



**BIG BUILD**  
**EASTERN FREEWAY**

# Eastern Freeway Burke to Tram Alliance Project: Vehicle Safety

Presented By Nelson Mansfield

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# Today's Agenda

1. Today's Presenter
2. What is the Eastern Freeway Burke to Tram Alliance Project (EFBTA)
3. Who We Are
4. Truck / Trailer Rollovers
5. Key Risk Factors

# Today's Presenter



## Nelson Mansfield

Senior CoR Supervisor – EBTA Project

### Select Plant Australia

- Oil & Gas – Fleet Management (BP Australia & BOC)
- Food Services Regional Victoria Branch & Fleet Management
- Major Projects – Compliance Management Heavy Vehicle Industry (EPH & EBTA)
- RACV Towing & Roadside services (National Fleet Management)

# What Is Eastern Freeway Burke to Tram Alliance Project



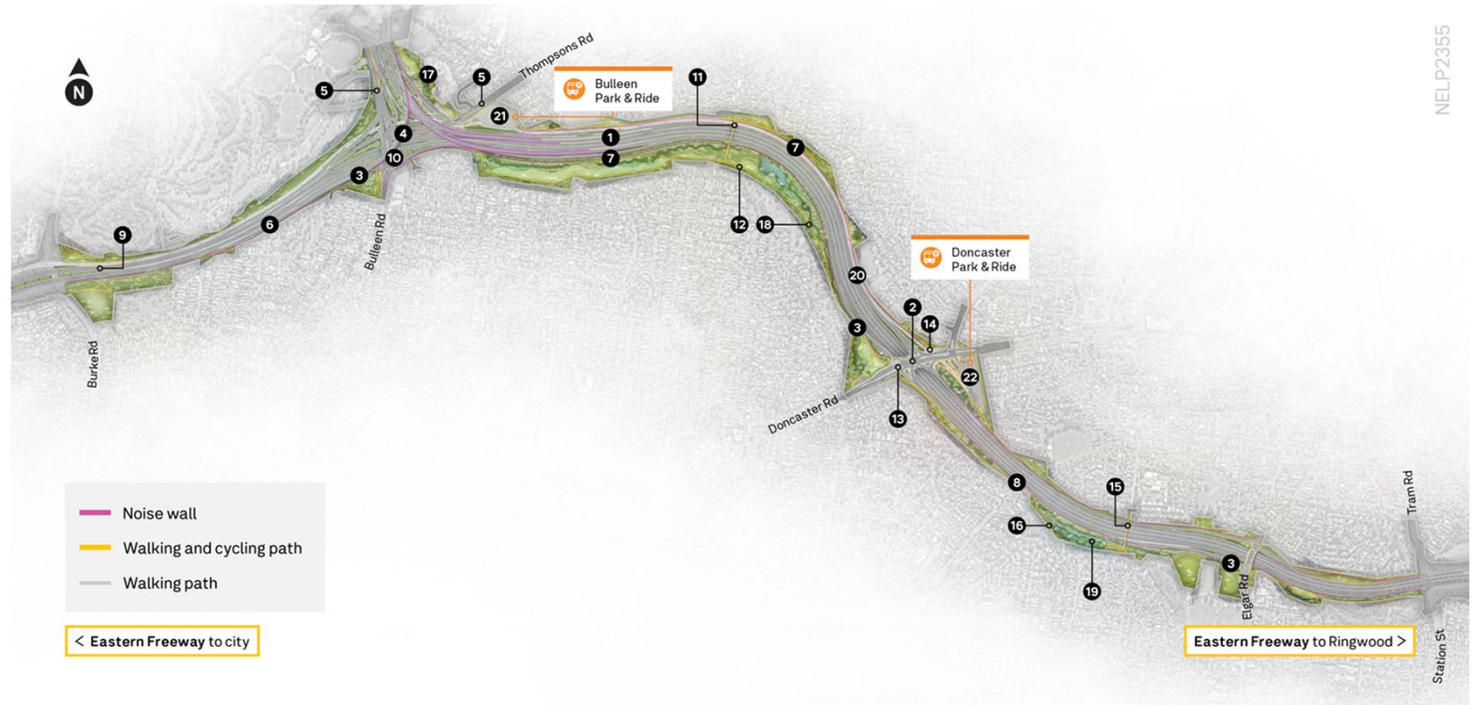
**Eastern Freeway**  
Burke to Tram Alliance

