

VolkerFitzpatrick ✓	VolkerFitzpatrick-Rail ✓	VolkerRail n/a	VolkerStevin ✓	VolkerHighways ✓	VolkerLaser ✓	VolkerServices n/a
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Site Deliveries and Collection

- Operatives must complete a full site induction prior to starting work and evidence of having signed on to the appropriate RAMS / WPP / SoSB for the unloading task provided.
- Sites must provide a suitable area for site transport to be loaded / unloaded which enables clear unobstructed access to the trailer bed and a suitable.
- Laydown area ensuring no overhead services / obstructions are present.
- All trailers to be visually inspected prior to accessing ensuring the required edge protection is in place and the deck of the trailer or vehicle is suitable to be walked upon and that no holes are evident or have been hidden by the materials as they were placed on the vehicle.

Minimum Requirement



(Figure 1)



(Figure 2)



(Figure 3)



(Figure 4)

Issue no.:	1	Date:	Nov 2022	Parent document:	H09 Working with Plant		
Approved for IMS:	IMS Manager	Document owner:	CR Director	Workspace file:	n/a	Page 1 of 2	

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✓

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✓

 VolkerLaser
✓

 VolkerServices
n/a

Plant	Operator
<ul style="list-style-type: none"> If used on public highway - compliance with the Road Vehicles (Construction and Use) Regulations (lights, Vehicle Excise Duty (VED), registration plates front and rear etc.) Current VED and Operator licence Current MOT Plating certificate Flashing amber beacon Mirrors / CCTV FORS standard All safety labels (decals) in place Reversing alarm to be fitted working and audible if available. Suitable load bed edge protection in place prior to arrival on site Top level edge protection should be 950 to 1110 mm above trailer bed (Figure 1) Mid-level edge protection should be 470mm above trailer bed or equidistant between the bed and top strap (Figure 1) Straps must be passed through locating bands on the uprights and should cover the full extent of the trailer bed (Figure 1) Wrapping around individual posts is not acceptable. The fixing / tensioning points at either end of the trailer on the headboard and post should be used Dependant on the specific trailer model it may not be possible to have a post positioned at the end of the trailer bed due to twist lock location. Where this occurs an angled drop of the straps to the trailer bed is acceptable when attached to a suitable fixing point. However, an alternative safe means of access will need to be provided to the rear of the trailer bed e.g., podium access With regard to trombone trailers split edge protection as described above should be fitted to either section of the trailer Where unloading & loading operations are carried out in a fixed location, proprietary edge protection systems are the preferred solution (Figures 2, 3 & 4) 	<ul style="list-style-type: none"> Shall be suitably trained and competent Have appropriate category HGV driving licence for vehicle Full site-defined PPE Shall be briefed on the site Plant and Vehicle Management procedures and check for overhead obstructions and hazards Shall stop work if any unauthorized / unsupervised personnel enter their immediate work area Shall turn off engine during unloading / loading operations with keys removed from the ignition before leaving the plant unattended for any reason Shall wear a seat belt Shall report all unsafe conditions Comply with site speed limits Comply with the requirements of any associated site lift plan
Desirable <ul style="list-style-type: none"> Complete exclusion area around unloading / loading operations Reversing alarm to be directional and 'white noise' GPS tracker unit installed Isolation method independent of factory fitted locks Locking caps / covers to fuel and all other tanks 	
Risks <ul style="list-style-type: none"> Load path - slewing over / near pedestrians during unloading / loading operations Effect of weather on visibility and working surfaces during unloading / loading operations Falls from height if access and working on trailer bed if access is required during unloading / loading operations Reversing Turning Circles 	Controls <ul style="list-style-type: none"> No entry into exclusion zone unless signalled by designated site team - Thumbs Up Dropped loads - exclusion zone set up around the area of unloading / loading operations. Loads consisting of loose material / components to be containerised Reversing alarm audible at 10m Plant and personnel segregation Unloading / loading area to clear of overhead obstructions - cables bridges, power lines, telephone lines. Where this is not achievable, they should be clearly identified with goal posts and exclusion zones established Safe means of access to trailer bed such as a podium

Note: All persons preparing risk assessments involving plant are encouraged to visit the proposed area of work and to review previous risk assessments undertaken for similar activities and safety alerts.

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