

Side Dump Wagon

Issue date: 11/04/08
Review date: 21/02/11

SWMS number: SMS-06-SW-1078	SWMS Name: Side Dump Wagon			SWMS Team: Track Review Team
Custodian (Position): Track Works Manager Commercial / Renewals	Assumptions: Site specific risks are addressed and assessed in pre- work briefing			Content reviewed by Technical expert (SME) and RailCorp safety professional (position including Div/Group) Track Works Manager & SEQ Coordinator Asset Management Group Commercial / Renewals
Approving Authority (Position): Safety and Quality Manager, Commercial / Renewals	Equipment/Plant/Tools: <ul style="list-style-type: none"> Work Train with NHSF, NDSF Side Dump Wagons Radio Communication Devices 	Records/Reporting: <ul style="list-style-type: none"> Worksite Protection Plan Pre-work Brief 	Permits/licences required: Nil	Personal Protective Equipment required: <ul style="list-style-type: none"> Safety Boots High Visibility Vests Hardhats Protective Clothing Safety Glasses And as specified below. <ul style="list-style-type: none"> Gloves (as required) Type P2 Dust Masks (as required)
Applicable Standards, Codes of Practice and guidance: <ul style="list-style-type: none"> OH&S Act 2000 OH&S Regulation 2001 Rail Safety Regulation 2003 RailCorp Network Rules & Procedures RailCorp Safety Management System. MSDS for all chemicals and hazardous Substances used on site WorkCover NSW Plant Guide 	Inspection requirements: Nil	Service schedule: Nil	Training/Qualification required: <ul style="list-style-type: none"> Construction Industry Induction Track Safety Awareness or RISI (Rail Industry Safety Induction) 	
		MIMS or METRE Ref: Nil		

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Number	Step	Hazard or human error (Safety/Environmental hazards identified, including physical environment, human errors, plant and equipment)	Risk ranking before controls	Control (to be Implemented to eliminate or reduce the risk to the lowest practicable level)	Risk ranking after controls	Responsibility	Job step to be completed In accordance with (name associated documentation)
1	Conduct prework inspection of ALL wagons and their handles and levers	Crush by the load or doors opening due to incorrect side selection.	B-	Remove air from wagon before correcting limit switch	C-	Team Leader / Work Group Leader / All Staff	Plant SMS-06-GD-0225 Manual Handling Guide SMS-06-GD-0001 PPE SMS-06-GD-0323 Safety Communication. SMS-10-SR-0040
		Pinch hand / fingers, injures to knees.	C+	Wear PPE: gloves, trousers	C-		
2	Install and secure rail anchor chains. Two chains per wagon One chain at each end of wagon	Wagons damaged or injury due to wagon not anchored while tipping because of: <ul style="list-style-type: none">• Chain not secured to wagon• Clamp not secured to rail	C+	Check chain is attached on the hook at each end of wagon. Engage the tongs to the rail and slide down the sleeve to lock in the tongs. This will prevent the tongs from opening up. Check clamp is in working order	C-	Operator	Plant SMS-06-GD-0225
		Pinch hand / fingers.	C+	Wear riggers gloves	C+	Operator	PPE SMS-06-GD-0323
		Injury from Manual handling chain	C+	Rotate handling of chains between workers	C-	Team Leader / Work Group Leader / All Staff	Manual Handling Guide SMS-06-GD-0001
3	Clear all persons from wagon and drop area.	Crush, buried or entrapment injury from contact with the load or moving wagon parts.	B+	Only one wagon to be dumped at the time Coordinator to be positioned to have a clear line of sight of the dump zone and to be clear of the dump zone. Coordinator to have effective communication with workers & ensure exclusion zone	C-	Coordinator	Plant SMS-06-GD-0225
4	Dump load	Crush, buried or injury from the load or tipping wagon due to: <ul style="list-style-type: none">• Wrong tip side• operating levers Exposure to air born dust / particles.	B+	Coordinator to have effective communication with workers operating. Operators to stand to the side and clear of tipping wagons.	C-	Operator	Plant SMS-06-GD-0225 Manual Handling Guide SMS-06-GD-0001 PPE SMS-06-GD-0323
			C+	Wet down material prior to dumping or wear P2 masks	C-		

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5	Return hopper to the upright position	Injury from contact with moving door/ wagon	B+	Area around wagon to be kept cleared by The operator to keep clear of all moving parts and pinch / crush zones. <u>NB:</u> Once the operation to return the hopper to its home position is activated there is no stop function.	C+	Operator	Plant SMS-06-GD-0225 Manual Handling Guide SMS-06-GD-0001
6	Take off Chains	Pinch hand / fingers.	C+	Wear gloves	D		PPE SMS-06-GD-0323

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NOTE: Each work group or team member must sign off on the SWMS to acknowledge they have been briefed about or instructed in the SWMS

RailCorp Level 2 Risk Matrix - Regional & Local (Workplace)		Likelihood/Frequency							Definition for Use - Regional & Local level (Workplace) Used for workplace hazards and safety risks that do not consider the whole of the network. Indicatively this matrix is appropriate for use where the hazards under consideration are up to 10% of the total network exposure. This includes regional and local workplace risk assessments. As an example, the Level 2 scale would be used when examining the risk of slips, trips and falls on specific RailCorp platforms within a region or at a particular station, or the risk of fire within a depot. There are 3 options for descriptors which can be used to determine the frequency category. One set of descriptors is provided for frequency, one for historical likelihood, and one for predictive likelihood in the workplace. Choose the most appropriate. To score the risk, follow the steps: 1. Identify the magnitude of the credible consequence if the risk were to occur. If applicable, risks should be considered in terms of the safety (this matrix), commercial and environmental impact (using other matrices). 2. Identify the likelihood of this level of consequence occurring. (This is done after considering the effectiveness of the current controls in place) 3. Score the risk using the combination of likelihood and consequence ranking. Note: Where there are a range of credible consequences which may lead to a different level of risks and/or where the controls may be different. It may be useful to score the risk more than once.
		Event Frequency	Less than once every 1000 years	Once every 100 to 1,000 years	Once every 10 to 100 years	Once every 1 to 10 years	More than once per year up to and including 10 times per year	More than 10 times per year	
		Historical (Likelihood)	Unheard of in the rail industry	Has occurred once or twice in the rail industry	Has occurred many times in the rail industry, but not in NSW	Has occurred once or twice in NSW	Has occurred frequently in NSW	Has occurred frequently at specific locations	
		Workplace Predictive (Likelihood)	Not expected to occur	May occur only in exceptional circumstances	Could occur at some time but not likely	You would expect it to occur at least once in the next 10 years performing similar activities	You would expect it to occur at least once this year performing similar activities	You would expect it to occur at least once this month performing similar activities	
			F1	F2	F3	F4	F5	F6	
Consequence		Incredible	Improbable	Remote	Occasional	Probable	Frequent		
>10 Fatalities	C6	Disastrous	B-	B+	A	A	A	A	
2-10 Fatalities	C5	Catastrophic	C+	B-	B+	A	A	A	
1 Fatality (2-10 Major Injuries)	C4	Critical	C-	C+	B-	B+	A	A	
1 Major Injury	C3	Major	D	C-	C+	B-	B+	A	
1 or more Minor Injuries	C2	Minor	D	D	C-	C+	B-	B+	
First aid treatment, or illness/injury not requiring treatment	C1	Negligible	D	D	D	C-	C+	B-	