



## From the Editor.

Welcome to 2019 and the January issue of transafe news. I would like to wish all our readers a happy and prosperous 2019. Colder weather is creeping in so be prepared, a warm change of clothing and plenty of snacks and fluids. In winter conditions it's more important than ever to stay alert while driving and keep a safe distance (5 second rule) and drive safe. As usual any feedback on the newsletter or our website would be most welcome.

## Logistics company fined after driver suffers crush injuries

A Newport-based logistics company has been fined after a driver was crushed by a full pallet when his lorry was being unloaded.

Newport Magistrates' Court heard how on, 5 May 2017, an employee of Freight Movement Limited was seriously injured when a pallet loaded with 920kg of cardboard packaging toppled from a forklift and landed on him. The driver suffered multiple fractures and internal injuries.

An investigation by the Health and Safety Executive (HSE) found a lack of segregation between vehicles and pedestrians, inadequate safe waiting zones for drivers, lack of control over vehicle movements and an absence of safe walkways. The company failed to critically consider the main risks of its busy transport operation and ensure there was adequate control of transport risks at the site.

Freight Movement Limited of Wern Industrial Estate, Rogerstone, Newport pleaded guilty to breaching Section 2(1) of the Health and Safety at Work etc. Act 1974 and Regulation 3(1)(a) of the Management of Health and Safety at Work Regulations 1999 and has been fined £84,000 and ordered to pay costs of £5,633.69.

HSE inspector Siân Donne said after the hearing: "This incident could have easily been prevented by simply reviewing the risks from transport and keeping transport and people apart. This is a reminder to all companies to take suitable action to control the risks from transport in their workplaces. HSE will take appropriate enforcement action against those that fall below the required standards."

## Three companies fined after security guard killed

Associated British Ports, DFDS Seaways PLC and ICTS (UK) Ltd have been fined after a security guard was fatally injured when he was struck by an articulated vehicle. Hull Crown Court heard how, on 9 September 2015, a security guard employed at the container terminal at Immingham Docks, approached a HGV which was entering a gate and walked in front of the vehicle. The guard was not visible to the driver, either on approach to the vehicle or as he walked in front of it when he was dragged underneath as it turned towards a warehouse. He sustained multiple injuries and died at the scene.

An investigation by the Health and Safety Executive (HSE) found Associated British Ports and DFDS Seaways PLC had failed to carry out a suitable and sufficient workplace transport risk assessment, and had not considered the risks that vehicles entering, leaving and manoeuvring in the gate area posed to others.

Associated British Ports required the security guard at the gate to stop traffic and check pedestrians and vehicles entering the terminal but failed to provide means to do so safely as there was no signage indicating drivers should stop and report to security, and no safe facilities.

ICTS (UK) Ltd failed to provide adequate training, and the risks of stopping traffic without any physical protective measures in place had not been considered.

Associated British Ports pleaded guilty to breaching Section 3(1) of the Health and Safety at Work etc. Act 1974 and has been fined £750,750 with £9781.52 costs.

DFDS Seaways PLC pleaded guilty to breaching Section 2(1) and 3(1) of the Health and Safety at Work etc. Act 1974 and was fined £166,670 with £9766.02 costs.

ICTS (UK) Ltd of Tavistock House, Tavistock Square, London pleaded guilty to breaching Section 2(1) of the Health and Safety at Work etc. Act 1974 and was fined £500,000 with £9338.82 costs.

After the hearing, HSE inspector Carol Downes said: "There are more than 5,000 incidents involving transport in the workplace every year, and, like in this case, sadly, some of which are fatal.

"HSE found inadequate consultation between parties and no assessment of the risks to the segregation of vehicles and pedestrians. A properly implemented transport risk assessment should have identified sufficient measures to separate people and vehicles, and provide safe facilities."

## We are on the web:

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## Regulatory Update:

We are not aware of any new legislation affecting the carriage of dangerous goods being made during December.

ADR 2019 and the 60<sup>th</sup> Edition of IATA Dangerous Goods Regulations (2019) are now applicable. The IATA regulations must be applied from the 1<sup>st</sup> of the month; ADR 2017 can continue to be used until the end of June.

The UK **Health & Safety Executive** has updated its guidance on the classification, labelling and packaging of chemicals in the event of a 'no-deal Brexit'. Its [guidance](#) says that the UK will adopt GHS directly and that a system parallel to the EU's CLP Regulation will be put in place. Industry will then deal with HSE rather than ECHA, although this begs the question: does HSE have the capacity to cope with this new role?

