

“Just because it is in the guidance  
doesn't mean it is reality”

Steve Rowland, SHEQ Manager, Suttons Group



**SUTTONS**

Delivering Life's Essentials Safely

# Safe unloading of freight 1

## **Best practice guidelines for safe (un)loading of road freight vehicles, Dec '13 – Part A,2**

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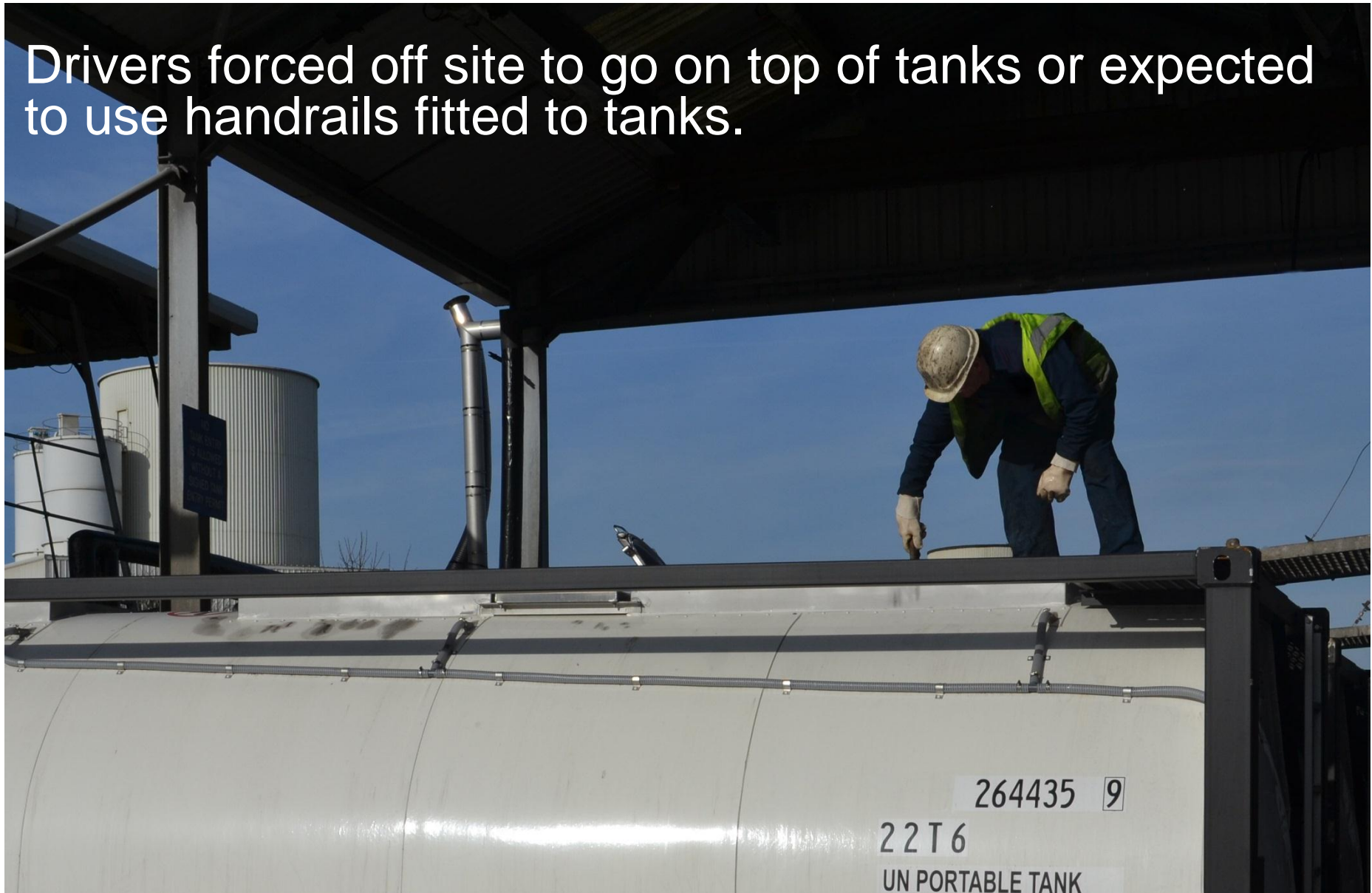
### **Guidance**

The management of the site should provide safe conditions for working at height (including safe access to top of vehicles) in conformity with the applicable legislation



# Reality

Drivers forced off site to go on top of tanks or expected to use handrails fitted to tanks.



