

Safe Transporting of Steel Products



They were walking home from their 18-month-old son's nursery when the tragedy happened.

Moments after Thomas Matt's and Terri-Ann Barnett had left their child, a lorry-load of steel fell on to the pavement from a passing truck and crushed the young couple to death.

A lorry driver was killed when two steel safety gates fell off his vehicle and landed on him during an inadequately planned lifting operation

Transport related accidents

The four main kinds of accident are:

- Struck by a moving vehicle
- People falling from a vehicle
- Materials falling from a vehicle
- Collapse / overturn of a vehicle

2.5 million people in Great Britain work on or near vehicles as part of their regular job

- Getting on and off a vehicle to carry out loading/unloading operations and working at height on the vehicle are often viewed as just incidental to the main job of driving the vehicle.**
- The risks involved with parts of the drivers job that does not involve actual driving may not be always properly considered by both employers and employees.**
- It is often assumed that because a FLT or Crane operator has been trained he must know how a to load a vehicle with steel stock.**

Production related accidents

Production accidents can often be directly related to the sale and transporting of steel products as follows

- **Attempting to meet un-realistic delivery dates** – causing short cuts to be taken and stress or anxiety to production staff.
- **Driver fatigue** due to excessive deliveries and un-realistic delivery times and traffic conditions
- **Breakdowns in production or materials handling equipment** – leading to unsafe machinery continuing to be used in order to meet targets.

PLANNING OF DELIVERIES

it is of great importance that the delivery of material is planned in such a way that.

Risks of accidents to employee's, customers and the public are preferably eliminated at best minimised.



REDUCING RISK BY ENSURING EMPLOYEE'S ARE TRAINED

Lift truck and crane training does not normally include the loading of steel stock onto vehicles.

Check that the training you provide includes as a minimum:

- Placing of loads onto vehicles**
- Securing of loads and load restraint**
- Working at height**
- Manual handling**

Have your sales reps received any awareness training on the H & S implications regarding the delivery and unloading of stock?

Information required to plan deliveries

- *Is there sufficient stock available to meet the client's requirements.*
- *Is the delivery time sustainable*
- *What facilities are available at the customer premises for unloading.*
- *What Health & Safety requirements does the customer impose on drivers whilst on their site.*
- *Do you have sufficient transport available to meet the delivery time.*

Exchange of information

Supplier to Customer

- Size of vehicle delivering the load (van, curtain sided vehicle, articulated vehicle)
- Type of load (coil, beams, purlings etc)
- Weight of load per item and total weight per delivery
- Whether the driver has his own lifting tackle (chains, round slings etc)
- Date and time delivery is to be expected.

Exchange of information

Customer to Supplier

- Location for delivery (is there a separate entrance for deliveries)
- Type of access available for the delivery vehicle (is it wide enough to gain entrance, is there room to reverse/manoeuvre)
- Materials handling equipment available on site (cranes, lift trucks etc)
- Lifting tackle available (chains, slings etc)
- What the PPE requirements are
- Driver induction or security requirements
- Safe access onto vehicles available (steps etc)
- Is there a designated loading/unloading area.

CUSTOMER DELIVERY PLAN INFORMATION

CUSTOMER
NAME

CUSTOMER DELIVERY POINT
ADDRESS

TEL:

FAX:

E-MAIL:

MOBILE:

WAREHOUSE / LOADING INFORMATION

IDEAL PLACEMENT ON VEHICLE

TRANSPORT INFORMATION

ANY SPECIFIC DRIVER DUTIES
(e.g. HELP WITH UNLOADING)

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ADDITIONAL
REQUIREMENTS

IS THERE ALWAYS SOMEONE AT THIS
ADDRESS
FOR OUR DRIVER TO REPORT TO/ARRANGE
OFF-LOADING WITH

DELIVERY TIMES

ANY ACCESS RESTRICTIONS

PREFERRED METHOD OF OFF LOAD

CRANE

SWL Kgs

FORKLIFT

SWL Kgs

HAND

CUSTOMERS & VISITORS DRIVERS SAFETY

This document provides drivers with information on the safety rules to be followed when visiting our sites or delivering or collecting goods from our sites. All drivers are responsible for adhering to these safety rules.

Failure to comply will result in you being requested to leave the site.

DRIVERS SAFETY RULES

Upon arrival at site drivers must report to the site weighbridge office



- PPE MUST BE WORN ON SITE
- YOU MAY BE ASKED FOR IDENTIFICATION
- CHILDREN OR PETS ARE NOT PERMITTED ON OUR SITES

Below are some precautions we would like you to take whilst on our sites

DO

- Keep to the site speed limits.
- Make sure pedestrians are clear of your vehicle before setting off or stopping.
- Be aware of lift trucks and cranes.
- Obey all safety signs.
- Access and exit your vehicle by an approved means.
- Wear your PPE.

DON'T

- Reverse into bays without directions from a banksman.
- Wander around our works, stay with your vehicle.
- Park in front of fire exits.
- Allow unauthorised people on your vehicle.
- Operate any lift truck or crane.
- Jump down from vehicles & trailers.
- Do not use a mobile phone whilst operating your vehicle on our site.

