



SAFETY ALERT

PART A

**Subject: WASTE SKIPS - OPERATIONAL SAFETY AND
CONDITION CONCERNS**

Number: SA 2015/06

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Date of issue: 14 July 2015

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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).

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When it is due to expire: When updated or rescinded.

Aim

1. To bring to the attention of appropriate persons, concerns identified during a recent Health and Safety Executive site visit concerning the safe operation and condition of waste skips across the defence estate which pose a risk of serious injury, and highlight the need ensure before use checks and that appropriate safeguards are in place.

Additionally, where the integrity of the waste skip is compromised, environmental concerns could result if waste or leachate is able to escape.

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, Regulation 5 of The Provision and Use of Work Equipment Regulations 1998.
3. The appropriate MOD personnel shall arrange for all operators that may use waste skips 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 waste skips on the MOD Estate are to be inspected prior to use to ensure that they are suitable for the intended use and that they are being correctly operated. Where defects are identified, the skip is not to be used and the supplier is to be notified and requested to rectify or replace defective item. Further guidance can be found at <http://www.hse.gov.uk/pubns/waste06.pdf>. Additionally, readers are reminded that their risk assessments should clearly identify that personnel should be excluded from the hazard area during all lifting operations.
6. Further instructions will follow, if required, with the issue of a **Part B** to this Safety Alert.

Background

7. During a recent Health and Safety Executive Northern Ireland site visit a number of defects were noted in the condition and operation of skips on the sites visited. Defects observed included:
 - a. corroded skips where the structural integrity could be compromised with the potential of failure during lifting operations (figure 1);
 - b. Roll on, Roll off (RORO) skips with broken bracket on rear skip door not engaging with the latching mechanism with potential of failure during lifting operations (figure 2);
 - c. RORO skip rear door handle locking pin partially engaged and of light duty manufacture with possibility of failure under load (figure 3).
 - d. RORO lifting hooks of poor design that, without modification could enable false engagement with significant potential of skip becoming detached during lifting operations.(figure 4). See also HSE Safety Alert. <http://www.hse.gov.uk/waste/hookloader.htm>.
 - e.. RORO skip with missing deflector plate exhibiting damage resulting from incorrect lift hook engagement (figure 6).



Figure 1 showing extensive corrosion

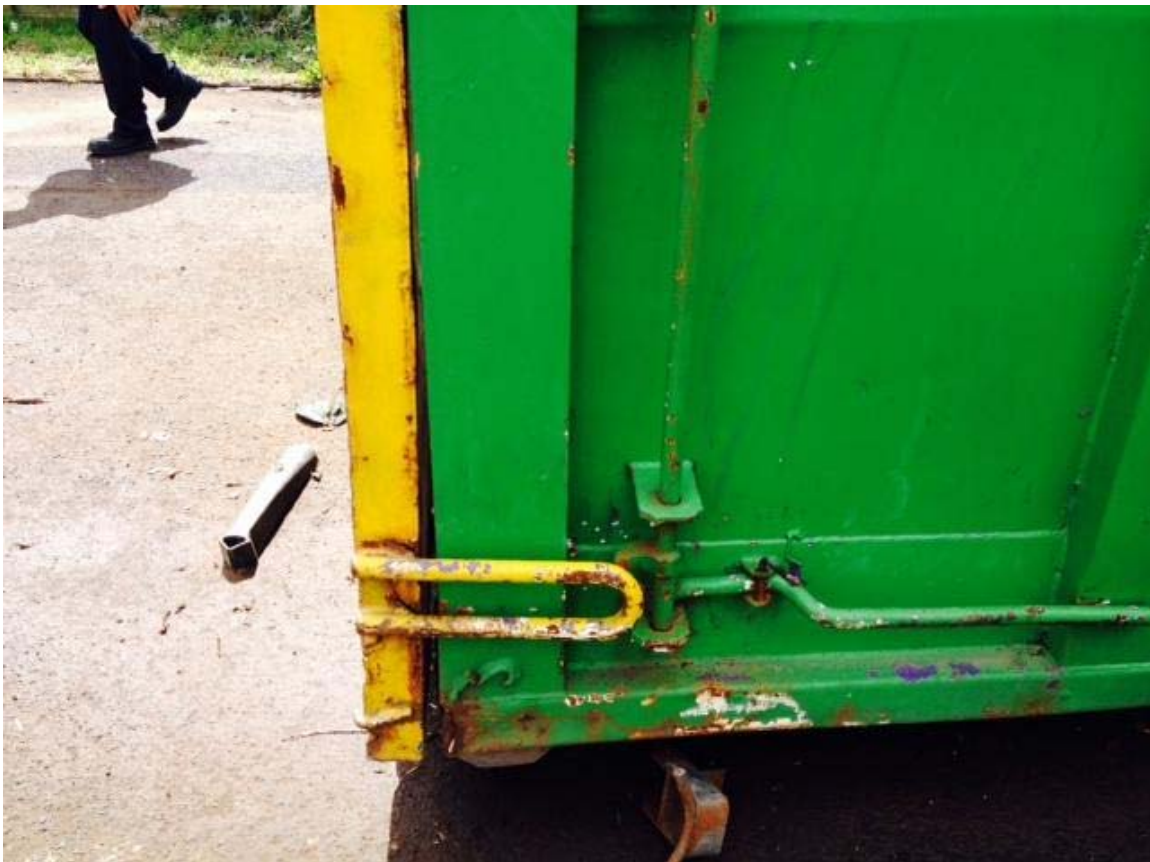


Figure 2 showing broken door bracket not engaged with rear door closing mechanism



Figure 3 showing light duty mechanism with partly engaged safety pin



Figure 4 showing lift hook modified to reduce risk of false engagement



Figure 5 showing deflector plate positioned above bale bar preventing incorrect engagement



Figure 6 showing missing deflector plate and damage due to incorrect engagement