# **RISK ASSESSMENT**

| Company Name: DOWSE HAULAGE |  |   | Date: 17-04   | 4-15   | Review Date: 17-12-16   |                        |                | A   | Assessment No: 24                 |
|-----------------------------|--|---|---|--|---|------------------------|----------------|---|-----------------------------------|
| Assessor: Paul Mansfield    |  | ld  |   | Task: Tipping Tanker Discharg                            |   |                        | irge           | Page 1 of 6   |                                   |
|                             | Significant Hazards  | People Affected   | E   | xisting C  | Controls  | Level of Risk          |                | Risk  | Further Action                    |
| No.                         | Look only for hazards which you could<br>reasonably expect to result in significant<br>harm e.g. slips/trips, work at height, falling<br>objects, vehicles, electricity etc. | List groups of people wh<br>may be at risk e.g.<br>maintenance staff,<br>contractors, cleaners,<br>public etc | List contr<br>control the<br>training, p            | ols that are a<br>e risk e.g. ph<br>personal pro<br>etc. | Is that are already in place to<br>risk e.g. physical safeguards,<br>ersonal protective equipment<br>etc. |                        | evel of<br>ng. | Required<br>List further action required to<br>control significant risks. If there is<br>lots to do, make an action list. |                                   |
|                             |  |   |   |  |   | (Likelihood \ Severity |                |   |                                   |
|                             | (STEP 1)   | (STEP 2)  |   | (STEI  | <b>P</b> 3)   | High                   | Med            | Low   | (STEP 4)                          |
| 1                           | Unlevel/soft ground could cause<br>movement/vibration of truck and<br>damage to property and people.   | Driver/others   | Driver to<br>and if nec<br>Drivers tra<br>safe park | ensure Ha<br>cessary, c<br>ained and<br>ing of Tipp      | andbrake is on,<br>hock wheels,<br>certified in the<br>ping Tankers.                                      |                        | ١              |   | Issue Trucks with Wheel<br>Chocks |
| 2                           | Slips, Trips and falls could cause<br>ankle and other injuries.<br>Falling material from overhead<br>conveyor system could cause head<br>injuries                            | Driver  | Wear Lac<br>Rigger bo<br>Use three<br>climbing i    | e up Safe<br>ots) and a<br>point cor<br>n/out of tr      | ty boots (Not<br>appropriate PPE.<br>ntact when<br>uck  |                        | ١              |   |                                   |
| 3                           | Deep water on site could hide dangers<br>i.e. Potholes, gulley's or sharp objects<br>causing tyres to explode or lorry<br>tipping over,                                      | Driver / Site staff /<br>Pedestrians  | Check wit<br>safest rou                             | th site sup<br>ite.                                      | pervisor for  |                        | ١              |   |                                   |
| 4                           | Drivers could get wet feet/legs leading<br>to burns or disease if water is<br>contaminated   | Driver  | Steel sole<br>be worn a                             | ed/toecap<br>and suitab                                  | wellingtons to<br>le waterproofs  |                        | ١              |   | Supply drivers with wellingtons   |

#### **Action Timescale Guidelines**

High Risk – Action Immediately

Medium Risk – Action within 2 Months

| No.    | Significant Hazards  | People Affected  | Existing Controls   | Level of Risk  |     | Risk | Further Action required   |
|--------|--|--|---|--|-----|------|---|
| 2 of 6 | Look only for hazards which you could<br>reasonably expect to result in significant<br>harm e.g. slips/trips, work at height, falling<br>objects, vehicles, electricity etc. | List groups of people who<br>may be at risk e.g.<br>maintenance staff,<br>contractors, cleaners,<br>public etc | List controls that are already in place to<br>control the risk e.g. physical safeguards,<br>training, personal protective equipment<br>etc. | Decide on the level of<br>risk remaining.<br>(Likelihood \ Severity) |     |      | List further action required to<br>control significant risks. If there is<br>lots to do, make an action list. |
|        |  | (CTED 2)   |   |  |     |      |   |
|        | (SIEP I)   | (STEP 2)   | (STEP 5)  | High   | Med | Low  | (SIEP 4)  |
| 5      | Eye injury from dust particles<br>especially lime, can cause irritation<br>and Burns   | Driver/operator  | Goggles supplied and must be<br>worn  |  |     | ١    |   |
| 6      | In dusty environments 'windy days'<br>Respiratory problems from breathing<br>dust particles, especially lime, could<br>cause throat and lung damage.                         | Driver/operator  | Dust mask provided and must be worn.  |  |     | ١    |   |
| 7      | Burns/irritation caused by mixture of lime and moisture, i.e. perspiration.  | Driver/operator  | Gloves and overalls supplied and worn, arms should be covered ,   |  |     | ١    |   |
| 8      | Noise from engines and blowers could<br>cause hearing problems   | Driver   | Drivers supplied with hearing protection  |  |     |      |   |

