administering this procedure. Responsible for organizing, directing, and coordinating any available resources that will help to be more effective in the implementation of this project. CM is responsible for overseeing all the logistics of a construction project. Duties may include creating work schedules for your team and allocating responsibilities. You might also be required to conduct site visits and report to senior managers on project progress.

5.3 Project Safety Manager

- SAMA Safety Manager will assist in monitoring the effectiveness of TMP Plan and its compliance.
- Safety Manager shall be responsible for the training of drivers, operators, and workers.
- Safety Manager shall assess and deliver trainings in accordance with project Safety Training Matrix.
- Safety Manager shall be responsible to report and investigate accidents. Safety manager shall assess the effectiveness of control measures implemented and shall review the document if any changes required.

5.4 Environmental Manager

SAMA Environmental Manager shall assist and help to monitor and implement Project TMP. Environment Manager to identify the environmental hazards (Spillage, Dust etc.,) involved with Traffic movement that can cause harm to people and the environment.

5.5 Equipment Supervisor

Shall ensure that all SAMA equipment, plant, or vehicles that will be used at project are in good operation. All equipment that will be used shall be inspected and are compliance with MOT and Project requirement. Equipment Supervisor shall be responsible for the maintenance of equipment's. Equipment supervisor is also

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responsible for clearing Traffic routes in case vehicle breakdown.

5.6 Foreman / Supervisor

All Forman/ Supervisor Will be thoroughly familiar with this procedure and with their individual responsibilities regarding its implementation and enforcement. Supervisor/Forman shall brief their working team regarding traffic volume and its hazards prior to start activity. Workers shall also be briefed regarding safety of public users of the roads or access where SAMA will work. Will conduct inspection and assessment on site and determine the possible high-risk area that will be affected by the traffic.

6 TRAFFIC VOLUME

(NEOM NPR STD 001: 19.3 Traffic Management)

Traffic volume will be assessed for each zone of the project. This assessment will initially be conducted hourly to determine the baseline peak flow rate of onsite traffic. After the peak traffic volume per hour have been determined, controls will be implemented to mitigate excessive traffic volumes on site that could lead to violation factors.

7 Loading Unloading Procedure

(NEOM NPR STD 001: 21.5.5 Safe Access for Vehicle Loading and Unloading)

To ensure trailer & truck loading and unloading operations are completed safely and to eliminate the potential for injuries where vehicle and people interaction occurs.

- Load restraint includes lashing/unlashing, tie down, twist lock locking/unlocking for the purposes of ensuring a load is secured to the trailer or truck to meet the performance standards in the load restraint guide or unsecured in preparation for removal.
- No moving outside the site without Tarping/loads, lashing shall be done before moving.
- The load(s) must be inspected by the driver to confirm that the load is evenly Loaded on truck and adequately secured.

8 APPROACH SPEED

(NEOM NPR STD 001: 19.3 Traffic Management)

The traffic approaching a construction area will often be required to be slowed or stopped intermittently. It is important; therefore, in planning the job to know what approach speed will be encountered. It should not be assumed that the existing speed limit will be the maximum speed encountered. A definite point should be made of visiting the jobsite to determine others condition which might add to the problem of the job protection. Limitations on sights distance the speed limit on Highway Heavy equipment 80kph and light vehicle 100kph and Jobsite access roads shall be 20Kph for light vehicles and 20Kph for all heavy equipment, and inside Site Office premises shall be 20Kph. The speed limits will be assessed for practicality and amended where necessary and as determined by the terrain and risk factor.

9 Traffic Control Measures

(NEOM NPR STD 19.3: Traffic Management)

9.1 Approvals

SAMA shall take all necessary approvals from NEOM before starting any activity at live roads. Proposed traffic plan drawings shall be submitted to PMC for approval. Drawings shall contain details:

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- Proposed access routes for public traffic.
- Access routes will be developed along the work sites and updated accordingly as per the progress of the project.
- U turn will be open at all times for all other traffic.
- Speed limit and signs for that alternative access.
- Physical barrier's location when needed and warning tape.
- Light arrangements around the site when needed.
- Humps.

9.2 Traffic Marshal

(NEOM NPR STD -001 Deliveries and Vehicle Movement- 37.7)

A trained traffic marshal is appointed at the site to supervise traffic control arrangements. A traffic marshal is responsible for controlling and managing vehicle movement in a pre-defined area. They mark entrances and exits and assist drivers of bulky vehicles. They ensure a seamless flow of movement, together with safety and security on-site.

Traffic marshals work on construction sites and roadways to ensure the safe movement of large vehicles. They are responsible for maintaining security on-site, facilitating the movement of vehicles, and preserving public traffic routes. **Dedicated traffic marshal from the Safety Team.**

some of other responsibilities of a traffic marshal include:

- Directing traffic
- Setting up cones and barriers
- Assisting pedestrians crossing the road
- Working well as part of a team

9.3 Site Entrance

(NEOM NPR STD -001: 19.4 Segregation from Live Roads)

- Site entrance and exits to SAMA/PMC Site office and laydown area shall be marked and appropriate warning signs shall be installed. Entrances and exits must be stabilized to prevent the tracking of soil and debris onto the public highway.
- The use of stone, metal grating mats or wheel wash stations can help the reduction of debris. Street sweeping must be considered where debris is tracked onto the highway. Reverse parking shall be implemented at site offices.
- Heavy equipment entry shall be kept minimum at site office area. Clear route for water truck, toilet suction truck shall be established. Goal post shall be installed at entrance points to warn drivers / operators regarding overhead cables when needed.
- The site gate will be managed by Security Team all the time and shall be closed at end of duty time

9.4 NEOM – VVS Inspection

(NEOM NPR STD 001 - VVS 17.5)

- All working equipment in site should be Inspected and get approval From NEOM Test team.
- All trucks should have green/amber and legible to work.
- HSE team shall inspect the equipment inspection status color against NEOM requirement and follow the related corrective action when required.



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9.5 Internal Road designs

The design of traffic routes shall be in a manner that avoids blind-spots and tight bends; SAMA will ensure that access for emergency vehicles such like ambulance is always maintained under traffic routes. the Traffic layout plan attached for the worksite, including the arrangements for controlling and management of traffic. Layout drawing show clearly traffic routes access egress, pedestrian crossing points, welfare area, parking zone, site offices, security checkpoint and signage, location, and pedestrian routes; Control measures public interface at the site entrance and/or exit warning signs and traffic control measures.

9.6 Intersections

(NEOM NPR STD 001 - 19.3 Traffic Management)

Intersections and road work will be managed in full compliance NEOM best practices. Control measures will include but not be limited to:

- Traffic will be regulated using barriers when needed and warning tapes as per NEOM approval with lights for visibility during night-time.
- Speed humps before and after intersection.
- Sufficient traffic signs.
- Flagmen during daytime when needed.

9.6.1 Safe Zone:

It is an area free of interaction between equipment/machinery and people. The safe zone will usually be identified by green.

9.6.2 Work Zone:

Also called the exclusion zone, is an area where operational tasks occur operations for trailer & truck unloading/loading. Only operationally critical personnel can enter the work zone, as approved by Supervision. When identifying the work zones, it is important to consider the following:

- Other pedestrians not related to your job.
- Driver safe zone.
- SAMA employee safe zone.
- Effective system of communication.
- Effective loading and unloading operations in progress warnings, e.g., spotter, barricades, and signage.

9.7 Pedestrian segregation/ walkway -

(NEOM NPR STD 001 -19.2 General Requirements/19.4 Segregation from Live Roads)

The primary objectives of the segregation between the pedestrian and access of the equipment is to prevent any vehicular accident which is the most often exists incidents across to all projects.

SAMA ensure adequate pedestrian access to prevent any unforeseen incident or accident. Physical barriers and warning tape shall be used to segregate the vehicle access from people.

The site office and layout area where there is more volume of pedestrian access will be used, heavy equipment shall be prohibited to enter apart from the mandatory heavy vehicles such as Toilet suction truck, water tanker and waste collection vehicle. Where SAMA will be working near public access areas, apart from physical barriers, flagman shall be assigned to control and monitor all SAMA equipment and workers. Site traffic team shall ensure that control measures are implemented, and people are following the protocols. Awareness session shall conduct (Safety campaign) to all workers for pedestrian walkway.

There are several objectives that should address to improve pedestrian safety.

- Reduce the speed of vehicles.
- Reduce pedestrian risks at road crossing locations.
- Provide sidewalks and walkways separate from vehicle/equipment traffic.

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- Improve awareness of and visibility between motor vehicles and pedestrians.
- Improve pedestrian and motorist behaviors.
- Two-way traffic system.
- Parking Area shall away with safe distance from Welfare facilities.
- Workers (Driver/Operator) Training.
- Daily Toolbox TBT by Equipment supervisor/Inspector.

9.8 Two Ways Traffic

SAMA team will construct two ways traffic system depending upon the site circumstances. Two-way system is a good way to control reversing action. Reversing can be a contributor to site accidents related to vehicles. A median will be created in a two-way traffic system either using warning tapes safety, jersey barriers, rope and warning tape or used tires painted red and white for better visibility. The traffic system either uses empty drums or used tires painted red and white for better visibility. U Turns will be provided at designated places. Drivers and operators shall be trained by a Safety team regarding two systems and reversing hazards.

9.9 TRAFFIC SIGNS

The government reference document for traffic signs is MOT Work zone traffic control Handbook 1438 A.H (2017) - Traffic signs are utilized as a method of warning and guiding drivers, helping to regulate the flow of traffic among vehicles, pedestrians, and others who travel the highways and other access roadways. The traffic signs must be placed in advance to give drivers enough time to slow down or apply break gradually depending on the indication of traffic sign.

All necessary traffic sign as per KSA travel and transportation regulation will be posted on the access road and the service road. A sign survey will be conducted, and additional signs will be implemented and posted where required. Current drawings indicate sign placement made on the assumption of current site conditions and does not illustrate final sign positions and placement.

Signage will be installed at each zone of the project; all of these are made from reflectorized materials. SAMA aware of this item which is dedicated to procuring immediately for further safety and security measures for company assets, everybody of the project and to others particularly to the drivers who were involved in the project.

Traffic signs will be installed around the site and all access routes in different language which will be at least in 3 languages (Arabic, English and Urdu)

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GIVE WAY SIGNAGE.

The exit route of the project is marked with a **GIVE WAY** sign to give priority to U-turn vehicles.

9.10 Lighting

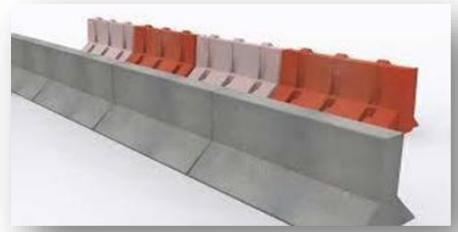
All the activities will run in the Day time un sun light and Sama shall ensure the following:

- (i) Warning lights, such as amber-flashing beacons, are provided at appropriate intervals where the risk assessment indicates the need to warn people of the presence of a barricade during darkness; and
- (ii) Where barricades are installed across roadways and shall remain in place during hours of darkness, the barricade shall be fitted with flashing lights to identify the barricade/traffic obstruction in accordance with the requirements of NEOM-NPR-STD 001- Section 19.0 – Working On, or Adjacent to a Road.

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9.11 BARRICADES

SAMA ensures all obstructions and excavations will be adequately always guarded for the protection to all workers who use the roadway. This may be done by a line of double row of steel or nylon rope with warning tapes or sand berms, plastic jersey barriers at curves, warning flashlights at Zones access ramps, and plastic jersey barriers as protection for the existing trees (refer to Figure 04), double warning tapes around the existing power supply poles. Ensure when there is an excavation made along the curves in the service road, temporary plastic barriers will be installed to protect the work and road users when the excavation will be open for more than one (1) week. Plastic barriers will be used as protection of the existing trees and power supply poles. Jersey barriers should not be placed more than 50 meters apart on long and straight temporary roadways to ensure visual indication on the route of the temporary road. Rope and warning tape will be placed in between the gaps if jersey barriers are not placed against each other. No gaps will be present when jersey barriers are placed on main roads to ensure that there is a positive barrier for the public vehicles and construction vehicles alike.



9.12 Temporary Barricades (Steel or Nylon Strap warning tape, Sand Berms)

All access roads will be barricaded using soft and temporary barriers to guide driver and to prevent them from going off the roads.

All straight service roads will be barricaded using double raw steel or nylon rope with warning tape or just by sand berms along the side of the service roads. Any curve will be barricaded using jersey barriers.

To avoid any overtaking, over speeding or any kind of traffic violation and to completely terminate the kind of issues which causes a lot of fatalities pertaining construction work, SAMA team will construct one way traffic system or two ways traffic system depending upon the circumstances. A median will be created in two-way traffic system either using rope or warning tape.

9.13 Signal Man & HAND SIGNALLING DEVICES

(NEOM NPR STD 001 - 17.2 3rd Party Training, Licensing, and Certification)

In general activities assigned a Banksman is not allowed. Signal man / Banks men will be used to control movement of equipment at service road access, near to traffic road of busy work area to avoid collision when needed, where the presence of banksman cannot be avoidable, to protect the banksman SAMA shall provide the cabin with Hard Barriers around the cabin. Signs and flag to be installed in advance to aware the road users like, reduce speed, speed humps, diversion signs etc.

Public Interface

During the construction of the project SAMA may be using public roads for. SAMA shall ensure that risk associated with use of public roads have been assessed and documented through a risk assessment (see Attached Risk Assessment section). Control measures mentioned in the risk assessment shall be implemented.

All SAMA drivers/operators that will use public roads shall:

- Be trained regarding hazards associated with driving on public roads.
- Shall always ensure that if carrying any load shall be secured and covered while driving on public roads.
- Always abide by the MOT speed limits of the road.
- Stay on the lane for heavy traffic.
- Don't use mobile phone while driving.
- Always fasten your seat belt.
- Immediately communicate with equipment supervisor in case of breakdown.
- Never leave vehicle switched on unattended.

