

STOP AND THINK TALK

A briefing tool for managers

MOBILE PLANT 'v' LGVs

Loading shovel hits LGV. Next time it may be a pedestrian!

Recently, a loading shovel was loading an LGV Tipper. On making a reversing manoeuvre the loading shovel collided with the cab of a second vehicle that was waiting to be loaded. This caused extensive damage to both the LGV and the loading shovel. The driver of the loading shovel failed to see the lorry parked behind him. Both the driver of the LGV and the loading shovel were experienced operators



TRAFFIC MANAGEMENT

An articulated vehicle cab was recently 'written off' due to a collision with a loading shovel. The site procedure is that the delivery drivers should wait in an allocated area until instructed otherwise by the shovel driver. On this occasion, the driver arrived on site and proceeded straight to the stockpile where the shovel was 'back blading' the area. He was about to



reverse his vehicle into position when the shovel driver reversed into him. The LGV driver tried to alert the shovel driver by sounding his horn several times, but was not heard.

The LGV driver regularly visited the site and admitted to not stopping at the designated area when there was no other vehicle loading. The loading shovel driver was focussing on the front of his vehicle at the bucket and assumed that there was nothing behind him. The proximity radar was working and indeed sounding, but



the driver thought this was because he was working on uneven ground. He said he checked his mirrors and looked over his shoulder before reversing, but his vision was affected by the sun. He simply failed to see him.



.....and finally, managing the area

Last year an articulated tipper delivering aggregate (dust) to a CEMEX site overturned due to ram failure. The tipper body fell onto an adjacent storage bay wall, which prevented the vehicle tractor unit from overturning. Whilst no person was injured, the site loading shovel was operating in the area when the failure occurred. Tipper overturns are not uncommon within the industry and caution must be taken and exclusion zones implemented around tipping vehicles.

STOP AND THINK TALK

Mobile Plant v LGVs

Preparation

This stop and think talk can be used individually or with a group. It could be delivered in the vicinity of a vehicle or mobile plant to enable wider discussion of other issues and also to demonstrate visibility considerations. Take care that the area is isolated from moving traffic and people can hear what you are saying. Participants should receive a copy of the talk for their CPD files as well as signing the training declaration.

Introduction (After reading out the case studies)

There have been several incidents resulting in collisions between mobile plant and Large Goods Vehicles (LGV). Whilst each of these incidents had different factors involved they all had a common outcome – a collision has occurred resulting in extensive damage. Although nobody has been harmed, there is potential for a very serious injury.

Pedestrians and vehicles should be segregated wherever practicable – assess your site to see if you are taking all the necessary precautions.

THE TALK Hazards

Use the questions below to open the discussion under each heading and then go through the lists explaining in detail each hazard / control and what is expected

Question 1 – What are the hazards/factors which contribute to collisions and near misses associated with mobile plant and lorries

- Failure to stop and look – relying too much on additional aids fitted to vehicles such as reversing cameras and radars.
- Failure to follow or implement local site rules – such as the lorry driver not waiting until instructed by the shovel driver – but the lorry has done this on numerous occasions and his actions have never been challenged by employees on the site
- Failure to follow site speed limits
- Poor lighting / Glare from sun
- Poor housekeeping - equipment left around site in traffic routes where a vehicle could hit it
- Complacency or the mind isn't on the job
- Haste – just want to get the job done
- Untrained / inexperienced drivers
- Distractions from loud radios, mobile phones, i-pods
- Failure to implement an exclusion zone around tipping vehicles
- Check lighting is suitable and sufficient for the work area. If sunshine affects your vision, wear sunglasses
- Ensure all equipment is stored in a safe area. Do not leave it in the way of traffic routes where it can cause a collision and damage
- Audit the site to check that signs are clear and easy to understand – they can be misleading and interpreted differently.
- Do not rush – the site speed limit includes you too
- Ensure all drivers are trained as competent and any refresher training is up to date
- Do not use mobile phones or two-way radios whilst driving any vehicle or mobile plant.
- Be careful not to be distracted when driving by loud music on the radio. The use of i-pods are prohibited as they obscure all around sound and may result in you missing an alarm, horn or other audible warning
- Where LGVs are tipping, adopt the principles of 'MYSPACE' and allow an exclusion zone around the vehicle for both pedestrians and other vehicles
- Challenge anyone not following site rules, speed limits or acting unsafely.
- REMEMBER – just because you have seen them, doesn't necessarily mean that they have seen you.

Controls

Question 2 – What are the controls for these hazards

- Do not rely solely on the additional aids – that's what they are – an **AID**. They do not replace the simple take a look over the shoulder, or if in doubt -Stop and Get Out ! Remember, you should have 360° vision
- Ensure you carry out a pre-start check to include all lights, alarms and sensors (ensuring sensors are set correctly)
- Ensure drivers are aware of the site rules, one way systems, loading procedures etc – site rules vary

SEE AND BE SEEN!

AND FINALLY.....

1. Clarify any points as required
2. Ask if there are any other safety related issues that should be discussed
3. Thank everyone for their participation

