



Defence
Infrastructure
Organisation

SAFETY ALERT

PART A

Subject: HAZARDS IN OPERATION OF DELIVERY ROLL CAGES

Number: SA 2015/10

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Who Should Read this: Top Level Budget Holders, Prime Contractors, Soft Facilities Maintenance Contractors, Grounds Maintenance Contractors, Private Finance Initiatives, Public, Private Partnership and other traditionally procured contracts, Project Managers, Site Estate Authority Teams and Property Managers with responsibility for MOD projects and Property Management Works Services (including the legacy work of EWCs/WSMs). Heads of Establishments and Health and Safety Advisors.

This **Safety Alert** does not necessarily cover all aspects of the subject matter and readers should make themselves aware of other potential issues. Readers should also not rely on DIO Safety Alerts as their only means of becoming aware of safety issues, but they should consult widely across other media to maintain awareness.

When it takes effect: Immediately

When it is due to expire:
When updated or rescinded.

Health and Safety

Aim

1. To bring to the attention of appropriate persons, the hazards arising from incorrect and inappropriate use of delivery roll cages used to deliver goods to MOD catering and retail facilities, technical and general stores etc.

Introduction

2. Compliance with the contents of this Alert will enable compliance with the Health & Safety at Work etc Act 1974, its subordinate Regulations and in particular, The Provision and Use of Work Equipment Regulations 1998.
3. The appropriate MOD personnel shall arrange for all operators that may receive deliveries on roll cages to carry out all the actions in accordance with this Alert.
4. On MOD Establishments occupied by United States Visiting Forces (USVF) responsibility is jointly held by USVF and DIO(USF). At base level this jointly managed organisation is to take appropriate action to implement the contents of this Alert. Where this alert contains procedures which differ significantly from USVF practice, DIO (USF) code of practice will be issued.

Requirement

5. All personnel involved in receiving roll cages in conjunction with the delivery driver are to ensure that:
 - no items are stacked beyond the red lines;
 - shelves are fully locked into position before removing items from the lower shelf;
 - unsafely stacked or overloaded cages are rejected;
 - cages are pushed from behind rather than pulled from the front;
 - only one cage is moved at a time;
 - strapping is removed cautiously in case contents move;
 - they stand well clear and shout a warning if a cage starts to fall;
 - cages are not be allowed to 'freewheel' out of control;
 - the delivery area is clear of parked cars, other obstacles and pedestrians
6. Further instructions will follow, if required, with the issue of a **Part B** to this Safety Alert.
7. DIO Industry Partners are to notify the DIO Service Delivery Performance Management team, using the DIO SD-Perf Mgt Team (MULTIUSER) account through their respective DIO Service Manager (or equivalent) of the location, number and serviceability for each affected asset, and are invited to outline a best value solution for each of the affected assets which will be considered prior to the issue of a **Part B** to this Safety Alert.
8. The available data will be reviewed 14th October 2015.
9. Further instructions will follow, if required, with the issue of a **Part B** to this Safety Alert once the extent and scope of the affected estate has been established.

Background

7. A number of incidents and accidents involving roll cages have been reported by a catering contractor across a number of defence sites; the following provides details of some of the more significant hazards.
8. The rear of the cage is painted red to indicate a maximum fill line and cages should be loaded such that items do not protrude through the sides or above the height to reduce the need to stretch up to remove the contents and minimise a manual handling injury. The top shelf is designed to be folded back and locked into position to maintain stability; stacking above the load line prevents this action risking injury to personnel tasked with unloading.

9. Overloading may not necessarily result from filling above the red load line but in putting too much weight of goods into the cage resulting in an unbalanced load. In one instance this resulted in the cage falling off the tail lift narrowly missing passing pedestrians. This risk is increased if the delivery vehicle is not parked on a level, flat area.
10. Other incidents have arisen when cages have been pulled rather than pushed, allowed to 'free wheel' out of control, manually moved two at a time, and an attempt made to stop a cage out of control.
11. All unsafe acts or incidents or near misses must be reported in accordance with local procedures.

END