

<b>Project:</b>	Workshop/Yard/Site Operations	<b>RA No:</b>	21a	<b>Review Date</b>
<b>Operation / Task:</b>	Loading & Unloading of Concrete Segments / Cutting Head / Gantry	<b>Persons at risk:</b>	Drivers, Workers	<b>31/01/2027</b>
<b>Location / Area:</b>	All Depots/Customer Construction Sites/Public Highway	<b>Public at risk:</b>	Yes	
<b>Monitoring Responsibility:</b>	Transport Managers, Depot Manager, HSQE Team, Driver Operator, Site Management team, Site lifting team			

**KEY**

**S = Severity Rating**

**L = Likelihood of Occurrence**

**RR = Risk Rating**

1. Negligible	1. Improbable	5	5	10	15	20	25	<b>R</b>	Unacceptable risk, plan out or add further controls.
2. Minor Injury	2. Remote 1 – 10%	4	4	8	12	16	20	<b>O</b>	Acceptable only if no other method viable & with high level controls in place.
3. Major Injury (RIDDOR)	3. Possible 10 – 50%	3	3	6	9	12	15	<b>Y</b>	Acceptable with suitable controls.
4. Fatality	4. Probable 50 – 90%	2	2	4	6	8	10	<b>G</b>	Acceptable, no further action required.
5. Multiple Fatality	5. Almost certain 90%+	1	1	2	3	4	5		

Severity

Likelihood

Activity	Hazards/Risks Identified	Risk Rating			Control Measures	Residual Risk			Responsibility
		S	L	RR		S	L	RR	
Loading & Unloading concrete segments / Cutting Head / Gantry Segments	Falls of people or objects from the transporter load bed and ramps.	4	3	12	<ul style="list-style-type: none"> <li>Access to Transporters is limited to competent, authorised personnel.</li> <li>Staff to follow safe loading procedures in Transport Safety Manual and SSoW No.5 when loading/unloading.</li> <li>Mandatory PPE to be worn as per the safe system of work instruction for individual activities</li> <li>Ensure transporter is parked on firm level ground during loading/unloading.</li> <li>Loading area to be segregated from unauthorised personnel using tape, cones, barriers. Use banksmen where possible to control pedestrian movement.</li> <li>For the use of dropneck trailers, ensure loading ramps are secure to the top deck (connecting to rear of trailer) use approved ramps.</li> <li>Load bed and ramps to be kept free of debris, oil, grease etc. which could cause slippage of people or load. Sand to be spread where necessary to aid grip.</li> <li><b>Anti-slip matting to be placed prior to loading concrete segments.</b> This will reduce movement during transportation.</li> </ul>	4	2	8	Transport Managers Depot Manager HSQE Team Driver Operator Site Management team
	Falls of vehicles from the transporter load bed and ramps.								
	Slips & Trips.								
	Personnel being struck by moving vehicles.								
Loading & Unloading concrete segments /	Electrocution from contact with overhead power cables	4	3	12	<ul style="list-style-type: none"> <li>Securing equipment i.e., Lashing chains, slings, timber, ropes etc. to be used within its SWL, secured correctly.</li> </ul>	4	2	8	Transport Managers Depot Manager HSQE Team Driver Operator
	Hand injuries								

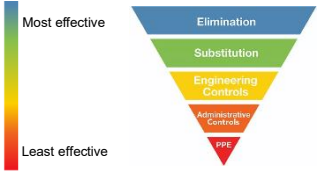
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1. Negligible  
2. Minor Injury  
3. Major Injury (RIDDOR)  
4. Fatality  
5. Multiple Fatality

1. Improbable  
2. Remote 1 – 10%  
3. Possible 10 – 50%  
4. Probable 50 – 90%  
5. Almost certain 90%+

Severity	5	4	3	2	1
5	5	10	15	20	25
4	4	8	12	16	20
3	3	6	9	12	15
2	2	4	6	8	10
1	1	2	3	4	5
	1	2	3	4	5
	Likelihood				

**R** Unacceptable risk, plan out or add further controls.  
**O** Acceptable only if no other method viable & with high level controls in place.  
**Y** Acceptable with suitable controls.  
**G** Acceptable, no further action required.

Activity	Hazards/Risks Identified	Risk Rating			Control Measures	Residual Risk			Responsibility
		S	L	RR		S	L	RR	
Cutting Head / Gantry Segments (cont.)	<p>Falls of vehicles from the transporter load bed and ramps.</p> <p>Slips &amp; Trips.</p> <p>Personnel being struck by moving vehicles.</p> <p>Electrocution from contact with overhead power cables</p> <p>Hand injuries</p>				<ul style="list-style-type: none"> <li>Securing equipment i.e., Lashing chains, slings, timber, ropes etc.to be secured / removed in the correct manner. As per the manufacturers guidelines.</li> <li>Lashing chains, slings, timber, ropes etc. to be stowed safely when not in use so as not to create trip or falling hazards.</li> <li>Ensure 3 points of contact is maintained</li> <li>Never work directly underneath overhead power cables.</li> <li>Never work within 9 metres horizontally of overhead power cables supported on wooden poles.</li> <li>Never work within 15 metres horizontally of overhead power cables supported on steel pylons or structures.</li> <li>Always follow safe systems of work and routes provided on construction sites when driving under overhead power cables.</li> <li>Keep hands clear of pinch points and crush zones on ramps and trailers.</li> <li>Ensure width of load does not exceed the width of the trailer by 1/3.</li> <li>Greedy boards must be deployed prior to loading if the load exceed the load bed width by 1/3.</li> <li>Jacklegs must be engaged on the vehicle trailer, load bed during all loading / unloading.</li> <li>Ensure adequate lighting is available throughout loading / unloading activities.</li> </ul>				Site Management team



# RISK ASSESSMENT

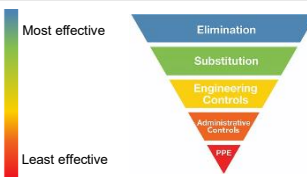
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4	4	8	12	16	20	
3	3	6	9	12	15	
2	2	4	6	8	10	
1	1	2	3	4	5	
		1	2	3	4	5

Severity

Likelihood

Activity	Hazards/Risks Identified	Risk Rating			Control Measures	Residual Risk			Responsibility
		S	L	RR		S	L	RR	
					<ul style="list-style-type: none"> <li>All L Lynch personnel complete manual handling awareness training.</li> </ul>				

**Risk Assessment Prepared By:**

Paul Lynch

**Signature:**

**Date:**

31/01/2026

**Risk Assessment Reviewed By:**

Daniela Rizvan

**Signature:**

**Date:**

31/01/2026



Owner: Head of HSQE	Version: 3	LF263
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