



Safety Alert

Tipping areas and bucket changing

21 August 2024

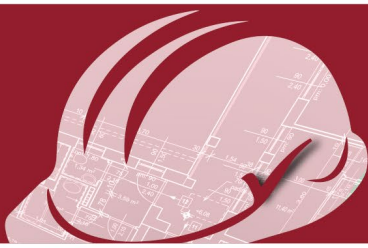
The following page of this safety alert was issued by:

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If you have any queries about this safety alert information announcement or any other safety announcement then please contact HealthSafety&Wellbeingteam@nationalhighways.co.uk

**home safe
and well**



PURPOSE OF THE SAFETY ALERT

Following a couple of recent incidents on GRAHAM sites, we wish to remind sites of the following rules in relation to tipping areas and bucket changing requirements.

INCIDENT (1) – TIPPER LORRIES.

We have unfortunately had 2no tipper lorries go over onto their sides recently – one with no injuries to the driver and one that ended being RIDDOR reportable. Ground conditions played a fundamental part in the root cause analysis of both incidents along with an unbalanced load that the driver had tried to 'shake free'.



RULES TO BE ENFORCED

Tipping areas should be managed in the same way as any other part of the site and should be level, firm and stable, with the tipping area able to hold the vehicle and load during tipping. It should be clear of overhead lines and services, and away from pedestrian walkways. The vehicle should remain level at all times, even if it is driven forward during tipping. Articulated vehicles must be tipped with the cab and trailer in line.

No one should be permitted to stand or walk behind the vehicle when the body is raised or during tipping, and when raising or lowering the body, the driver should never leave the vehicle and should make sure that the cab doors are closed.

Drivers should be experienced enough to anticipate loads sticking and must never drive in order to shake free a stuck load. If the load does stick, the body must be lowered, and the load freed before the body is raised again. The driver should always make sure that the body is completely empty after tipping and should not drive more than a few metres forward to make sure the load is clear, and should only do this after checking the load is at the bottom of the tipping body.

Wheel-stops must be used when possible to help position vehicles.

INCIDENT (2) – BUCKET CHANGING

During the changing operation involving a 13T excavator and ditching bucket, the driver accidentally knocked the bucket into an adjacent shallow excavation, causing injury to an operative in the excavation. The operative suffered no broken bones but was off work for more than 3 days, making it RIDDOR reportable.

RULES TO BE ENFORCED

Sites should have dedicated bucket changing areas away from workers, pedestrians, walkways, services or other plant and equipment that could be damaged. Areas should be identified and not used for other purposes. They should be clearly marked on the site Traffic Management Plan and referred to in the associated and relevant RAMS. Unauthorized persons should be excluded from these areas during bucket changing operations.



Please communicate this to all on site by way of a TBT.

If there are any questions, please contact your nominated SHE Manager / Advisor