

RISK ASSESSMENT - SIGNIFICANT HAZARDS IN WORK AREA

WORK AREA: TIPPING BULK TRAILER; An assessment of the risks associated with tipping a bulk trailer via either the grain hatch or tail gate. This risk assessment also includes the risks associated with sweeping off the trailer following unloading. References:- HSG136 HSE Workplace Transport Safety; WPT01, 02, 05									
MANAGER:					AUTHORISED:			DOCUMENT NO:	
REVISION:					Page 1 of 8				
ASSESSOR (S) :					DATE OF ASSESSMENT		RENEWAL DATE		
REASON FOR ASSESSMENT		INITIAL		PERIODIC REVIEW		CHANGE OF RISK		FOLLOWING AN INCIDENT	
PERSON / GROUP AT RISK		STAFF		VISITORS		CONTRACTORS		OTHERS	
Ref. No	Significant Hazard	Possible Risk	Severity (S) Death = 5 Minor = 1	Existing Controls. Procedures and Precautions	Likelihood (L) Certain = 5 V/Unlikely = 1	Risk Rating (SxL)	Acceptable		
							Yes	No	
1	Slip, trips and falls (same height)	Leading to cuts / bruises, broken / fractures	4	Safety footwear with slip resistant soles mandatory.	2	8			
2	Transport	Unstable vehicle during the tipping process, due to be parked on uneven / soft ground leading to vehicle sinking / toppling over resulting in property / asset damage, personal injury potential death	5	Vehicles to be parked on stable even 'hardstanding' ground.	1	5			

3	Contact with fixed object	Due to raising the trailer in areas where there is the potential for overhead obstructions to be present. Leading to potential property / asset damage death. Impact with tailgate during cleaning	5	Driver training/awareness	1	5		
4	Environmental	Due to raising a trailer in adverse weather conditions, sheeting/unsheeting operations i.e. wind and the trailer toppling over leading to potential property / asset damage death Inadequate lighting levels leading to increased risk for all activities.	5 5	Driver training/awareness Sheeting/unsheeting operated from ground level using mechanical methods and in designated areas only. Provision of torch to aid poor lighting conditions	2 2			
6	Manual handling	Lifting / fixing the grain sock/tail gate into position at the rear of the trailer, scraping out during cleaning leading to trapped fingers and or musculoskeletal injuries resulting in possible acute & chronic disorders	3	Driver training/awareness	2			
7	Transport	Due to lifting the trailer and the load moving (avalanche effect) and or vehicle becoming unsteady resulting in property / asset damage personal injury potential death.	5		1			

9	Hit by moving product / spillage	Due to the load not discharging from the hatch / sock during the unloading activity and having to unblock any blockages, leading to suffocation, broken / fractured bones, cuts / bruises	5		2			
10	Theft / unauthorised access	Drivers leaving the keys in the ignition and engine running and leaving the area whilst conducting the task leading to property / asset damage, potential death	5	Keys must be removed from ignition. Vehicles left with hand brake in place and engine switched off – includes coupling/uncoupling activities Brakes on Engine off Key out Equipment safe	1			
11	Entrapment	Persons accessing under any part of the trailer whilst it is being tipped, lowered and or in the tipped position. Resulting in amputation, death	5	Practice prohibited	1			
12	Hit by moving object	Whilst opening the tail gate to release product and or by the product itself resulting in cuts / bruises, lacerations, concussion, broken / fractured bones	4	Hard hat mandatory	2			

15	Working at height, falls from height	<p>Due to having to access / egress a ladder to enter the trailer to sweep out after unloading- floor of trailer is potentially very slippery leading to slips/falls and cuts / bruises, broken / fractured bones.</p> <p>Access to fifth wheel – falls due to slips from oil leaks leading to above injuries.</p> <p>Falls due to inadequate provision of manual sheeting facilities</p>	4	<p>Slip resistant footwear mandatory</p> <p>Use of steps which are constructed from slip resistant grating with sufficient space for mud or oil etc to pass through the grate. Rungs/steps level with adequate toe/foot hold, easily cleaned.</p> <p>Steps, catwalk fitted with suitable slip resistant material. Area to be kept clean.</p> <p>SSW for coupling/uncoupling</p> <p>Mud guards/ wheels not to be used as steps. Jumping from rear of trailer is not permitted.</p> <p>For manual sheeting operations a SSW is to be in place. Fall arrest systems to be used. Drivers to refuse to sheet vehicle manually if there are no fall precautions provided at the site.</p>	3			
19	Hit by moving vehicle	<p>Person being hit by other road uses / vehicles whilst conducting the unloading activity leading to broken / fractured bones, death</p>	5	<p>Suitable site arrangements in place to manage vehicle movements, especially reversing movements. Pedestrian segregation. Reversing alarms mandatory.</p> <p>Drivers to remain in cabs where practicable.</p> <p>High vis clothing mandatory.</p>	1			

20	Vehicle malfunction	Vehicle and or associated equipment failing due to malfunction whilst conducting the tipping process, leading to potential property / asset damage, death	5	<p>Maintenance programme which includes checking of lights, braking systems</p> <p>Faults reported and remedied within appropriate timescales.</p> <p>Driver vehicle checks to include tyre condition/pressure, windscreen wipers/wash.</p>	1			
21	COSHH – contact with hazardous substances	Grain dust and mould may be present during tipping operations / sweeping off task leading to potential acute and or chronic respiratory disease.	3	<p>FP2 dust masks to be worn.</p> <p>awareness training, identification of susceptible drivers e.g. asthmatics to enable advice to be given</p>	3			

				<p><u>GENERAL CONTROL MEASURES</u></p> <ul style="list-style-type: none"> • driver competence through training, experience, awareness, familiarity of site layouts • safety footwear which has good slip resistant properties • high visibility clothing must be worn • all incidents reported • good housekeeping regimes for keeping steps of vehicles clean and debris free, windows and mirrors clean. • Emergency brakes must not be used as parking brakes when uncoupling the tractor and semi trailer unit. Both braking systems must be engaged. • Planned maintenance as well as driver maintenance regimes 				
--	--	--	--	--	--	--	--	--

RISK CALCULATION MATRIX

Hazard Severity ↑	5	5	10	15	20	25
	4	4	8	12	16	20
	3	3	6	9	12	15
	2	2	2	6	8	10
	1	1	2	3	4	5
	0	1	2	3	4	5

Likelihood of occurrence →

Hazard Severity X Likelihood of Occurance = Risk Rating

CATEGORY	POINTS	ACTION
A Intolerable	20 - 25	Remedy / Control Immediately (Immediate priority)
B Substantial	15 - 19	Remedy within 1 month (High priority)
C Moderate	10 - 14	Remedy within 3 months (Medium priority)
D Tolerable	4 - 9	Review within 12 months (Low priority)
E Trivial	1 - 3	Log only - monitor

Likelihood of Occurance

Hazard Serverity

Likelihood of Occurance

- 5: Death – immediate or delayed
- 4: Permanent Injuries
- 3: Major Injuries
- 2: Minor Injuries
- 1: Discomfort

- 5: Likley – to be expected
- 4: Proberable – not surprised
- 3: Possible – could occur some time
- 2: Remote – unlikely, though conceivable
- 1: Improbable – close to zero

REF NO	HAZARD	ADDITIONAL CONTROLS	Priority	Action by	Risk rating post additional controls	CORRECTIVE ACTION REF