



Hired & Managed – Generic Method Statement

<p>Site unseen/Method Statement Prepared By:</p> <p>David Hodson – Appointed Person Lifting Operations Advanté Ltd 10 & 11 Argent Court Sylvan Way Southfields Business Park Basildon Essex SS15 6TH</p> <p>Mobile Telephone 07773 244936 Office Telephone 01268 280500 david.hodson@advante.co.uk</p>	<p>Client:</p> <p>The company receiving the Advante Ltd quotation that will be provided with this document for review.</p>
<p>Description of Lift:</p> <p>Delivery/positioning of 1 No 21 Ft x 9 Ft x 9 Ft 3 Inch Vision 19f 2 + 1 Toilet Unit + Faith Toilet.</p> <p>Lifting carried out with remote controlled Lorry Loader Crane – Max Load being lifted 5.5 Tonnes, Max radius 6.3 Metres.</p> <p>This will place the Vision 19f Unit up to 2 Metres from either side of the Lorry Loader Crane subject to conditions on arrival.</p> <p>Sales Order Number----- Method Statement Ref .../.../20</p>	<p>Site Address:</p> <p>The site address/Post Code confirmed by the company receiving the Advante Ltd quotation.</p>
<p>Additional</p>	<p>Contacts:</p> <p>To be confirmed</p>



Hired & Managed – Generic Method Statement

Scope.

The scope of this Generic Method Statement is to provide a sequenced statement of work for our arrival on site and delivery of a Vision 19f Welfare Unit in conjunction with site managed resources.

Our planning and controls have been developed in accordance with BS7121: 2016 Part 4 covering the provision of Hired & Managed Lifting operations in accordance with client Lifting Plans.

The sequencing outlined provides guidance on each step of this process from arrival on site, interaction with site resource, positioning of the vehicle for lifting and exiting the site post completion of the delivery.

Collection of the Vision 19f Unit(s) will follow the same process. This may require interaction with Advanté in advance of the planned collection date with the site resource due to likely differences in site conditions due to building activities.

Advanté will ensure that all lifting and personnel information is available to the client for review and record making and gain consent to proceed with the lifting activities.

Common abbreviations used in this document.