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- Don't take shortcuts. Only used MOT allocated U turns.
- Apart from drivers and operator's worker working near live public roads must:
- Only work in lane/areas which are approved by NEOM.
 - Flagman is available to guide public and workers.
 - Never throw unwanted material (food, Stones) on access road or son live road used by public.
 - If working at night, ensure that enough lighting is available for incoming traffic for clear vision.
 - Safety warning signs are available and adequately lit.

9.14 VISITORS Vehicle

- Visitors will be inducted to this TMP, and Will be Guided all the time by one of SAMA Construction / Safety team.
- Not allowed to small vehicles to enter the site (Sedan/salon cars) the security people shall stop them to avoid them entrance.
- Only Pickup and SUV 4X4 light vehicles were allowed to enter the site.

9.15 DUST CONTROL

Dust control on the access roads in the construction site is one of the most important concerns across all work phase/zones which is considered a potential hazard in our site. Therefore, without these it can be caused of environmental issues, harmful to health and accidents. However, there are some techniques that we can apply to control the Dust on site. Dust can be reduced by following:

- Always drive at low speed when working in site are.
- spray water at the area regularly.



9.16 Control of speed

One of the most effective techniques to control the dust created by the vehicles on site, the drivers should be aware of the required speed limit to avoid creating more particles/dust around the site. These are the following procedures to limit the speed of the certain vehicles at site.

- Install sufficient signboard into a required speed limit (e.g., 20kph).
 - Install sufficient humps across all access on site. Speed humps before each intersection.
 - Assigned one (1) safety personnel with vehicle to monitor every movement of the vehicles who is working on the site or in main highway.
 - Give penalty to those commit a violation related on the speed limit.
 - A disciplinary code and procedure and penalty system will be enforced for any violation or transgression omitted by any operator or driver of equipment or vehicles.
- ❖ 1st offense - Warning for violations.
 ❖ 2nd offense - Penalty of Salary deduction from the project.
 ❖ 3rd offense - Termination from the project.

Depending on the seriousness of the offence, immediate removal from site could be enforced.



9.17 Spraying water on the Road

A water tanker must be appointed to driver throughout all access roads and spray water. The nozzles of water tanker raying water must be fine just enough to sprinkle water to keep the road damp. If the nozzles are big water will flow at high volume and will make access road very slippery.

Note, when dirt particles are wet, they stick together making it less likely turns into dust. A single watering can last either for hours or days, depending on the weather conditions on site.

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9.18 Traffic Management Plan Checklist

To check and monitor the effectiveness of the Traffic Management Plan, SAMA shall use the NEOM. Traffic Management Plan checklist. (please see attached) at the end of the document.

9.19 WELFARE FACILITIES

SAMA insured welfare facilities for all employees who work on a site must have access to toilets and facilities for washing, eating and rest. Welfare facilities shall be protected by use of sand berm , hard barricade, signages and keep safe distance from heavy equipment movement, all structure (Toilet, Shelter) shall protect while adverse weather (High wind Speed) provide suitable facilities for Drivers/Operators.

Employees shall be provided with safe and easy access to welfare facilities such as toilets and handwashing facilities, Drivers and employees shall be provided with a dedicated waiting or rest area where possible, from where they can access toilets and handwashing facilities.

Proper loading and unloading procedures shall be followed ensuring that all workers in the loading and unloading zones are trained on these safe work practices, Installing, and removing welfare units shall be done through Permit to work system and by the proper lifting accessories and equipment.

9.20 PROJECT DRIVING RULE

A guide to keeping you safe on the road

Distraction occurs any time you take your eyes off the road, your hands off the wheel, and your mind off your primary task: driving safely. Any non-driving activity you engage in is a potential distraction and increases your risk of crashing. Distracted driving is any activity that could divert a person's attention away from the primary task of driving.

There are three main types of distraction:

- Visual — taking your eyes off the road
- Manual — taking your hands off the wheel
- Cognitive — taking your mind off what you're doing

Texting is the most alarming distraction because it involves manual, visual, and cognitive distraction simultaneously. A disciplinary code and procedure and penalty system will be enforced for any violation or transgression omitted by any operator or driver of equipment or vehicles.

DO - Stay Safe:

- Use a seat belt at all times – driver and passenger(s).
- Adjust your driving for the conditions, including traffic, weather, pedestrians, rough roads, and degree of light.
- Drive defensively.
- Use a hands-free device for phone use if you must use the phone while driving.
- Be well-rested before driving.
- Avoid taking medication that makes you drowsy before driving, including prescription and over-the-counter drugs.
- Set a realistic goal for the number of miles that you can drive safely each day.

DO - Stay Focused:

- Driving requires your full attention. Avoid distractions, such as adjusting the radio or other controls, eating, or drinking, and talking or texting on the phone.
- Continually search the roadway to be alert to situations requiring quick action.
- Stop about every two hours for a break. Get out of the vehicle to stretch, take a walk, and get refreshed.
- Be patient and courteous to other drivers.
- Reduce your stress by planning your route ahead of time (bring the maps and directions), allowing plenty of travel time, and avoiding crowded roadways and busy driving times.
- Adjust your speed and increase your following distance when carrying heavier than normal loads and when

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you are towing.

DON'T:

- Drive under the influence of drugs and or alcohol.
- Drive aggressively.
- Tailgate or speed.
- Take other drivers' actions personally.
- Text and drive.
- Enter data in your GPS while driving.

GENERAL DRIVING RULES:

- Driver must not drive under influence of drugs/alcohol.
- Driver must always wear seatbelt and ensure his passengers while driving.
- Driver must NOT use mobile phone while driving
- Driver must follow site traffic rules and speed limit (20 KPH)
- Driver must follow posted speed limit signs on the public roadways
- Driver must inspect his equipment/vehicle and document it before use, report any damage found.
- Driver must wear his PPE when he leaves the cab of his Equipment/Vehicle
- Driver must never operate/drive any equipment or vehicle if he doesn't have certificates, license, or authorization
- Driver must not leave his vehicle running unattended and will park it in a designated area
- Driver must stop if people are near to his equipment/vehicle
- Driver must follow safe distance (10meter for haulage truck) or safe procedure while tipping.
- Driver must lower his dump truck bed before he moves
- Driver must turn off his vehicle/equipment while refueling
- Driver must report all accident/incident.
- Driver must not put any sunshade on his equipment windshield that cause distraction on his visibility.
- Driver must not overtake another vehicle on site.
- Driver must yield to pedestrians at dedicated crossing points or other areas as indicated by signs.
- Drivers must set a parking brake when leaving a vehicle unattended. Engines should be switched off, and keys removed from ignition.

9.21 Equipment Operators

- All operators shall be briefed about MEPI.
- Equipment shall be inspected and fit to use at site.
- All operators shall have valid TUV for the equipment they are operating
- All equipment's shall have working reverse alarm and beacon lights when working at site.
- Operators shall always use the designated access for machinery and prevent as much as possible where workers are exposed to MEPI.
- Operators shall always use side mirrors.
- Operator's vision shall always be clear. No curtains / cardboard shall be allowed to block side screens.
- All equipment shall be parked in the designated parking area.

9.22 Mobile Phones Policy

Mobile phone use is to be limited and restricted to operational needs only and must not be used within the work zone. It is recognized that Supervisors are required to use mobiles more frequently for operational reasons. Supervisors must ensure it is safe to take the call and they must leave the work area and/or take the call in the marked safe zone.

9.23 HAULAGE/LOADING AND UNLOADING PROCEDURES

The following are general loading and unloading procedures for trailers & trucks

- Trailers & Trucks may be loaded and unloaded either manually, by cranes and/or forklifts. The use of crane

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- or forklift is determined by the SAMA Supervisor/person in charge.
- Never stand under the load.
 - SAMA employees must not stand on trailers/truck during placement or removal of loads by cranes or forklifts. Access to trailers/truck should be avoided where possible and only occur with the authorization of the supervisor/person in charge, once the load is landed and settled on the trailer/truck and where an adjacent platform, for example a trailer, work platform or stairs, is in place. Stairs need to be controlled by another person while in use.
 - Lifts are to be checked off the manifest and any discrepancies noted. If there is a weight discrepancy, ensure that the appropriate persons are notified, including trailers/truck operators who may need to use alternative load restraint.
 - Be aware of pinch points and crush hazards during the loading and unloading process. Keep your hands away from cargo and truck trailer during loading and unloading and do not touch the load with your hands while it is moving. Utilizing hands free tools and tag lines for assisting load movement is appropriate.
 - For trailers/trucks the unlashing and lashing will be conducted by the trailer/truck drivers or trailers/trucking company representatives. All lashes on vehicles are to follow the Load Restraint Guide. Additionally dump truck tarping and de tarping while haulage operation shall follow NEOM/client procedure that procedure depends on site requirements and client instructions. The driver is not permitted to assist in any tarping activities and must remain either in the cab of the dump truck/tipper or in an agreed safe zone.
 - No moving with loose loads, without tarping lashing shall be done before moving.
 - Ensure equipment periodical inspection and driver/operator filling daily inspection checklist prior to start vehicle.
 - Clear one-way system and pedestrian/vehicle routes clearly define with Signages.
 - Sama Ensure training for Driver/Operator arrives at a site know where to go, where to park safely and how to contact someone at the site if any emergency.
 - Trailer/Truck drivers are not to walk into the work area during haulage/loading unloading operations unless authorized by a supervisor.
 - Drivers/Operator must stay in the safe zone, or park vehicle in safe agreed parking area at site.
 - Dump Truck drivers to remain with their vehicles unless there is an operational requirement to do otherwise.
 - If trucks are required to reverse, then a spotter is always required during the reversing operation. It is the responsibility of the trailer/truck driver to arrange the spotter. Reversing alarms must be installed and in good working order on all trailers/trucks.
 - All operators shall be deemed competent to operate equipment.
 - Green warning tape for safe zones such as PPE free zones. Green sign shows safe zone area and easy to recognize for employee.

9.24 Loading and Unloading of Heavy Equipment on Low-Bed Trailers

- Lowbed trailers must be provided with spring loaded jacks for a single person to easily and safely open and close the ramps.
- No one should ever load or unload heavy equipment on a low-bed trailer alone.
- Trailer driver shall supervise the heavy equipment loading/offloading at the low bed trailer.
- Only trailer driver shall open and close the trailer ramps and site supervisor/foreman/charge hand shall provide the necessary assistance if needed.
- The equipment operator should always use a spotter(driver) when loading & offloading any equipment.
- Always Park the trailer on a solid level surface that can easily support the load and ensure the ramps are properly lowered and stabled.
- No one is allowed to jump or stand on the ramps for stability.
- Always, use three points of contact when mounting or dismounting the trailer.
- Only experienced & certified equipment operators should be allowed to load and unload the equipment.
- Always inspect the trailer and tie down equipment to ensure they function properly.
- Make every effort to park the trailer in an open area with good visibility on all sides.
- Never Park the trailer under power lines when loading and unloading equipment.

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- Never load or unload the trailer over buried gas, water, power, or electrical lines.
- Never load and unload a trailer in a public road except in emergencies.
- If a public road is necessary for loading and unloading equipment always use flaggers and signs.
- When loading or unloading equipment, always set the brakes on the transport & chock the wheels.
- All accessory equipment such as booms, blades, buckets, loader cases etc. must be completely lowered & secured as per the procedures.
- All lowbed trailers lights should be working properly when hauling on public roads. The sides and back of the trailer must be equipped with reflective tape.
- No one shall stand directly in the line of fire.
- All SAMA employees or any other 3rd party personnel involved in the loading/unloading/Haulage operations are required to wear the minimum PPE requirements.

9.25 Other Stake Holders

The project is in an area where parallel work will be done by other contractors also. SAMA shall ensure the following precautions when working near other stake holders.

- Prestart meeting shall be arranged with stake holders to ensure the locations of Man
- Machine interference areas.
- SAMA shall ensure that all operators are briefed regarding the MEPI hazard.
- A designated flagman shall be used at areas where workers or equipment of other stake holders can interfere with SAMA equipment or workers.
- Any upcoming change in pedestrian or equipment access shall be communicated with other stake holders.
- SAMA shall ensure that MEPI control measures are in place at all its work area.
- If SAMA shall use other stake holder's access, it shall be communicated officially prior to use of that access.
- SAMA shall ensure that all access in its premises is well protected and lit at all the time.
- SAMA shall communicate with other stakeholders for any access to be used after normal working hours.

10 MANAGE WORK-RELATED TRAVEL INCIDENT AND EMERGENCY

- In Case of Emergency the emergency Vehicles is allowed to move at any allowed access or other shortcuts to minimize the time and the distance to reach the emergency locations and get out from it
- All incidents and emergencies are preventable, including work-related travel. It is critical for emergency preparedness of Traffic management to effectively plan and schedule travel journeys in advance which include:
 - Sufficient time shall be given to allow for effective journey planning and agreement between the traveler (s) and management.
 - Internal Emergency Contact.
 - External Emergency Contact.
 - Time-Out/Time-in Log.

SAMA shall qualitatively assess the risk of work-related travel then rank the types of travel, identify credible incidents (or scenarios) for work-related travel and emergency medical evacuation as part of the overall organization's emergency response program and take the appropriate actions accordingly.

10.1 Vehicle Incident (Accident/Fire)

Fires in vehicles pose a significant threat to life and property, Collisions and mechanical failures cause most car fires. While passenger compartment fires are less common than engine fires, they can be more frightening because the smoke and flames are close. Here's what to do if your car is on fire, and tips for preventing fires.

