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# Presentation to the AIRSO National Truck & Bus Driver Trainers Conference

## **Safety in Logistics**

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# Key hazards and risks

- Vehicle movement (LGVs/FLTs)
- Drive-away risk
- Run-away risk
- Working at height on the trailer bed
- Uncontrolled movement of product during loading
- Ability of the driver to safely check the load
- Inexperienced/untrained drivers
- Various parties involved



# Vehicle Movement

- Remove pedestrians from the area
- Enforced speed limits
- One way system
- Physical barriers
- Walkways and zebra crossings
- Information on safe areas e.g. canteen
- Designated driver “haven”
- Use of hazard warning lights
- No chatting or distraction
- No mobile ‘phone use
- High visibility clothing, safety footwear
- Close partnership with hauliers

# Drive-away risk

*This can involve the back door of a loading bay or side loading*

- SSoW plus pictures
- Key removal and control
- Driver removed from the cab
- Stop sign/Doorway cordon
- Traffic lights
- Interlock device (e.g. Salvo)
- Clamps
- Chocks
- Foreign driver issues





# Run-away risk

- No parking on slopes
- Clear guidance for shunters on the trailer park brake policy
- Good lighting
- Use of chocks
- Driver training & refreshers
- Step by step guidance in handbook - SSoW
- Guidance for drivers on what to do if there is a run-away
  - "Code of practice: Coupling or Uncoupling & Parking of Large Goods Vehicle Trailers"
  - <http://www.hse.gov.uk/workplacetransport/information/coupling.htm>



# Working at Height

- On the trailer bed:
  - WAH risk assessment required
  - WAH Reg principles apply
  - Shortest time possible
  - Safe access and egress (use steps - no jumping)
  - Stay away from the edge of the trailer
  - Keep one curtain done up
  - Ban FLT movement
  - Safety footwear
  - SSoW



# Uncontrolled movement of product

- Secure as you load (NB no FLT movement if driver is securing the load)
- Site specific FLT driver training
- Use of load lok bars, locking wheel stillages, pallets, shrinkwrap, stacking height guidance
- Chocking of products which can roll (e.g. cylindrical items, reels etc)
- Moving an unstrapped load to a safer strapping area – beware movement
- Strapping, roping and netting – beware throwing straps!



# Driver checking the load

- Driver is responsible for the security of the load once it leaves the site
- DfT guidance on load security
- <http://www.dft.gov.uk/pgr/roads/vehicles/vssafety/safetyloadsonvehicles.pdf>
- Drivers must be able to check this properly (NB don't forget stand trailers)
- Issue of driver safety during loading if he wants to observe the process
- Axle overloading, rollover risks, items dislodging in transit – consider the whole journey risk, not JUST the on site risks





# Parties involved

- If using 3PLs and 4PLs – need to check that the companies on your site know what they are doing!
- Ensure risk assessments cover the whole job – beware any gaps
- Communication
- Try a virtual accident and see what crawls out of the woodwork
- Questionnaires, requesting copies of documents, training records, safe contractor schemes (which may not be relevant for hauliers)
- Insurance levels



# Virtual Accidents

- A short, sharp shock audit with incredible results
- Increases H&S ownership at local level
- Pick a realistic scenario – be as specific as you can – use a recent near miss if possible
- “The HSE are on their way in half an hour – what documents do you need to collate?”
- Sit back and watch the headless chickens
- Use a checklist to see how effective people are – especially when the H&S expert isn't there
- Are documents really owned and understood?  
Does anyone know where the records are kept?



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# Thank You

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*for a Virtual Accident checklist or  
more information on WIL UK*

Any questions?