LLCO – Lorry Loader Crane Operator

CSM – Client Site Management referring directly to the receiver of this document

C Ops – Client Site Operatives organised by the CSM

RA – Risk Assessment

V19f Unit – Vision 19f Toilet Unit

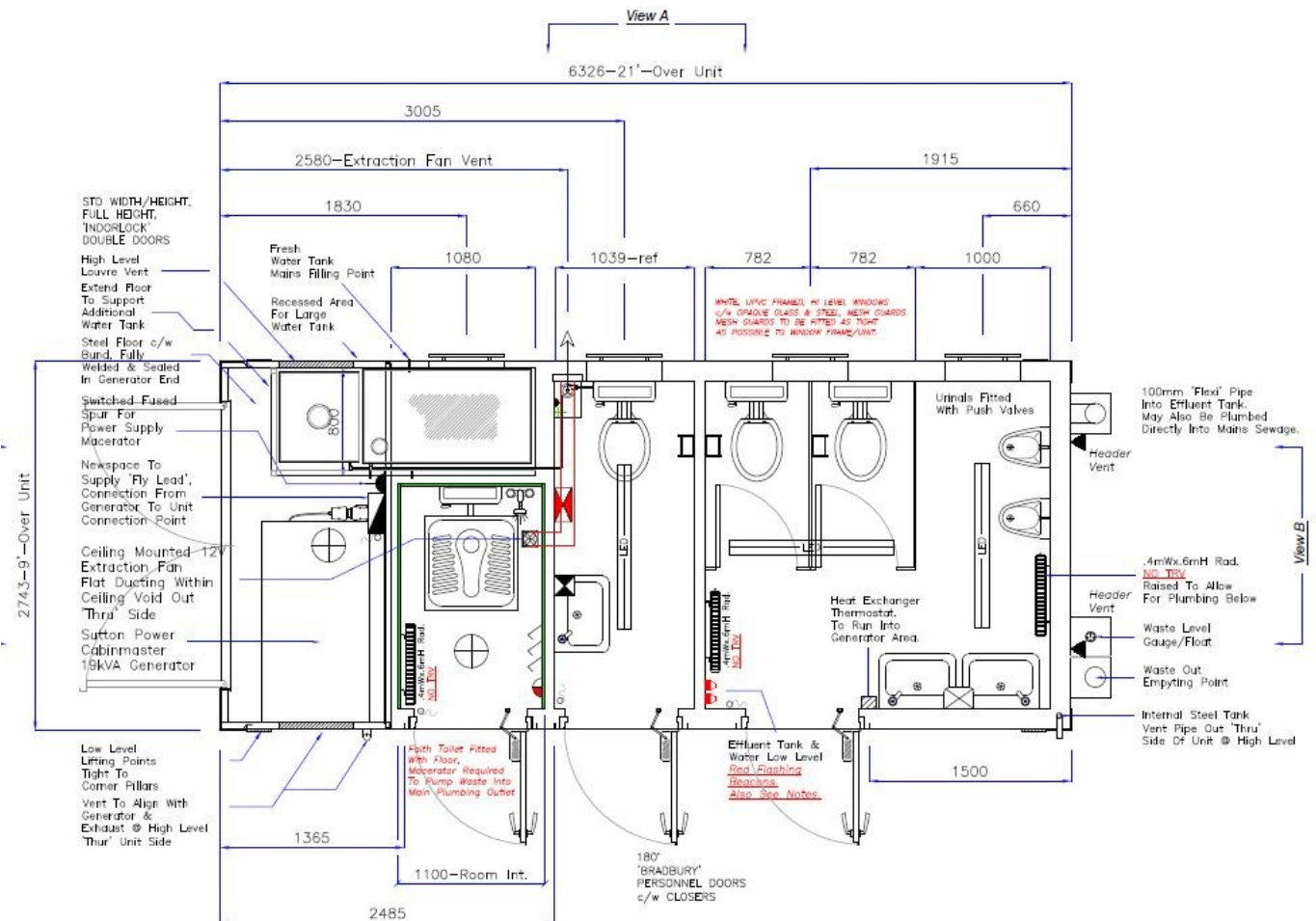
Sequence of Works

Date of works –TBA	Time of arrival – TBA
Note	The Advanté Delivery & Collection RAMS supporting these works accompanies this Method Statement.
1	Arrive at site and the Lorry Loader Crane Operator (LLCO) will report to the Client Site Management (CSM) at the pre-arranged time above for traffic guidance and receive any updates to previously advised controls relevant to current site conditions.
2	The LLCO will make available all Crane, Lifting Tackle, Harness and personnel/training documentation to the CSM and with the assistance from the CSM, this will be entered the Site/Safety Inspection Register prior to any work commencing.
3	The LLCO will liaise with the CSM and nominated Client Site Operatives (C Ops) in respect of demarking and controlling the safe working area for the operation of the Lorry Loader Crane and the unloading activities. Note in the absence of input from the CSM/C Ops, the LLCO will define the safe working area and Mark Out using Hatched Tape and display Hazard Warning Beacons/Lights on the Lorry Loader Crane throughout the operation.
4	With CSM approval to proceed and displaying Hazard Warning Beacons, the Lorry Loader Crane will now enter site under guidance from C Ops.
5	The LLCO and CSM will verify that no additional hazards are present within the lifting position at both ground level and overhead and that all conditions have been met as set out in the Risk Assessment & Method Statement.
6	The LLCO to then attend (if required) the Site Induction and CSM will issue the Permit to Lift and if required, a Permit for the Use of Ladders. Included in the Induction will be the location of the nearest A & E Hospital and Non-Emergency Medical Centre and this will be included in the Action Plan to be confirmed by the CSM
7	With CSM approval to proceed, the LLCO will then fully rig the Crane and carry out any pre-operational checks in accordance with the manufacturer’s recommendations. NB. If the additional Outrigger Mats are requested and confirmed on the official order to be received, these are delivered on the Pad Carrier (Refer to Page 7 Diagram of the Lorry) located on the roof of the Oasis Unit and will be unloaded/positioned as confirmed in Item 12 and Item 7 of the Risk Assessment Document.
8	Once complete and the weather conditions meet the requirements of the manufacturer, the LLCO will control the Crane and carry out the motions required to position the Boom for attachment of the Chains.
9	When the Chains have been attached to the Crane Hook, the LLCO will control the Crane and carry out the motions required to position the Boom with the Chains above the Vision 19f Unit (V19f Unit) for attachment to all four lower position lifting points. Refer to the Drawing on Page 11.


10	<p>NOTE FOR TOP LIFTING POSITIONS ONLY IF REQUIRED - Chains will then be attached to all four corner lifting points via the use of a pre-inspected Ladder (as per the RA) using a Harness and Fall Arrest as per the RA. The Ladder to be tied off or footed by C Ops.</p>
11	<p>Tag Line's will then be attached to opposite diagonal corners of the V19f Unit to enable C Ops/the LLCO to control the V19f Unit. The LLCO will carry out a visual check of the Chains/lifting positions and check that all involved are ready.</p>
12	<p>With CSM approval to continue, the LLCO will control the Crane to carry out the motions required to lift the V19f Unit from the transport position and slew to the installation position required.</p>
13	<p>Prior to the V19f Unit being lowered, a visual check of any hazards must be conducted and continued consideration given to any other activities on site/at the location confirmed.</p>
14	<p>Once clear/checks are completed, the V19f Unit can now be lowered into position and levelled using any CSM provided "Packing" that is required to level the bottom corner bearing positions.</p>
15	<p>The LLCO will now control the Crane to take the tension off the Chains that will then be detached from the Four lower lifting positions. The LLCO will then control the Crane to carry out the motions required to position the Chains clear of the V19f Unit to prevent the Chains from Snagging.</p>
16	<p>NOTE FOR TOP LIFTING POSITIONS ONLY IF REQUIRED - The Chains to be detached from all four lifting points using a tied /footed Ladder as per the Risk Assessment. The Ladder to be footed by C Ops.</p>
17	<p>On completion of the lift(s) required, the LLCO will stow away the lifting tackle and complete the derig procedures of the Crane as per the manufacturers recommended instructions.</p>
18	<p>The LLCO will carry out checks in preparation to leave site and under guidance from C Ops, the Lorry Loader Crane will be escorted back to the site gates and out on to the road to then leave safely in the direction required.</p>

1. Details of Load

Weight (inc attachments):	Vision 19f Unit maximum 5500 Kgs
Dimensions:	21 Ft (Not including Vents) x 9 Ft Unit x 9 Ft 3 Inch = L 6.3 M x W 2.74 M x H 2.8 M
Height of Lift:	11.65 Metres to top of Jib minimum clearance needed
Max Radius:	6.3 Metres
Position of C of G:	Lower position Lifting Lugs fabricated/positioned on the corners of the Unit at the factory to suit. Reasonable C of G for the Unit with adjustments made to the lifting tackle itemised.