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10.1.1 What to do when there's a Vehicle fire

- Pull over as soon as you can do so safely.
- Turn the engine off.
- Get everyone out of the car and stay at least 100 feet away.
- Don't open the hood. Flames could flare up.
- Call for emergency.
- Don't go back for phones or anything else

10.1.2 How to Prevent a Vehicle Fire

- Operator/Drivers shall 360-degree vehicle inspection prior to start the work.
- Vehicle inspection by checklist.
- All the firefighting equipment (Fire Extinguisher) is recharged and inspected.
- Keep up with scheduled maintenance and annual inspections.
- Make sure you use only approved replacement parts and modifications.
- Don't Park in grass tall enough to touch parts of the car that heat up.
- Be careful with Diesel. Use only approved containers, don't carry it in the passenger area if possible, and never store it in your vehicle.
- If you must carry gas in the passenger area, use jerry can.

10.1.3 Fix these Vehicle fire danger signs now

- Damaged or loose wiring.
- Fuses that have blown more than once.
- Loud noises from the exhaust system.
- Rapid changes in fuel level, oil level, or engine temperature.
- Spilled oil after an oil change, a missing oil cap or one that doesn't fit.
- Worn out or loose hoses.
- The smell of burning rubber or metal.
- Smoke coming from the engine or brakes.

10.2 BREAKDOWN PROCEDURE

SAMA will be conducting equipment daily checklist before sending on site and make sure that all equipment be assigned are all in good and working conditions. In case of major breakdown, such equipment shall be taken out of the project and replace by others.

10.2.1 Breakdown Procedure on site

Safety Precautions for Vehicle Emergency Breakdown

- Vehicle break down is stressful. But staying calm and knowing what to do in the event will help you to stay safe until help arrives and rescue you and the vehicle safely.
- Put on your hazard lights. If it is dark, turn on your sidelights too as soon as you realize you're having trouble with your vehicle.
 - Keep your vehicle off the road by pulling over to the nearest road shoulder.
 - Apply the handbrake.
 - Make yourself visible.... wear personal protective equipment including Hi-Viz jacket.
 - Make a cone zone or traffic triangle away (approx. 50 meter) from your vehicle.
 - Wheel Chocks..... use wheel chocks since parking brake alone often isn't enough to keep a vehicle from rolling whilst vehicle is parked.
 - Immediately call for assistance once you have secured the safety of your vehicle.
 - Get back into and Stay in your car.... One of the biggest safety concerns during a breakdown is being hit by passing traffic. To help avoid this, you must always remain as far from the road as possible. Crossing traffic or standing next or behind the truck may create a hazardous situation.
 - Wait for help..... No matter how minor the issue seems, you must always wait for professional assistance

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- before attempting any repairs.
- Switch-Off Engine..... Don't run your engine continuously.

All vehicle drivers must have Safety Gear. While we hope you'll never have to use them, however having these safety tools readily available for those breakdowns or emergencies will help keep you and your vehicle safe.

- Wheel Chocks: You need to have at least two (2) pair of wheel chocks for your vehicle. They are designed to keep your truck in place to avoid forward or backward tire roll. Get in the habit of putting these in front of or behind your tires each time you park, even when your parking brake is engaged.
- Fire Extinguishers: You should have valid fire extinguisher and working condition. (Dry Chemical 6KG minimum)
- First-aid Kit: It's a must have necessity that should be part of safety gear kit. It's a given that when you're eventually going to get some sort of injury whether it's a sprain, laceration or burn.
- Tire Pressure Safety Gauge: you should always have a reliable tire pressure gauge to regularly check your tire pressure.
- Mobile Phone: Make sure your mobile phone is with you, fully charged and has adequate credit to call for help. Don't use mobile phone including hand-free whilst driving.
 - Stop the Equipment.
 - Park on safe area where it can't disrupt the traffic and workflow.
 - There should be a barricade and triangular device have been installed at least 15 meters apart from the equipment.
 - Asses the actual condition of the equipment's / cars with complete PPE(s) as per required standard.
 - Call the Supervisor or Safety officer about the equipment's breakdown.
 - Supervisor/Safety Officer will coordinate with maintenance department for immediate rectification.
 - Bring the equipment to the workshop for repair if not possible to have repaired them, eliminate and substitute.
 - Only a Competent Mechanic were authorized to repair the equipment

In case of Oil / Fuel leak on site

- Stop the Equipment.
- Park on safe area where it can't disrupt the traffic flow (designated maintenance area.)
- Inform the Supervisor and/or ES&H department about equipment's oil leakage.
- Supervisor/ES&H department shall coordinate with the maintenance department for the immediate action.
- Equipment shall be isolated with a barricade and steel spill tray shall be installed under equipment. A spill kit shall be also available.
- The Spill to be controlled and rectify as per NEOM Standard procedures.
- SAMA will determine how many litters of spillage oil or chemical if more than 50 litters it should be requires the assistance from external organization.
- SAMA will immediately remove the contaminated soil it must be segregate and put in a proper disposal area.
- After only that the problem was completely rectified as per satisfaction of NEOM representative that the said equipment can be allowed to be fielded.
- Only a Competent Mechanic were authorized to repair the equipment.

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11 Effective procedures to Implement the Speed limit on site.

(NEOM NPR STD 001 - 18.5 Site Driving Rules)

- SAMA will fully Comply to NEOM requirements.
- Install sufficient speed humps before each zone's access ramp on site to manage speed of approaching vehicles.
- Install sufficient warning signage on and offsite.
- Install sufficient lighting (warning flashlight) to provide effective warning at crossings.
- A disciplinary code and procedure and penalty system will be enforced for any violation or transgression omitted by any operator or driver of equipment or vehicles.
 - ❖ 1st Offense - Warning
 - ❖ 2nd Offense - Salary deduction with agreed amount per Violation
 - ❖ 3rd Offense - Termination or removal from site.

Depending on the seriousness of the offence, immediate removal from the site could be enforced.

12 Training

(NEOM NPR STD 001 - 22.4 Planning of Lifting Operations)

SAMA shall ensure that training will be provided to all drivers/Operators and workers in relation to the traffic management plan. SAMA safety Manager shall be responsible for preparing and providing training needs.

As per TMP requirements. Training shall include but not limited to:

- Safe usage of service and public roads. NEOM NPR STD 011 19 Working on or Near Live Roads
- Driver reversing awareness training.
- Man, Machine Interference. Crane operators. 22.3.4 Operators NEOM NOR STD 001/ 22.4 Planning of Lifting Operations - NEOM NOR STD
- Drivers /Operators getting out in plant movement area. 22.3.3 Slinger/Signaler (Rigger)
- Pedestrian interface with live traffic and equipment.
- Pedestrians live at road crossings.
- Intersection Flagman training.
- Worker's training regarding live road works and crossing.

The Project Manager and construction manager shall be responsible for providing resources to the Safety manager to conduct those training courses.

Drivers shall be provided with refreshed training if there is a change to the live public road route.

13 Reporting and Investigation Procedure:

We are often able to identify future hazard areas and apply remedial measures through use of an effective Leading Indicator program which includes Hazard and Risk analysis program and analysis of previous incidents. However, effective Corrective and Remedial action can only be applied when a proper root cause analysis is clearly performed. Detailed Investigation, factual reports and the evaluation of these facts are the basic tools for establishing the real cause of any accident and directing our accident prevention activity in the most efficient way.

13.1 Reports.

An immediate oral report will be made to SAMA CEO Office (Projects Director, Project Manager, HSE Manager and HR Managers) and (when required) to the client's representative of any fatality, LTI or High Potential.

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13.2 Reporting.

There are two levels of reporting.

- Oral Reporting (When an immediate notification is required as in above Reports).
- Written: In all cases Incident Report form shall be filled out. This shall be supported by whatever additional information (Photographs, sketches and /or written statements etc.) is required to enable a clear evaluation of events and causes to be made.

The initial responsibility for reporting an incident rest with the supervisor of the operation where the incident occurs who shall:

- Obtain treatment for any injured person.
- Ensure that as far as possible the scene of the incident remains undisturbed.
- Report to the site Safety Officer or Safety Supervisor and Project Manager.
- Describe the operation that was taking place and the sequence of events, which led to the incident.
- Assist the site Safety Office / Supervisor to examine any plant or equipment involved in the accident and to question witnesses.

13.3 Investigation

The Prime responsibility of the incident investigation Team is to ascertain at which stage planned activities and controls suffered a breakdown and resulted in an incident.

An incident in many cases is the result of:

- Requirements not being known understood or followed.
- Improper planning such as Poor Hazard Identification, Risk Assessment, or determination of appropriate controls.
- Controls correctly determined though not fully implemented or maintained.
- Changes in the process, material, plant, equipment, tools or personnel which were not identified, reviewed and assessed which created risk or elevated existing risk.
- Personnel behavior or attitude.
- Plant, equipment, or tool failure which could be due to poorly implemented maintenance regimes.

In order to effectively assess the incident and discover the root cause investigation elements include but are not limited to:

- Visit the scene of the incident and examine any plant or equipment for damage or misuse.
- Interview witnesses as to what happened, how it happened and why.
- Take notes and photographs or make sketches.
- Question any injured person as soon as possible.
- Ascertain the events that led to the incident and any irregularities in the operating steps.
- Analyze the basic cause, report, and recommend preventative action.
- In consultation with the Project / Department and HSE Manager recommend and assist in conducting further detailed investigation.

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NEOM Activity Briefing Form

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NEOM-NPR-STD-001_FRM01**

ACTIVITY BRIEFING FORM

Project Name:	Location:
Activity:	Responsible Eng./Site Mngr
Supervisor Name:	Date:
Risk Assessment:	Time:

PART 1: During the activity briefing, explain the activity and ask everyone the following:

1. Do we feel good and fit for work? Yes No

2. Which of the following significant hazards apply?

Mobile Plant and Equipment	Driving	Working on or near Live Roads	Breathing Ground and Excavations	Working at Height	Lifting	Confined Spaces
						
<input type="checkbox"/>						

Fire	Hot Works	Boiled Systems	Temporary Works	Drilling and Boring	Working on or near Water	Working in Heat
						
<input type="checkbox"/>						

3. What are the behaviors for the associated significant hazards?

PART 2: Are there any other hazards involved? If yes, list the hazards and controls below:

Hazards	Control Measures

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PART 3: Work Readiness

1. Do we have the right tools and equipment to perform the job safely? Yes No

2. Have you briefed the team on emergency and welfare arrangements? Yes No

PART 4: Sign-off Sheet

No.	Full Name of Employee	Employee No.	Signature
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			

Supervisor: (Name & Signature)
Reviewer: (Name & Signature)
Date:
Date:

IF SOMETHING CHANGES OR IS NOT CORRECT, STOP WORK AND LET YOUR SUPERVISOR KNOW!

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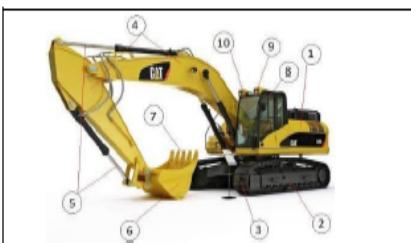
قائمة فحص الحفار Daily Excavator Checklist

قسم السلامة والصحة المهنية والبيئة HSE Department

Project:

• End of file

Note: the inspector should sign in the field don't only use check sign This format should be maintained in the Equipment and retained at SAMA HSE Office after completed



Comments

صالح		Partialy Fit	صالح جزئياً		NOT Fit	غير صالح		Date of Not fit:	تاريخ عدم المطابقة	/	/ 20
INSPECTED By				REVIEWED BY				تم المراجعة بواسطة			
Name	الاسم					Name	الاسم				
Signature	التوقيع					Signature	التوقيع				

Rev.: 1

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 قسم السلامة والصحة المهنية والبيئة HSE Department		
Month: النهر	Year: السنة	Project: المشروع
Manufacture: المصنع		Operator Name/الاسم: _____ Model: _____
ملحوظة: يجب تعميم الأولا في المربعات وأولى ملاحظات كتب في ملأة الملاحظات فقط		
Note: Please write Yes or No in the given box and if some comments write in remarks column.		
S.N	Parameters	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
1	Operator cabin should be fully covered and made by sound quality of material. يجب أن تكون كابينة المنشف مغطاة بالكامل ومحصنة من مواد جودة عالية.	
2	Carrier should be in good condition. يجب أن يكون نقل السرعة في حالة جيدة.	
3	No damage in tire (Bolts, crack, cuts & air pressure, etc.). لا يوجد أي ضرر في الإطارات (البراغي ، الكراك ، القلع وضغط الهواء).	
4	Side mirror should be in good condition. المرايا الجانبية في حالة جيدة.	
5	Head & tail light and indicators are in working condition. المصابيح الرأسية والخلفية والمؤشرات في حالة صالحة للعمل.	
6	Wiper should be in running condition. المساحات تعمل بحالة جيدة.	
7	Wind shield/glass should be in proper condition. يجب أن يكون واقي الرياح / الزجاج في حالة جيدة.	
8	Seatbelt should be available. حزام الأمان يجب أن يكون موجود و جيد.	
9	Red triangle/reflective tape should be fixed in front of vehicle. يجب تثبيت مثلث أحمر / شريط عاكس أمام السيارة.	
10	Hydraulic cylinder and hoses should be in good condition and free from leakage. يجب أن تكون الأسطوانة والخراطيم الهيدروليكية في حالة جيدة وذاتية من أي التسرب.	
11	Registration number should be written يجب كتابة رقم التسجيل.	
12	Front & reverse horn. البوق الأمامي والخلفي يعمل.	
13	Fire extinguisher in operator cabin. مطابق الحريق في كابينة السائق.	
14	Operator have valid and suitable license. المنشف لديه ترخيص صالح ومتخصص للعمل.	
15	First aid kit should be available. يجب أن تكون موجود صندوق الإسعافات.	
16	Normal break & emergency (hand) break should be in functional & operational condition. يجب أن يكون الفرامل العادي وفرامل اليد في حالة وظيفية وشفافية.	
17	Free of Black Smoke. لم يلاحظ دخان أسود من الماء.	
18	Any Oil leak observed. لوحظ وجود أي تسرب للزيت.	
19	TAILGATE in working condition. في حالة صالحة للعمل.	

