

RISK ASSESSMENT / OPERATING METHODOLOGY

Activity assessed	Collecting waste products from Customer premises, unloading vehicles at disposal point, loading vehicles, bulk fuel oil or waste deliveries	Assessed by	Steve Chalupka
Location	Commercial waste producers across the UK, typically garages, automotive workshops & industry; fuel oil customers.	Date of last review	March 2021 Amendments are highlighted in bold text
Assessment Ref No.	AS200116 Vs.9 (Generic)	Next Review due	March 2022 unless required sooner due to changes in work methods or legislation.

Task / Activity	Hazards Identified	Who is affected	Control measures / rules / operator training currently in force	Residual risk with these controls
Driving on highway and manoeuvring vehicle on customer's premises	Collisions between tankers and other vehicles, plant or equipment	Drivers, other road users, Pedestrians and members of the public (on customer's premises)	Only authorised, qualified drivers are permitted to drive company vehicles. All driver's HGV licences are checked annually. HGV's are serviced, safety-inspected and MOT tested as required by law and the company's Operators licence. Drivers working hours recorded and externally analysed. Divers undertake a Daily vehicle defect check and report faults. Vehicles are fitted with reversing beepers.	Low
Loading tankers and trailers at customer's premises & unloading at company facilities	Collisions between tankers and pedestrians on site; fall from height.		Refer to the site-specific risk assessment, which covers pedestrian protection, vehicular movement, etc. Only trained, qualified and authorised personnel may drive company tankers, shunters and FLT's. Company employees must never take charge of or operate customer's equipment. If the tank cannot be emptied at ground level and there is no safe access to the top of the tank, nor a safe place to work once there, the collection must be aborted.	Low
Driving and positioning the vehicle on customer premises roadways	Material or environmental damage or loss occurring to vehicle, plant, or property. Injury or fatality to person		Driver must observe and adhere to all instructions relating to site speed limits, traffic direction, weight limits and vehicle maximum height. Vehicle must not be driven over any surface that will not support its weight, e.g., a field; or over watercourses, temporary opening covers or weak drains. Similarly, it must not be parked over or adjacent to a drain or drainage gully, in case of an accidental emission, or within three metres of a canal or riverbank edge.	Low
	Personal exposure to harmful substances or dangerous activities on customer's premises		Drivers must not enter or proceed to work in any area on the customer's premises, where there is an identified risk of exposure to harmful substances (e.g., Carcinogens, toxic, corrosive, etc.) or dangerous activities (e.g., demolition, heavy construction, etc.); even if directed by the customer to do so, without first contacting the Slicker Recycling HSEQ department for advice.	Low

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Continued from above.	Continued from above	Drivers, other road users, Pedestrians and members of the public (on customer's premises)	The customer is legally obliged to ensure a safe working environment exists for everyone on his premises and should have conducted an appropriate risk assessment and taken the necessary corrective actions to preserve safety. However, the driver should make cursory checks of his own (provided there is no personal risk) and report any concerns immediately to the Slicker Recycling HSEQ department for advice.	Low
	Naturally occurring dangers, disease or phenomena in rural areas, such as landslip, soft verges / lanes, waterborne disease and stray animals		Care must be taken when driving or operating in rural areas or near waterways and drivers must remain alert for the unexpected. A lower than usual road speed must be maintained, and constant attention paid to varying conditions, such as reduced road width, road being unable to support the weight of the vehicle, fords, streams and areas under flood, as well as the possibility of stray farm animals. Water-borne diseases, such as Weil's disease, though rare, can be contracted if canal or river water is ingested or enters broken skin. Drivers are advised to keep well away from the water's edge when collecting from premises on commercially operated waterways.	Low
	Slips / trips / falls		Job-specific and Induction training is provided for new employees. Gantries or double-sided handrails must be used when accessing the tops of tankers, hierarchy is: (i) fixed gantries, (ii) mobile gantries, (iii) collapsible double-sided (vehicle) handrails. Tanker ladders & walkways must be kept oil-free to prevent slips and access to storage tank verified as safe prior to commencing work.	Low to medium
	Collection from High Security Premises such as HMP, Airports, Emergency services sites and MoD sites		All drivers are required to carry photographic identification and/or site-specific permits. Drivers will attend induction programmes as required. All drivers will make contact with their nominated contact on site not less than 48 hours before the proposed collection date. On arrival at site drivers must make themselves known to security officials stating the name of the nominated contact and await further instructions. Collections must not take place until an escort has been provided and/or access granted to the designated collection point. Collections must then be carried out as normal ensuring all on site rules and procedures are followed.	Low
Collecting waste at the premises	Waste for collection is not as described. Fire Personal exposure to waste oil or other products (e.g., bitumen/ gas oil/road fuel) Spilling or accidental emission of liquid waste		Collector can ascertain gross low-flash contamination of waste oil by olfactory / visual methods and must abort a collection on suspicion of low flash product. Flashpoint of waste oil typically >65°C. Petrol / diesel mixtures will be contained in sealed steel drums that are not opened by the driver. PPE provided: – safety boots, gauntlets, overalls, and eyewear. Live steam must never be used to reduce or dislodge heavy oils in trailers or tanker compartments. Spills kits & fire extinguishers are provided on ADR rated vehicles, drivers will receive training as appropriate.	Low