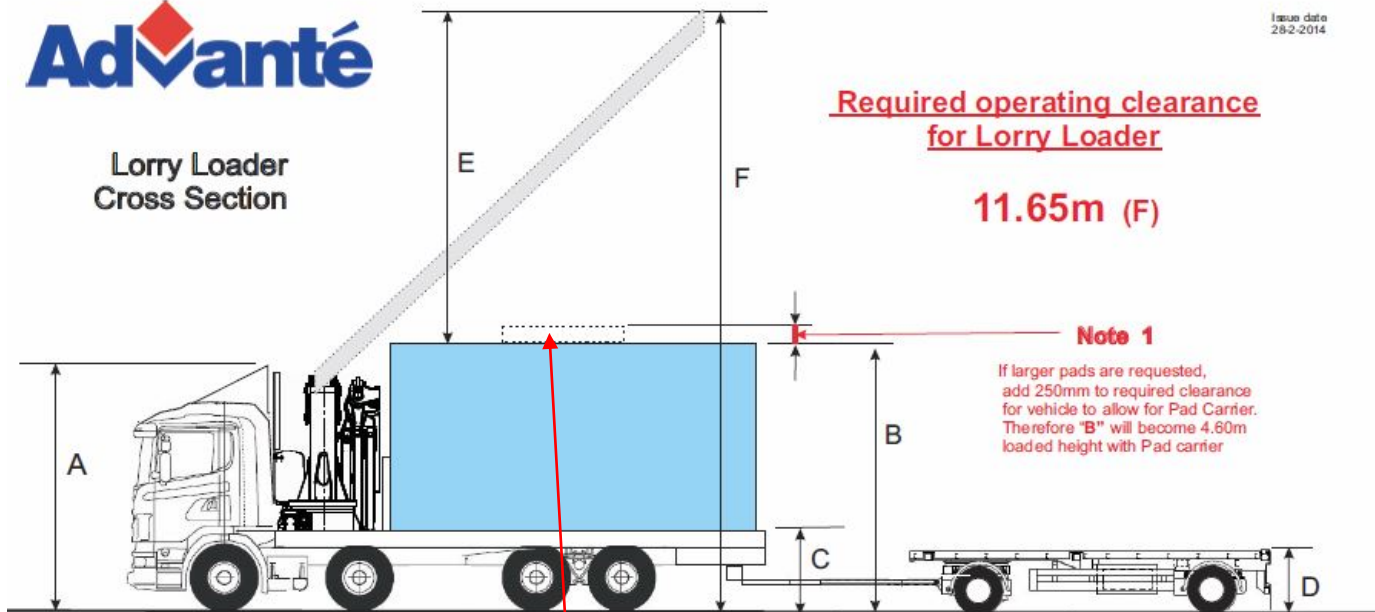


2. Details of Vehicle/Crane

Make & Model:	Rigid Scania 8 x 2 with Fassi F800 RA with Front Outriggers and possible Trailer – Refer to Page 8
Capacity:	72 Te/Metre – Substitute Crane suitable for the weight and radius
Outrigger Spread Centres:	Left to Right (X) Max 8.2 Metre Front to Back (Y) 7.3 Metres
Force through Outrigger Piston.	85534 Newton’s – Refer to Page 9
Standard Mat/Pad Size:	600 mm x 600 mm Nylon Disc = 0.36 Sq M 
Additional Outrigger Mat’s available at additional cost:	Please refer to the quotation provided - 1.5 M x 1.2 M available.
Final maximum distributed Outrigger Load with standard Mat:	24.23 Te M Sq – Refer to Page 9
Gross Rigged Weight:	40,000 Kgs maximum including loaded Trailer.



Issue date
28-2-2014



Lorry Loader height above Load					H
Unit Length (m) (2.7m wide)	Crane structure Top to Hook (m)	Master link (m)	Height to master link from unit roof (m)	Movement allowance (m)	Minimum height required above unit (m)
4.8	1.5	0.4	2.4	0.5	4.8
6.3	1.5	0.4	3.2	0.5	5.6
7.3	1.5	0.4	3.7	0.5	6.1
9.8	1.5	0.4	4.9	0.5	7.3

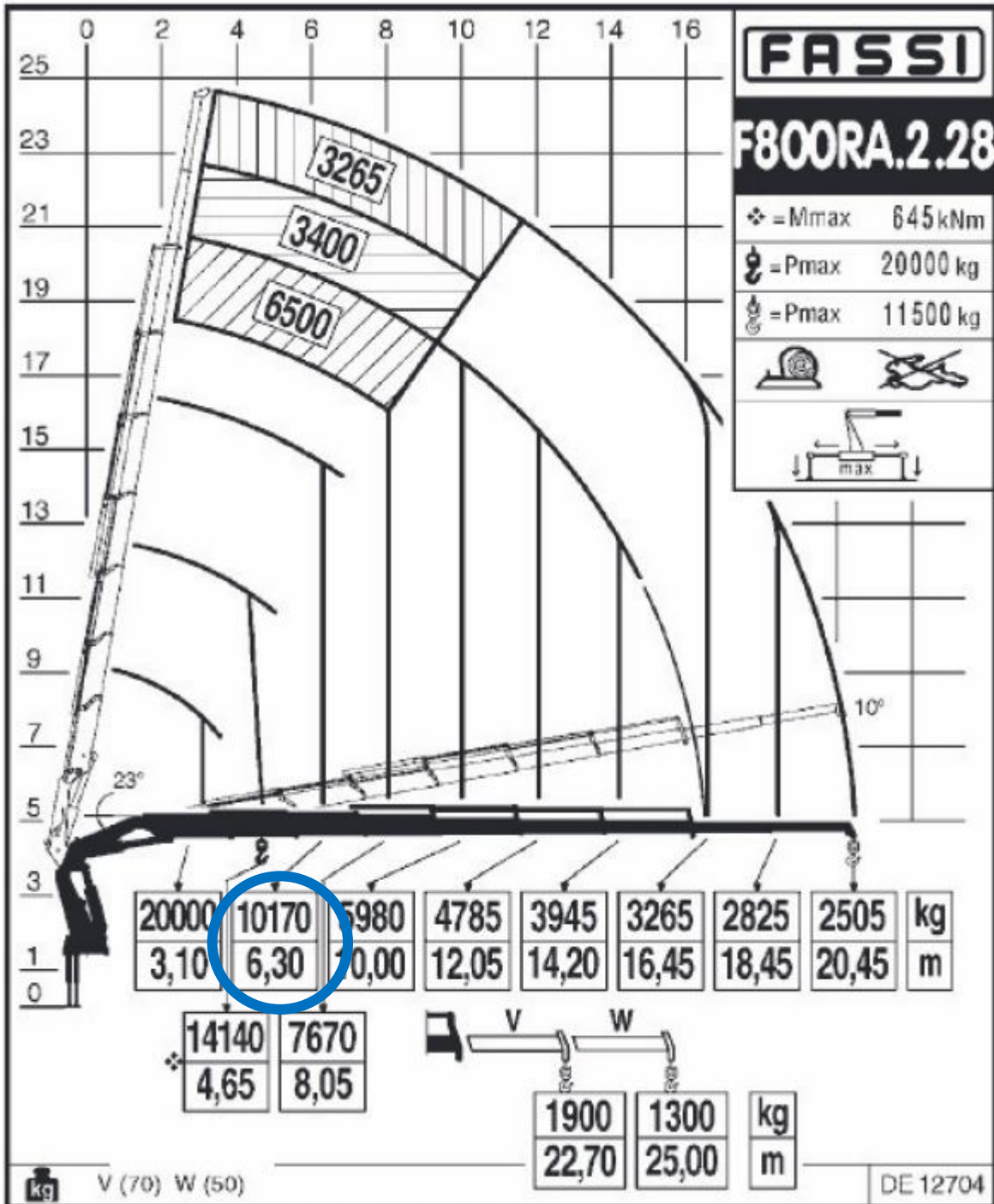
Lorry dimensions

- A 4.10m unloaded running height
- B 4.35m loaded height to top of unit
- C 1.25m lorry deck
- D 1.10m trailer deck

Note on B This is height for our highest unit (3.1m) other models are lower 2.65m so dimension **A** then becomes the critical access measurement. (See Note 1 in red)
Note on F Clearance required varies according to unit size. See Table column **H** for specific dimension and add dimension **B** to **H** to obtain model specific value of **F**.

