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| **Generic Risk Assessment For The Delivery Of Tankered Trade Waste Into Severn Trent Water Sites** | | | | | | | |  | | --- | |  | |  |  |  |
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| Commercial Waste Services - Tankered Trade Waste | | | | | | | | | | |
| Department/Location: Severn Trent Water Sites Receiving Tankered Trade Waste | | | | | | | | | | |
| Tankered Waste Department | | | Assessment No.: | | | TW/RA002 | Date: 22nd August 2017 | | | |
| Assessor: Paul Firmstone | | | Signature: | | | |  | | | |
| Manager: Lee Musgrove | | | Signature: | | | |  | | | |
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| **Work Activity/Task:** | **Discharging Of Liquid Wastes From A Tanker** | | | | | | | | | |
| **Hazard** | **Who could be harmed & how** | **Existing Controls** | **L** | **S** | **Risk (L x S)** | **Further controls required (Y/N)** | **Further controls** | **L** | **S** | **Risk (L x S)** |
| Contact with liquids under pressure | Driver, Operators, Supervisor.  Release of material | Appropriate PPE. Eye Protection, Gloves, Head Protection, Checking of pipes/connections | 2 | 2 | 4 | **Y** | Drivers to be updated by the companies in house SHEQ if any training, legislation or updates in best practices are available | 2 | 2 | 4 |
| Contact with sewage sludge and other trade waste streams | Driver, Operators, Supervisor.  Contact with sewage can cause sewage borne disease. | Drivers are to be trained in dealing with spills. Mandatory PPE requirements must be worn. Carrying of a suitable eye wash equipment is best practice. | 2 | 2 | 4 | **Y** | Drivers to be updated by the companies in house SHEQ if any training, legislation or updates in best practices are available | 2 | 2 | 4 |
| Manual handling of delivery pipe(s) | Driver, Operators, Supervisor.  Can cause muscular injuries and bruising. | Drivers are to be trained in manual handling. Pipes are to be returned to pipe stand. To report any faulty, damaged or missing equipment. Wear appropriate PPE | 2 | 4 | 8 | **Y** | Drivers to undergo refresher training by the companies in house SHEQ or if there are any updates in best practices are available | 2 | 4 | 8 |





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| Slips, Trips & falls at the point of discharge | Driver, Operators, Supervisor.  Can cause sprains, back pain, and factures. | All spills to be cleaned up. Application of general housekeeping applies. Driver/operator to report any significant spills. Wear appropriate PPE at all times. Report any icey conditions to site staff. Site management will close any site deemed unsafe for tanker operations. | 2 | 4 | 8 | N |  |  |  |  |
| Working at night and / or reduced light | Driver, Operators, Supervisor.  Can increase chances of an accident | Ensure area is well lit.  It is recommended that vehicles use rear facing work lamps | 4 | 2 | 8 | Y | Drivers to use rear facing work lamps when fitted. Site operatives to perform regular checks of lighting in situ | 4 | 2 | 8 |
| Vehicle movement - danger of a collision | Driver, Operators, Supervisor.  Can cause broken bones and worst case death | Give right of way at all times to pedestrians. Observe site speed limits. All drivers are to observe and follow traffic management plan. Driver and site operatives are to never walk behind a reversing vehicle. | 3 | 5 | 15 | Y | Avoid reversing at all where possible.  Ensure any reversing alarms fitted to vehicles are working. | 3 | 5 | 15 |
| Lone working | Driver, Operators, Supervisor.  Increase the chance of receiving medical attention | All drivers and site operatives to use a 'Lone Working' procedure. CCTV is in operation on many sites | 4 | 3 | 12 | Y | Drivers to inform transport there office, if they are on a site which is unmanned | 4 | 3 | 12 |
| Trapped fingers from coupling / uncoupling pipes | Driver, Operators.  Can cause cuts, abrasions and fractures to fingers. | Drivers and operatives to have training on the correct procedures to connect/uncouple pipes. | 3 | 2 | 6 | Y | Drivers to undergo refresher training by the companies in house SHEQ or if there are any updates in best practices are available | 3 | 2 | 6 |
| Working at height - Accessing lids/valves on the top of tankers | Driver, Operators  Can cause broken bones and death in worst case. | NO WORKING AT HEIGHT IS PERMITTED WITHOUT PRIOR CONSENT |  |  |  |  |  |  |  |  |

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| Falling from the cab whilst entering or exiting the vehicle | Driver, Operators.  Can cause sprains and fractures. | Drivers are to maintain the best practice of keeping 3 points of contact with the vehicle during access/ingress to cab. Correct PPE to be worn and in a good standard | 3 | 3 | 9 | Y | Drivers to undergo refresher training by the companies in house SHEQ or if there are any updates in best practices are available | 3 | 3 | 9 |
| Noise - Damage to hearing whilst discharging the load | Driver, Operators.  Can cause hearing deficiency if exposure limits (85dB) are exceeded. | Wear the correct PPE including ear defenders | 2 | 2 | 4 | Y | Drivers to be updated by the companies in house SHEQ if any training, legislation or updates in best practices are available | 2 | 2 | 4 |
| **Additional Control measures required:**   1. All tanker drivers must be Site Safety Inducted. 2. Been trained to perform the task of delivering Low Hazard waste and/or given instruction in writing if the load is hazardous. 3. Undertake any refresher training under training an developmet | | | Date completed:  Review date:  Overall risk value  Signature: | | | | 22nd August 2017  21st August 2018  Low to Medium    ………………………………..  On behalf of Tankered Trade Waste | | | |

