LOADING DOCK SAFETY

The Regulator’s View

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Statistics: non-fatal WPT injuries (employees)

Non-fatal WPT injuries to employees

- Total Major
- Total Over 3 day

Years: 2001/02 to 2010/11
Fatal injuries to workers involving being struck by a moving vehicle, (excluding injuries on the railways)

- **Employee**
- **Self Employed**
What inspectors assess

SAFE SITE

SAFE DRIVER

SAFE VEHICLE

and........................................

MANAGEMENT!
Safe Site

- Vehicle/pedestrian segregation
- Road layout (one-way systems)
- Road markings and signage
- Suitable for all vehicle types
- Safe access and egress
- Traffic control measures
- Electronic speed zoning
Safe Vehicle

- Appropriate design and capacity (double deck, teardrop) for operation
- Warning devices fitted
- Driver aids (mirrors, cameras etc fitted)
- Warehouse vehicle interface (key control systems)
- Speed restrictors
- PIN code driver access
Safe Driver

• Competent

• Behaviour (follow safe systems of work)

• Fitness to drive/operate the vehicle. Drivers should be trained to similar standard
Management

• Undertake and implement findings of an informed risk assessment
• Monitor working practices
• Devise and enforce site rules
• Appropriate systems e.g. procurement, supply chains, training and maintenance
• Purchasing policy takes account of: -
  – safe access to cab
  – safe access to load bed of trailer
  – driver vision
Loading Docks - key hazards

- Vehicle drive-away
- Vehicle creep
- Trailer tip
- Water ingress
- Load roll-away
- Maintenance
- Reversing
1. Vehicle Drive-away

Safe Driver

- Driver competence
- Driver behaviour (PPE, speed, etc)
- Communication (language)

Safe Site

- Traffic lights
- Key-control systems
- Trailer airline locking systems
1. Vehicle Drive-away

Management

• Monitor compliance with site rules
• Rules in different languages
• Enforcement of site rules
• Maintenance
2. Vehicle creep

Safe vehicle
• Specify the correct vehicle/trailer and dock (FTA’s “Designing for Deliveries”)
• Properly maintained braking systems

Safe site
• Dock plate markings clearly visible
• Dock plate overlap sufficiently large

Safe driver (FLT)
• Operate FLT responsibly

Management
• Monitor work activities
3. Trailer tip

Safe site

• Stabilisation devices (e.g. trailer props)

Management

• Tractor unit coupled to trailer (not always feasible)
4. Water ingress

Safe site

• Effective canopies, curtains, shelters to create weather shield

• These should take account of the type of vehicle, e.g. ‘teardrop’ trailers
5. Load roll-away

Safe site

• Ensure minimal incline on the dock plate
• Ensure minimal incline within the trailer

Management

• Devise safe system of work for loading vehicle
6. Maintenance

Safe site
• Dock levellers, weather-proof curtains
• Drive-away control measures

Safe vehicle
• Loading equipment (e.g. FLT, pallet trucks, etc) regularly maintained

Management
• Preventative and reactive maintenance regime in place
• Competent maintenance staff/contractors
• Monitoring staff/contractors performance
7. Reversing

**Safe site**
- Trailer guides erected

**Safe vehicle**
- Reversing alarms
- Cameras

**Safe driver**
- Driver complies with site rules, e.g. speed limits

**Management**
- Monitor reversing operations to check compliance
Sources of reference

• Loading Dock Safety Guide (IOSH/FTA)

• Workplace Transport Safety, An Employers Guide, HSG 136 (currently being reviewed)

• Vehicles at Work – Loading areas (HSE publication)

• [link](http://www.hse.gov.uk/workplacetransport)
Questions?