Larger Mats below available at additional cost as confirmed on the quotation provided.

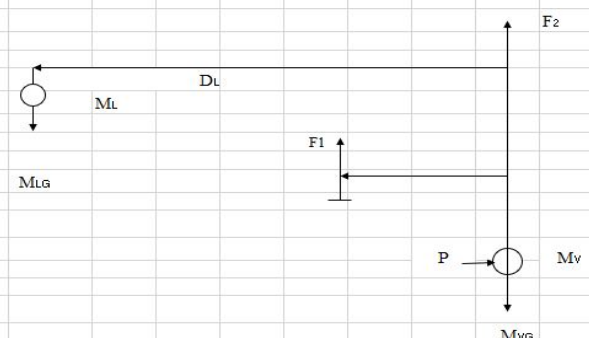




3. Ground Conditions

Access/Egress:	Otherwise suitable for vehicle configuration detailed, uninterrupted, hazard free to low risk area UNDER escort from a Client Site Operative/Banksman. NB. The Lorry Loader Crane Operator has the right to raise any issues on arrival
Lifting Position:	Client to prepare the ground if required/accept the vehicle weight and distributed outrigger load for the standard Outrigger Mats confirmed. Suitable for uninterrupted, hazard free to low risk area.

PRESSURE UNDER OUTRIGGER FOOT/PAD CALCULATION



M_L = MASS OF LOAD (KG) –
 M_V = MASS OF VEHICLE (KG)
 D_F = DISTANCE FROM C/L OF COLUMN C/L OF FOOT (METRES) –
 D_L = DISTANCE FROM C/L OF COLUMN TO C/L OF LOAD (METRES) –
 (this is the maximum distance D_L will be.)
 F_1 = FORCE AT FOOT (NEWTONS)
 F_2 = FORCE AT VEHICLE (NEWTONS)
 G = FORCE OF GRAVITY (9.8 m/s^2)
 FORMULA FOR FORCE AT C/L OF FOOT, AS PARTICLE FORCE IS AS FOLLOWS:

$$F_1 = \frac{M_L G D_L}{D_F}$$

 DIVIDE F_1 BY AREA OF FOOT/PAD TO GIVE FORCE IN N/m^2

Calculations for lifting a 21 Ft Vision 19f Toilet Unit

Don't forget the king post on most cranes is offset so for maximum Outrigger extension the longest measurement is from the centre of the vehicle to the centre of the outrigger lift ram plus the offset. If you enter the loaders maximum lift at maximum extension this will give you the maximum pressure on an outrigger pad for any weight /radius combination possible on that vehicle

Data Table input	Enter information in yellow squares
6.3	Radius of lift from crane centre (D_L) in Metres (example 3.45)
5500	Total weight of lift including chains or other lifting equipment (M_L) in KG
3.97	Out rigger extension (D_L) in metres, plus distance to centre of king post in Metres
Pad size	Pad's under outriggers 600 by 600 mm

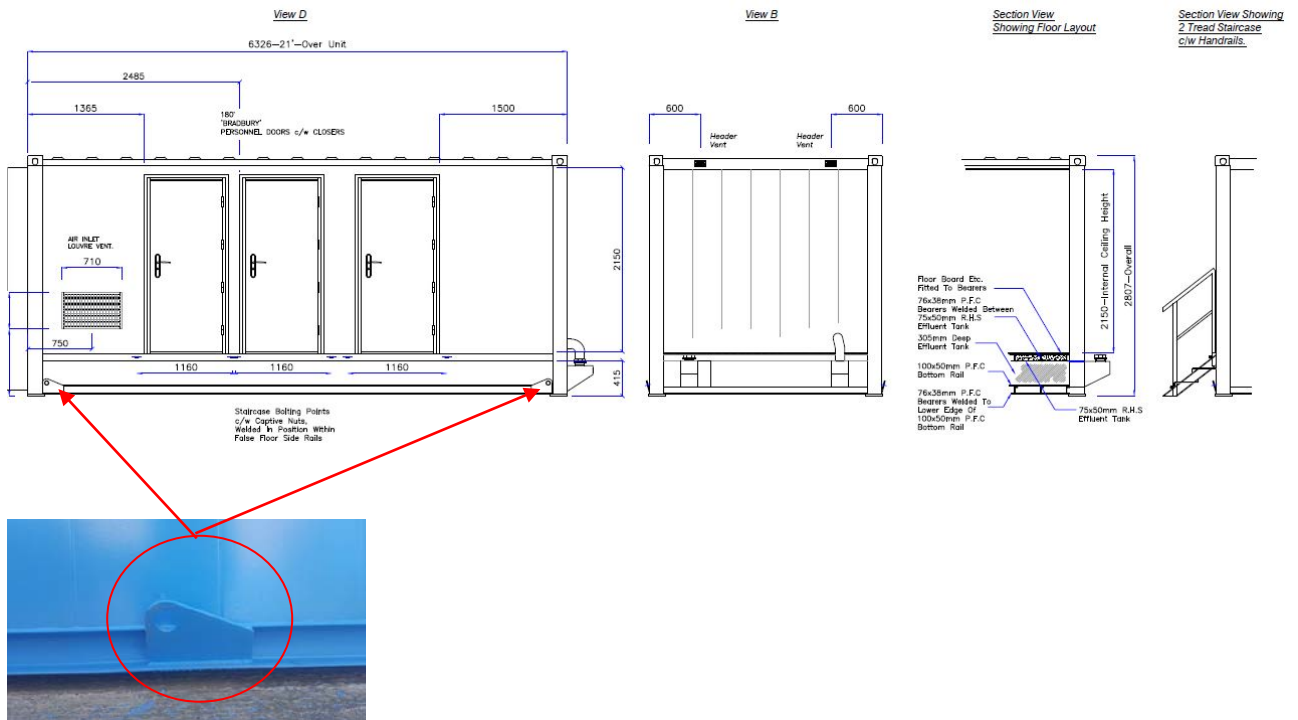
Don't forget if you want to calculate the load on the pad at less than the maximum loader lift at a radius the total weight of a lift equals Load plus lifting equipment

