

Safety Alert - 108

Loading / Unloading Safety – RIDDOR reportable accident.



AARSLEFF



What was the task?

A delivery driver suffered a reportable plus 7 day lost time injury when two of his fingers were caught between two piles shown above.

What Happened?

The delivery driver was out of his cab, observing the loading operation on site, which was being carried out by a telehandler.

As the final centre pile was placed, on top of some loose dywidag bars in the centre gap, the adjacent pile knocked against the neighbouring pile (circled). The driver was stood observing whilst resting his hand on the piles and as such two of his fingers were crushed as the two piles knocked together.

What could have happened?

More severe crush injury.
A pile could fall from the vehicle onto a person.

Remember

Aarsleff have a duty of care to all delivery drivers and are responsible for their safety and supervision whilst on site.

If someone needs to work at height on the trailer bed this must **ONLY** be carried out with a full edge protection handrail system in place on both sides of the trailer.

A clearly marked exclusion zone (cones & barriers) must be in place around the rear and far side of any trailer being loaded or unloaded – excluding all persons.

Drivers should ideally remain in their cab unless objects could fall onto the cab roof, then they must be outside the cab in a clearly visible and designated safe position must be identified and the driver must remain in that place.

Yes, drivers are responsible for their load on the highways but their own safety on site is critical.

The above applies to ALL unloading and loading not just pre-cast piling sites.

If in doubt **STOP WORK & SEEK ADVICE.**