



Pure Clean Waste Solutions Ltd - Risk Assessment

Scope of Assessment: Service Engineers (Own premises and on-site at customers premises)
Reviewed & Updated: January 2012
Produced by: Karen Jones
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Significant Hazard	Process	Who is at Risk	Initial Risk			Control Measures	Residual Risk			Action Point
			Lk	Sv	R		Lk	Sv	R	
Chemical / C.O.S.H.H.	Moving and lifting containers potentially containing Hazardous Waste.	1. Service Engineer	4	4	16	1. Exposure is regulated by use of correct PPE which is randomly inspected. 2. Full training is given to all Service Engineers on the correct use of PPE and handling techniques. 3. Written information is also provided for Service Engineers to refer to if necessary.	2	2	4	
Manual Handling	Pushing, pulling, bending & lifting when: - 1. Moving / loading / unloading barrels and containers.	1. Service Engineer	6	6	36	1. All Service Engineers are issued with, and trained in the use of appropriate trolleys and pallet trucks which limit manual handling. 2. This equipment is randomly inspected. 3. All Service Engineers are issued with and periodically tested on written instructions contained within the Driver Handbook. 3. Full company training is given to all Service Engineers on the correct use of the Tail Lift and is also clearly explained in the Driver Handbook.	2	2	4	
Fire / Explosion	Hazardous materials handled and carried on vehicle.	1. Service Engineer 2. Customer 3. General Public	6	8	48	1. All Service Engineers handling or carrying hazardous waste have ADR training including fire-fighting training. 2. All Vehicles are equipped with the correct Fire Fighting equipment as required by VOSA. The vehicles are regularly check to ensure the equipment is present and in date. 2. Written Instructions (Driver Handbook) have been issued to all Service Engineers prohibiting smoking at all times 3. Fire policy and procedures have been issued to all staff and regular fire drills are conducted on site. 4. All Packaging's – fresh and waste are to be correctly labelled before Loading on vehicle.	2	2	4	
Temperature	Cold working environment during the winter months.	1. Service Engineer	4	2	8	1. Warm clothing is provided for all Service Engineers. 2. Frequent breaks are authorised during very cold weather conditions.	2	2	4	
Spills	Exposure to chemicals (solvents, oils, battery acid)	1. Service Engineer 2. Customer	6	4	24	1. The risk of spillage Is minimised by the correct handling techniques and training given to all Service Engineers. 2. Any spill to be cleared immediately using absorbents Carried on their vehicle. 3. Spillage Training is conducted on a regular basis -see Training Schedule. 4. Clear written instructions - Emergency / Spillage Procedure (Method) and Clean-up Spillage Procedure (Method) are provided for the Service Engineers to refer to in the Driver Handbook. 5. Customer to be informed immediately of any incident involving a spillage.	2	2	4	
Working Environment	Safe working Environment.	1. Service Engineer	6	6	36	1. Service Engineers trained to seek appropriate person on site at customers premises and to ask for site specific information regarding safety where relevant and to observe customers own site regulations. 2. All instructions are in Driver Handbook for reference.	2	2	4	
Working Hazards: a) Falls, Trips and Slips	1. Limited working environment 2. Spills 3. Trips from cables etc.	1. Service Engineer	8	6	48	1. Service Engineers aware of need to maintain awareness of floor conditions with regard to spills and equipment. 2. Service Engineers are instructed to inspect packages for leakage/ suitability before moving or loading waste from customers premises. 3. Specific training provided to ensure Service Engineers understand the consequences of poor floor conditions so that they are continually aware and focused on the need to maintain good floor conditions with regard to spills and their equipment. 4. Written instructions have been issued to all Service Engineers to clean up any spills immediately to ensure safe working environment.	2	2	4	
b) Noise	Noise from machinery used whilst on customers site.	1. Service Engineer	6	4	24	1. All Service Engineers are fully trained in all the correct PPE that must be worn during certain operations. 2. When working on site where high levels of noise exist (see signage) Service Engineers are provided with and instructed to wear ear defenders at all times.	2	2	4	
c) Dust / Fumes	Dust / Fumes from machinery used whilst on customers site.	1. Service Engineer	6	4	24	1. All Service Engineers are fully trained in all the correct PPE that must be worn during certain operations. 2. When working on site where high levels of dust/fumes exist (see signage) Service Engineers are provided with and instructed to wear suitable face masks at all times.	2	2	4	
d) Vehicle Movement	Danger from moving vehicles including fork lift trucks.	1. Service Engineer 2. Customer 3. Other site users	6	4	24	1. Work areas are clearly defined with client/customer. 2. Service Engineer instructed to use banks person if visibility is restricted when reversing on customer site.	2	2	4	
e) Projectiles	Possibility of small fragments being thrown from machinery whilst on customers site.	1. Service Engineer	2	2	4	1. All Service Engineers are fully trained in all the correct PPE that must be worn during certain operations. 2. When working on site where high levels of noise exist (see signage) Service Engineers are provided with and instructed to wear ear defenders at all times.	2	2	4	
f) Electricity	Operation of electrical machinery / equipment as part of customers site operations.	1. Service Engineer	2	2	4	1. Awareness of existing site regulations.	2	2	4	

LIKELIHOOD (Chance of Occurrence)				SEVERITY (Outcome)			
2	Unlikely	4	Possibility	2	Minor Injury	4	Major Injury or Disability
6	Very Likely	6	Certainty	6	Death	8	Multiple Deaths

Risk evaluation: - Likelihood (Lk) x Consequence = Risk, Defined as High (36-64), Medium (9-35) or Low (4-8)