



# ATM-RISK ASSESSMENT

<b>TASK:</b>	Use of the Forwarder.	<b>RA No:</b>	ATMRA2020/055				
<b>EQUIPMENT / MATERIALS USED</b>	Forwarder						
<b>PERSONS AT RISK:</b>	<b>OPERATOR, PERSONS IN THE VICINITY, OTHER EMPLOYEES, CONTRACTORS, VISITORS, MEMBERS OF THE PUBLIC.</b> (All operatives or teams of operatives are to ensure that the daily on-site risk assessment is completed prior to commencing any work on site.)						
HAZARD / RISK	RISK LEVEL			CONTROL MEASURES	RESIDUAL RISK		
	S	L	RL		S	L	RL
Moving Vehicles	5	3	15	<p>All operators will be issued with a copy of the AFAG worksheet 503 entitled Extraction By Forwarder.</p> <p>This Risk Assessment covers the use of a tractor and trailer unit fitted with a grapple loader or a purpose-built forwarder for extraction of timber in forestry and other tree work.</p> <p>Drivers are to ensure that all warning lights and alarms are in full working order prior to operating the vehicle.</p> <p>The vehicle is not to be driven if the drivers vision is obscured.</p> <p>Drivers are not to operate the loader if any part of the machine or its load can come within one tree length + the vicinity zone of any energised overhead cables. (A minimum of 15m).</p> <p>The loader is not to be operated if any part of the equipment comes within 1 tree length plus the designated vicinity zone established around any energised overhead cable. The vicinity zone will vary depending on line voltage.</p> <p>Safe working distances from energised cables are to be clearly marked, along with any safe transport/exit routes, within the vicinity.</p>	5	2	10
Moving Crane Arm	5	3	15	<p>Clear lines of communication are to be established between all parties involved in the operation of the Forwarder. These lines of communication are to be established before any work commences and checks should be made in order to ensure that everyone involved has a clear understanding of these measures.</p> <p>Drivers are to ensure that the loader arm and head are parked correctly before driving off.</p> <p>Where side slopes are unavoidable, extend the loader boom to the uphill side to maintain stability. Ensure that the boom does not come into contact with any obstructions.</p> <p>The driver is to ensure that the vehicle does not come within 6m of any overhead power line during operations. The driver should only pass beneath power lines where goal post, designated crossing points have been established.</p>	5	2	10

<b>ATMRA2020/055</b>	<b>Original Author:</b>	Rob Whamond	<b>Date:</b>	01-06-2021
	<b>Reviewed By :</b>	Dale Nelson	<b>Next Review Date:</b>	01-06-2022
Use the table below to calculate the severity and likelihood. (Severity X Likelihood = <b>RISK</b> )		Use the table below to indicate whether the Residual Risk Rating is:		
<b>Severity of Outcome;</b> 5 Fatality / Loss of Limb. 4 Serious Injury. 3 Moderate. 2 Minor Injuries. 1 Negligible.		1 – 6 = <b>Low Risk</b>		
<b>Likelihood of Harm;</b> 5 Almost Certain , 4 Very Likely , 3 Fair Chance , 2 Remote, 1 Very Unlikely.		7 – 11 = <b>Medium Risk</b>		
		12+ = <b>High Risk</b>		
Page 1 of 3				



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	S	L	RL		S	L	RL
Loss of Load (Grabber)	5	2	<b>10</b>	<p>The SWL of the machinery is to be marked on the equipment and is not to be exceeded during any forwarding operations. Any Forwarders used are to have had an in-date full test and thorough inspection, in accordance with LOLER 98</p> <p>Where the loss of any load occurs, the driver must cease operations and ensure that the equipment is in safe operating condition, prior to recommencing with his work.</p> <p>Drivers are to ensure that the vehicle is correctly braked during loading operations. This is to prevent any unexpected movement of the vehicle during loading / unloading operations.</p>	2	1	<b>2</b>
Falling Materials (Trailer)	5	3	<b>15</b>	<p>Vehicle operators are to ensure that all trailer guards are in place, prior to any work commencing.</p> <p>Where severe terrain conditions exist, drivers are to reduce their load to an amount which is safe to transport. This is to avoid falling materials and to ensure the stability of the vehicle.</p> <p>If required to load the vehicle on a slope. Drivers are to ensure that they park straight up and down the slope. Drivers are to ensure that the wheels of the vehicle are suitably chocked when required to park or load on a slope.</p> <p>During loading operations, drivers are to ensure that the grapple fully encircles the load.</p> <p>Drivers are to ensure that loads are not to be stored above the headboard or trailer stanchion pins (Trailer guards).</p>	5	1	<b>5</b>
Falls From the Vehicles	4	3	<b>12</b>	Drivers are to make use of all steps and hand holds when accessing and alighting from their vehicle	4	2	<b>8</b>
Risk of Fire during re-fuelling operations  Burns, serious injury, fatality	5	3	<b>15</b>	See <b>ATMRA2020/89</b> Re-fuelling of equipment.	5	1	<b>5</b>

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Collision with unauthorised persons	5	3	15	<p>An exclusion zone of 20m should be put in place for the forwarder in accordance with the manufacturer's recommendations and as directed by the vehicle markings.</p> <p>If no physical barrier such as fence exists, in order to ensure that safe distances are maintained at all times, a competent banksman is to be employed in order to prevent access to danger areas, by members of the public.</p> <p>If working next to public footpaths, roads or tracks operators are to ensure that any affected areas are subject to a temporary closure, a banksman or vehicle marshal is provided and where necessary, an alternative route or diversion has been provided.</p> <p>Provision for the above controls should be made during the planning phase of the work.</p> <p>Where any person enters the set exclusion zone, work is to cease immediately.</p>	5	2	10
Hydraulic Pressure	2	2	4	<p>All vehicle checks are to be made prior to use, in accordance with the manufacturer's specifications. A record of these checks should be maintained.</p>	2	1	4
Overturning of Vehicle	5	3	15	<p>Any operator of this machinery is to hold a recognised certificate of competence. No unauthorised person is to operate this machine at any time</p> <p>Drivers are to avoid driving over felled trees and other timber.</p> <p>Drivers are to avoid turn up steep slopes in order to prevent rolling over.</p>	5	2	10
Stacked Timber	4	3	12	<p>Where timber is stacked, it should be stacked in a stable fashion. Manual stacking of timber should be avoided where possible. Where it cannot be avoided, timber should only be stacked at around 1 metre high by hand.</p> <p>Where stacking of timber is carried out using mechanical means, it should be stacked no higher than 2 metres.</p>	4	2	8

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