Risk Assessment - Loading and unloading of rolling stock from road vehicles

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Loading and unloading rolling stock from road vehicles

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Personal, infrastructure or equipment damage Crush, impact, pinch, slips, trips or falls etc.	Everyone	1) CRITICAL - Elimination: All GWR staff must stand well away from the vehicle and rolling stock when the activity is taking place. - Effective 2) Engineering: A shunting loco and suitably competent crew may be required to move the vehicle to and from the loading strip. - Effective 3) CRITICAL - Engineering: The road vehicle must be aligned exactly with the loading strip track. - Effective 4) CRITICAL - Engineering: The haulage contractor is responsible for setting up the equipment suitably for the activity. - Effective 5) CRITICAL - Engineering: The haulage contractor is responsible for carrying out the loading and unloading activity. - Effective 6) CRITICAL - Engineering: Rolling stock should be scotched or hand brakes applied before and after loading or unloading activities. - Effective 7) Administrative: Vehicles to enter the Toddington site via the tarmac road and not the temporary road. - Effective 8) CRITICAL - Administrative: A suitable space and area for the vehicles to manoeuvre and align with the unloading strip should be cleared and marked. - Effective 9) CRITICAL - Administrative: Activity should normally be carried out when the public are not on site and hence the area is clear. In the event that loading/unloading operations are required to be carried out during public opening times, additional GWSR staff must be provided to maintain a safe cordon around the activity. - Effective 10) CRITICAL - Administrative: GWR staff should under no circumstances operate the road vehicle and its equipment. - Effective 11) CRITICAL - Administrative: Before loading or unloading commences, a GWR representative must ensure that a clear understanding of the activity to take place is made with the haulage contractor staff. - Effective 12) CRITICAL - Administrative: Care should be taken that rolling stock left on the loading strip before or after can not cause an incident with the public. Cones and barrier tape should be used if necessary. - Effective 13) Administrative: Loading or unloading should not start until approval is given by a GWSR competent person. - Effective 14) CRITICAL - Administrative: Good housekeeping must be maintained at all times. - Effective 15) CRITICAL - Administrative: Any rail vehicle movements must be in accordance with the GWSR Rule Book and by competent staff. - Effective 16) CRITICAL - Administrative: A site briefing must be given to all involved parties before the task is started. - Effective 17) CRITICAL - Administrative: Self-propelled vehicles are not permitted to drive themselves onto or off the road vehicle. - Effective 18) CRITICAL - PPE: Suitable PPE must be worn for each role associated with the task. - Effective	1 x 5 = 5 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Engineering: If the loading pad at Toddington is not to be used or is unavailable then the task should only be carried out on some other level piece of track with good road access and clear surrounding space for manouvering. - Effective 2) Engineering: Should the winch of the trailer failure, a barrier vehicle and shunter can be used to help slowly lower the load from the trailer. Ideally this will be a low vehicle such as a 'lowmac'. - Effective 3) Engineering: If loading can not be undertaken against a fixed stop (such as a buffer stop), then the route must be kept clear in case of chain/winch failure and runaway. - Effective	1 x 5 = 5 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

Score and Control Measure Notes.
Low score due to use of professional contractors who carry out this work daily but consequences of an incident could be fatal.
Risk remains the same.

COSHH Assessments

There are no COSHH assessments associated with this risk assessment.

Reference Documents

- S A Smith Insurance details -
- S A Smith Risk assessment and method statement -
- Allelys Risk Assessment -
- Alleleys Method Statement -

Ends