## Best practice guidelines for safe (un)loading of road freight vehicles, Dec '13 – Part A,2

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### Guidance

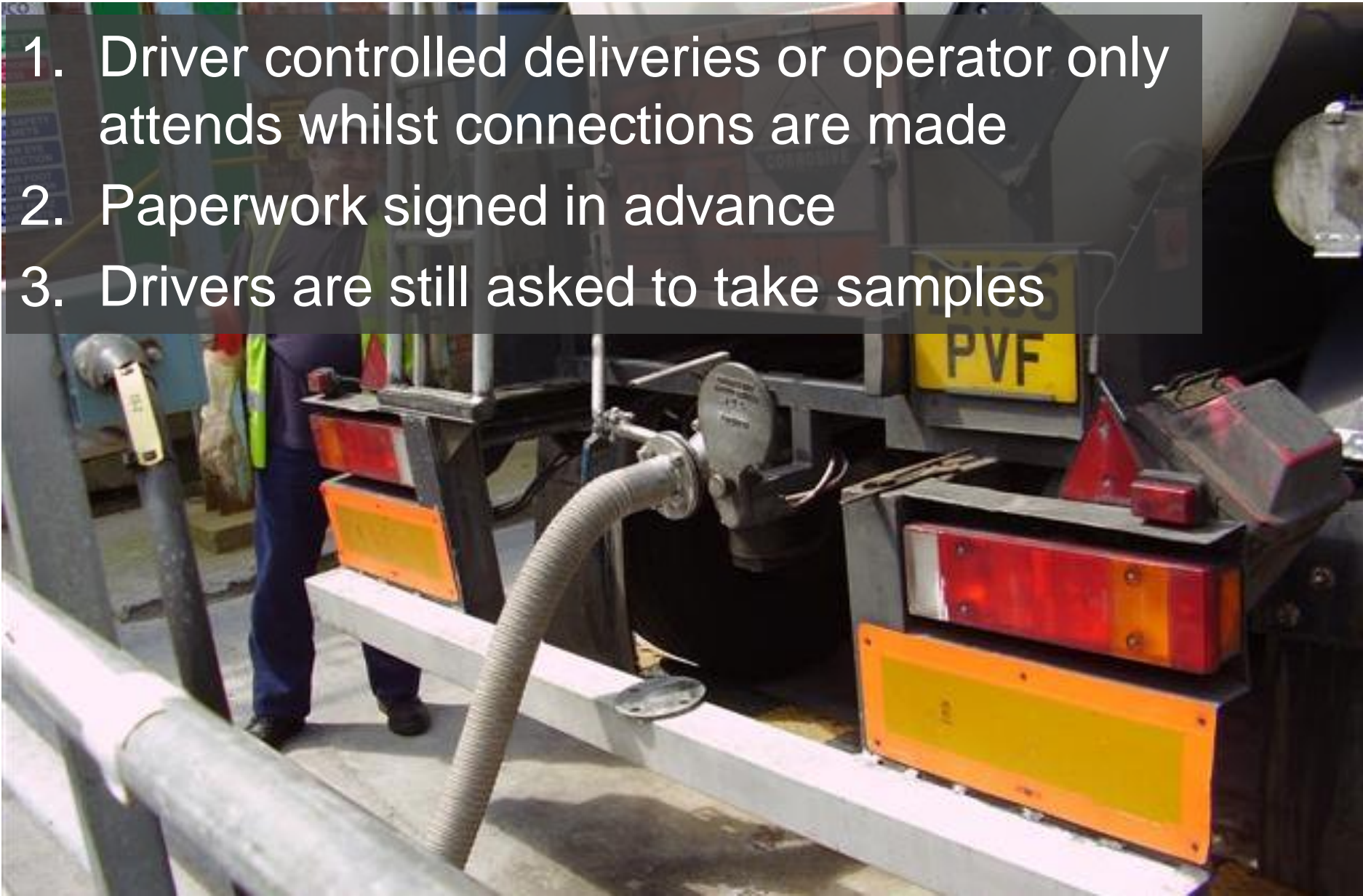
Operators should always adhere to the site instructions and be an example for drivers. Operators should witness the whole (un)loading activity (Ref 1)

Drivers should not take product samples



# Reality

1. Driver controlled deliveries or operator only attends whilst connections are made
2. Paperwork signed in advance
3. Drivers are still asked to take samples



# Safe unloading of freight 3

## Best practice guidelines for safe (un)loading of road freight vehicles, Dec '13 – Part A,2

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### Guidance

The management of the site should ensure that the necessary site safety equipment is available at the (un)loading locations, e.g. fire extinguisher(s), eye wash & safety shower, first aid equipment, emergency escape routes, emergency stop, decontamination equipment, absorbent materials etc.

*Note that the ADR equipment carried by the driver is for on the road use only*





Equipment not always  
present or accessible

## **Best practice guidelines for safe (un)loading of road freight vehicles, Dec '13 – Part A,2**

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### **Guidance**

The management of the site should ensure there is a procedure to report all near misses, incidents, (un)loading problems and unsafe situations or conditions, including follow-up. There should be a system in place to share information on near-misses, incidents or unsafe situations with all parties involved





# Reality

Drivers afraid to raise near misses as they will be penalised and made to wait



# How are Suttons dealing with the issues?



## **Work at height**

Entering into dialogue with any delivery points who do not have fall protection equipment. Provide them with equipment supplier contact details



## **Sampling**

Still asked to take top samples with a glass jar & piece of string. Drivers are supported in refusing this. Operators have to find a safer method



## **Safety equipment**

Six near misses raised about access to safety shower/ eye wash station. All were resolved with intervention from our customer



## **Site operator responsibilities**

Four near misses where site discharge procedures and methods were considered inadequate. Procedures changed

# Discussion points

- How do we get wider acceptance of the contents of our guidance?
- What else should be included in the guidance to make it more useful?

## Best Practice Guidelines for Safe (Un)Loading of Road Freight Vehicles

covering Technical, Behavioural and Organisational Aspects



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