



## From the Editor.

Welcome to our September issue of transafe news. The weather is on the turn, the wind and rain is going to be the most likely weather hazard we will have to face over the next few months. The hours of daylight are also shortening and with the expected weather conditions driving in poorer visibility will become the norm. So stay alert while driving, keep a safe distance (5 second rule) and drive safe. As usual any feedback on the newsletter or our website would be most welcome.

## East Yorkshire Company fined after driver loses left arm

Transportation and storage company, H Walton Ltd, was sentenced on the 15<sup>th</sup> August for safety breaches after a worker suffered injuries leading to the loss of his left arm. Leeds Magistrates' court heard how, on 9 August 2017, a lorry driver was delivering wheat to Low Newstead Farm in Ripon when it tipped onto the floor of a shed through the open rear door of the trailer. Whilst walking to the rear of the trailer, the driver lost his footing in a heap of grain, which was formed by the load being discharged, and put his hand out to steady himself; his left arm came into contact with a rotating auger and was drawn in. An investigation by the Health and Safety Executive (HSE) found that a crucial interlocking device was not functioning at the time of the incident, allowing the auger to run when the tailgate was open. It also found that the emergency stop device for the discharge mechanism failed to function, as it was operated through the same circuitry.

H Walton Ltd of Old Goole Mill, South Park Road, Goole, pleaded guilty to breaching Regulation 11 (3)(C) of the Provision and Use of Work Equipment Regulations 1998 and has been fined £200,000 and ordered to pay £531.40 in costs.

After the hearing, HSE inspector Julian Franklin commented: "The driver's injuries are life changing. The trailer was fitted with a safety system to prevent exactly this type of incident; it could so easily have been avoided by simply carrying out regular checks to ensure safety devices and systems remain working. This is something that many hauliers already do as part of their vehicle checks."

## West Midlands haulage firm prosecuted after worker killed

A Worcestershire-based haulage firm has been sentenced following a fatal incident in which a driver was crushed by a reversing vehicle.

Worcester Crown Court heard how, on 11 December 2013, a Toolles Transport Limited employee, 60-year-old Kevin Scott, was assisting a colleague to reverse a vehicle when he became trapped between the reversing vehicle and his own causing fatal injuries.

An investigation by the Health and Safety Executive (HSE) found drivers were routinely labelling up their loads in the yard whilst other lorries were returning to the yard and reversing in close proximity. The investigation found there was no segregation of vehicles and pedestrians, lighting was inadequate and there was deep shadow between parked lorries.

Toolles Transport Limited of Rushock Trading Estate, Droitwich Spa, Worcestershire was found guilty of breaching Section 2(1) of the Health and Safety At Work Act 1974 and have been fined £150,000 and ordered to pay costs of £253,728.07.

Speaking after the case, HSE principal inspector Elizabeth Hornsby said: "Those in control of work have a responsibility to devise safe methods of working and to provide the necessary information, instruction and training to their workers in the safe system of working. "If a suitable safe system of work had been in place prior to the incident, this tragic loss of life could have been prevented."

## Bridge strikes

LORRIES Can't Limbo, is a new campaign aimed at professional HGV drivers and others who drive high sided vehicles, launched by Network Rail. The campaign encourages drivers to 'wise up and size up' their vehicle and plan their route before they head out on their journey. Last year the number of bridge strikes across the rail network went up, making it the worst year for bridge strikes for five years. Each year there are about 2,000 railway bridge strikes, with each costing more than £10,000 for repairs and compensation to train operators for delays caused. Compensation costs Network Rail up to £13m a year, but the true annual cost is estimated to be up to £23m, once the value of undelivered goods, lost productivity from train delays and road congestion are taken into account.

Research carried out by Network Rail, revealed 43% of lorry drivers admitted to not checking the height of their vehicle before heading out, with 52% admitting to not taking low bridges into account when planning their journeys.

## 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 August.

## ROAD

Readers may have by now seen pictures and [video footage](#) of the alarming explosion in Bologna, Italy in early August. There was a crash involving an LPG tanker and two other trucks on a bridge on a motorway; fire broke out immediately in one, presumably carrying some flammable materials. Truck drivers encouraged other motorists to get the heck out of the area (and stop filming it), just in time before the LPG tanker suffered a BLEVE that blew a massive hole in the road and spread the fire to a car dealership below. Two people died (some reports say three) and dozens were injured.

## Workplace transport safety.

Every year, there are accidents involving transport in the workplace, some of which result in people being killed.

The HSE website has a [vehicle and transport safety at work](#) section with advice on how to help prevent accidents, assess and manage vehicle and driver safety - wherever you work.

There is also a host of [resources and case studies](#) relating to workplace transport. Their leaflet [INDG199 Workplace transport safety: A brief guide](#) identifies some of the safety problems for common vehicle operations.