Note: the Inspector should sign in the field don't only use check sign. This format should be maintained in the equipment and retained at SAMA HSE Office after completed.

	Comments: _____ <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Rt. No:</td> <td style="width: 25%;">_____</td> <td style="width: 25%;">Partially R. _____</td> <td style="width: 25%;">NOT R. _____</td> </tr> <tr> <td>INSPECTED BY:</td> <td colspan="3">لم يتم التفاصيل</td> </tr> <tr> <td>Name: _____</td> <td colspan="3">Name: _____</td> </tr> <tr> <td>Signature: _____</td> <td colspan="3">Signature: _____</td> </tr> <tr> <td colspan="4" style="text-align: center;">Date of Not R: _____</td> </tr> <tr> <td colspan="4" style="text-align: center;">/ /</td> </tr> <tr> <td colspan="4" style="text-align: center;">REVIEWED BY:</td> </tr> <tr> <td colspan="4" style="text-align: center;">لم يتم التفاصيل</td> </tr> <tr> <td colspan="4" style="text-align: center;">Name: _____</td> </tr> <tr> <td colspan="4" style="text-align: center;">Signature: _____</td> </tr> <tr> <td colspan="4" style="text-align: center;">Issue Date: 17.01.2023</td> </tr> </table>	Rt. No:	_____	Partially R. _____	NOT R. _____	INSPECTED BY:	لم يتم التفاصيل			Name: _____	Name: _____			Signature: _____	Signature: _____			Date of Not R: _____				/ /				REVIEWED BY:				لم يتم التفاصيل				Name: _____				Signature: _____				Issue Date: 17.01.2023			
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Issue Date: 17.01.2023																																													

 NEOM		
Document Number:	03-677000-4800001383-SCC-TRF-PLN-00003	REVISION NO: 01

Appendix A: TMP Checklist

CONSIDER THE FOLLOWING	Yes	No	Comments / Action
Separation			
Are separate entries and exits provided for vehicles and			
Do the entries and exits protect pedestrians from being struck by vehicles?			
Does the layout of the workplace effectively separate pedestrians, vehicles and powered mobile plant?			
Are systems in place to keep pedestrians and moving vehicles or plant apart like physical barriers, exclusion zones and safety zones?			
Vehicle routes			
Are the roads and pathways within the workplace suitable for the types and volumes of traffic?			
Are loading zones clearly marked?			
Do vehicle route designs consider vehicle characteristics under all conditions, for example emergency braking, running out of fuel or adverse			
Are there enough parking places for vehicles and are they			
Are traffic directions clearly marked and visible?			
If a one-way system is provided for vehicle routes within the workplace, is it properly designed,			
Are vehicle routes wide enough to separate vehicles and pedestrians and for the largest			
Do vehicle routes have firm and even surfaces?			
Are vehicle routes kept clear from obstructions and other			
Are vehicle routes well maintained?			
Do vehicle routes avoid sharp or blind corners?			
Pedestrian routes			
Are pedestrian walkways separated from vehicles?			
Where necessary are there safe pedestrian crossings on vehicle routes?			
Is there a safe pedestrian route which allows visitors to access the site office and facilities?			
Are pedestrian walkways clearly marked?			
Are pedestrian walkways well maintained?			
Ambulance Emergency Lane			
Signage clearly marks the emergency lane and its purpose?			
Confirm the lane is free from vehicles, equipment, and debris?			
Verify that routine inspections and maintenance are conducted to keep the lane in good condition?			

Confirm all staff and visitors have received information and training regarding the importance of the emergency lane?			
System is in place to monitor the lane and prevent unauthorized use?			
Inspect the lane for a smooth surface suitable for emergency vehicles?			
Check that adequate lighting is installed for nighttime visibility and accessibility?			
Vehicle movement			
Have driven-through, one-way systems been used to reduce the need for reversing?			

CONSIDER THE FOLLOWING	Yes	No	Comments / Action
Are non-essential workers excluded from areas where reversing occurs?			
Are vehicles slowed to safe speeds, for example speed limiters on mobile plant or chicanes on			
Do drivers use the correct routes, drive within the speed limit and follow site rules?			
Signs			
Are there speed limit signs?			
Are there clear warnings of powered mobile plant			
Is there clear signage of pedestrian and powered mobile plant exclusion zones?			
Is there enough lighting to ensure signs are visible, particularly at night?			
Warning devices			
Are flashing lights, sensors and reversing alarms installed on powered mobile plant?			
Information, training and supervision			
Do powered mobile plant operators have relevant high risk work licences? Are they trained in operating the particular model of plant being			
Have workers received site specific training and information on traffic hazards, speed limits,			
Is information and instruction about safe movement around the workplace provided to visitors and			
Is the level of supervision sufficient to check traffic movement and ensure safety of pedestrians and			
Personal Protective Equipment			

Is PPE like high visibility clothing provided and used where necessary?			
Vehicle safety			
Have vehicles and powered mobile plant been selected which are suitable for the tasks to be			
Do vehicles have direct visibility or devices for improving vision like external and side mirrors			
Are vehicles fitted with effective service and parking			
Do vehicles and powered mobile plant have seatbelts where necessary?			
Is there a regular maintenance program for all vehicles and powered mobile plant?			
Is there a system for reporting faults on all vehicles and powered mobile plant?			
Do drivers carry out basic safety checks before using			
Are there any other control measures that should be implemented to manage risks at your workplace?			

Daily Maintenance Checklist:

		
PROJECT	DESCRIPTION	
DATE	LOCATION	
GENERAL DAILY CHECKS		
Issued to: Name: Signature:	1 TRAFFIC SIGNS IN PLACE 3 DELINATOR DEVICES 4 TMA 5 LAMPS	11 TRAFFIC COUNT 12 SAFETY BUFFER CLEAR MATERIALS 13 TRAFFIC SIGN & CLEAN 14 TRAFFIC SIGN BALLOON STS 15 BARRIER WATER FILLED
Received by: Name: Signature:	2 TAPER 6 SAFETY ZONE 7 WORK & ACCESS 8 WORK & EXIT	12 SAFETY BUFFER CLEAR MATERIALS 16 ADVERSE WEATHER 17 WELFARE 18 Emergency communications
Maintenance carried out:		
Traffic manager and supervisor confirmed check completed works required completed.		
Name:	Signature:	Date:
NAME: SIGNATURE:	1	Team Trained and competent for Work?
	2	Method Statement / Risk Assessments Adequate?
	3	Method Statement / Risk Assessments Briefed Out?
	4	Generic or Specific TM Drawings Adequate?
	5	Suitable Work Equipment available?
Additional Controls Required Managers / Supervisors Response:		

Traffic Management Work Permit:

Traffic Management work permit			
Type of work	Date		
<input checked="" type="radio"/> VERGE	<input checked="" type="radio"/> SHOULDER	<input checked="" type="radio"/> CENTRAL RESERVATION	
<input checked="" type="radio"/> LANE CLOSURE	<input checked="" type="radio"/> TOTAL CLOSURE	<input checked="" type="radio"/> DIVERSION	
TTM set up description			
Delivery team			
location			
Requestor name			
Pre-implementation			
	YES	NO	Remarks
TMP Drawing available	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
PMC/EPM approval	<input checked="" type="radio"/>	<input checked="" type="radio"/>	DATE:
Traffic Police approval	<input checked="" type="radio"/>	<input checked="" type="radio"/>	DATE:
Required material			
	YES	NO	Remarks
Truck Mounted Attenuator	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
Traffic car to warn traffic?	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
Delimitors	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
Standard size TM Signs	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
Crane – Boom truck	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
Certified lifting accessories	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
Interconnect Approved Concrete barriers	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
TM accessories in place (VMS, chevron, blinkers, Retro reflective tape / LED strips)	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
Other	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Specify:
Supervisor on site / TM Installation			
	YES	NO	Remarks
Rigging required	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
Traffic Manager / Engineer	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
Trained and competent TM installation team:	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
JIA and RAMS approved	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
BS EN 471 Class 3 PPE	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
Post implementation			
	YES	NO	Remarks
Site TM Installation checked by Supervisor as per TMP	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
Risk/danger to public Traffic	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
Risk/danger to Site	<input checked="" type="radio"/>	<input checked="" type="radio"/>	
Signatures and approvals			
Contractor Permit Requestor			Date:
Contractor TM Engineer / HSE Manager			Date:
EPM HSE			Date:

Work location sketch:
Coordinates/Locations:

 NEOM		
Document Number:	03-677000-4800001383-SCC-TRF-PLN-000003	REVISION NO: 01

Appendix B: RISK ASSESSMENT



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NEOM-NLF-FRM-002.01 NEOM Risk Assessment Form

Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks								NEOM code:	
Component or aspect of work:	Traffic Management For Haulage									Sheet no. 1 of 28

Serial no.	Nature and possible effects of a hazard	Who or what may be affected?	Initial assessment			Risk control measures	Residual risk			Comments
			Severity	Likelihood	Ass'ed risk		Severity	Likelihood	Ass'ed risk	
1	<p>Unauthorized road works.</p> <ul style="list-style-type: none"> • Un Authorized, Un-Inducted, Non-competency of crewmembers involvement in traffic management may lead to physical injury and property damage. 	Working crew and involved equipment and vehicle	4	UL	AR	<ul style="list-style-type: none"> • Site specific safety Orientation including Eltizam program shall be given to all employees before assigning them in to the site. • TBT for the specific task to be conducted. • Pre-Task Briefing to be carried out prior to start the task by foreman or supervisor. • Approved TMP shall be briefed to working crew and copy shall be available at site. • Correct type of Work Permit to be obtained and precautions are to be followed as mentioned. • Only Trained & Competent crew shall be assigned to the work. • Proper PPEs like Safety Shoes, Helmets, Safety glass, Respiratory mask and Hand gloves all are mandatory while performing task. • Housekeeping to be done before, during and after completion of the task. • Supervisory instruction to be followed. • Work area must be clear from obstructions. • Task specific training and awareness shall be delivered to all crew members. 	4	R	A	PM/CM/HSE

Health & safety severity:		Likelihood:	Assessed risk:	Severity					Name & signature	Date
				1	2	3	4	5		
1 = Very Low	– no injury, 2-man days LTI	R = Rare – unlikely to occur		N	N	A	A	A	Md. Kamran	30/06/25
2 = Low	– minor 'first aid' injury, 2-4 days LTI	UL = Unlikely – unlikely but possible		N	A	A	AR	AR	Umer Hayat	30/06/25
3 = Medium	several causalities that might require hospitalization with long term effect	M = Possible – possible at some time		A	A	AR	AR	UA		
5 to 15 man-days (LTI)		H = Likely – likely to occur several times		A	AR	AR	UA	UA		
4 = High	– Would cause serious causalities result in long term physical impairment of personnel	AC = Frequent – likely to occur many times		A	AR	UA	UA	UA		
• Incident resulting in complete stop of work for more than 2 weeks										
5 = Very High	– • Would cause serious causalities result in serious Injuries or loss of lives.									
Incident resulting in complete shutdown of operations										

NEOM-NLFPRC-003 FRM 001 – Acceptability of assessed risks: **UA** = Unacceptable (action essential) **AR** = Action required (if reasonably practicable) **A** = Acceptable (manage risk) **N** = Negligible



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NEOM-NLF-FRM-002.01 NEOM Risk Assessment Form

Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks								NEOM code:	
Component or aspect of work:	Traffic Management For Haulage									Sheet no. 2 of 28

2	Barricading and posting traffic signage during site traffic route demarcation.	Work crew	4	UL	AR	<ul style="list-style-type: none"> Personnel or body Injury due to MMI or slip and fall while barricading and posting traffic signs. Exposure to Venomous Snakes, poisonous insects other reptile may result in serious health condition. 	<ul style="list-style-type: none"> Ensure working crew wearing high reflective vest to alert passing vehicle drivers or any equipment operator working in the vicinity. Work crew needs to isolate themselves from moving traffic by, traffic cones or other means of barriers as per site condition. Workers must not approach the edge of excavation in any circumstances and must be at least 1 meter away from the edge of excavation at all times. Protruding rebar must be protected with caps (wooden or steel embedded plastic) wherever required. Be aware of venomous snakes and report if observed. Workers shall never work alone, always work under competent supervisor. Conduct regular awareness training for workers, including information on how to avoid and respond to encounters with reptiles. Wear proper PPEs like Safety Shoes, Helmets, Safety glass, Respiratory mask and Hand gloves all are mandatory. 	4	R	A	PM/CM/HSE
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Health & safety severity:		Likelihood:	Assessed risk:					Name & signature		Date
			1	2	3	4	5			
1 = Very Low – no injury, 2-man days LTI	R	= Rare – unlikely to occur						Prep'd:	Md. Kamran	30/06/25
2 = Low – minor 'first aid' injury, 2-4 days LTI	UL	= Unlikely – unlikely but possible	N	N	A	A	A			
3 = Medium – several causalities that might require hospitalization with long term effect	M	= Possible – possible at some time	N	A	A	AR	AR	Rev'd:	Umer Hayat	30/06/25
5 to 15 man-days (LTI)	H	= Likely – likely to occur several times	A	A	AR	AR	UA			
4 = High – •Would cause serious causalities result in long term physical impairment of personnel	AC	= Frequent – likely to occur many times	A	AR	AR	UA	UA			
•Incident resulting in complete stop of work for more than 2 weeks										
5 = Very High – • Would cause serious causalities result in serious Injuries or loss of lives.										
Incident resulting in complete shutdown of operations										

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NEOM-NLF-FRM-002.01 NEOM Risk Assessment Form

Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks										NEOM code:	
Component or aspect of work:	Traffic Management For Haulage											Sheet no. 3 of 28

3	Traffic Hazard	Operator/Drivers, Visitors, site workers and damage to Vehicle and Equipment	3	H	AR	<ul style="list-style-type: none"> Only NEOM inspected Veri-fi QR sticker attached Equipment and vehicles with green status are allowed to enter the work site. All plant and equipment deployed to the site must undergo an initial inspection after mobilization and prior to first use on-site. Pre- Task briefing for dump truck drivers and equipment operators. During the briefing encourage reporting of near misses or incidents to identify emerging issues. Implementation of Traffic management Plan. Reflective tapes and all Lights on equipment shall be in good working condition. Provide appropriate barricades, navigation and warning signs. Site specific defensive Driving training shall be conducted to all vehicle and heavy equipment drivers. Establish appropriate work schedules and rest periods to prevent operator fatigue. Evaluate traffic roads for blind spot and take safety measures to eliminate and alert road users. 	3	UL	A	PM/CM/HSE
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Health & safety severity:		Likelihood:	Assessed risk:					Name & signature		Date
			1	2	3	4	5	Prep'd:		
1 = Very Low	– no injury, 2-man days LTI	R = Rare – unlikely to occur	R	N	N	A	A	A	Md. Kamran	30/06/25
2 = Low	– minor 'first aid' injury, 2-4 days LTI	UL = Unlikely – unlikely but possible	UL	N	A	A	AR	AR	Umer Hayat	30/06/25
3 = Medium	– several causalities that might require hospitalization with long term effect	M = Possible – possible at some time	P	A	A	AR	AR	UA		
5 to 15 man-days (LTI)		H = Likely – likely to occur several times	L	A	AR	AR	UA	UA		
4 = High	– Would cause serious causalities result in long term physical impairment of personnel	AC = Frequent – likely to occur many times	AC	A	AR	UA	UA	UA		
• Incident resulting in complete stop of work for more than 2 weeks										
5 = Very High	– Would cause serious causalities result in serious Injuries or loss of lives.									
Incident resulting in complete shutdown of operations										

NEOM-NLFPRC-003 FRM 001 – Acceptability of assessed risks: **UA** = Unacceptable (action essential) **AR** = Action required (if reasonably practicable) **A** = Acceptable (manage risk) **N** = Negligible



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NEOM-NLF-FRM-002.01 NEOM Risk Assessment Form

Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks	NEOM code:	
Component or aspect of work:	Traffic Management For Haulage		Sheet no. 4 of 28

Serial no.	Nature and possible effects of a hazard	Who or what may be affected?	Initial assessment			Risk control measures	Residual risk			Comments	
			Severity	Likelihood	Ass'ed risk		Severity	Likelihood	Ass'ed risk		
						<ul style="list-style-type: none"> • Communicate clear procedures for handling traffic-related emergencies to work crew. • Conduct regular road maintenance and dust suppression system on all traffic roads. • Implement Fatigue management program and promote fatigue and refreshment breaks. • Ensure of using all the required PPE including but not limited to safety shoes, safety clear glass, safety helmet, Safety hi- visibility Vest & safety gloves • Assigning traffic marshal or traffic controller to manage the traffic. 					

Health & safety severity:		Likelihood:	Assessed risk:	Severity					Name & signature	Date
1 = Very Low – no injury, 2-man days LTI		R = Rare – unlikely to occur		1	2	3	4	5	Md. Kamran	30/06/25
2 = Low – minor 'first aid' injury, 2-4 days LTI		UL = Unlikely – unlikely but possible		N	N	A	A	A		
3 = Medium – several causalities that might require hospitalization with long term effect		M = Possible – possible at some time		N	A	A	AR	AR	Umer Hayat	30/06/25
5 to 15 man-days (LTI)		H = Likely – likely to occur several times		A	A	AR	AR	UA		
4 = High – •Would cause serious causalities result in long term physical impairment of personnel		AC = Frequent – likely to occur many times			AR	AR	UA	UA		
•Incident resulting in complete stop of work for more than 2 weeks										
5 = Very High – • Would cause serious causalities result in serious Injuries or loss of lives.										
Incident resulting in complete shutdown of operations										

NEOM-NLFPRC-003 FRM 001 – Acceptability of assessed risks: **UA** = Unacceptable (*action essential*) **AR** = Action required (*if reasonably practicable*) **A** = Acceptable (*manage risk*) **N** = Negligible



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NEOM-NLF-FRM-002.01 NEOM Risk Assessment Form

Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks								NEOM code:	
Component or aspect of work:	Traffic Management For Haulage									Sheet no. 5 of 28

4	Pedestrian on site.	Pedestrians and road users.	4	M	AR	<ul style="list-style-type: none"> Pedestrians can be at risk of collisions with moving vehicles and heavy equipment and it may lead to serious injuries. Slip and fall due to uneven or slippery surfaces (Gravel, Stones, mud, or construction debris) Unprotected excavations and trenches pose a risk of pedestrians falling into them, leading to serious injuries. High levels of noise and vibrations, which can cause hearing damage and discomfort to pedestrians. Dust, poor lighting, or obstructed views can reduce visibility, increasing the risk of 	<ul style="list-style-type: none"> Clearly mark pedestrian routes and hazardous areas with appropriate signage and barriers to guide pedestrians away from danger zones. Provide training to construction workers and pedestrians on site-specific hazards and safety procedures. Encourage pedestrians to remain vigilant and aware of their surroundings. Mandatory PPEs must be worn by pedestrians including high-visibility clothing when entering construction areas. Implement traffic management plans to separate pedestrian and vehicular traffic, using designated walkways and crossings where possible. Assign trained personnel to supervise pedestrian movement within the construction site and provide escorts when necessary, especially in high-risk areas. Conduct regular inspections of the construction site to identify and mitigate potential hazards affecting pedestrians. Have emergency response procedures in place, including first aid stations and evacuation 	4	R	A	PM/CM/HSE

Health & safety severity:		Likelihood:	Assessed Severity					Name & signature		Date
		Risk:	1	2	3	4	5	Prep'd:		
1 = Very Low – no injury, 2-man days LTI		R = Rare – unlikely to occur						Md. Kamran		
2 = Low – minor 'first aid' injury, 2-4 days LTI		UL = Unlikely – unlikely but possible								30/06/25
3 = Medium – several causalities that might require hospitalization with long term effect		M = Possible – possible at some time						Umer Hayat		
5 to 15 man-days (LTI)		H = Likely – likely to occur several times								30/06/25
4 = High – •Would cause serious causalities result in long term physical impairment of personnel		AC = Frequent – likely to occur many times								
•Incident resulting in complete stop of work for more than 2 weeks										
5 = Very High – • Would cause serious causalities result in serious Injuries or loss of lives.										
Incident resulting in complete shutdown of operations										

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NEOM-NLF-FRM-002.01 NEOM Risk Assessment Form

Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks								NEOM code:	
Component or aspect of work:	Traffic Management For Haulage									Sheet no. 6 of 28
Serial no.	Nature and possible effects of a hazard	Who or what may be affected?	Initial assessment			Risk control measures	Residual risk			Comments
			Severity	Likelihood	Ass'ed risk		Severity	Likelihood	Ass'ed risk	

	accidents involving pedestrians.					plans, to quickly address any accidents involving pedestrians.				
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Health & safety severity:		Likelihood:	Assessed risk:	Severity					Name & signature	Date
1 = Very Low – no injury, 2-man days LTI		R = Rare – unlikely to occur		1	2	3	4	5	Prep'd:	Md. Kamran
2 = Low – minor 'first aid' injury, 2-4 days LTI		UL = Unlikely – unlikely but possible		N	N	A	A	A		30/06/25
3 = Medium – several causalities that might require hospitalization with long term effect		M = Possible – possible at some time		N	A	A	AR	AR	Rev'd:	Umer Hayat
5 to 15 man-days (LTI)		H = Likely – likely to occur several times		A	A	AR	AR	UA		30/06/25
4 = High – •Would cause serious causalities result in long term physical impairment of personnel		AC = Frequent – likely to occur many times		A	AR	AR	UA	UA		
•Incident resulting in complete stop of work for more than 2 weeks										
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Incident resulting in complete shutdown of operations										

NEOM-NLFPRC-003 FRM 001 – Acceptability of assessed risks: **UA** = Unacceptable (*action essential*) **AR** = Action required (*if reasonably practicable*) **A** = Acceptable (*manage risk*) **N** = Negligible



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NEOM-NLF-FRM-002.01 NEOM Risk Assessment Form

Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks								NEOM code:	
Component or aspect of work:	Traffic Management For Haulage									Sheet no. 7 of 28

5	Equipment Malfunction or Break down on traffic route.	Operators, mechanics, environment and equipment.	3	L	AR	<ul style="list-style-type: none"> Only NEOM inspected Veri-fi QR sticker attached Equipment with green status are allowed to operate at work site. All earth moving plant or machine must have valid third party certificate from approved third party Inspection Company. All plant and equipment deployed to the site must undergo an initial inspection after mobilization and prior to first use on-site. All Heavy Equipment and vehicles in use must have daily inspection check list and shall filled by user. All Heavy Equipment and vehicles shall maintained to as per manufacturer standards. Shall establish, implement, and document a maintenance schedule for all Heavy Equipment and vehicles. Routine maintenance and repairs shall be carried out by an in-house maintenance department. Records must be maintained. Only manufacturer approved spare parts must be used. Any signs of wear and tear or potential issues 	3	UL	A	PM/CM/HSE
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Health & safety severity:		Likelihood:	Assessed Severity					Name & signature	Date									
		Risk:	1	2	3	4	5	Prep'd:										
1 = Very Low – no injury, 2-man days LTI		R = Rare – unlikely to occur						Md. Kamran	30/06/25									
		UL = Unlikely – unlikely but possible	N	N	A	A	A											
		M = Possible – possible at some time	N	A	A	AR	AR											
		H = Likely – likely to occur several times	A	A	AR	AR	UA											
		AC = Frequent – likely to occur many times	A	AR	AR	UA	UA											
		L =	A	AR	AR	UA	UA											
2 = Low – minor 'first aid' injury, 2-4 days LTI								Umer Hayat	30/06/25									
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NEOM-NLF-FRM-002.01 NEOM Risk Assessment Form

Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks	NEOM code:	
Component or aspect of work:	Traffic Management For Haulage		Sheet no. 8 of 28

Serial no.	Nature and possible effects of a hazard	Who or what may be affected?	Initial assessment			Risk control measures	Residual risk			Comments
			Severity	Likelihood	Ass'ed risk		Severity	Likelihood	Ass'ed risk	
					Yellow	<ul style="list-style-type: none"> should be addressed to maintenance team immediately to prevent equipment failure. Equipment deployed must be provided with an equipment tag system managed by the Contractor showing details of inspection and maintenance and details of the owner and unique identifier. This tag must never be removed while the plant or equipment is on the site. Do not perform maintenance activities at night or extended hours unless it is unavoidable. 			Green	

Health & safety severity:		Likelihood:	Assessed risk:	Severity					Name & signature	Date
1 = Very Low – no injury, 2-man days LTI		R = Rare – unlikely to occur		1	2	3	4	5	Prep'd:	Md. Kamran 30/06/25
2 = Low – minor 'first aid' injury, 2-4 days LTI		UL = Unlikely – unlikely but possible		N	N	A	A	A		
3 = Medium – several causalities that might require hospitalization with long term effect		M = Possible – possible at some time		N	A	A	AR	AR	Rev'd:	Umer Hayat 30/06/25
5 to 15 man-days (LTI)		H = Likely – likely to occur several times		A	A	AR	AR	UA		
4 = High – •Would cause serious causalities result in long term physical impairment of personnel		AC = Frequent – likely to occur many times		AR	AR					
•Incident resulting in complete stop of work for more than 2 weeks										
5 = Very High – • Would cause serious causalities result in serious Injuries or loss of lives.										
Incident resulting in complete shutdown of operations										

NEOM-NLFPRC-003 FRM 001 – Acceptability of assessed risks: **UA** = Unacceptable (*action essential*) **AR** = Action required (*if reasonably practicable*) **A** = Acceptable (*manage risk*) **N** = Negligible



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NEOM-NLF-FRM-002.01 NEOM Risk Assessment Form

Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks										NEOM code:	
Component or aspect of work:	Traffic Management For Haulage											Sheet no. 9 of 28

6	Dump trucks movement during Haulage of materials.	Operator/Drivers, site workers in vicinity to Vehicle and Equipment	3	H	AR	<ul style="list-style-type: none"> All dump truck or trailer drivers shall have valid SAG driving license. NEOM inspection QR Code Green Status vehicle are only to be allowed to enter into work site. Follow Traffic Management plan. Assign only fully experienced and authorized drivers. Maintenance of equipment and daily pre use inspection. Ensure Speed Humps, navigation and traffic signage available on all access routes. Ensure trailers are not overloaded to avoid falling rocks during transportation. Do not drive if sick, fatigue or on medication. Roads and traffic routes suitable for the vehicles using them. Traffic rules shall be followed. Traffic marshal shall be assigned and oversee the operation. Dust suppression shall be done to avoid dust generation. Preventive maintenance shall be conducted 	3	UL	A	PM/CM/HSE
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Health & safety severity:		Likelihood:	Assessed Severity					Name & signature	Date
		Risk:	1	2	3	4	5	Prep'd:	
1 = Very Low – no injury, 2-man days LTI		R = Rare – unlikely to occur						Md. Kamran	30/06/25
2 = Low – minor 'first aid' injury, 2-4 days LTI		UL = Unlikely – unlikely but possible						Umer Hayat	30/06/25
3 = Medium – several causalities that might require hospitalization with long term effect		M = Possible – possible at some time							
5 to 15 man-days (LTI)		H = Likely – likely to occur several times							
4 = High – •Would cause serious causalities result in long term physical impairment of personnel		AC = Frequent – likely to occur many times							
•Incident resulting in complete stop of work for more than 2 weeks									
5 = Very High – • Would cause serious causalities result in serious Injuries or loss of lives.									
Incident resulting in complete shutdown of operations									

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NEOM-NLF-FRM-002.01 NEOM Risk Assessment Form

Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks	NEOM code:	
Component or aspect of work:	Traffic Management For Haulage		Sheet no. 10 of 28

Serial no.	Nature and possible effects of a hazard	Who or what may be affected?	Initial assessment			Risk control measures	Residual risk			Comments
			Severity	Likelihood	Ass'ed risk		Severity	Likelihood	Ass'ed risk	
						without fail to avoid leaks and unwanted breakdowns. <ul style="list-style-type: none">Segregation of pedestrian and vehicle routes.Vehicle routes kept free of obstructions any reversing that is necessary should be supervised.Implement Fatigue Management.Provide training on Defensive driving Training, Awareness of public road safety and emergency breakdown or accident response protocol.Competent supervision must be available during haulage and at dumping yard.				

