Safe loading and unloading of flatbed vehicles
Key considerations stages

- Planning
- Arrival on site
- Loading / Unloading
Purpose of this guidance

- This document has been created by Southern Shield to create consistent guidance on the safe loading and unloading of flatbed vehicles.

- It establishes a benchmark by which all our sites should achieve as a minimum so far as reasonably practicable. It does not prescribe how tasks should be undertaken nor alleviate those undertaking works of their obligations to comply with legalisation and standards.

- It has been produced in response to repeat Close Calls raised on IP Southern in CP5 with regards to the unsafe loading of vehicles.

- Southern Shield also recognises that falls from vehicles is a significant issue within the wider UK construction industry.

- According to the HSE 80% of transport related injuries occur during the loading or unloading phase.
Planning

✓ Planned in advance and safe system of work (SSOW) developed

✓ All involved parties including the contractor, haulier and supplier must coordinate

✓ Avoid work at height where you can – eliminate the risk

✓ Where access onto vehicles (work at height) is unavoidable:
  - Use work equipment to prevent falls
  - Where the risk of fall can’t be eliminated use equipment to minimise the distance and consequence of falls
  - Always consider measures that protect everyone at risk (e.g. platforms and guardrails) before measures that only protect the individual (e.g. safety harness)

✓ Consideration given to:
  - Load stability and preventing inadvertent movement
  - Safe access/egress to plant transported on vehicles
  - Local circumstances and minimising public interface

✓ Lift plan developed for all lifts (including simple/routine)
Arrival at site

- Site informed of details of delivery and prepared ready to accept including:
  - Suitable loading/unloading location identified
  - Equipment as per SSOW available and in place
  - Trained and competent traffic marshal/banksman/slinger (as required) ready to receive and briefed
  - Exclusion/controlled zone ready to be put into effect

- Vehicle driver pre-briefed on and provided with SSOW work (including any lift plans) and site rules

- Site vehicle met and held at site entrance:
  - Driver challenged on briefing and SSOW
  - Driver instructed on site arrangements in line with SSOW (e.g. set down location, route to take, etc.)

- Ensure any public interface or disruption is minimised and controls in place to manage and protect the public
Loading/unloading

- All work in accordance with the SSOW (any lifts in accordance with lift plan)
- Activity set up on firm level ground and use of vehicle stability aids (outriggers with footplates) as required
- Exclusion/controlled zone set up and enforced
- All required work at height controls (e.g. edge protection, access steps, etc.) installed prior to any work at height
- Loading: Materials/equipment secured to prevent movement during transit and inadvertent movement during unloading. Any unstable loads clearly identified. Load within capability of the vehicle.
- Unloading: Load stability verified and all controls in place prior to commencing unloading
- Appropriate supervision in place to oversee delivery activity and it is undertaken in line with the SSOW
Good practice
Collective fall prevention – vehicle based systems

- Twin strap edge protection and access steps
- Dropside van with hand rail protection
- Temporary handrail ft. access platform and steps
- Dropside HIAB with hand rail protection
Good practice
Collective and individual fall protection – site based systems

Flatbed access platform

Individual fall arrest tether system

Flatbed access platform
And remember…

If you see or feel something is dangerous Close Call it - *See it, sort it, report it.*

If you think something isn’t right or could be done safer then *Take 5* and check.

*Feel Safe To Ask* if you think something is unsafe and be open to someone asking you.

If it’s not safe, *work stops*. You will be supported. *Worksafe.*