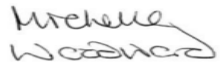


J. SWINGLER TRANSPORT

HEALTH, SAFETY & ENVIRONMENTAL RISK ASSESSMENT

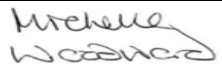
Activity:	Transport – General Activities								
Client / Site Address:									
Date of Assessment:	Jan 2024	Assessor:	Michelle Woodward	Signed:		Review Date:	Jan 2025	Reference:	RA003

Nature of Hazard	Person/Property at Risk	Risk Analysis with Existing Controls			Control/Action Required	Residual Risk Factor (Severity x Likelihood)
		Severity	Likelihood	Risk Rating		
		0-5	0-5	0-25		
Vehicle movement in Yard or depot	Drivers Fitters Yard Staff	4	3	12	Vehicles parked in designated bays away from office, staff and cars. Safe, well-marked pedestrian routes. All areas well lit. All staff wear high-visibility vests in the yard and also provided for visitors.	4 x 1 = 4 Low Risk
Unfamiliarity with risks at sites E.g. reversing policy, load handling arrangements.	Drivers/ Site Personnel	4	3	12	Drivers regularly visit sites and are aware of relevant safety issues mandatory requirements. Site rules and restrictions explained to drivers on arrival at sites, induction given as required Drivers told to stay in a safe area when mobile plant etc. is working.	4 x 1 = 4 Low Risk
Falls from vehicles and trailers	Drivers Fitters Yard Staff	5	3	15	Loading/unloading process organised to minimise time spent on trailer. Strong, ladder provided on each vehicle to access the trailer unit and drivers trained how to use it safely. Drivers trained in safe system of work for working at height on vehicles and trailers. Drivers told not to walk backwards on a trailer, or to jump from cab or trailer. Fixed steps and grab bars allow drivers to access cab safely. Remind drivers for good housekeeping on trailer and in cab. Retrofit steps to improve access to trailer bed on trailers without them	5 x 1 = 5 Low Risk
Driver fatigue	Drivers	5	2	10	Shift schedules are designed not to put drivers at risk of fatigue. Drivers are instructed to take breaks if they become tired while driving. Remind drivers to report when they are feeling ill, have developed a medical condition or are taking medication that could affect their driving. Discuss with drivers whether current shift scheduling effective in work life balance	5 x 1 = 5 Low Risk

Severity:	Likelihood/Probability:	Action - General "Rules of Thumb":
0 No injury or illness, no damage	0 No Probability	If the risk can be reduced without any additional resources, it should be reduced, even if it is already at a low level. If the risk is high (ie: greater than 15), you should normally do something to reduce the risk. If you are not sure whether a particular risk should be reduced or not, you should seek advice from your Safety Professional or Line Manager.
1 First Aid injury or illness, minor damage	1 Highly Unlikely	
2 Minor injury or illness. Includes where a person would lose up to 7 days away from work	2 Unlikely	
3 7-Day injury or illness. Where a person would be off work or unable to carry out their normal work duties for more than 7 days	3 Possible	
4 Serious injury, serious illness or serious damage	4 Likely	
5 Fatality or disabling injury/illness	5 Certain	
Risk Rating: 0-25		Risk Classification: 0 – 5 Low Risk 6 – 15 Medium Risk 16 – 25 High Risk

J. SWINGLER TRANSPORT

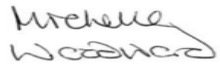
HEALTH, SAFETY & ENVIRONMENTAL RISK ASSESSMENT

