

RISK ASSESSMENT

Company Name: DOWSE HAULAGE

Date: 17-08-15

Review Date: 17-09-16

Assessment No: 23

Assessor: Paul Mansfield

Task: Pneumatic Tanker Discharge

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No.	Significant Hazards Look only for hazards which you could reasonably expect to result in significant harm e.g. slips/trips, work at height, falling objects, vehicles, electricity etc. (STEP 1)	People Affected List groups of people who may be at risk e.g. maintenance staff, contractors, cleaners, public etc (STEP 2)	Existing Controls List controls that are already in place to control the risk e.g. physical safeguards, training, personal protective equipment etc. (STEP 3)	Level of Risk Decide on the level of risk remaining. (Likelihood \ Severity)			Further Action Required List further action required to control significant risks. If there is lots to do, make an action list. (STEP 4)
				High	Med	Low	
1	Unlevel/soft ground could cause movement/vibration of truck and damage to property and people.	Driver/others	Driver to ensure Handbrake is on, and if necessary, chock wheels, Do not tip on unlevel ground			\	Issue Trucks with Wheel Chocks
2	Slips, Trips and falls could cause ankle and other injuries. Falling material from overhead conveyor system could cause head injuries	Driver	Wear Lace up Safety boots (Not Rigger boots) and appropriate PPE. Use three point contact when climbing in/out of truck			\	
3	Deep water on site could hide dangers i.e. Potholes, gully's or sharp objects causing tyres to explode or lorry tipping over,	Driver / Site staff / Pedestrians	Check with site supervisor for safest route.			\	
4	Drivers could get wet feet/legs leading to burns or disease if water is contaminated	Driver	Steel soled/toecap wellingtons to be worn and suitable waterproofs			\	Supply drivers with wellingtons

Action Timescale Guidelines

High Risk – Action Immediately

Medium Risk – Action within 2 Months

Low Risk – Re-assess after next review

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5	Eye injury from dust particles especially lime, can cause irritation and Burns	Driver/operator	Goggles supplied and must be worn			\	
6	In dusty environments 'windy days' Respiratory problems from breathing dust particles, especially lime, could cause throat and lung damage.	Driver/operator	Dust mask provided and must be worn.			\	
7	Burns/irritation caused by mixture of lime and moisture, i.e. perspiration.	Driver/operator	Gloves and overalls supplied and worn, arms should be covered ,			\	
8	Noise from engines and blowers could cause hearing problems	Driver	Drivers supplied with hearing protection				

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9	Unfamiliarity at customer sites, Possible collision with other vehicles, structures or site personnel causing serious or fatal injury.	Staff, Pedestrians other drivers	Drivers check with site supervisor before entering site on reversing policy and any other possible dangers, Order taking staff ask for info on site rules and fix to delivery tickets			\	New or agency drivers to be told of any relevant site hazards
10	Overhead cables or structures could cause electrocution or danger of falling debris if struck by tanker, especially tip tanks.	Driver, Site staff,	Drivers check with site supervisor before entry onto site			\	
11	When connecting/disconnecting discharge pipes there is the likelihood of Finger and foot injury.	Driver/operator	Gloves and safety boots to be worn			\	Staff reminded to wear gloves
12	Pressurized tank could explode causing injury or death	Driver/operator others	All Dowse Mobile Pressure vessels/Tanks are insurance inspected and tested to the safe operating limit of 2 bar every year, Certificates are available to view in the Dowse office. Dowse Haulage will not operate a tank without a valid test certificate or Plated tank			\	

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13	When Discharging there will be pressure in the discharge pipe which may cause air/dust leaks causing eye/nose/throat irritation,	Driver/operator	<p>Driver checks all lids and valves are closed before starting compressor and pressurizing tank.</p> <p>Check all pipes, clamps and seals are in good condition,</p> <p>Do not pressurize tank until all pipes are connected to customer's intake pipe and safety clips are fitted and secure in clamps.</p> <p>Tanker drivers must only couple up to the fixed intake pipes and only load/discharge when instructed by site personnel.</p> <p>Where intake pipes are locked off, drivers must ensure that site personnel unlock and re-lock them.</p> <p>Drivers must remain in the vicinity of the vehicle at all times during the discharge of the load.</p> <p>Wear all relevant PPE thru out discharge process.</p> <p>Pour water onto any leaks to seal.</p>		\		Warning signs or cones to be used where necessary

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14	During discharge, long discharge Pipes can 'whip' around causing foot/leg injuries	Driver, other site staff	Ensure shortest lengths of pipe are used to limit 'whiplash' and that air pressure is kept to within site limits, keep other site personnel and pedestrians away whilst discharging,				
15	Blowing into Silo can cause over pressure and the release of dust particles into the environment causing eye, nose and throat problems to the public and pollution into the atmosphere	Driver, Site staff Public	Care must be taken when blowing off powder tankers to avoid excess pressure at the end of the blow in order to avoid over pressure in silos. In the event of any of these occurring, drivers must stop discharging immediately and refer to site personnel. Drivers must remain in the vicinity of the vehicle at all times during loading and discharge and must also be aware of dust emissions from filters, pipes and hoses, or from the operation of silo pressure relief valves. They must also be aware of silo level indicators or escape of dust as a result of overfilling.				

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16	Disconnecting discharge pipe when finished blowing could cause serious injury if still under pressure,	Driver/operator	Driver closes all product and air valves, turns off air compressor and opens air dump valve to release pressure in a controlled manner until tank is depressurized, driver checks that discharge pipe is 'soft' before disconnecting Special attention must be paid to the cleaning of hoses. Hose ends must always be capped When not in use.		\		

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