Pressure under outrigger in N/m^2	
5500	M_L = MASS OF TOTAL LOAD (KG) –
24300	M_V = MASS OF VEHICLE (KG)
3.97	D_F = DISTANCE FROM C/L OF COLUMN C/L OF FOOT (METRES) –
6.3	D_L = DISTANCE FROM C/L OF COLUMN TO C/L OF LOAD (METRES) – (this is the maximum distance D_L will be.)
85534.01	F_1 = FORCE AT FOOT (NEWTONS)
9.8	F_2 = FORCE AT VEHICLE (NEWTONS)
0.36	G = FORCE OF GRAVITY (9.8 m/s^2)
	Foot pad 0.6 X 0.6 metre
237594	Pressure under outrigger in N/m^2 DIVIDE F_1 BY AREA OF FOOT/PAD TO GIVE FORCE IN N/m^2
238	kN/m ² 24.23 Tonnes /per M ² This is the pressure under the leg with shortest distance from the crane centre when fully extended at maximum load, therefore the maximum pressure on any leg

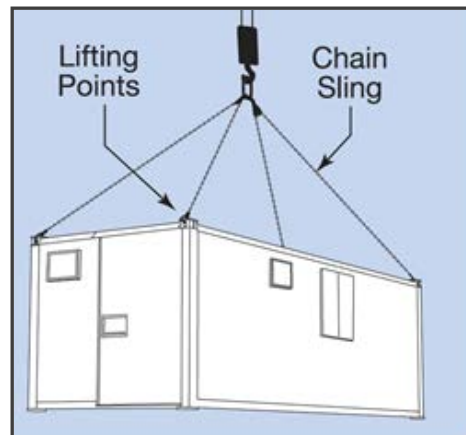
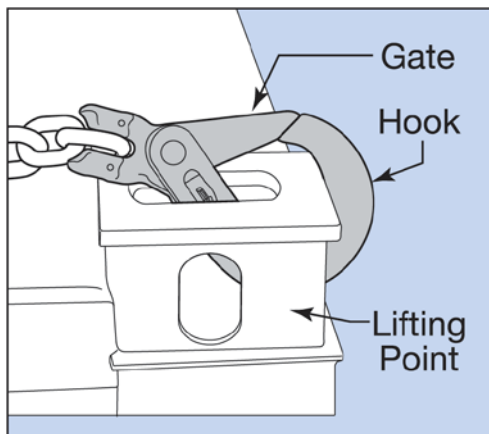
4. Lifting Accessories

Slings (Rope): N/A	Slings (Webbing): N/A
Slings (Chain): 1 No Set of 4 Leg 7 Metre Chain Brothers minimum combined SWL 8.4 Te per set fitted with Safety Hook's suitable to lift the Vision 19f Unit	Shackles: N/A
Other Accessories Used: N/A	

Lower lifting positions on the 19 Ft Vision 19f Unit – Refer to Section 1 Page 5 Vision 19f detail



Top Lifting Positions (All Units)



5. Identification of Hazards

Proximity Hazards	Present?	Proximity Hazards	Present?
Overhead Power Lines	None advised	Hazardous Chemicals/Materials	None
Other Overhead Obstacles	None advised	Confined working Area	None advised
Underground Services	None advised	Restricted Access - Width	None advised
Excavations	None advised	Restricted Access - Height	None advised
Unstable/Soft Ground	Not advised	Other Vehicles	No
Other Hazards Identified	None advised	Adjacent to Railway Line	None advised
Load Hazard	Present?	Load Hazard	Present?
Slinging Difficulties	No	Top Heavy	No
Sharp Edges	No	Other Hazards Identified	None

6. Operational Requirements

Fall arrest system with auto-descender in place
 Lorry Loader Crane Operator will operate alone using remote control

7. Customer Provisions

All traffic control, demarcation of working area, control of vehicle and other traffic for access/egress, preparation of suitable area to receive unit, freely available induction if required and all welfare/operation support of Advanté staff while on site

8. Personnel:

Title	Responsibility	Required PPE
<p>Crane Supervisor</p> <p>N/A to the location/site address confirmed. Managed by Client site management</p>	Oversee all below	<p>Hi-Vis Waist Coats or Jackets BSEN471</p> <p>Harness – Advante Operatives use a Cradle Harness BSEN 361:2002. External Re-Hired Operatives may use alternative specifications to minimum BSEN 361</p> <p>Inertia Reel BS EN 360:2002</p> <p>Toe Protection Safety Boots BSEN 346</p> <p>Gloves BS1651</p> <p>Safety Glasses/Goggles DIN EN166</p> <p>Hard Hat BSEN 397</p>
<p>Slinger/Signaller</p> <p>Combined Role with Crane Operator</p>	Attach/detach Chains to and from load, signal the movement of the crane and load with assistance from client nominated site operatives restraining the Tag Lines	<p>Hi-Vis BSEN471 or Jackets BSEN471</p> <p>Harness – Advante Operatives use a Cradle Harness BSEN 361:2002. External Re-Hired Operatives may use alternative specifications to minimum BSEN 361</p> <p>Inertia Reel BS EN 360:2002</p> <p>Toe Protection Safety Boots BSEN 346</p> <p>Gloves BS1651</p> <p>Safety Glasses/Goggles DIN EN166</p> <p>Hard Hat BSEN 397</p>
<p>Lorry Loader Crane Operator</p> <p>TBA</p>	Correct operation of the crane in accordance to the manufacturer’s instructions	<p>Hi-Vis BSEN471 or Jackets BSEN471</p> <p>Toe Protection Safety Boots BSEN 346</p> <p>Gloves BS1651</p> <p>Hard Hat BSEN 397</p> <p>Safety Glasses/Goggles DIN EN166</p>

9. Lifting Accessories

The lifting accessories will be provided by: Advanté Ltd and supported by valid Certificates of Thorough Examination.

