

# Logistics Forum Working Groups Progress update

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# Working Groups



**Acting together**  
Promoting broader ownership of  
health and safety in Great Britain

- Developing the chain of responsibility
- Simplifying guidance
- Designing out the problem
- Engagement and Communication
- Vehicle Transporters



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# Working Groups



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Promoting broader ownership of  
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- Chaired by Industry representatives
- Supported by Trade Union and Industry colleagues
- HSE, DVSA and Highways England.
- Chris Briggs, Andy Braund, Abby Miller, Mike Yarwood, Simon Scaife

# Developing the chain of responsibility



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The Question.....

How to provide assurance that a load is secured and loaded to a recognized standard?



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# Developing the chain of responsibility



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## Provide written assurance

The aim is for provision of written assurance to be recognised as Industry Best Practice , fully supported by the Regulators, DVSA, HSE, Police , Traffic Commissioner



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# Developing the chain of responsibility



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- Identify who was responsible for loading and securing the load
- Provide written sign off that it is secured and loaded in accordance with either:
  - DfT Loading Code of Practice
  - EU best practice guidance
  - DVSA load securing guidance or
  - Published, industry specific guidance.

where part of a load is removed (multi-drop), further sign off assurance is provided



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# Developing the chain of responsibility

## Written assurance



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- Next steps?
- Wider industry consultation – please do join the conversation about this idea
- Cost benefit analysis – introducing new processes, training, new responsibilities?
- Promotion of the benefits, support from Regulators



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# Simplifying Guidance



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- So much good guidance available
- Industry e.g. Tata Steel , DVSA publish on .Gov
- Are people accessing it? If so, how?
- Differences in levels of knowledge within the group even.
- Simplified to consider what a driver needs to know
- Industry good ideas around empowerment





# Simplifying Guidance



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- Simplified the task to consider what a driver needs to know
- Industry good ideas around empowerment
- 5 Golden rules

# CLASS DRIVERS

**CLASS** drivers know *the 5 Golden Rules*.

- C** Check you are confident your load has been loaded evenly and correctly.

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- L** Look at the load and visually inspect it to make sure it's secure before you drive away.

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- A** Ask yourself, if all the ancillary equipment such as straps and blocks are secure and in good condition?

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- S** Slowly drive away, assess the feel of the load.

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- S** Stop if you find anything that might endanger you or others and report it immediately.

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# CLASS DRIVERS

**CLASS** drivers know the importance of secure loads and of abiding by individual site safety rules regarding PPE, loading procedure, and driver safe areas.

**CLASS** drivers know *the 5 Golden Rules*.



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# Designing out the problem



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- Enlightening discussions about industry politics, decision makers, Procurement, Finance, Health and Safety
- Knowledge and recognition of UK and European legislation and industry standards
- Identified the top 5 loads as; palletised goods, white goods, construction materials, Kegs/barrels, Supermarket supplies



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**Primary legislation**

**Health & Safety legislation**

Health & Safety At Work Act 1974  
The Management of Health & Safety at Work Regulations 1999

**Road safety legislation**

Road Traffic Act 1988 as amended  
Road Vehicles (Construction & Use) Regulations 1986

**Associated legislation**

Provision & Use of Work Equipment Regulations 1998  
Lifting Operations & Lifting Equipment Regulations 1998  
Work at Height Regulations 2005

The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009  
Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union

**British/European standards**

BS EN 12195-1:2010. Load restraining on road vehicles. Safety. Calculation of securing forces  
BS EN 12195-2:2001. Load restraint assemblies on road vehicles. Safety. Web lashing made from man-made fibres  
BS EN 12642:2016. Securing of cargo on road vehicles. Body structure of commercial vehicles  
BS EN 12641-2:2006. Swap bodies and commercial vehicles. Tarpaulins. Minimum requirements for curtainsiders  
BS EN 12640:2001. Securing of cargo on road vehicles. Lashing points on commercial vehicles for goods transportation. Minimum requirements and testing.

**UK regulatory guidance**

HSG136 A guide to workplace transport safety  
INDG379 Health & Safety in Road Haulage  
HSG76 Warehousing and storage: A guide to health and safety

Safety of Loads on Vehicles 2002 (DfT)  
Load securing: vehicle operator guidance (DVSA)

**Other recognised guidance**

General Cargo Securing Guidelines for Pulp and Paper Products - Transport on road in accordance with European standard EN 12195-1:2010  
Cargo securing for road transport: 2014 European best practices guidelines  
Glass and Glazing Federation: Code of Practice – Glass Handling, Storage and Transport  
Tata Steel Europe: Load Restraint Guidelines  
IRU: International Guidelines on Safe Load Securing for Road Transport  
NASS: Best Practice Document for the Safe Delivery and Unloading of Steel Products



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# Designing out the problem

- Manufacturers are producing designs and associated costs for a basic trailer based on the top 5 products moved, plus
  - each additional item related to load security, and
  - each additional item for access, parking etc
- Members are identifying relevant case studies that could be used to illustrate the cost benefit of a well-designed trailer.
- The long-term aim is to produce procurement guidance that is recognised as Industry Best Practice and supported by the Regulators



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