RISK ASSESSMENT

The risk assessment process is fundamental to ensuring the safety of employee's and customers when arranging the transportation of steel.

Sales representatives should be aware that the decisions they make, may impact on the safety of others.

A delivery plan should be able to reduce the level of risk posed.

RISK ASSESSMENT

	HIGH RISK	MEDIUM RISK	LOW RISK
Del Plan	<p>Order taken with no consideration for safe unloading.</p> <p>Delivery site has home-made, inappropriate or no equipment available to assist in safe unloading.</p>	<p>Reliable and comprehensive verbal instructions are taken upon placement of the order.</p> <p>The site has some equipment for unloading</p>	<p>Delivery plan is documented upon placement of order. A checklist is designed to assess performance with regard to safe loading and unloading.</p> <p>Delivery site has appropriate equipment to assist in safe unloading.</p> <p>Delivery site has a traffic management plan.</p> <p>Operators are trained and qualified.</p>

RISK ASSESSMENT

	HIGH RISK	MEDIUM RISK	LOW RISK
Large or Mixed Load Orders	<p>Mixed load orders are placed by customer and delivered in single load.</p> <p>Large orders are placed by customer and delivered in single load.</p>	<p>Frame is attached to the bed of truck to segregate mixed product.</p> <p>Drop deck trailers or low-loaders are used for high loads.</p>	<p>Mixed load orders are split. Customer agreement and acknowledgement obtained that multiple loads will be required</p> <p>Mixed load orders are delivered using an appropriate vehicle designed for transporting mixed loads.</p> <p>Large orders are split into multiple loads, eliminating highly stacked loads.</p>

HIGH RISK**MEDIUM RISK****LOW RISK****induction**

No site induction is performed.

Driver is unable to make an informed decision due to lack of information available on site.

The area where material is to be unloaded is unsuitable, e.g. uneven surfaces, nearby work operations, poor lighting or increased pedestrian traffic.

Drivers are conversant with employer's site and its safety measures.

Site induction included into contract

Driver is conversant with employer's site and methodology. This is further written and documented.

The area where material is to be unloaded is suitable.

Area is checked before unloading begins to ensure it is safe to proceed.

The vehicle is checked to make sure that it can access the unloading area safely.

	HIGH RISK	MEDIUM RISK	LOW RISK
Vehicle Design and Selection	<p>Vehicles are selected based on what is at hand</p> <p>working at height, e.g. traffic congestion is not considered.</p> <p>Plant used to load and unload the vehicle is inappropriate.</p> <p>People have to climb onto the load, with no assistance from the design of the vehicle.</p> <p>There is nothing to stop them from slipping or falling.</p>	<p>Vehicle selected is adequate for the planned load.</p> <p>Vehicle beds are designed and built in a way that recognises that people will be climbing on them, e.g.</p> <p>Attachment points for harnesses, lanyards, etc.,</p> <ul style="list-style-type: none"> • access ladders with wide steps, handrail, etc., • steps installed under vehicle bed. 	<p>Vehicles are selected based on factors that may affect the load and working at height</p> <p>The need to rearrange or shift the load is reduced</p> <p>No need to tarp,</p> <p>Procedure is in place to ensure an appropriate equipment is provided at the unloading end to assist with unloading.</p> <p>Vehicle beds are designed and built to eliminate the need for climbing on or over them,</p>

	HIGH RISK	MEDIUM RISK	LOW RISK
Traffic Man	<p>Traffic management is dealt with in an ad hoc way. No safe work procedures are in place.</p> <p>No markings, bollards or safety zones</p> <p>Pedestrians and other vehicles have unrestricted access to the loading area.</p>	<p>Traffic is managed by individual safe work procedures at each area of the workplace.</p> <p>Loading and unloading is supervised at a safe distance from moving plant.</p> <p>There are specified exclusion zones around vehicle trailers and plant operating procedures.</p> <p>If there is no risk of the cabin being damaged by the load or plant, the driver remains in the truck cabin during loading and unloading operations.</p>	<p>A comprehensive traffic management plan has been prepared and documented.</p> <p>Everyone understands and applies the traffic management principles. The effectiveness of the plan is regularly reviewed in collaboration with workers.</p> <p>A clearly defined safety zone protected by large fixed bollards/barriers is provided so that the driver or loading and unloading crew can supervise at a safe distance from moving plant and falling loads.</p>

SUMMARY

- ENSURE ALL EMPLOYEE'S ARE ADEQUATELY TRAINED INCLUDING SALES STAFF
- DEVELOP DELIVERY PLANS AND REVIEW THEM
- CARRY OUT AND DOCUMENT RISK ASSESSMENTS AND SAFE WORKING PROCEDURES
- MONITOR COMPLIANCE

Further information that is available.

- ❑ European Best Practice Guidelines on Load Securing for Road Transport**
- ❑ HSG 246 Safety in the storage and handling of steel and other metal stock**
- ❑ NASS Safe delivery and unloading of steel products**
- ❑ INDG 199 Managing vehicle safety at the workplace**