Health & safety severity:		Likelihood:	Assessed risk:	Severity					Name & signature	Date
1 = Very Low – no injury, 2-man days LTI		R = Rare – unlikely to occur		1	2	3	4	5	Md. Kamran	30/06/25
2 = Low – minor 'first aid' injury, 2-4 days LTI		UL = Unlikely – unlikely but possible		N	N	A	A	A		
3 = Medium – several causalities that might require hospitalization with long term effect		M = Possible – possible at some time		N	A	A	AR	AR	Umer Hayat	30/06/25
5 to 15 man-days (LTI)		H = Likely – likely to occur several times		A	A	AR	AR	UA		
4 = High – •Would cause serious causalities result in long term physical impairment of personnel •Incident resulting in complete stop of work for more than 2 weeks		AC = Frequent – likely to occur many times		AR	AR			UA		
5 = Very High – • Would cause serious causalities result in serious Injuries or loss of lives. Incident resulting in complete shutdown of operations								UA		
								UA		
								UA		
								UA		

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NEOM-NLF-FRM-002.01 NEOM Risk Assessment Form

Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks								NEOM code:	
Component or aspect of work:	Traffic Management For Haulage									Sheet no. 11 of 28

Serial no.	Nature and possible effects of a hazard	Who or what may be affected?	Initial assessment			Risk control measures	Residual risk			Comments
			Severity	Likelihood	Ass'ed risk		Severity	Likelihood	Ass'ed risk	
7	Falling / flying Rocks and debris or Expanding cracks and sliding of rocks on traffic routes during breaking of earth. <ul style="list-style-type: none">• Falling / sliding / flying Rocks and debris may injure operator and any nearby workers.• Mountain breaking can potentially trigger cracks in the rock formation or lead to rockslides.	Heavy equipment operator and equipment.	4	M	AR	<ul style="list-style-type: none">• Establish the proper exclusion zone and ensure that workers and bystanders are kept at a safe distance from the work area.• Conduct a thorough assessment of the mountain's stability before starting the breaking process.• Use appropriate safety barriers such as fencing or warning signs to prevent unauthorized entry.• Ensure adequate lighting facilities provided and evenly distributed lighting in work areas.• Regularly inspect the mountain or stock piles for loose rocks or unstable areas and take necessary precautions such as using rock scaling techniques to minimize the risk of falling rocks.• Excavators with jack hammer attachment shall be equipped with secondary protection for windshield to be protected from flying rocks.	4	R	A	PM/CM/HSE

Health & safety severity:		Likelihood:		Assessed risk: 1 = Rare – unlikely to occur 2 = Unlikely – unlikely but possible 3 = Possible – possible at some time 4 = Likely – likely to occur several times 5 = Frequent – likely to occur many times	Severity					Name & signature Date				
1 = Very Low	– no injury, 2-man days LTI	2 = Low	– minor 'first aid' injury, 2-4 days LTI	3 = Medium	– several causalities that might require hospitalization with long term effect	5 to 15 man-days (LTI)	4 = High	– Would cause serious causalities result in long term physical impairment of personnel	• Incident resulting in complete stop of work for more than 2 weeks	5 = Very High	– Would cause serious causalities result in serious Injuries or loss of lives.	Incident resulting in complete shutdown of operations	Prep'd: Md. Kamran 30/06/25	Rev'd: Umer Hayat 30/06/25
R	N	N	A	A	A	R	N	A	A	AR	AR	UA		
UL	N	A	A	AR	AR	AR								
P	A	A	AR	AR	AR	UA								
L	A	AR	AR			UA								
AC	A	AR	UA	UA	UA	UA								

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Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks								NEOM code:	
Component or aspect of work:	Traffic Management For Haulage									Sheet no. 12 of 28

Serial no.	Nature and possible effects of a hazard	Who or what may be affected?	Initial assessment			Risk control measures	Residual risk			Comments
			Severity	Likelihood	Ass'ed risk		Severity	Likelihood	Ass'ed risk	
8	<p>Equipment working on uneven or unstable area or Working on steep slopes or unstable rock formations during road preparation.</p> <ul style="list-style-type: none"> Equipment Tip-Over may lead to serious injuries to operator and damage the equipment 	Heavy equipment operator and equipment.	4	M	AR	<ul style="list-style-type: none"> Conduct a thorough assessment of the ground conditions and slopes to determine if they are suitable for operating the equipment. Ensure adequate lighting facilities provided and evenly distributed lighting in work areas. New or less experienced operators are not assigned to work on slopes or uneven surface. Ensuring proper positioning of the heavy equipment to maintain stability as per manufacturer recommendation. Operators should receive training on operating the equipment on uneven terrain and follow safe operating procedures. Operator shall always wear seat belt while operating. All equipment shall work under competent supervision. 	4	R	A	PM/CM/HSE

Health & safety severity:		Likelihood:		Assessed risk:					Name & signature		Date
				1	2	3	4	5			
1 = Very Low – no injury, 2-man days LTI		R	N	N	A	A	A	A		Md. Kamran	30/06/25
2 = Low – minor 'first aid' injury, 2-4 days LTI		UL	N	A	A	AR	AR	AR		Umer Hayat	30/06/25
3 = Medium – several causalities that might require hospitalization with long term effect		P	A	A	AR	AR	UA	UA			
5 to 15 man-days (LTI)		L	A	AR	AR	UA	UA	UA			
4 = High – •Would cause serious causalities result in long term physical impairment of personnel		AC	A	AR	UA	UA	UA	UA			
•Incident resulting in complete stop of work for more than 2 weeks											
5 = Very High – • Would cause serious causalities result in serious Injuries or loss of lives.											
Incident resulting in complete shutdown of operations											

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Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks								NEOM code:	
Component or aspect of work:	Traffic Management For Haulage									Sheet no. 13 of 28

9	Fatigue	Work crew and Damage to equipment and vehicle	3	P	AR	<ul style="list-style-type: none"> Establish health monitoring programs to track and address potential health issues. Encourage regular health check-ups for heavy equipment operators based on nature of work. Implement a well-designed shift schedule with sufficient rest between shifts. Provide education on sleep hygiene practices. Implement Fatigue management program and promote fatigue and refreshment breaks. No worker is allowed to work more than 10 hours/day and 60 hours/week. Provide nutritious food package for all working crew. Identifying the factors which may cause fatigue in the workplace and controlling risks by implementing the most effective control measures reasonably practicable in the circumstances. Consulting workers helps to raise awareness about the risks of fatigue. Ensure that emergency response plans are in place and communicated to all work crew. Ensure emergency contact numbers are posted 	3	UL	A	PM/CM/HSE
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Health & safety severity:		Likelihood:	Assessed risk:					Name & signature		Date
		R = Rare – unlikely to occur UL = Unlikely – unlikely but possible M = Possible – possible at some time H = Likely – likely to occur several times AC = Frequent – likely to occur many times	1	2	3	4	5	Prep'd:	Md. Kamran	30/06/25
		R	N	N	A	A	A	Rev'd:	Umer Hayat	30/06/25
		UL	N	A	A	AR	AR			
		P	A	A	AR	AR	UA			
		L	A	AR	AR	UA	UA			
		AC	A	AR	UA	UA	UA			
1 = Very Low – no injury, 2-man days LTI										
2 = Low – minor 'first aid' injury, 2-4 days LTI										
3 = Medium – several causalities that might require hospitalization with long term effect										
5 to 15 man-days (LTI)										
4 = High – •Would cause serious causalities result in long term physical impairment of personnel										
•Incident resulting in complete stop of work for more than 2 weeks										
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Incident resulting in complete shutdown of operations										

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Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks							NEOM code:	
Component or aspect of work:	Traffic Management For Haulage								Sheet no. 14 of 28

Serial no.	Nature and possible effects of a hazard	Who or what may be affected?	Initial assessment			Risk control measures	Residual risk			Comments
			Severity	Likelihood	Ass'ed risk		Severity	Likelihood	Ass'ed risk	
					Yellow	<ul style="list-style-type: none"> at significant visible locations. Provide training on emergency procedures and the location of emergency equipment. 			Green	

Health & safety severity:		Likelihood:	Assessed risk:	Severity					Name & signature	Date
				1	2	3	4	5		
1 = Very Low	– no injury, 2-man days LTI	R = Rare – unlikely to occur		N	N	A	A	A	Md. Kamran	30/06/25
2 = Low	– minor 'first aid' injury, 2-4 days LTI	UL = Unlikely – unlikely but possible		N	A	A	AR	AR	Umer Hayat	30/06/25
3 = Medium	several causalities that might require hospitalization with long term effect 5 to 15 man-days (LTI)	M = Possible – possible at some time	P	A	A	AR	AR	UA		
4 = High	• Would cause serious causalities result in long term physical impairment of personnel • Incident resulting in complete stop of work for more than 2 weeks	H = Likely – likely to occur several times	L	A	AR	AR	UA	UA		
5 = Very High	• Would cause serious causalities result in serious Injuries or loss of lives. Incident resulting in complete shutdown of operations	AC = Frequent – likely to occur many times	AC	A	AR	UA	UA	UA		

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Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks								NEOM code:	
Component or aspect of work:	Traffic Management For Haulage									Sheet no. 15 of 28

Serial no.	Nature and possible effects of a hazard	Who or what may be affected?	Initial assessment			Risk control measures	Residual risk			Comments
			Severity	Likelihood	Ass'ed risk		Severity	Likelihood	Ass'ed risk	
10	Fire Hazard while operating equipment and vehicle. <ul style="list-style-type: none">Faulty wiring or fuel leaks if exposed to ignition sources may lead to fire	Drivers/operators and damage to equipment and vehicle.	3	H	AR	<ul style="list-style-type: none">Regularly inspect equipment for potential fuel leaks and ensure proper maintenance and repair of hydraulic systems.All Equipment shall be equipped with fire extinguishers.Implement a fire safety plan that includes having fire extinguishers readily accessible at the work site.Operators and workers should be trained on fire safety procedures and the proper use of fire extinguishers.Ensure competent Fire warden is assigned.Establish a routine maintenance schedule for both electrical and fuel systems, including regular checks for wear, tear, or damage.Communicate clear emergency shutdown procedures in case of a suspected fuel leak or electrical malfunction. Ensure that all driver and operators are trained on these procedures.Enforce strict no smoking policies in equipment	3	UL	A	PM/CM/HSE/MAINTENANCE TEAM

Health & safety severity:		Likelihood:		Assessed risk:					Name & signature		Date				
				1	2	3	4	5	Prep'd:	Md. Kamran	30/06/25				
				R	N	N	A	A	A	Rev'd:	Umer Hayat	30/06/25			
				UL	N	A	A	AR	AR						
				P	A	A	AR	AR	UA						
				L	A	AR	AR	UA	UA						
				AC	A	AR	UA	UA	UA						
1 = Very Low – no injury, 2-man days LTI		R = Rare – unlikely to occur UL = Unlikely – unlikely but possible M = Possible – possible at some time H = Likely – likely to occur several times AC = Frequent – likely to occur many times		Likelihood											
2 = Low – minor 'first aid' injury, 2-4 days LTI															
3 = Medium – several causalities that might require hospitalization with long term effect															
5 to 15 man-days (LTI)															
4 = High – •Would cause serious causalities result in long term physical impairment of personnel															
•Incident resulting in complete stop of work for more than 2 weeks															
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Incident resulting in complete shutdown of operations															

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Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks								NEOM code:	
Component or aspect of work:	Traffic Management For Haulage									Sheet no. 16 of 28

11	Man- Machine Interface while maintaining and demarcating traffic routes. <ul style="list-style-type: none">Working around moving machinery or equipment without maintaining safe distance may lead to MMI accidents or serious injuries.Resting or taking lunch breaks under idle equipment can pose significant risks of accidents or serious injuries or fatality.Assigning flagman / spotter / Traffic Controller without physical barriers/protection or training may lead to serious injuries if not maintained safe distance from moving equipment.	Personnel / Workers in the Vicinity.	4	H	UA	<ul style="list-style-type: none">Establish and maintain exclusive zones to prevent persons from being struck by mobile plant and equipment at work, Parking and facility areas.Implement physical barriers or warning signs to prevent unauthorized access to areas where equipment operating and parked.Provide double layer of protection for welfare facility including assembly, fire and security check points.Warning signage must be posted at regular intervals along the exclusion perimeter zone.Declare equipment operation zone as RED ZONE area and implement NO BOOTS ON GROUND policy.Training must be provided to all equipment operators on 360-degree walk around & to sound the Horn 3 times before starting any parked equipment.Ensure all items of mobile plant that operate in potentially close proximity to workers should be fitted with a proximity warning alarm system. (PWAS)	4	R	A	PM/CM/HSE