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Vacuum Tankers operating on customer's premises.	Vehicle collision Over-pressuring the tank Hose coming loose under pressure. Fire Contact with oil or sludge. Noise Vehicle collision Containers falling from tail lifts or curtain sided vehicles. Exposure to hazardous waste (splashes to eyes, skin contamination)	Industrial Service Division drivers / Plant Staff / Members of the public (on customer's premises)	Only trained authorised personnel are allowed to drive and operate pressure vacuum tankers. Tankers are regularly serviced. Pressure vacuum tankers receive statutory pressure barrel test and inspection. Pressure vacuum tankers are fitted with pressure gauges and safety valves to prevent over-pressurising. Pressure vacuum tankers are fitted with spark arrest devices to prevent fires. Exposure to oil / sludge is minimised due to the process being relatively enclosed. PPE provided:- overalls, gloves, safety boots, eyewear. Noise abatement equipment has been fitted on vacuum tankers. Ear defenders are issued to operator. Members of the public must remain well away from the unit whilst in operation.	Low
Loading vehicle at customer's premises Manual handling of Garage Services waste in containers Unloading vehicle at company facilities	Waste for collection is not as described. Slips / trips / falls. Trapping hand when using tail lift FLT collisions Spills	Members of the public / other road users	Garage Services drivers have HGV licenses and all those handling garage services waste receive on-the-job training during induction. Garage service vehicles are serviced regularly. Tail-lifts are serviced / examined every 6 months. FLT's must be used to handle waste containers whenever possible. Pallet trucks and drum handling trolleys are also provided on GSW vehicles. PPE provided:- gloves, safety boots, and overalls. Goggles and chemical-resistant aprons must be worn when handling batteries. Whilst it is the producer's responsibility to ensure waste is as described, driver should make cursory checks of his own, provided there is no risk. Care must be taken when operating the vehicle tail lift. Transport Emergency Action Cards (TREM) appropriate to the hazardous material being carried is displayed in the vehicle cab. Spills kits and fire extinguishers are provided on GSW vehicles. Company appointed Dangerous Goods Safety Advisor (DGSA) is on hand to deal with any driver or VOSA / Emergency services queries arising from dangerous goods in transit or involved in an RTA.	Low
Security of load / vehicle / trailer on overnights	Theft of loaded bulk vehicle and consequent use for causing deliberate harm to people or destruction of property (terrorism)		Slicker Recycling bulk vehicles convey RFO / CFO / Effluent / high water content liquids or glycol which is not considered HIGH CONSEQUENCE within the scope of ADR regulations, or a target of theft or misuse. Drivers on overnights will sleep in the cab or if in lodgings, park the vehicle appropriately, then lock it up and take the keys with them. Drivers are trained for Security aspects under ADR. Drivers must always carry a photo card licence and photo card ADR certificate with them, whilst on the road.	Low to Medium

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<p>Loading bulk curtain-sided trailers at Transfer stations</p> <p>Unloading bulk curtain-sided trailers at company facilities</p>	<p>Fire</p> <p>Manual handling</p> <p>Slips / trips / falls on the trailer.</p> <p>Waste storage units falling from the trailer whilst loading.</p> <p>Banging head on top deck of double deck trailer</p> <p>Waste storage units falling from vehicles whilst in transit.</p>	<p>Visitors / other road users / members of the public (on the premises)</p>	<p>PPE provided:- safety boots, work wear and gauntlets as a minimum, and other specialist PPE if required.</p> <p>Emergency equipment on board curtain-sided trailers includes fire extinguishers, spill kit, first aid kit, and sterile eye wash station. Exposure to hazardous waste is regarded as minimal during loading of trailers as waste containers are not opened during this operation. Drivers and operatives receive Manual-handling training as part of the on-going company-training scheme. Manual handling equipment must be used wherever possible to move GSW e.g., FLT, pallet truck or drum trolley.</p> <p>Other staff should not be in the vicinity whilst trailers are being loaded (only the FLT driver and the second man on the trailer)</p> <p>Units stowed on the upper deck of a trailer must be secured i.e., palletised and stretch wrapped or netted. A weight restriction for the upper deck applies. All loading and unloading onto top deck of trailers must be done by FLT, using extension forks. Mobile gantries must be used for access to and egress from the top deck of a double deck trailer.</p> <p>Safety harnesses must be worn and clipped onto the curtain runners when working on the upper deck of a double deck trailer. The safe working load of the trailer must not be exceeded. The driver must inspect the load prior to departure.</p> <p>Curtains must be drawn and secured to prevent slippage of load during transit and load restraints used on the top deck of double deck trailers. Battery boxes must be strapped down, prior to transport on curtain-sided trailers and double-decked trailers.</p>	<p>Low</p>
<p>Security of vehicles parked at company premises overnight.</p>	<p>Potential for theft of a vehicle, with ignition keys left in cab.</p>	<p>Members of the public / other road users</p>	<p>The majority of HGV's are locked up and the keys located in the office. Only HGV's being loaded or moved over the weighbridge are likely to have keys in the cab. The plant gates are shut and locked after hours, denying access by the public. HGV's are fitted with trackers.</p>	<p>Low</p>
<p>Loading bulk vehicles on company premises</p>	<p>Accessing trailer top, working at height.</p> <p>Liquids entering or splashed into eyes during internal washout of trailer.</p> <p>Overfilling trailer and resultant spill of product.</p> <p>Moving vehicle off-loading point or out of depot with handrails still erected, or trailer man lids still open.</p> <p>Moving vehicle on and off weighbridges, care for pedestrians.</p>	<p>Plant operative / driver / other persons in close proximity of vehicle</p>	<p>Gantries or handrails are used when accessing the tops of tankers, hierarchy is: (i) fixed gantries, (ii) mobile gantries, (iii) collapsible double-sided (vehicle) handrails. Tanker ladders and walkways to be kept oil-free to prevent slips. Operatives must wear mono-goggles if inspecting progress of internal cleaning robot, or if using a pressure washer inside the trailer / tanker compartment. Vehicles must never be left unattended whilst being loaded with product. Emergency clean-up equipment and materials are readily available. Driver to check that handrails have been lowered and trailer hatches or tanker man lids have been closed and locked down, prior to starting vehicle up and attempting to move off the loading area. Plant operative is the second checker in this case. Driver to take special care when reversing onto weighbridge and remain vigilant for plant operatives in close proximity.</p>	<p>Low</p>