Activity:		Transport – General Activities							
Client / Site Address:									
Date of Assessment:	Jan 2024	Assessor:	Michelle Woodward	Signed:		Review Date:	Jan 2025	Reference:	RA003
Nature of Hazard	Person/Property at Risk	Risk Analysis with Existing Controls			Control/Action Required	Residual Risk Factor (Severity x Likelihood)			
		Severity	Likelihood	Risk Rating					
		0-5	0-5	0-25					
Coupling and uncoupling	Drivers, Yard Staff	4	3	12	Drivers are responsible for coupling/uncoupling their own tractor units and must be trained in correct techniques. Drivers (whether employees, contractors) must always follow safe systems of work for coupling/ uncoupling, e.g. always ensure that both trailer and cab brakes are on, stop the engine and remove keys. See also BMM-005Coupling and Uncoupling Trailers Method Statement. Drivers must be familiar with safe system of work, including the location of the trailer brake in each vehicle.	4 x 1 = 4 Low Risk			
Load securing various risks associated with loss of load or load shifting during transit.	Drivers Yard Staff	4	3	12	Drivers and loading staff trained in and instructed to follow the latest Load securing: vehicle operator guidance - GOV.UK (www.gov.uk) Drivers competent in load and restraint. Suitable securing chains/straps used	4 x 1 = 4 Low Risk			
Fire E.g. during refueling of vehicles	Drivers Fitters Yard Staff	5	2	10	Fire risk assessment carried out for yard and premises. Ensure actions including safe systems of work, arising from fire risk assessment are done.	5 x 1 = 5 Low Risk			
Dispensing fuel – slips on spillages	Drivers Fitters Yard Staff	3	3	9	Controlled access to pump – security keys, good housekeeping standards for spillages, supervision.	3 x 1 = 3 Low Risk			
Dispensing fuel – contact with diesel – see COSHH assessment	Drivers Fitters Yard Staff	3	2	6	Competent personnel. Gloves used as necessary. COSHH assessment.	3 x 1 = 3 Low Risk			
Unauthorised use of plant – intruders	Children/Intruders	5	3	15	Security system in place. Keys removed from plant/vehicles when not in use. No plant/vehicles left running when unattended.	5 x 1 = 5 Low Risk			

Severity:	Likelihood/Probability:	Action - General "Rules of Thumb":
0 No injury or illness, no damage	0 No Probability	<p>If the risk can be reduced without any additional resources, it should be reduced, even if it is already at a low level.</p> <p>If the risk is high (ie: greater than 15), you should normally do something to reduce the risk.</p> <p>If you are not sure whether a particular risk should be reduced or not, you should seek advice from your Safety Professional or Line Manager.</p>
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Risk Rating: 0-25		<p>Risk Classification:</p> <p>0 – 5 Low Risk</p> <p>6 – 15 Medium Risk</p> <p>16 – 25 High Risk</p>

J. SWINGLER TRANSPORT

HEALTH, SAFETY & ENVIRONMENTAL RISK ASSESSMENT

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Slips, trips and falls of persons in yard.	Drivers Fitters Yard Staff /Visitors	4	3	12	Control of layout, safety boots worn, supervision of yard personnel, controlled access and tidy site.	4 x 1 = 4 Low Risk
Falls of materials from FLT's – crushing injuries	Yard Personnel	5	3	15	Competent drivers, well maintained trucks, supervision, control of work areas.	5 x 1 = 5 Low Risk
Falls of stacked materials – crushing injuries	Drivers Fitters Yard Staff	5	3	15	Good stacking, supervision and tidy site maintained.	5 x 1 = 5 Low Risk
Manual handling injuries from movement of items in yard – ramps, materials, parts, etc.	Drivers Fitters Yard Staff	4	3	12	Some manual handling training. Safety footwear, gloves.	4 x 2 = 8 Medium Risk
Eye injuries from dust blown around sites/yard – windy weather	Drivers Fitters Yard Staff	3	2	6	Damping down where possible, goggles if very severe, restrictions on working.	3 x 1 = 3L Low Risk
Slips, trips, falls, collisions during hours of darkness	Drivers Fitters Yard Staff	3	3	9	Lighting installed to provide adequate illumination.	3 x 1 = 3 Low Risk
Falls of persons placing waste in skips	Drivers Fitters Yard Staff	4	3	12	Supervision, some control over use of skips	4 x 2 = 8 Medium Risk
Manual handling injuries placing items in skips/ emptying bins	Drivers Fitters Yard Staff	4	3	12	Basic training in manual handling. Mechanical lifting devices. Supervision.	4 x 2 = 8 Medium Risk
Explosion/fire from ignition of gas cylinders	Drivers Fitters Yard Staff	5	3	15	Bottles held in cage. Signage warning of danger. Supervision of area. See also fire risk assessment.	5 x 1 = 5 Low Risk

Severity:	Likelihood/Probability:	Action - General "Rules of Thumb":
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