



Contract No: **WP/19/0031**

Contract Name: **Havant BR**

Doc No: **PGI-PMS 1313**

Revision **1**

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Loading / Unloading Rigs

1.0 Purpose and Scope

- 1.1 This Method Statement defines the Company Standard Implementation Procedure for the loading/unloading of all Rigs onto/off trailers.

2.0 Health and Safety Controls

- 2.1 See all relevant Risk Assessments.

3.0 Environmental Controls

- 3.1 The skips, water bowser and licensed carriers will be provided by the Main Contractor, unless otherwise is stated in the contract.
- 3.2 Operation should only take place within specified working hours.
- 3.3 General waste shall be deposited into designated skips.
- 3.4 Hazardous waste, such as oil contaminated materials, used oil spill kits, etc. shall be disposed of by a licensed carrier.
- 3.5 All vehicles shall not be run unnecessarily. Engines shall be turned off when not in use.
- 3.6 Fuel/ oil spills shall be prevented. Drip trays and emergency oil spill kits shall be used to catch and clean the spills/ leaks. Oil spill kits contain colour coded bags to contain any used spill equipment. These shall be disposed of by a licensed carrier.

4.0 Process

4.1 Prior to commencing loading/unloading the Site Foreman must ensure that

- 4.1.1 The rig operator is a holder of a current Construction Plant Competence Scheme (CPCS) card in a category compatible with the rig being loaded/unloaded;
- 4.1.2 The rig operator is aware that he is responsible for the safe loading/unloading of the rig, (under direction of the transport driver) and for the necessary attachment, stowage, locking of brakes and rig safety devices;

Prepared by: _____
Name Sig Position Date



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- 4.1.3 The loading/unloading area is sufficiently large to accommodate the movement of the rig without striking obstructions or causing hazards to others.
- 4.1.4 He liaises with the transport driver to ensure that the transporter is on firm and level ground and correctly positioned with its brakes on.
- 4.1.5 Any ramps are secure and low enough to keep the ramp angle low. If required the transporter should be blocked as a precaution against tipping during the loading/unloading.
- 4.1.6 The rig transmission, steering, clutches, brakes, etc are functioning correctly, (Any unserviceable rig might require the assistance of a transporter winch).
- 4.1.7 The rig operator keeps the rig lined up with the ramps, when loading/unloading, so that the hazardous procedure of turning/slewing on the ramps does not become necessary.
- 4.1.8 The rig operator loads/unloads at the slowest possible speed, particularly at any point of balance. A suitably qualified and competent banksman shall be in attendance during loading / unloading operations.
- 4.1.9 Any movement of the rig, whilst on the transporter bed, (e.g. to centralise it) is carefully executed.
- 4.1.10 Final positioning of the rig when loaded is to the satisfaction of the transporter driver.
- 4.1.11 Any loose ancillary items, (e.g. Vibro Cones, Piling Hammers Pile Sections or steel/timber are securely stowed).
- 4.1.12 Any company/manufacture specifications on safety, whilst in transit, are strictly adhered to.
- 4.1.13 The transporter driver is fully briefed on the rig's general specification, (e.g. Gross weight, operating length/height, overall width and transport length/height).



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4.2 **Choice of Plant Transporter and Arrangement of loads – Point to note**

- 4.2.1 It is the responsibility of the company providing the transporter and trailer, to ensure that there is sufficient load restraint on each load.
- 4.2.2 It is the transporter driver's responsibility/duty to check and ensure that the load is adequately secured at all times, not just at the start of the journey.
- 4.2.3 It is a legal requirement that the maximum permitted axle and gross weight limits are not exceeded.