- **Upgrading the Eastern Freeway** with new express lanes, new traffic management technology and Melbourne's first dedicated busway.
  - Slash travel times and improve public transport in Melbourne's east.
- **Connect the Eastern Freeway to the new North East Link** tunnels in Bulleen – linking Melbourne's east to the M80 Ring Road in Greensborough
  - Cutting travel times by 35 minutes and taking 15,000 trucks a day off local roads.
- **Enhancing community and green spaces** with new and upgraded walking/cycling paths, safer bridges and underpasses, revitalised wetlands and waterways, improvements to Koonung Creek Reserve, and extensive tree planting.

# Who we are

## EBTA (Eastern Fwy Burke to Tram Road (North Eastlink Project)

- Laing O'Rourke is delivering upgrades to the Eastern Freeway (between Burke Road and Tram Road) in alliance with Major Road Projects Victoria, Symal, Arcadis and WSP.
- With over 50 years of experience in Australian construction and infrastructure, Laing O'Rourke is currently delivering major projects across transport, construction, defence, airports, mining, civil, and social infrastructure sectors.
- Select Plant Australia is one of construction's largest and most diverse service providers. It provides logistics, plant hire, site establishment, installation, cranes and lifting solutions, and sustainable solutions.

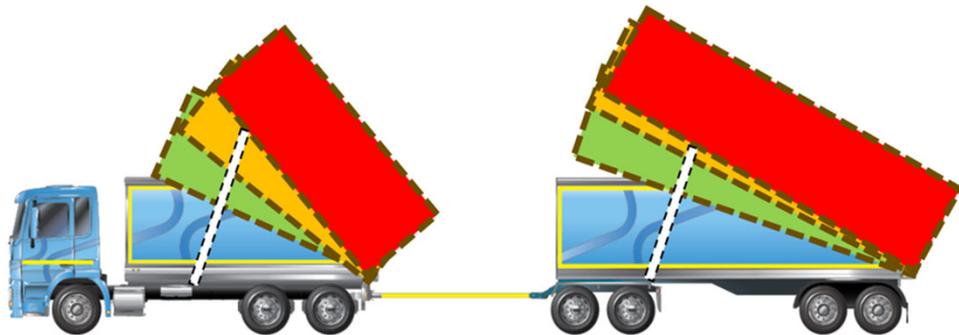


# What Have We Done So Far

- 150– 200 heavy vehicles per day operating across 3 zones
- 1,000 + pieces of plant operating across the project (excavators, dozers, light towers, generators, light vehicles)
- 1.6 million tonnes of material have been excavated to date, shifted internally and offsite to various locations across Victoria.
- Material imports are expected to exceed 700,000 tonnes, ground base gravel, asphalt profilings, etc
- 130 oversized / overmass loads transported to site Super T Beam deliveries range from 65 tons to 130 tons.



# Truck / Trailer Rollovers – Dangers



Once tipping has commenced observation of the load is crucial, once tipping commences above the cabin the dangers now increase for a roll over. In the red zone a tail gate fails to open, the chance of roll over increases by 90%. Even greater risk for a large trailer a roll over event can occur at a lower angle.



**\*\*\*\*\*Always aim for stable level ground. If not safe to do so – don't engage in tipping off.**

## Key Risk Factors

- Rollover
- Inappropriate trailer selection
- Overloading
- Poor visibility
- Inadequate training



*Semi- trailer tippers or tippers of similar dimensions*



*Prohibited Equipment – This equipment cannot operate in a capacity on EBTA, may remove materials from site but cannot tip or deliver product to the Project.*

# Key Risk Factors – A Lot Can Go Wrong

- Distribution of load
- Mechanical failures
- Unsafe loading and unloading
- Driver distraction and inattention
- The load flow – Materials can be difficult