10. Weather Conditions

The lifting operation can only take place if the weather conditions are within the limits recommended by the crane manufacturer. Wind speeds measured by handheld anemometer.

11. Ground Conditions

It is the Client's responsibility to check before the lift is undertaken to determine that the ground is suitable and as such Advanté Ltd. will not be responsible for any liabilities and / or damage to surfaces that arise from the ground conditions not being suitable to allow access / egress and lifting operations to be carried out.


12. Trading Conditions

CPA., FTA.

13. Lifting Conditions

CPA Supplementary Conditions Applicable to Mobile Cranes (Wheeled & Crawler Mounted) 2011

14. Contingency Statement

As per Clients Health and Safety Plan		
I confirm that I have prepared this Method Statement. The lift has been planned in accordance with current Lifting Operations & Lifting Equipment Regulations (LOLER) 1998 and best practice BS7121: 2016 Part 4	<p>Signed:</p>  <p>David Hodson CPCS No: 01156870</p>	<p>Date</p> <p>10th December 2019</p>
Acceptance of this quotation is deemed as acceptance of this Method Statement and its suitability has been reviewed and confirmed in line with the Client’s duties under BS7121. No revision to this standard delivery is allowed, any revision will be made only by Advanté issuing a new Lift Plan Method Statement in full which must be signed by both parties.	<p>Signed:</p>	<p>Date:</p>
Crane Operator	<p>Signed:</p>	<p>Date:</p>





Scope

The scope of this document is to outline the hazard identification and assessment of risk associated with the loading and unloading of welfare units and other loads carried by the business. The RAMS has been developed in accordance with BS7121 Part 4, CPA and ALLMI Best Practice for Lifting Operations for management of lifting activities to client's Lift Plans and site risk assessments that define the nature and site safety.

A description of each aspect of the operation has been numbered and detailed with the associated risk listed with supporting controls for the prevention of risk, necessary safe systems and required equipment to provide a hierarchy of risk and control. PPE Requirements are detailed as last line of defence measures for personal protection following the removal of risk and safe system for controlling residual risk and NOT as a safety mechanism. This document also provides guidance for Advanté when responding to CDM Regulation derived Construction Phase Development Plans (Part 3 Section 23) submitted by clients or in their absence where Advanté will determine the complete operations involved in the delivery and collection of their welfare units. In the event of a civil lift or contract lift of other materials CDM may not apply or be provided by the client.

Where specific controls have been established for traffic movements and loading/unloading duties Advanté will follow these where applicable and appropriate to ensure safe site working practices are maintained. In the absence of suitable documentation and where controls may conflict with our specialist safe systems for lorry loading Advanté will maintain the implementation and adherence to their defined procedures.

All Advanté LGV drivers are trained to ALLMI Appointed Person level and all drivers carry ALLMI Lorry Loader, Signaller and First Aid qualifications to meet our requirements for competence. This document forms our assessment of risk and subsequent safe system of work for the defined actions and as such forms part of our certificated ISO45001 Occupational Health & Safety Management System.

Document prepared and reviewed by:	Document reviewed and accepted by:
Richard McCully, Advanté IMS Manager	David Hodson – Appointed Person Lifting Operations
	
Date: 10th Sept 2019	Date: 10/12/19 Ref Client and site location as per Quotation.

Delivery & Collection using Lorry Loaders									
STEP 1 HAZARD IDENTIFICATION	STEP 2 WHO MAY BE HARMED	STEP 3 Risk Rating			STEP 4 SAFE SYSTEMS AND CONTROLS DEVELOPED TO PREVENT EXPOSURE TO RISK/HAZARD	STEP 5 Residual Risk			STEP 6 PPE REQUIREMENTS & ADDITIONAL ACTIONS
		L	S	R		L	S	R	
1. Arrival at point of work to deliver/collect unit – this can be client site, production yard, depot or roadside location for transloading	Site Operatives Driver Site Visitors	L = 4 S = 4 R = 16	<p>Prior notification of traffic controls will be communicated to the drivers adhered to and followed throughout time spent on site</p> <p>Site specific controls will be sought and followed by driver inclusive of speed limits, light requirements and escorting vehicles</p> <p>Drivers will sign in/out where required and receive where applicable site induction programmes</p>			L = 1 S = 4 R = 4	<p>PPE – Hard hat, boots, high visibility & gloves</p> <p>Advanté Safe System & Method Statement All drivers carry there Advanté vehicle pack containing in date:</p> <p>Vehicle V5 Insurance Certificate MOT documents (inc. trailer) Plating Certificate Waste Carriers Licence Lorry Loader Certificate of Test Lifting Equipment Test & Certificate Reduced Pollution Certificate – Euro 3</p> <p>Drivers will always carry their: Driving Licence CPCS/ALLMI Card</p>		
2. Weather & ground Conditions	Site Operatives Driver Site Visitors	L = 2 S = 2 R = 4	<p>Strong winds can adversely affect lifting of units and Drivers must assess such conditions as to whether lifting can be conducted under safe and controlled limits</p> <p>Ground conditions can also affect lifting operations and the positioning of the lorry loader unit – Drivers will assess such conditions and liaise directly with Site Representatives regarding access and vehicle requirements</p>			L = 1 S = 2 R = 2	<p>PPE – wet weather & thermal clothing, sun block and tinted/standard eye protection</p> <p>Clients will be advised in advance if weather conditions are known and likely to cause restrictions</p> <p>Clients are asked in advance of access requirements for LGVs</p>		