Health & safety severity:		Likelihood:	Assessed Severity					Name & signature		Date		
		Risk:	1	2	3	4	5	Prep'd:	Md. Kamran	30/06/25		
1 = Very Low – no injury, 2-man days LTI		R	N	N	A	A	A	Rev'd:	Umer Hayat	30/06/25		
		UL	N	A	A	AR	AR					
		M	P	A	A	AR	AR					
		H	A	AR	AR	AR	UA					
		AC	A	AR	UA	UA	UA					
2 = Low – minor 'first aid' injury, 2-4 days LTI		Likelihood										
3 = Medium – several causalities that might require hospitalization with long term effect												
5 to 15 man-days (LTI)												
4 = High – Would cause serious causalities result in long term physical impairment of personnel												
• Incident resulting in complete stop of work for more than 2 weeks												
5 = Very High – • Would cause serious causalities result in serious Injuries or loss of lives.												
Incident resulting in complete shutdown of operations												

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Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks							NEOM code:	
Component or aspect of work:	Traffic Management For Haulage								Sheet no. 17 of 28

Serial no.	Nature and possible effects of a hazard	Who or what may be affected?	Initial assessment			Risk control measures	Residual risk			Comments
			Severity	Likelihood	Ass'ed risk		Severity	Likelihood	Ass'ed risk	
					Red	<ul style="list-style-type: none"> The use of flagmen must be avoided unless, they are protected by suitable physical barriers that segregate them from moving mobile plant and equipment. 			Green	

Health & safety severity:		Likelihood:	Assessed risk:	Severity					Name & signature	Date
1 = Very Low – no injury, 2-man days LTI		R = Rare – unlikely to occur		1	2	3	4	5		
2 = Low – minor 'first aid' injury, 2-4 days LTI		UL = Unlikely – unlikely but possible		N	N	A	A	A	Md. Kamran	30/06/25
3 = Medium – several causalities that might require hospitalization with long term effect		M = Possible – possible at some time		N	A	A	AR	AR	Umer Hayat	30/06/25
5 to 15 man-days (LTI)		H = Likely – likely to occur several times		A	A	AR	AR	UA		
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Component or aspect of work:	Traffic Management For Haulage											Sheet no. 18 of 28

12	Grading of the traffic roads using wheel grader during road preparation and maintenance.	Pedestrians, other road users and vehicle or equipment.	3	P	AR	<ul style="list-style-type: none"> Moving parts of the grader, such as the blade, wheels, and engine components, pose crush and entanglement hazards. Over turning / Collision with other moving equipment and vehicle may lead to accident. Limited visibility from the operator's cabin can result in hazards, such as striking objects or workers. Prolonged exposure to noise and vibration from operating the grader can lead to hearing loss, musculoskeletal disorders, and fatigue. Spills of fuel or hydraulic 	<ul style="list-style-type: none"> Ensure that operators are properly trained and certified to operate the wheel grader. Conduct thorough inspections of the grader before each use to identify any defects or maintenance issues. Follow manufacturer guidelines and best practices for operating the grader safely. Implement appropriate traffic control measures to prevent collisions with other vehicles and workers on the construction site. Establish clear communication protocols between the grader operator and other workers on the site. Ensure that operators and other workers wear appropriate PPE, such as high-visibility clothing, safety helmets, and ear protection. Keep windows and mirrors clean to maintain visibility for the operator. Operate the grader on stable ground and avoid steep slopes or uneven terrain that could lead to overturning. Have spill kits readily available to clean up any fuel or fluid spills promptly. 	3	UL	A	PM/CM/HSE

Health & safety severity:		Likelihood:	Assessed risk:					Name & signature		Date
			1	2	3	4	5	Prep'd:		
1 = Very Low – no injury, 2-man days LTI		R = Rare – unlikely to occur							Md. Kamran	30/06/25
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3 = Medium – several causalities that might require hospitalization with long term effect		M = Possible – possible at some time							Umer Hayat	30/06/25
5 to 15 man-days (LTI)		H = Likely – likely to occur several times								
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•Incident resulting in complete stop of work for more than 2 weeks										
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Incident resulting in complete shutdown of operations										

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Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks								NEOM code:	
Component or aspect of work:	Traffic Management For Haulage									Sheet no. 19 of 28

Serial no.	Nature and possible effects of a hazard	Who or what may be affected?	Initial assessment			Risk control measures	Residual risk			Comments
			Severity	Likelihood	Ass'ed risk		Severity	Likelihood	Ass'ed risk	
	fluid from the grader can contaminate soil.				Yellow	<ul style="list-style-type: none"> Schedule regular maintenance and inspections of the grader to ensure it remains in good working condition. 			Green	

Health & safety severity:		Likelihood:	Assessed risk:	Severity					Name & signature	Date
				1	2	3	4	5		
1 = Very Low	– no injury, 2-man days LTI	R = Rare – unlikely to occur		N	N	A	A	A	Md. Kamran	30/06/25
2 = Low	– minor 'first aid' injury, 2-4 days LTI	UL = Unlikely – unlikely but possible		N	A	A	AR	AR	Umer Hayat	30/06/25
3 = Medium	several causalities that might require hospitalization with long term effect 5 to 15 man-days (LTI)	M = Possible – possible at some time	P	A	A	AR	AR	UA		
4 = High	• Would cause serious causalities result in long term physical impairment of personnel • Incident resulting in complete stop of work for more than 2 weeks	H = Likely – likely to occur several times	L	A	AR	AR	UA	UA		
5 = Very High	• Would cause serious causalities result in serious Injuries or loss of lives. Incident resulting in complete shutdown of operations	AC = Frequent – likely to occur many times	AC	A	AR	UA	UA	UA		

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Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks										NEOM code:																																									
Component or aspect of work:	Traffic Management For Haulage												Sheet no. 20 of 28																																							
13	Compaction using roller compactor during road preparation and maintenance.	Compactor operator / worker are in the vicinity and damage to equipment.			4	M	AR	<ul style="list-style-type: none"> • Collision of compactor with other equipment or with workers are in the vicinity may lead to serious injuries and property damage. • Continues vibration can lead to Hand – Arm Vibration syndrome. • Hearing loss or other auditory issues to operator and workers in the vicinity. • Caught in between roller & other surface may lead to serious injuries 			4	R	A	PM/CM/HSE																																						
Health & safety severity: 1 = Very Low – no injury, 2-man days LTI 2 = Low – minor 'first aid' injury, 2-4 days LTI 3 = Medium – several causalities that might require hospitalization with long term effect 5 to 15 man-days (LTI) 4 = High – Would cause serious causalities result in long term physical impairment of personnel • Incident resulting in complete stop of work for more than 2 weeks 5 = Very High – • Would cause serious causalities result in serious Injuries or loss of lives. Incident resulting in complete shutdown of operations							Likelihood: R = Rare – unlikely to occur UL = Unlikely – unlikely but possible M = Possible – possible at some time H = Likely – likely to occur several times AC = Frequent – likely to occur many times		Assessed risk: <table border="1" style="margin-left: auto; margin-right: auto; text-align: center;"> <tr> <th></th> <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> </tr> <tr> <td>R</td> <td>N</td> <td>N</td> <td>A</td> <td>A</td> <td>A</td> </tr> <tr> <td>UL</td> <td>N</td> <td>A</td> <td>A</td> <td>AR</td> <td>AR</td> </tr> <tr> <td>P</td> <td>A</td> <td>A</td> <td>AR</td> <td>AR</td> <td>UA</td> </tr> <tr> <td>L</td> <td>A</td> <td>AR</td> <td>AR</td> <td>UA</td> <td>UA</td> </tr> <tr> <td>AC</td> <td>A</td> <td>AR</td> <td>UA</td> <td>UA</td> <td>UA</td> </tr> </table>						1	2	3	4	5	R	N	N	A	A	A	UL	N	A	A	AR	AR	P	A	A	AR	AR	UA	L	A	AR	AR	UA	UA	AC	A	AR	UA	UA	UA	Name & signature Md. Kamran 30/06/25		Date
	1	2	3	4	5																																															
R	N	N	A	A	A																																															
UL	N	A	A	AR	AR																																															
P	A	A	AR	AR	UA																																															
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AC	A	AR	UA	UA	UA																																															
												Prep'd: Umer Hayat 30/06/25		Rev'd:																																						

NEOM-NLFPRC-003 FRM 001 – Acceptability of assessed risks: **UA** = Unacceptable (action essential) **AR** = Action required (if reasonably practicable) **A** = Acceptable (manage risk) **N** = Negligible



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NEOM-NLF-FRM-002.01 NEOM Risk Assessment Form

Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks	NEOM code:	
Component or aspect of work:	Traffic Management For Haulage		Sheet no. 21 of 28

					<p>noise levels.</p> <ul style="list-style-type: none"> Regularly inspect and maintain the roller compactor to ensure that all safety features are functioning correctly. This includes checking brakes, lights, and any other safety mechanisms. Ensure that workers and bystanders maintain a safe distance from the operating equipment to prevent accidents. Establish clear communication protocols between operators and other workers on the site to coordinate movements and actions All Equipment shall be equipped with fire extinguishers. Operators and workers should be trained on fire safety procedures and the proper use of fire extinguishers Ensure no personnel allowed to enter into compaction area. Provide appropriate PPE, such as high-visibility clothing, gloves, safety boots, and especially hearing protection, to operators and workers in the vicinity. 			
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Health & safety severity:		Likelihood:	Assessed Severity					Name & signature	Date								
		Risk:	1	2	3	4	5	Prep'd:									
1 = Very Low – no injury, 2-man days LTI		R = Rare – unlikely to occur						Md. Kamran	30/06/25								
		UL = Unlikely – unlikely but possible	N	N	A	A	A										
		M = Possible – possible at some time	N	A	A	AR	AR										
		H = Likely – likely to occur several times	A	A	AR	AR	UA										
		AC = Frequent – likely to occur many times	A	AR	AR	UA	UA										
2 = Low – minor 'first aid' injury, 2-4 days LTI		Likelihood	R	N	A	AR	UA	Umer Hayat	30/06/25								
3 = Medium – several causalities that might require hospitalization with long term effect																	
5 to 15 man-days (LTI)																	
4 = High – Would cause serious causalities result in long term physical impairment of personnel																	
• Incident resulting in complete stop of work for more than 2 weeks																	
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Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks										NEOM code:	
Component or aspect of work:	Traffic Management For Haulage											Sheet no. 22 of 28

14	Working near or on access road <ul style="list-style-type: none">Collision with moving vehicles can result in serious injuries or damage to equipment or vehicle.	Pedestrians/Workers are in the vicinity.	3	M	AR	<ul style="list-style-type: none"> Workers must be provided with appropriate induction training including critical control of working near or on live road before beginning of the work. Ensure all precautions in the risk assessment when working on or near live roads Implement proper traffic control measures, including cones, barricades, signs, and flaggers, to redirect and slow down traffic in the work area. Provide workers with adequate training on road safety, including awareness of traffic rules, safe work practices, and emergency procedures. Use physical barriers to separate workers from traffic. Maintain a clear line of site with oncoming traffic. Any part of the road to be obstructed by plant or materials must be appropriately signed and guarded. Place warning signs well in advance of the work area to alert drivers to the upcoming activity zone. 	3	UL	A	PM/CM/HSE	

Health & safety severity:		Likelihood:	Assessed Severity					Name & signature		Date	
		Risk:	1	2	3	4	5	Prep'd:			
1 = Very Low – no injury, 2-man days LTI		R = Rare – unlikely to occur							Md. Kamran		30/06/25
2 = Low – minor 'first aid' injury, 2-4 days LTI		UL = Unlikely – unlikely but possible									
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5 to 15 man-days (LTI)		H = Likely – likely to occur several times									
4 = High – •Would cause serious causalities result in long term physical impairment of personnel		AC = Frequent – likely to occur many times									
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Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks	NEOM code:	
Component or aspect of work:	Traffic Management For Haulage		Sheet no. 23 of 28

Serial no.	Nature and possible effects of a hazard	Who or what may be affected?	Initial assessment			Risk control measures	Residual risk			Comments
			Severity	Likelihood	Ass'ed risk		Severity	Likelihood	Ass'ed risk	
					Yellow	<ul style="list-style-type: none"> • Communicate emergency procedures for workers to follow in case of accidents or near-miss incidents. • Implement speed reduction measures in work zones, such as reduced speed limits and speed humps. • Works must be supervised by a competent person and there must always be at least one trained Supervisor on site. 			Green	

Health & safety severity:		Likelihood:	Assessed risk:	Severity					Name & signature	Date
				1	2	3	4	5		
1 = Very Low – no injury, 2-man days LTI		R = Rare – unlikely to occur							Md. Kamran	30/06/25
2 = Low – minor 'first aid' injury, 2-4 days LTI		UL = Unlikely – unlikely but possible							Umer Hayat	30/06/25
3 = Medium – several causalities that might require hospitalization with long term effect		M = Possible – possible at some time								
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Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks							NEOM code:		
Component or aspect of work:	Traffic Management For Haulage									Sheet no. 24 of 28