- \*Concentration
- \*Observation
- \*Distractions
- \*Equipment Failures
- \*Uneven surfaces
- \*Load Shifting
- \*Weather Conditions
- \*Material Types
- \*Fit for Use Trailers
- \*Human Factors

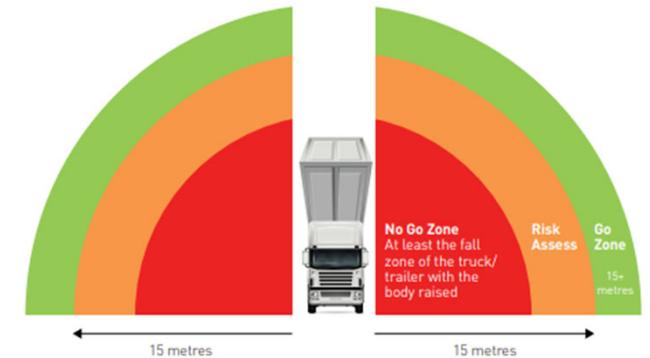
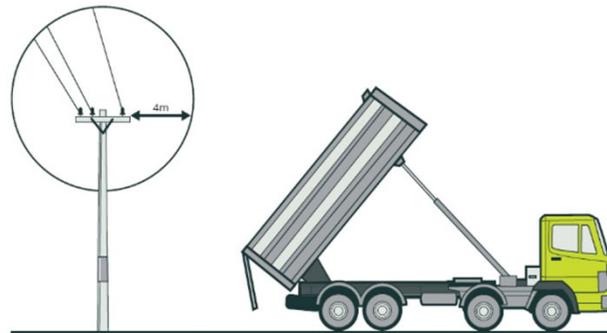


**Engineering controls such as, quicksilver linings, teflon linings or slick bin liners are great starting point, but don't always solve the problem.....**

# Vehicle Positioning

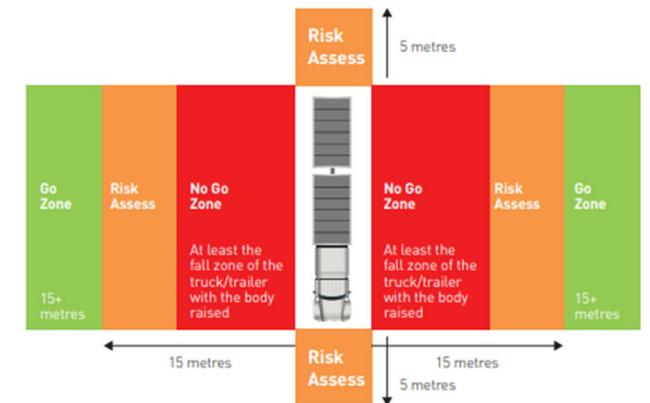
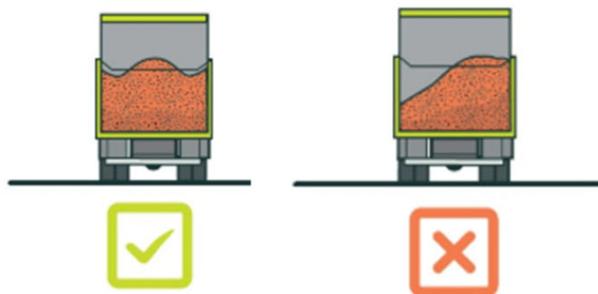
## Best Practice

- Secure parking
- Observe surroundings
- Don't drive with bodies raised
- Instability
- Loss of control
- Damage to equipment



End Tipper Unloading Exclusion Zones – side view

## Always Aim For Level Ground



# To Ensure Safety

1. Always lower the truck body to the fully lowered position before driving.
2. Follow manufacturer recommendations and safety guidelines regarding the operation of the truck's lifting and tipping mechanisms.
3. Where feasible adopt engineering controls, floor liners & explore technology.
4. Conduct regular inspection of the truck's hydraulic systems and lifting mechanisms to detect any signs of wear or damage that could compromise safety.
5. Choose stable locations to tip and observe the footprint you are operating on



**Let's Avoid This**



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