

Generic risk assessment for the delivery of tankered waste into Severn Trent Water sites



Commercial Waste Services - Tankered Waste Department		
Depart/Location: Severn Trent Water sites receiving tankered waste		
Tankered Waste Department	Assessment No.: TW/RA001	Date: 8 th July 2010
Assessor: Simon Lee	Signature:	
Manger: Jason Jarratt	Signature:	

	Score	Description	Score	Description	Score	Description	Score	Description	Score	Description
Likelihood (L)	1	Very unlikely	2	Unlikely	3	Likely	4	Very likely	5	Almost certain
Severity (S)	1	No effect or trivial	2	Minor injury or illness	3	Lost time injury or illness	4	Major injury or illness	5	Fatal or disabling injury or illness

Risk Rating (L x S)	1-5 LOW	TOLERABLE no further action required	6-12 MED	REDUCE Introduce further controls and/or monitoring specified above	13-25 HIGH	INTOLERABLE Stop process or activity until further controls are in implemented
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Task & Hazard Information	Groups exposed	Evidence of previous hazardous events	Detail any existing controls in place	Hazard Severity 1 - 5	Likelihood 1 - 5	RISK H M L
Contact with Liquids under pressure	Driver/Operator & Supervisor	Poor pipe fittings or faulty pipes can cause a release of material.	Wear Appropriate PPE Including eye protection. Ensure fittings and pipes are in good condition. Do not use leaking pipes or fittings. Report any faulty pipes or fittings	3	1	3 - LOW
Contact with sewage sludge or other Trade Waste	Driver/Operator & Supervisor	Tanker operations can cause spills of waste materials. Contact with sewage can cause sewage borne diseases	Drivers are to be trained in dealing with spills, Mandatory PPE must be worn. The carrying of suitable eye wash equipment is considered best practice	2	2	4 - LOW

Manual Handling of delivery pipes	Driver/Operator & Supervisor	Delivery Pipes can be heavy and slippery. 4" and 6" discharge pipes are in use on STW sites	Recommended that Drivers are given manual handling training. Pipes are to be stored and returned to a pipe stand. Report any faulty or missing equipment, always wear appropriate PPE	4	2	8 - MED
Slips, Trips and Falls- in the tipping area	Driver/Operator & Supervisor	Tipping area can become slippery if spills are not cleaned up. Protruding pipes are a trip hazard and can 'buck'. Cold weather causes icy conditions.	All spills are to be cleaned up with use of provided hose pipe. General good house keeping applies; operator to report any significant spill. PPE to be worn at all times. Report icy conditions to site staff. Site management will close any site deemed unsafe for tanker operations.	4	2	8 - MED
Working at night and/or reduced light	Driver/Operator & Supervisor	Reduced light is an issue at certain times of the year	Ensure area is well lit. It is recommended that all vehicles coming to site use rear facing work lamps	3	1	4 - LOW
Moving vehicles – danger of collision	Driver/Operator & Supervisor	Multiple vehicle movements taking place in the disposal area.	Give right of way to pedestrians at all times. Observe site speed limits, speed bumps and site signage at all times. Observe traffic restricted areas and local traffic management plans. Never walk behind a reversing vehicle. Some sites do not allow vehicles to reverse	5	2	10 - MED
Lone Working	Driver/Operator & Supervisor	Tanker drivers will often be working unsupervised	It is recommended that all drivers utilise a Lone Working procedure. CCTV is in operation on many sites	5	2	10 - MED

Trapped Fingers from coupling/uncoupling pipes	Driver/Operator	General risk of finger trap injuries when coupling pipes	Drivers to be trained in the safe use of their vehicle. PPE to be worn at all times	2	2	4 - LOW
Working at height – accessing man lids/vales on top of Tankers	Driver/Operator	NO WORKING AT HEIGHT IS PERMITTED WITHOUT PRIOR CONSENT				
Falling from Cab – entering/exiting vehicle cab	Driver/Operator	General risk of falling from height whilst entering or exiting vehicle cab	Drivers are to be trained, three points of contact at all times. Correct PPE to be worn	4	2	8 - MED
Noise – Damaged hearing whilst discharging tanker	Driver/Operator	Donkey engine/vehicle engine noise whilst discharging is damaging to hearing. Noise levels may be in excess of 85 dB	Where correct PPE including ear defenders	3	1	3 - LOW
<p align="center">Additional control measures required</p> <ol style="list-style-type: none"> All Tanker Drivers to site Safety Inducted Method Statement – Delivery of Low Hazard Tankered Trade Tanker Waste - Health and Safety information 			Date completed Review Date Estimate of residual risk Signature	<p align="center">8th July 2010</p> <p align="center">8th July 2011</p> <p align="center">LOW TO MEDIUM</p> <p align="center">..... On behalf Tankered Waste Dept</p>		