15	Vehicle break down on traffic routes. <ul style="list-style-type: none">Unexpected Breakdown and unauthorized maintenance of equipment at work areas or live traffic routes may lead to accident / Serious injuries.	4	H	UA	<ul style="list-style-type: none"> Ensure all work areas, including remote locations need to have welfare provisions with adequate eating facility. Proper training should be provided to all employees to raise awareness about the dangers associated with idle equipment and how to stay safe in the workplace. Provision Reflective or Hi-Visibility clothing. Provide appropriate barricades, blinking lights and warning signs in work, parking and facility areas. Training must be provided to all workers on the risks of mobile plant and equipment interfaces. Assign competent supervisors/safety officers to oversee work and equipment parking areas (Especially during lunch breaks) to ensure that safety protocols are being followed and to intervene if unsafe behaviors are observed. In the event of a breakdown, the first priority is safety. Ensure that all personnel in the vicinity are aware of the situation and are in a safe location. 	4	R	A	PM/CM/HSE
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Health & safety severity:		Likelihood:	Assessed Severity					Name & signature		Date	
		Risk:	1	2	3	4	5	Prep'd:	Md. Kamran	30/06/25	
1 = Very Low – no injury, 2-man days LTI		R	N	N	A	A	A	Rev'd:	Umer Hayat	30/06/25	
		UL	N	A	A	AR	AR				
		P	A	A	AR	AR	UA				
		L	A	AR	AR	UA	UA				
		AC	A	AR	UA	UA	UA				
Health & safety severity:		Likelihood:	Assessed Severity					Name & signature		Date	
1 = Very Low – no injury, 2-man days LTI		R	N	N	A	A	A	Prep'd:	Md. Kamran	30/06/25	
2 = Low – minor 'first aid' injury, 2-4 days LTI		UL	N	A	A	AR	AR	Rev'd:	Umer Hayat	30/06/25	
3 = Medium several causalities that might require hospitalization with long term effect		P	A	A	AR	AR	UA				
5 to 15 man-days (LTI)		L	A	AR	AR	UA	UA				
4 = High – Would cause serious causalities result in long term physical impairment of personnel		AC	A	AR	UA	UA	UA				
• Incident resulting in complete stop of work for more than 2 weeks											
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Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks	NEOM code:	
Component or aspect of work:	Traffic Management For Haulage		Sheet no. 25 of 28

Serial no.	Nature and possible effects of a hazard	Who or what may be affected?	Initial assessment			Risk control measures	Residual risk			Comments		
			Severity	Likelihood	Ass'ed risk		Severity	Likelihood	Ass'ed risk			
					Red	<ul style="list-style-type: none"> Secure and barricade the equipment & area. Post reflective cones or triangle and chock the wheels of equipment. Immediately notify relevant personnel about the breakdown, including supervisors, safety team, and maintenance teams. Ensure of using all the required PPE including but not limited to safety shoes, safety clear glass, safety helmet, Safety hi- visibility Vest & safety gloves. Ensure of using all the required PPE including but not limited to safety shoes, safety clear glass, safety helmet, Safety hi- visibility Vest & safety gloves. 			Green			

Health & safety severity:		Likelihood:	Assessed risk:	Severity					Name & signature	Date
				1	2	3	4	5		
1 = Very Low – no injury, 2-man days LTI		R = Rare – unlikely to occur							Md. Kamran	30/06/25
2 = Low – minor 'first aid' injury, 2-4 days LTI		UL = Unlikely – unlikely but possible							Umer Hayat	30/06/25
3 = Medium – several causalities that might require hospitalization with long term effect		M = Possible – possible at some time								
5 to 15 man-days (LTI)		H = Likely – likely to occur several times								
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Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks										NEOM code:	
Component or aspect of work:	Traffic Management For Haulage											Sheet no. 26 of 28

16	Adverse Weather Conditions • Adverse Weather Condition may contribute to an increased risk of accidents and Health hazard.	Work Crew	3	H	AR	<ul style="list-style-type: none"> Provide training for employees on safe working and driving practices in different weather conditions. Implement adverse management plan and follow the guidelines. Provide education on recognizing early signs of weather-related health issues. Ensure employees are aware of emergency evacuation routes and shelter locations. Provide protective clothing for cold weather. Evacuate the area and go to the nearest rest area and if heavy rain and sandstorm. All equipment to be stopped during heavy rain. Cover nose and mouth with a mask during dusty weather. Weather forecast shared with all site personnel Implement a communication plan for notifying employees of adverse weather conditions. Provide education on recognizing early signs of weather-related health issues. Competent Supervisor and safety personnel shall be available at site to monitor site activities and any abnormalities weather 	3	UL	A	PM/CM/HSE	

Health & safety severity:		Likelihood:	Assessed Severity					Name & signature		Date
		Risk:	1	2	3	4	5	Prep'd:	Md. Kamran	30/06/25
1 = Very Low – no injury, 2-man days LTI		R = Rare – unlikely to occur						Rev'd:	Umer Hayat	30/06/25
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Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks	NEOM code:	
Component or aspect of work:	Traffic Management For Haulage		Sheet no. 27 of 28

Serial no.	Nature and possible effects of a hazard	Who or what may be affected?	Initial assessment			Risk control measures	Residual risk			Comments
			Severity	Likelihood	Ass'ed risk		Severity	Likelihood	Ass'ed risk	
						condition. <ul style="list-style-type: none">Assembly Point area and access to assembly point shall be clearly identified.				
17	Using Site General Welfare Facilities <ul style="list-style-type: none">Unhygienic welfare facilities may pose health related issues.Encounters with snakes, scorpions, or other desert-dwelling creatures may lead to injuries.	Site Work crew and site visitors	3	H	AR	<ul style="list-style-type: none">Conducting regular awareness training for workers, including information on how to avoid and respond to encounters with reptiles.Maintain good housekeeping in and around the facility areas to avoid slip, trip, fall and snakes or other creatures hiding from the vision.Toilets should be supplied with suitable water, soap and towels, and deficiencies reported to and rectified by the cleaning staff.Toilets flooring should be slip resistant.Toilets should be regularly cleaned/ disinfected, and log maintained.Suitable and sufficient Drinking water should be available.A designated smoking area should be provided.	3	UL	A	PM/CM/HSE

Health & safety severity:		Likelihood:	Assessed risk:	Severity					Name & signature	Date
				1	2	3	4	5		
1 = Very Low	– no injury, 2-man days LTI	R = Rare – unlikely to occur		N	N	A	A	A	Md. Kamran	30/06/25
2 = Low	– minor 'first aid' injury, 2-4 days LTI	UL = Unlikely – unlikely but possible		N	A	A	AR	AR	Umer Hayat	30/06/25
3 = Medium	several causalities that might require hospitalization with long term effect	M = Possible – possible at some time		A	A	AR	AR	UA		
5 to 15 man-days (LTI)		H = Likely – likely to occur several times		A	AR	AR	UA	UA		
4 = High	• Would cause serious causalities result in long term physical impairment of personnel	AC = Frequent – likely to occur many times		AR	UA	UA	UA	UA		
	• Incident resulting in complete stop of work for more than 2 weeks									
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Name of project or activity:	ENOWA HV Corridor and TZE plot Earthworks								NEOM code:	
Component or aspect of work:	Traffic Management For Haulage									Sheet no. 28 of 28

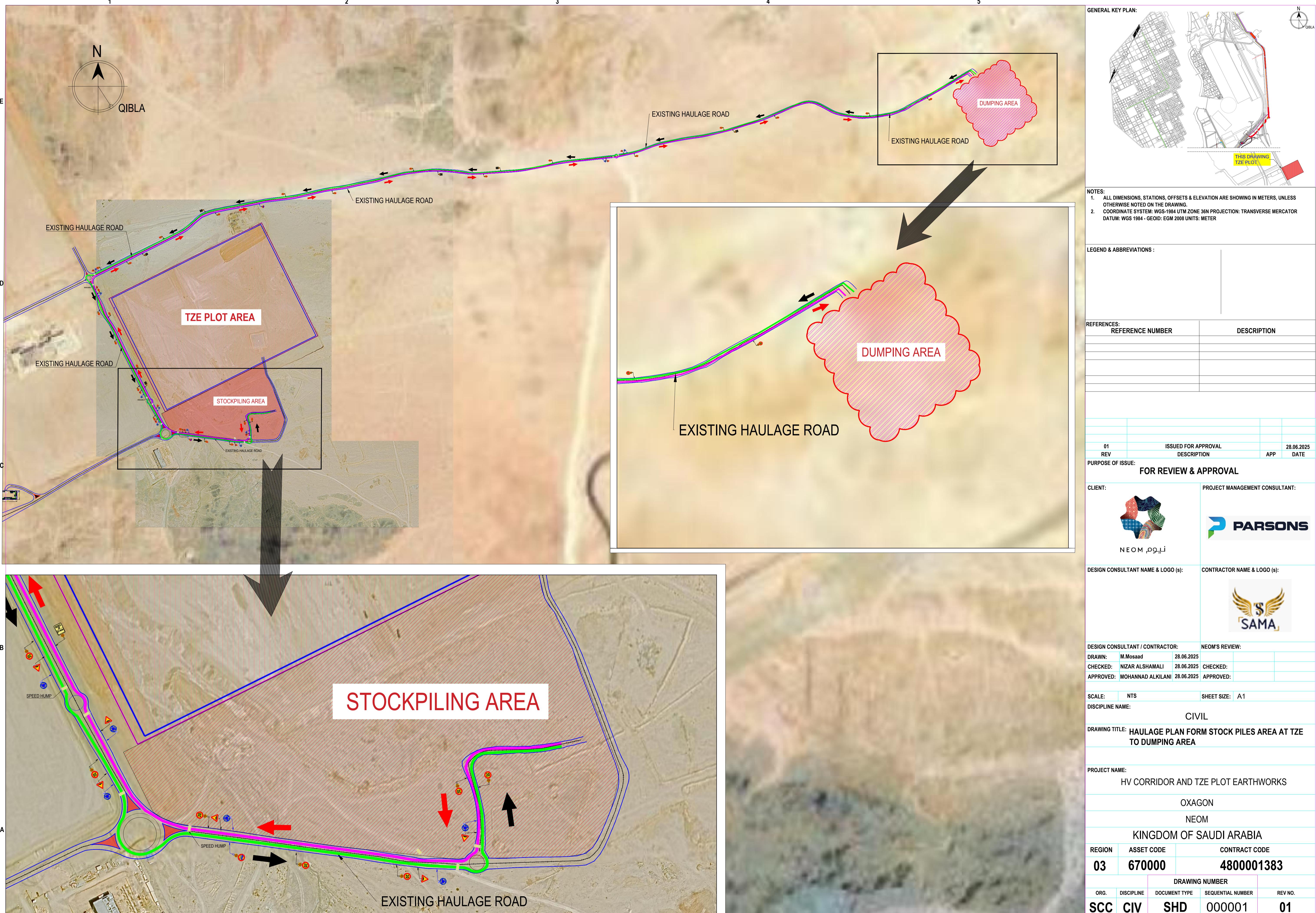
Serial no.	Nature and possible effects of a hazard	Who or what may be affected?	Initial assessment			Risk control measures	Residual risk			Comments
			Severity	Likelihood	Ass'ed risk		Severity	Likelihood	Ass'ed risk	
18	Limited Access to Emergency Resources <ul style="list-style-type: none">In the case of an emergency delayed access to services can have serious consequences.	Site work Crew and visitors.	3	H	AR	<ul style="list-style-type: none"> Ensure that emergency response plans and communication protocol are communicated and understood by all site working crew. Regularly conduct TBT or Pre task briefing and ensure addressing of any changes in emergency resources accessibility. Emergency contact numbers are posted at significant visible locations Supervisor must be aware and monitor no of workers working at site. Ensure that essential resources, such as emergency equipment, are easily accessible. Ensure Ambulance driver is familiar with site condition. Provide on-site medical support or access to telemedicine services. 	3	UL	A	PM/CM/HSE

Health & safety severity:		Likelihood:		Assessed risk:					Name & signature		Date				
				1	2	3	4	5	Prep'd:	Md. Kamran	30/06/25				
				R	N	N	A	A	A	Rev'd:	Umer Hayat	30/06/25			
				UL	N	A	A	AR	AR						
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2 = Low – minor 'first aid' injury, 2-4 days LTI															
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Document Number:	03-677000-4800001383-SCC-TRF-PLN-000003	REVISION NO: 01

Appendix C: Updated TMP For Haulage



 NEOM.org.jo	Access Road to NEOM Community and TCC Remaining Works	
Document Number:	4200000031-028	REVISION NO: 02

Appendix D: TRAINING MATRIX



SAMA Construction for Trading & Contracting (C.J.S. Co.)

General Training Matrix

Training Course Description	Engineers	Supervisor	HSE Supervisor	Forman	Civil	Mecanical	Electrical	Plumbing	Labourers / skilled workers	Welder	Rigger	Scaffoldier	Driver	Crane operator	Machine Operator	Painter	Carpenter	Banksman	Plumber	Steel Fixer	Concrete worker	Store Keeper	Security Guard	Office Staff	Status
Induction	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	
Scaffold Inspection.	N	N	M		N	N	N	N		N	N	M	N	N	N	N	N	N	N	N	N	N	N	N	
Fall Protection W@H	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	O	
Rigging And Lifting	O	O	M		N	N	N	N		N	M	N	N	M	N	N	N	N	N	N	N	N	N	N	
PTW	M	M	M	M	O	O	O	O		O	N	N	N	N	N	O	O	N	O	N	N	N	N	N	
Welding And Cutting	M	M	M		N	M	N	O		M	N	N	N	N	N	N	N	N	O	N	N	N	N	N	
Electricity Hazard	M	M	M		N	O	M	O		O	N	N	N	N	N	N	N	N	O	O	N	O	N	N	
Drive Safely	O	O	M		N	N	N	N		N	N	N	M	M	N	N	N	M	N	N	N	N	N	N	
Heavy Machine safety	O	O	M		N	N	N	N		N	N	N	N	M	M	N	N	M	N	N	N	N	N	N	
Emergency Response	M	M	M		M	M	M	M		M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	
Risk Assessment	M	M	M		O	O	O	O		N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	
Excavation and Trenching	M	M	M		M	O	O	O	M	O	O	N	N	N	O	O	N	O	O	O	N	N	N	N	
confined spaces	M	M	M		M	M	M	M		M	M	N	N	N	N	N	N	N	N	N	N	N	N	N	
LOTO	M	M	M		M	M	M	M	M		N	N	N	N	N	N	N	N	N	N	N	N	N	N	

M Mandatory

O Option

N Not Need