

# Risk Assessment

## - Driving in Reverse in General

Document ID: 0010079540-P182-01

Version: 01.1

Approved by:

Region: Denmark

Project: XXX, Sweden

Date: 15/11/2018

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Version	Date	Comments	Prepared by	Checked by	Approved by
01.1.	15-Nov-18	First Issue	TKN	XXX	XX

<b>Date</b>	14 Nov 2018
<b>Process/ Risk</b>	Project Transport
<b>Location</b>	XXX, Sweden
<b>Client</b>	Wind Company

### Personal Protective Equipment (PPE):

Personal Protective Equipment (PPE)	PPE must be worn at ALL TIMES while on work site:	PPE must be worn WHEN REQUIRED by the job task including but not limited to:
	1. Hard Hat	1. Gloves
	2. High Visibility clothing	2. Personal fall arrest systems
	3. Safety glasses	3. Face shields
	4. Steel toe footwear	4. Hearing protection

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### Risk Matrix:

Risk Matrix							
Description		Severity					
		Minor Minimum injury as bruises or bumps - will not affect the operation or require medical treatment.	Limited Small injury - requires First aid treatment on site and / or lost time from workplace. Temporary restricted work.	Severe Serious injury causing hospitalization.	Major Life threatening injury or multiple serious injuries causing hospitalisation.	Catastrophic Death or multiple life threatening injuries.	
Likelihood	Score	1	2	3	4	5	
	Rare The risk is small/unimportant; not likely to occur.	1	LOW (1)	LOW (2)	LOW (3)	MEDIUM (4)	MEDIUM (5)
	Unlikely The risk is rarely but do occur.	2	LOW (2)	MEDIUM (4)	MEDIUM (6)	MEDIUM (8)	MEDIUM (10)
	Possible Might happen or recur occasionally.	3	LOW (3)	MEDIUM (6)	MEDIUM (9)	HIGH (12)	HIGH (15)
	Likely The risk will occur frequently, but is not a persistent issue.	4	MEDIUM (4)	MEDIUM (8)	MEDIUM (12)	HIGH (16)	HIGH (20)
	Certain Risk will undoubtedly happen/recur, possibly frequently.	5	MEDIUM (5)	MEDIUM (10)	HIGH (15)	HIGH (20)	HIGH (25)

### Risk Assessment Factor:

Risk Assessment Factor = Likelihood Number multiplied by the Severity Number	1 - 4	Low risk, however requires reduction whenever and wherever possible
	5 - 10	Significant risk requires the appropriate level of control measures to be implemented.
	12 - 25	High risks requires further control measures to be implemented

*Use your experience and knowledge to make decisions regarding the **Likelihood** and **Severity**!*

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Harzard Identification				Risk Evaluation			Risk Control						
No.	Work Activity	Description of Hazard	People at Risk	Existing Risk Level (L x S)			Additional Risk Control			New Risk Level (L x S)			Action by
1	Truck / trailer to pass road shoulder / turn over	Risk of goods and equipment damage.  Risk of people being hurt.	Company operator, private/police escorts and the public.	4	3	12	<ul style="list-style-type: none"> <li>Communication by two way radio and/or spotting guidance by steersman.</li> <li>Only trained and skilled personnel to be involved in the maneuver.</li> </ul>	1	3	3	Company operator		
2	Collision or contact with other vehicles, street furniture, obstacles on site, persons etc.	Risk of goods and equipment damage.  Risk of people being hurt or killed.	Company operator, private/police escorts and the public.	4	4	16	<ul style="list-style-type: none"> <li>Use of steersman or escort vehicles to ensure the driver is aware of any object behind truck / trailer.</li> <li>Communication by two way radio and/or spotting guidance by steersman.</li> <li>Only trained and skilled personnel to be involved in the maneuver.</li> <li>Company operator to ensure correct lights mounted at vehicles according to work process and local legislation.</li> </ul>	2	2	4	Company operator		
3	Miscommunication between involved parties	Risk of goods and equipment damage.  Risk of people being hurt or killed.	Company operator, private/police escorts and the public.	4	5	20	<ul style="list-style-type: none"> <li>Company operator to ensure, radio check is conducted before task start up between Company operator and steersman.</li> <li>Constant two-way radio communication to be maintained by use of closed radio systems between the driver and steersman.</li> <li>Company operator to stop vehicle immediately in case of communication failures. Only when communication by two-way radio is re-established the process can be continued.</li> </ul>	2	3	6	Company operators		

