

Project:	Transport Operations	RA No:	85	Review Date
Operation / Task:	General Jacking + Blocking	Persons at risk:	Employees	31/01/2027
Location / Area:	All Depots/Construction Sites	Public at risk:	No	
Monitoring Responsibility:	Transport Manager, Haulage Manager, Service Manager, Service Foreman, HSQE Team, HGV Technicians			

KEY

S = Severity Rating

L = Likelihood of Occurrence

RR = Risk Rating

5	5	10	15	20	25	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.
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	
Jacking and blocking on uneven or unsuitable ground. Ground giving way/sinking.	Vehicle slipping off jack resulting in crushing injuries, entrapment. Personal injuries including fatality. Blocks or stands collapsing.	4	3	12	<ul style="list-style-type: none"> Ensure firm level ground which is suitable for the task. Always follow manufacturer instructions for the correct use of jacks, blocks and stands. Never carry out works under vehicles which are only support be jacks. Ensure jacks, stands, blocks have sufficient capacity to support the load. Never exceed the safe working load of lifting equipment. All lifting equipment to be visually inspected prior to use. Should any defects be found, DO NOT use the equipment, quarantine it and report to your line manager. Where blocks are used, these must be clean, flat, without cracks and free from impregnated oil. All engines switched off with parking brake applied. All wheels on the ground must be chocked appropriately. Only authorised competent technicians are permitted to perform jacking and blocking operations. Ensure that the works area is segregated using physical barriers where possible. Ensure that the correct PPE is worn including hi vis top, safety boots, safety gloves and safety glasses. FFP3 face mask as required. 	4	1	4	Transport Manager Haulage Manager Service Manager Service Foreman HSQE Team
Driver entering vehicle and driving off	Personal injury Property damage	4	2	8	<ul style="list-style-type: none"> All non-workshop personnel are banned from workshop areas. See HGV workshop lock out procedure. Lock out procedure is in place and briefed to all workshop personnel and drivers. NO unauthorised entry permitted. 	4	1	4	Transport Manager Haulage Manager Service Manager Service Foreman

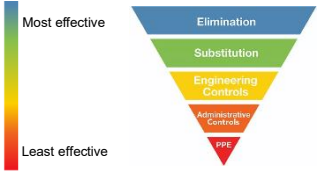
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1. Negligible
2. Minor Injury
3. Major Injury (RIDDOR)
4. Fatality
5. Multiple Fatality

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
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1	1	2	3	4	5
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	Likelihood				

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		S	L	RR		S	L	RR	
unaware of work carried out					<ul style="list-style-type: none"> Communication to be maintained between workshop personnel. Drivers to report to service office not workshop. 				HSQE Team
Collisions with other vehicles	Personal injury	4	2	8	<ul style="list-style-type: none"> Work area to be segregated with physical barriers where possible. Communication to be maintained with others in the vicinity of the works. Ensure correct PPE is worn at all times. 	4	1	4	Transport Manager Haulage Manager Service Manager Service Foreman HSQE Team

Risk Assessment Completed 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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Internal Use

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