

Project:	Lynch Depots + Client Sites	RA No:	57	Review Date
Operation / Task:	Operational Security	Persons at risk:	All Employees	31/01/2027
Location / Area:	Lynch Depots + Client Sites	Public at risk:	Yes	
Monitoring Responsibility:	HSQE Team, Drivers/Supervisors, Compliance Manager, Transport Managers			

KEY

S = Severity Rating

- Negligible
- Minor Injury
- Major Injury (RIDDOR)
- Fatality
- Multiple Fatality

L = Likelihood of Occurrence

- Improbable
- Remote 1 – 10%
- Possible 10 – 50%
- Probable 50 – 90%
- Almost certain 90%+

RR = Risk Rating

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	
Vehicle Counter Terrorism Operational Security.	Lynch Plant aim to minimise any impact of unauthorised access or use of company vehicles maximise the security of its own, customers and employee's property. Several control measures have been identified to reduce the risk of vehicles being stolen for any criminal or terrorist activities. To prevent vehicles being taken by criminals or terrorists and used as weapons or to carry any other device or substance that can be used to cause harm to person/s or property.	4	4	16	<ul style="list-style-type: none"> All Lynch drivers will at the start and end of a journey, during a comfort break or whilst parked as securely as possible, drivers will ensure that all the doors and windows are closed and secure, engine switched off and ignition keys are removed and taken with them. For vehicles not requiring ignition keys, drivers will ensure that they secure the vehicle appropriately before leaving it unattended. Vehicles are not to be unattended with engines running. Vehicles will not be left unattended at the roadside with engines running. Ignition keys must not be left in the vehicle at any time the driver is not present. 	4	2	8	HSQE Team All drivers. Driver Supervisors Transport Managers Transport Compliance Manager
Vehicle Counter Terrorism Operational Security.	To prevent any company vehicles being taken/stolen by criminals or terrorists and used as a weapon or to transport any other device or substance which can cause harm to human health or property.	4	4	16	<ul style="list-style-type: none"> Operators of vehicles that require the engine running to operate auxiliary equipment when the driver is not in the vehicle cab will take appropriate measures to ensure against the theft of the vehicle: (this could include the provision of a second key to lock the cab doors) Alternative security measures should be considered and used for vehicles not requiring an ignition key. 	4	2	8	HSQE Team All drivers. Driver Supervisors Transport Managers Transport Compliance Manager

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Most effective
Least effective

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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"> Security measures will be put in place at goods vehicles operating centres or other premises to prevent unauthorised access to vehicles (e.g., key safes). All goods vehicles must be parked as securely as possible at all times. All drivers and/or Goods Vehicle Operators must report any concerns about unusual behaviour that occurs on or close to their vehicle. 				
Vehicle Counter Terrorism Operational Security.	To prevent any company vehicles being taken/stolen by criminals or terrorists and used as a weapon or to transport any other device or substance which can cause harm to human health or property.	4	4	16	<ul style="list-style-type: none"> 06 Operational security Policy (F-Pol 05) is effectively communicated to all managerial, supervisory, office, workshop and driving staff. Lynch Plant ensure that company vehicles and property contained therein are always secured. Lynch have developed an internal company policy to manage unauthorised access and use of any company vehicles. All Lynch depots have posted signs to remind employees not to leave unsecured vehicles at any time. Continued monitoring of vehicle telematics installed in all Lynch vehicles. This technology enables the monitoring of vehicles location and security. Lynch have ensured that all 	4	2	8	HSQE Team All drivers. Driver Supervisors Transport Managers Transport Compliance Manager

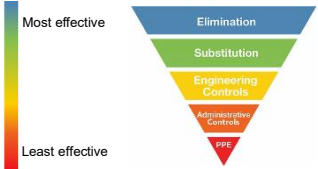
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Severity

Likelihood

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		S	L	RR		S	L	RR	
					employees are aware of the sanctions that may be imposed if the policy is not adhered to or breached. <ul style="list-style-type: none"> Lynch Plant ensure that any related policies, driver training and disciplinary procedures are consistent with the 06 Operational Security policy. 				

Risk Assessment Prepared By: Paul Lynch **Signature:**  **Date:** 31/01/2026

Risk Assessment Reviewed By: Daniela Rizvan **Signature:**  **Date:** 31/01/2026