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| 3 of 6 | Look only for hazards which you could<br>reasonably expect to result in significant<br>harm e.g. slips/trips, work at height, falling<br>objects, vehicles, electricity etc. | List groups of people who<br>may be at risk e.g.<br>maintenance staff,<br>contractors, cleaners,<br>public etc | List controls that are already in place to<br>control the risk e.g. physical safeguards,<br>training, personal protective equipment<br>etc.   | Decide on the level of<br>risk remaining.<br>(Likelihood \ Severity) |     | evel of<br>ing.<br>everity) | List further action required to<br>control significant risks. If there is<br>lots to do, make an action list. |
|        | (STEP 1)   | (STEP 2)   | (STEP 3)  | High   | Med | Low                         | (STEP 4)  |
| 9      | Unfamiliarity at customer sites,<br>Possible collision with other vehicles,<br>structures or site personnel causing<br>serious or fatal injury.                              | Staff, Pedestrians<br>other drivers  | Drivers check with site supervisor<br>before entering site on reversing<br>policy and any other possible<br>dangers,<br>Order taking staff ask for info on<br>site rules and fix to delivery tickets  |  | ١   |                             | New or agency drivers to be<br>told of any relevant site<br>hazards   |
| 10     | Overhead cables or structures could<br>cause electrocution or danger of<br>falling debris if struck by tanker,<br>especially tip tanks.                                      | Driver, Site staff,  | Drivers check with site supervisor<br>before entry onto site<br>Keep clear of any over-head power<br>lines at least 9 m from power lines<br>on wooden poles or at least 15 m<br>from lines on metal towers.<br>Be aware of any over-head<br>constructions or protrusions.   |  |     | ١                           |   |
| 11     | When connecting/disconnecting discharge pipes there is the likelihood of Finger and foot injury.   | Driver/operator  | Gloves and safety boots to be worn  |  | ١   |                             |   |
| 12     | Pressurized tank could explode<br>causing injury or death  | Driver/operator others   | All Dowse Mobile Pressure<br>vessels/Tanks are insurance<br>inspected and tested to the safe<br>operating limit of 2 bar every year,<br>Drivers check relief valves every<br>day.<br>Certificates are available to view in<br>the Dowse office.<br>Dowse Haulage will not operate a<br>tank without a valid test certificate<br>or Plated tank. |  |     |                             |   |

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|        | (STEP 1)   | (STEP 2)   | (STEP 3)   | High   | Med | Low  | (STEP 4)  |
| 13     | When Discharging there will be<br>pressure in the discharge pipe which<br>may cause air/dust leaks causing<br>eye/nose/throat irritation,                                    | Driver/operator  | Driver checks all lids and valves are<br>closed before starting compressor<br>and pressurizing tank.<br>Check all pipes, clamps and seals<br>are in good condition,<br>Do not pressurize tank until all<br>pipes are connected to customer's<br>intake pipe and safety clips are<br>fitted and secure in clamps.<br>Tanker drivers must only couple up<br>to the fixed intake pipes and only<br>load/discharge when instructed by<br>site personnel.<br>Where intake pipes are locked off,<br>drivers must ensure that site<br>personnel unlock and re-lock them.<br>Drivers must remain in the vicinity<br>of the vehicle at all times during the<br>discharge of the load.<br>Wear all relevant PPE thru out<br>discharge process.<br>Pour water onto any leaks to seal. |  |     |      | Warning signs or cones to be<br>used where necessary  |

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| 5 of 6 | Look only for hazards which you could<br>reasonably expect to result in significant<br>harm e.g. slips/trips, work at height, falling<br>objects, vehicles, electricity etc.                          | List groups of people who<br>may be at risk e.g.<br>maintenance staff,<br>contractors, cleaners,<br>public etc | List controls that are already in place to<br>control the risk e.g. physical safeguards,<br>training, personal protective equipment<br>etc.   | Decide on the level of<br>risk remaining.<br>(Likelihood \ Severity) |     |      | List further action required to<br>control significant risks. If there is<br>lots to do, make an action list. |
|        | (STEP 1)  | (STEP 2)   | (STEP 3)  | High   | Med | Low  | (STEP 4)  |
|        |   |  |   |  |     |      |   |
| 14     | During discharge, long discharge<br>Pipes can 'whip' around causing<br>foot/leg injuries  | Driver, other site staff   | Ensure shortest lengths of pipe are<br>used to limit 'whiplash' and that air<br>pressure is kept to within site limits,<br>keep other site personnel and<br>pedestrians away whilst<br>discharging,   | ١  |     |      |   |
| 15     | Blowing into Silo can cause over<br>pressure and the release of dust<br>particles into the environment causing<br>eye, nose and throat problems to the<br>public and pollution into the<br>atmosphere | Driver, Site staff<br>Public   | Care must be taken when blowing<br>off powder tankers to avoid excess<br>pressure at the end of the blow in<br>order to avoid over pressure in<br>silos.<br>In the event of any of these<br>occurring, drivers must stop<br>discharging immediately and refer<br>to site personnel.<br>Drivers must remain in the vicinity<br>of the vehicle at all times during<br>loading and discharge and must<br>also be aware of dust emissions<br>from filters, pipes and hoses, or<br>from the operation of silo pressure<br>relief valves.<br>They must also be aware of silo<br>level indicators or escape of dust as<br>a result of overfilling. |  | λ   |      |   |

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|        |  | public etc   |  |  |     |      |   |
|        | (STEP 1)   | (STEP 2)   | (STEP 3)   | High   | Med | Low  | (STEP 4)  |
| 16     | Disconnecting discharge pipe when<br>finished blowing could cause serious<br>injury if still under pressure,   | Driver/operator  | Driver closes all product and air<br>valves, turns off air compressor and<br>opens air dump valve to release<br>pressure in a controlled manner<br>until tank is depressurized, driver<br>checks that discharge pipe is 'soft'<br>before disconnecting<br>Special attention must be paid to<br>the cleaning of hoses.<br>Hose ends must always be capped<br>When not in use.<br>Driver must not climb on<br>pressurized tank |  |     |      |   |

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