**TRUCK** Part of US 160 in Ozark County, Montana was closed at the end of November after a truck carrying ammonium nitrate crashed and overturned. Photos showed a large rig on its side with white powder spilled across the road. Rather alarmingly, according to reports, "authorities on the scene [said] there is no fire risk or explosive danger".

## Make sure you submit a RIDDOR report for a workplace accident where necessary...

The Reporting of Injuries, Diseases and Dangerous Occurrences Regulations ([RIDDOR](#)) puts duties on employers, the self-employed and people in control of work premises to report certain serious workplace accidents.

In 2017-18 there were 71,062 injuries to employees reported under RIDDOR. The HSE website has details on [how to make a RIDDOR report](#).

Other RIDDOR-related resources include HSE's leaflet [Reporting accidents and incidents at work \(INDG453\)](#) and [Accident Book](#).

## Icy conditions and winter weather

Slip and trip accidents increase during the Autumn and Winter season for a number of reasons: there is less daylight, leaves fall onto paths and become wet and slippery and cold weather spells cause ice and snow to build up on paths. There are effective actions that you can take to reduce the risk of a slip or trip. Regardless of the size of your site, always ensure that regularly used walkways are promptly tackled.

Issues to consider during the winter months.

- [Lighting](#)
- [Wet and decaying leaves](#)
- [Rain water](#)
- [Ice, frost, snow](#)
- [Gritting](#)

### Lighting

Is there is enough lighting around your workplace for you and your workers to be able to see and avoid hazards that might be on the ground? The easiest way to find out is to ask your staff. Another way is to shadow your employees for a couple of days, walk the main internal and external routes that they use throughout their working day. It is important to do this both inside and outside of the workplace, as the effect of light changes during the day. If you can't see hazards on the ground you will need to improve the lighting (e.g. new lights or changing the type of bulb).

### Wet and decaying leaves

Fallen leaves that become wet or have started to decay can create slip risks in two ways, they hide any hazard that may be on the path or they themselves create a slip risk.


Put in place a procedure for removing leaves at regular intervals; you might even consider removing the offending bushes or trees altogether.

### Rain water

In dealing with rainwater:

- When fitting external paved areas ensure that the material used will be slip resistant when wet.
- Discourage people from taking shortcuts over grass or dirt which are likely to become slippery when wet. Consider converting existing shortcuts into proper paths.
- On new sites, before laying paths, think about how pedestrians are likely to move around the site. Putting the path in the right place from the start may save you money in the long term.
- Many slip accidents happen at building entrances as people entering the building walk in rainwater. Fitting canopies of a good size over building entrances and in the right position can help to prevent this.
- If a canopy is not a possibility, consider installing large, absorbent mats or even changing the entrance flooring to one which is non-slip.

### Ice, frost and snow

- To reduce the risk of slips on ice, frost or snow, you need to assess the risk and put in a system to manage it.
- Identify the outdoor areas used by pedestrians most likely to be affected by ice, for example: - building entrances, car parks, pedestrian walkways, shortcuts, sloped areas and areas constantly in the shade or wet.
- Monitor the temperature, as prevention is key.
- You need to take action whenever freezing temperatures are forecast. Keep up to date by visiting a weather service site such as the [Met Office](#) .
- There are also smart signs on the market, available to buy at low cost, which display warning messages at 50 and below.
- Put a procedure in place to prevent an icy surface forming and/or keep pedestrians off the slippery surface;
  - Use grit (see separate article below for more detail) or similar, on areas prone to be slippery in frosty, icy conditions;
  - Consider covering walkways e.g. by an arbour high enough for people to walk through, or use an insulating material on smaller areas overnight;
  - Divert pedestrians to less slippery walkways and barrier off existing ones.
- If warning cones are used, remember to remove them once the hazard has passed or they will eventually be ignored.

### Gritting

The most common method used to de-ice floors is gritting as it is relatively cheap, quick to apply and easy to spread. Rock salt (plain and treated) is the most commonly used 'grit'. It is the substance used on public roads by the highways authority.

Salt can stop ice forming and cause existing ice or snow to melt. It is most effective when it is ground down, but this will take far longer on pedestrian areas than on roads.

Gritting should be carried out when frost, ice or snow is forecast or when walkways are likely to be damp or wet and the floor temperatures are at, or below freezing. The best times are early in evening before the frost settles and/or early in the morning before employees arrive. Salt doesn't work instantly; it needs sufficient time to dissolve into the moisture on the floor.

If you grit when it is raining heavily the salt will be washed away, causing a problem if the rain then turns to snow. Compacted snow, which turns to ice, is difficult to treat effectively with grit. Be aware that 'dawn frost' can occur on dry surfaces, when early morning dew forms and freezes on impact with the cold surface. It can be difficult to predict when or where this condition will occur.