**REFINERY** There was an explosion on the 22<sup>nd</sup> August at Essar's Stanlow oil refinery in the UK. Witnesses reported seeing a fireball and hearing a large blast. The fire was later identified as being in a chemical unit at the plant, which was evacuated without injury. The fire was extinguished later the same day.

## **North West trailer manufacturing company sentenced after worker injured**

A Cheshire-based trailer manufacturing company has been fined after a worker was struck by a load on a fork lift truck and left with multiple injuries.

Manchester Magistrates' Court heard how, on 10 March 2017, an employee of Meredith and Eyre Limited was in the process of lifting a stack of three trailer chassis using a fork lift truck, when a load shifted on the forks and struck another employee. The injured employee suffered from four spinal fractures, a broken left scapula, a broken rib and wounds to his head, shoulder, and ankle.

An investigation by the Health and Safety Executive (HSE) found the work had not been properly planned and there was no safe system of work in place. The company should have made sure the stack of chassis was secure and stable on the forks and would not shift when the load was raised. Simple steps such as identifying the correct centre of gravity and ensuring the forks were placed at that point, providing employees with refresher training on lifting loads and removing the need for the stack to be steadied by hand, would have controlled the risk and prevented the employee's injuries.

Meredith and Eyre Limited of Broadway Industrial Estate, Hyde, Cheshire, pleaded guilty to breaching Section 2 (1) of the Health and Safety at Work Act 1974 and has been fined £12,000 and ordered to pay costs of £1,745.16.

Speaking after the hearing, HSE inspector Roger Clarke said: "The incident could so easily have been avoided by simply putting in place the correct control measures and safe working practices.

"Companies should be aware that HSE will not hesitate to take appropriate enforcement action against those that fall below the required standards."

## **Lorry Driving In Crisis, Union Warns**

A combination of health problems, an aging workforce and a failure to recruit younger workers, is creating a crisis in HGV drivers causing severe skills shortages, which will damage the overall health of the economy warns Unite, the union.

The industry is failing to attract younger workers and the average age of LGV drivers has increased from 45.3 years in 2001 to 48 in 2016. 13% of LGV drivers are aged over 60 with just 1% aged under 25, reveals Unite.

The skills shortage is made more severe as many UK firms have become reliant on eastern European workers to fill gaps, a recruitment strategy that is likely to prove more difficult in future, once the UK leaves the European Union.

It is estimated that out of the UK's 250,000 drivers, between 43,000 and 60,000 are from the European Union. Earlier this year the Freight Transport Association warned that the availability of migrant drivers was declining.

Unite also divulges that levels of injury and ill-health are 'incredibly high' for the transportation and storage sector. The latest figures from the HSE record that 52,000 workers suffered from a work related illness and 39,000 had reported a non-fatal injury. The most common form of workplace injury was musculoskeletal accounting for 53% of cases; this was followed by cases of stress, depression and anxiety which are 29% of cases.

'The problems facing drivers are set to increase due to the European Union which will see maximum driving times increased and minimum rest times cut,' said Unite national officer Adrian Jones.

'The UK is sleep walking into a driving crisis and we face the genuine prospect of being unable to move goods around the UK, just at the time when Brexit means it is essential that our transport network is operating efficiently in order to keep the economy afloat.

The **UK government** has opened a consultation on the necessary changes to the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 that will be necessary once the UK leaves the EU. The consultation notes that any changes will involve technical amendments to legislation and that the UK will continue to apply ADR and RID. It also notes that the Department for Transport intends to re-establish the legal requirement for vapour recovery systems to be fitted to road tankers carrying gasoline. The consultation document can be downloaded from the [UK government website](#).

## **Motorway Services Still Inadequate For HGVs**

RESEARCH findings into the motorway services network may make encouraging reading for car drivers looking for a suitable stop to break a journey, but investment in services for commercial drivers has not kept pace and satisfaction levels in these areas are dropping:

Malcolm Bingham, head of road network policy at the Freight Transport Association (FTA) says, 'The gap between the private and commercial sectors is widening in approval terms.

'Commercial drivers are expected to undertake a physically and mentally demanding job on the nation's motorways, operating to tight deadlines and FTA's members have long been pushing for a more consistent standard of rest areas across the motorway network. This Transport Focus research shows that their concerns are real.'

A lack of overnight security provision was seen as a key problem, alongside the overall value for money, or lack of it, in overnight parking fees.

'Along with the Transport Focus findings, FTA members have raised concerns over the availability of HGV parking, particularly during the day, as well as insufficient parking spaces for vehicles, which makes use of toilet and refreshment facilities impossible for hardworking drivers during the day,' continues Malcolm Bingham. 'After promising improved facilities for commercial drivers nationwide more than a year ago, the Department for Transport must now step up and fulfil its commitments to the logistics industry which is already struggling to recruit new workers, and with Brexit around the corner, will find it even harder to attract new talent to the sector unless work is done now to bring service areas and their facilities up to scratch for all users, right across the country.'