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		L	S	R		L	S	R	
3. Specific Site Conditions – Advanté provide lift movements as managed lifting operations and will therefore comply exactly with documented Lift Plans for each site visited – these include specific requirements for elevated risk sites such as Highways or those Alongside Network Rail or LUL locations	Site Operatives Drivers Site Visitors	L = 4 S = 4 R = 16	Drivers will check in addition to already advised issues for: Overhead obstructions/cables Plant, equipment and materials stored in and adjacent to loading area Site operatives and visitors who may be exposed to risk from loading/unloading activities Drivers will communicate any concerns to Site Representative regarding the above with requests for moving if deemed necessary or appropriate in order to avoid exposure to risk from the movement of the unit For works considered ALONGSIDE Network Rail or LUL assets Advanté will interface with the client regarding specific Lift Plan controls and restrictions in particular vehicle positioning and no fly zone for crane movements	L = 1 S = 4 R = 4	PPE – as required by the site – specific requirements are to be made in advance outside of those carried on vehicle Traffic management controls including demarcation of the loading area are the responsibility of the client within their site – details are requested in advance of site access and checked by Driver when on site to ensure compliance and operation within defined areas				
4. Public Areas of Operation	Public Other Road Users Driver	L = 4 S = 4 R = 16	Drivers may be required to transload units when making deliveries/collections When required suitable locations must be sought by Driver that would not obstruct or contravene Traffic & Highway Regulations to perform transloading Drivers must inspect the area and ensure that no member of the public is in the direct area of the loading operation Vehicle lights may be used at the discretion of the Driver Notification to the Transport Department will be made in advance of transloading – during working hours	L = 1 S = 4 R = 4	PPE – all necessary protective equipment is to be used when conducting transloading including harness and direct line to inertia reel fall arrest block Drivers will through preference use defined service station areas with sufficient lorry access and parking areas				

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		L	S	R		L	S	R	
5. Setting up lorry loader in advance of and conducting lifting operations to provide stable lifting solution	Driver Site Operatives Site Visitors	L = 2 S = 2 R = 4	Distributed Outrigger Loads using Standard Outrigger Mats carried on the Crane Lorry confirmed in the Method Statement. Lorry standing area should support the Lorry and Crane Lorry Loader equipment and be assessed by Driver as being suitable for the required lifting operations. Suitable load spread mats must used under feet where necessary – no manual handling required Visual check to be made by Driver that outrigger feet have not been placed on or near drains/cables/other services that may be unstable or be damaged under load Drivers must self-assess situations where above controls may not be possible due to site specific conditions Lifting area to be demarked by driver if required by client to protect site users and others from lifting operation			L = 1 S = 2 R = 2	PPE – as required for location of operations, see other relevant sections Liaison with Site Representative and Transport Department if required to address: Requests for movement of equipment/materials/plant Clearance of area of personnel Access issues specific to site conditions Advanté pads are lifted using crane to prevent manual handling risk		

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		L	S	R		L	S	R	
6. Lift and loading/unloading of unit – For those units not fitted with low level lifting points	Driver Site Operatives Site Visitors Public	L = 4 S = 4 R = 16			<p>Drivers will follow site specific controls regarding access to unit roof – where not allowed the following will be undertaken</p> <p>Working at Height: Harness to be put on prior to commencing loading operations Ladders to be inspected prior to use and attached via strop to ensure sufficient footing Ladders securely attached to unit/lorry via strop to ensure sufficient footing Chains to be moved to corner being attached to pre-position hooks prior to accessing ladder Fall arrest line must be hooked to harness prior to accessing ladder. Ladder to be securely footed prior to use and 3 points of contact to be maintained when in use</p> <p>Access to Roof: At sites where access to unit roof is allowed Drivers will place and foot ladder as described above and ensuring ladder extends approx. 1m above unit roof height to gain access to unit roof Fall arrest must be connected prior to accessing ladder Drivers will work from centre line of unit and only access corners from this area walking to corner twist lock not along edge of unit Chains to be pre positioned where possible to reduce work required to engage twist locks</p> <p>AT ALL TIMES WHEN DRIVERS ARE WORKING AT HEIGHT (OFF GROUND) FALL ARREST MUST BE USED – HARNESS MUST BE ADJUSTED AND WORN IN CORRECT MANNER</p>	L = 1 S = 4 R = 4			<p>Working at height is prevented by use of ladders to chain and de-chain units wherever possible</p> <p>Cradle Harness BS 361:2002 – Advanté drivers – external drivers may use alternative harness specifications</p> <p>Hard Hat</p> <p>Gloves – <i>leather/protective glove</i></p> <p>Boots – <i>laced fastening with toe & mid sole protector</i></p> <p>Fall Arrest equipment</p> <p>Support from site-based slinger/banksman where available</p> <p>Vehicle Information Each vehicle will carry a document pack containing the following: Certificates of Thorough Examination for all lifting equipment Registration, Licence and Insurance Documents Drivers Qualification documents</p>

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STEP 1 HAZARD IDENTIFICATION	STEP 2 WHO MAY BE HARMED	STEP 3 Risk Rating			STEP 4 SAFE SYSTEMS AND CONTROLS DEVELOPED TO PREVENT EXPOSURE TO RISK/HAZARD	STEP 5 Residual Risk			STEP 6 PPE REQUIREMENTS & ADDITIONAL ACTIONS
		L	S	R		L	S	R	
7. Double Stacked Units, Links and Staircase/Landing Units	Driver Site Operatives Site Visitors	L = 4 S = 4 R = 16	The same controls as per above must be followed when double stacking units and lifting/erecting links and stair structures with the added consideration of ground stability issues to ensure that the units remain stable and that pads are sufficient to bear loadings Units must be securely located using the Twistlock mechanisms and inspected as such If lifting blind qualified signaller must be in contact with crane operator for provision of instruction			L = 1 S = 4 R = 4	Working at height is prevented by use of ladders to chain and de-chain units wherever possible Cradle Harness BS 361:2002 – Advanté drivers – external drivers may use alternative harness specifications PPE - hard hat, gloves, boots Fall Arrest equipment as affixed to lorry loader Support from site based slinger/banksman		
8. Lorry Loader de-rig and prepare to leave site	Driver Site Operatives Site Visitors	L = 3 S = 3 R = 9	Drivers must ensure that all outriggers are retracted and equipment stowed safely before leaving site Loaded unit must be secured and stropped and Lorry Loader fully retracted Liaison with Site Representative must be made to inform them of vehicle movement All site-specific traffic controls must be adhered to			L = 1 S = 3 R = 3	PPE – as required by the site		