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<p>Delivering fuel oil at customers premises (Incorporating similar risks described in some other operations above)</p>	<p>Vehicle accidentally entering a non-permitted area, weight limits, speed restrictions, pedestrian's areas.</p> <p>Drivers unaware of site rules / safety requirements / evacuation procedure / emergency alarms / etc.</p> <p>Insufficient ullage in customer's tank, resulting in overflow during delivery.</p> <p>Driver connecting delivery hose to wrong tank, e.g., customer's gas oil tank.</p> <p>Work at height-accessing trailer top to open man lids, monitor delivery, etc.)</p> <p>Fugitive emissions from delivery hose connections, / delivery hose failure, or trailer pump hydraulic hose failure during the delivery.</p> <p>Spilling oil whilst disconnecting delivery hose or when carrying hose back to vehicle / driving away without disconnecting hose / driving away with handrails still erected or man lids / foot valves still open.</p>	<p>Driver / customer's employees in area / local environment</p>	<p>Drivers will report to Security immediately upon arrival at the premises. Drivers have been trained in all aspects of general safety. However, site-specific safety issues must be delivered via safety induction at the customer's premises.</p> <p>Drivers must obtain a signature from customers responsible person, verifying there is adequate capacity in the tank for the delivery.</p> <p>It is incumbent on the customer to ensure the inlet valves are correctly identified, or to provide a member of staff to show the driver the correct connecting point.</p> <p>Both handrails must be deployed and locked in position before attempting to access the trailer top. Trailer must not be accessed in storm-force winds.</p> <p>As these hoses do not perform under pressure, they are not Pressure tested, but visually inspected for wear, crushing, defective end fittings, during the trailer safety inspection.</p> <p>Driver will immediately shut down pump and isolate the leak. Driver will refer to the Slicker Recycling procedure for dealing with spills and Deploy the on-board anti-spill kit to arrest the spread of oil and then seek assistance. Driver will call Slicker Recycling Logistics Department as soon as practicably possible, for advice or assistance. Drivers have received training in this regard and now will undertake a range of safety checks prior to leaving the premises.</p>	<p>Low to Medium</p>

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<p>Vehicles transporting dangerous goods on the highway.</p>	<p>Containers falling off trailers whilst in transit.</p>	<p>Other road users</p>	<p>Containers will be located correctly in box body of vehicle, or on the bed of the curtain-sided trailer. Containers will be restrained and curtains on trailers will be ratcheted down tightly once loaded.</p>	<p>Low</p>
	<p>Oil emitted from tankers or trailers whilst in transit.</p>		<p>Driver to ensure that all valves are fully closed and not dripping or leaking. All hoses to be secured at each end with a screw-in bung. Drip trays or buckets must be emptied into the tank trailer before moving the vehicle. Compartment lids must be secured and locked down.</p>	<p>Low</p>
			<p>All vehicles are equipped with comprehensive spill kits and fire extinguishers for use in the event of an emergency, Dangerous goods loads must be driven by ADR qualified drivers. Drivers are trained for action in these events and carry mobile phones to contact management / emergency services. Slicker Recycling Ltd is members of the OHES, 24/7 Emergency Helpline for emergency specialist advice to the public and emergency services.</p>	<p>Low</p>