Delivery & Collection using Lorry Loaders									
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		L	S	R		L	S	R	
10. Manual Handling	Driver	L = 3 S = 3 R = 9	<p>Drivers have been involved in the assessment of manual handling risk which relates to the access to and site conditions in respect of ground obstructions and the attachment and detaching of chains to lorry loader job which is completed by positioning the job in the location of the chains and attaching chains individually and at no time lifting the entire chain length.</p> <p><i>Pads are moved by the crane to prevent manual handling</i></p> <p>Remote control for lorry loader is attached to harness and has grip positions of holding and use</p>			L = 1 S = 3 R = 3	<p>PPE - hard hat, gloves – leather/protective glove, boots – laced fastening with toe & mid sole protector</p>		
11. Chaining/De-chaining and guiding units from ladder	Driver	L = 4 S = 4 R = 16	<p>When units are chained/de-chained or guided into position from ladders (instead of unit roof) ladders are to be securely stopped. All work conducted using ladders is done so with fall arrest attached to provide fall arrest in event of fall</p>			L = 1 S = 4 R = 4	<p>PPE - Cradle Harness BS 361:2002, hard hat, gloves – leather/protective glove, boots – laced fastening with toe & mid sole protector, fall arrest</p>		
12. Outrigger Mats – positioning and handling – various sizes, transported using trailer. Size dictated by load/lift ratio	Driver Site Operatives	L = 3 S = 3 R = 9	<p>The Lorry Loader will be short-rigged and the mats lifted to the correct outrigger position using the lorry loader and then each outrigger positioned on relevant mat or one of a greater size to reduce pressure loading and increase capacity on soft ground</p>			L = 1 S = 3 R = 3	<p>PPE - Cradle Harness BS 361:2002, hard hat, gloves – leather/protective glove, boots – laced fastening with toe & mid sole protector</p>		

Delivery & Collection using Lorry Loaders									
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		L	S	R		L	S	R	
13. Lone Working	Driver	L = 4 S = 4 R = 16			All LGV drivers can, if necessary, contact the Transport Department to inform them of commencement of works and arrange to contact them post work to advise successful completion of tasks – this can be applicable to all points of work and not limited to transloading units All drivers are trained and competent in the use of their equipment including the controls contained within this safe system of work and method statement	L = 1 S = 4 R = 4			PPE – as required by work conditions and activities <i>Advanté LGV drivers are issued with personal lone worker alarms that monitor movement and angle – each alarm is linked to our phone system and out of hours phones for notification of lone worker incidents</i>
14. Client Specific Documentation Instructions	Driver Site Operatives	-			All communication from client to be provided for delivery/collection and reviewed by driver prior to accessing site	-			Those that are outlined and requested from the client – these controls are site specific and will be in addition to Advanté developed controls
15. PPE Requirements	Drivers Site Operatives	-			Throughout this RAMS all PPE requirements are specified for each work task. As a minimum requirement Advanté drivers and operatives will as a minimum wear: Hard hat to BS EN397: 1995 Gloves – appropriate to banking tasks Protective Footwear inclusive of toe and sole protection, laced, grippy soles and ankle support High Visibility vest or clothing – jackets may be used during winter	-			PPE is to be used as last line of defence only in protecting the individual wearing it – the steps stated within this RAMS detail the actions undertaken to remove risk, create safe systems of work and consideration of additional actions by the operatives involved in completing the tasks

Delivery & Collection using Lorry Loaders									
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		L	S	R		L	S	R	
16. Vehicle Defects – any issue that could lead to the release/spillage of fluids whilst on site	Drivers Site Operatives	L = 3 S = 2 R = 6	<p>Vehicles are all maintained in accordance with DOT requirements of O License obligations including 6 weekly servicing & inspection plus daily driver inspections & reporting. Any defects will be acted upon based on their severity – anything involving the mechanical systems will require vehicles to be removed from service for immediate repair.</p> <p>All Advanté LGV's carry a 50 Litre Oil and Fuel Spill Kit as standard equipment consisting of Absorbent Tiles, Absorbent Socks and Disposal Bag.</p> <p>In the event of any spillage drivers will wear suitable PPE and contain spillage and recover bagged waste from site – reporting will be made to our Transport function and drivers will liaise with site to ensure that site controls are maintained.</p> <p>Vehicles will be recovered if immobile</p>	L = 1 S = 2 R = 2	<p>In the event of a spillage or release of vehicle fluids sufficient PPE will be worn to prevent exposure to skin – this will include gloves, footwear and eye protection in accordance with the above entry</p> <p>Care MUST be taken with any fluid if hot and spillages should be contained using the barrier/boom and then absorbed to collect residue</p> <p>Any items from the Spill Kit that are used to be notified to the Transport Manager/Department and immediately replaced.</p>				

Risk Assessment Methodology Template:

L = Grade given to the likelihood of the hazard occurring

S = Grade given to the severity of the hazard

R = Multiply the grade given to the likelihood by the grade given to the severity to determine resulting risk

Likelihood	5 Almost Certain	5	10	15	20	25
	4 Likely	4	8	12	16	20
	3 Possible	3	6	9	12	15
	2 Unlikely	2	4	6	8	10
	1 Rare	1	2	3	4	5
		1 Negligible	2 Minor	3 Moderate	4 Major	5 Extreme
Severity						

Green = low risk

Yellow = medium risk

Red = high risk

Only one hazard item is shown per row to clearly show risk, preventive actions and controls

RESCUE PLAN DETAILS

The rescue plan has been created in response to the controls established to prevent unnecessary access to units when ladder access to de-chain can be undertaken

Incident	Response	Resource	Drilled	Reviewed
Incapacitating injury when attached to fall arrest (including fall) and chains not attached to unit	Operative to lower himself using remote controls attached to Cradle Harness BS 361:2002 Operative to contact emergency services if injured Operative to contact Transport Department	Lorry Loader Transport Department		
Incapacitated or injured and laying on top of chained unit and unable to descend by ladder	Operative to contact emergency services Operative to contact Transport Department	Lorry Loader Transport Department		
Incapacitated or injured (including fall) when unit part chained and unable to be moved or lowered (Paycocke Road)	Lorry Loader to lower himself using remote controls attached to Cradle Harness BS 361:2002 Operative to contact emergency services if injured Operative to contact Transport Department	Crane Driver Yard Operatives Production Foreman		

Note: The Cradle Harness BS 361:2002 type has been selected to ensure that when properly used and adjusted in the event of a fall the wearer will be suspended from the ventral attachment and slung in the harness allowing use of arms and legs if not incapacitated by injury. Remote controls for the lorry loader are to be attached to the side rings so that access can be made when suspended and the operative can be lower themselves to the ground.
The specification of the harness will not fully eradicate the risk of toxic shock in the event of a fall arrest however the design and cradle type will increase the length of time an operative can be suspended before the onset of this condition.