



PO Box 299
Oberon NSW
2787
ABN 98 107 506 208

Version

Author

Reviewed

Reference

A - Rev 1

VP

SM

RM-001a

Last Revised Date: 28th February 2019

RISK ASSESSMENT SHUNTING WITH LOCO

Context and Background

Enter details here of the scope of this risk assessment and any background information pertaining to the activity or activities involved including:

Introduction

General background about OTHR and what is being achieved by this activity and why.

Scope

Detail the activity being covered by this risk analysis, and any elements that are not, which may be covered in a different one already completed?

Personnel & Responsibilities

Information about who is responsible for doing what, and taking legal responsibility, especially if involving other organisations or contractors etc)

Infrastructure involved (eg track etc)

Details about what track or level crossings or culverts etc etc are being included in this analysis

Rolling Stock involved

Details of the specific rolling stock etc involved in this particular analysis

Public/Spectator risks

Most of our activity is on private property with no or controlled public access, and extremely low speed of operation etc

Passenger risks

No personnel are generally permitted in any rail vehicles etc etc

Anything else that may give someone not involved in the operation who is reading this all the relevant details to understand what is being done.

SMS References

Details of other documents within OTHR SMS that are to be read in conjunction with this document (include hyperlink to website if appropriate):

- [RM-001](#) Risk Management Procedure
- [RM-002](#) Risk Ranking Matrix
- Various toolbox meetings or SOPs etc.
- Other Risk Assesments etc

Risk No.	Hazard <i>What can go wrong?</i>	Risk <i>What could happen?</i>	Inherent Risk			Controls <i>How could it be fixed?</i>	Residual Risk			Finding: <i>Issues? Problems? Adopt?</i>	Action	
			L'hd.	Cons	Risk		L'hd.	PEC	Risk		By	When
1	Activity one Environment											
1.1	Unauthorised people on or near the track	People will make contact with shunting vehicle and rolling stock being moved	4	4	4	All persons not involved in shunting are instructed to move out of the yard	1	5	1		TM TL	Prior and during operation
1.2	Workers walking along the track	Workers trip and fall,	4	4	4	Workers are to remain in the 6 foot during the shunting	1	5	1		TM TL	During operation
1.3	Track maintenance workers	Injury to person	4	4	4	Track maintenance worker instructed to move away from the danger zone	2	5	1		TM TL	Prior to operation
1.4	Adverse Weather	Injury to person	4	4	4	Correct use of all PPE. Possibility of rescheduling task.	1	5	1		TL	Prior to operation
2	Activity two - Tasks Moving Rolling Stock											
2.1	Moving Rolling Stock	Runaway	3	3	3	Ensure correct connection to shunting vehicle Workers to control the handbrake	1	5	1		TM TL	Prior and during operation
2.2	Moving Rolling Stock	Derailment	3	3	3	Check track certification, points are to be set correctly and track is free from obstructions,	1	5	1		TM TL	Prior to operation
2.3	Moving Rolling Stock	Collision	4	4	4	Check that nothing is fouling the line	1	5	1		TM TL	Prior and during operation

Use RM -006 Risk Matrix L'hd=Likelihood, Cons=Consequence (NO controls), PEC=Probable Effectiveness of Control/s

KEY: PR= President, OM= Operations Manager, SM= Systems Manager, SEC= Secretary, TM= Track Manager, IM= Infrastructure Manager, RM=Rolling stock Manager, TL=Team Leader, DR= Driver, OB= Observer

2.4	Moving Rolling Stock	Unintended Movements	4	4	4	All instructions are to be clarified / repeated before being acted upon.	1	4	1		TL	
2.5	Moving Rolling Stock	Crush Point between Rolling Stock when coupling	5	5	5	Workers to follow safe working practices remaining out of danger zone until 3 step protection is applied.	1	4	1		TL	
2.6	Moving Rolling Stock	Narrow clearances	4	4	4	Ensure all rail traffic is not left foul to converging roads. Clearance points to be identified on sleepers. Other narrow clearances to be clearly identified.	1	4	1		TL	
3	Activity three - Equipment											
3.1	Loco	Not fit for purpose or not fit for operation	3	3	3	Ensure pre-start, pre-work check list is completed	1	5	1		TM TL	Prior to operation
3.2	Couplers and links	Connections not serviceable	4	4	4	Ensure pre-work check list is completed	1	5	1		TM TL	Prior to operation
3.3	Rolling stock	Brakes not serviceable Loose items not secure Doors open and free to move	5	5	5	Use cover truck or safety chain Rolling Stock not to be left by itself without a serviceable parking brake. Doors closed, loose items secured	2	4	2		TM TL	Prior to operation
3.4	Contained energy (Air)	Injury from separating brake hoses / compressed air	5	5	5	Use of correct PPE. RSW to be correctly trained in task. Brake pipe to be vented by locomotive prior to uncoupling where possible.	1	5	1		TL	
4	Activity Four - Workers											
4.1	Workers	Unauthorised personnel carrying out shunting activities	4	5	5	Workers must be RSW experienced and competent Regular assessment and training to ensure all RSW maintain correct level of competence.	1	5	1		TM TL	Prior to operation

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SIGNATURE SHEET

Risk No.	Hazard <i>What can go wrong?</i>	Risk <i>What could happen?</i>	Inherent Risk			Controls <i>How could it be fixed?</i>	Residual Risk			Finding: <i>Issues? Problems? Adopt?</i>	Action	
			L'hd.	Cons	Risk		L'hd.	Cons	Risk		By	When
ALL	As described above.	I have discussed and <u>understand</u> the risks.			I will <u>implement the Controls</u> described above to the best of my ability so that the Risk is managed so that it is AS LOW AS REASONABLY PRACTICAL .			Note any issues you have with the Risks, Management or Controls.				
/ / <hr/> [DATE OF OPERATION]		NAME (Print)			POSITION (Task)			SIGNATURE			COMMENT	
OPERATING CREW. The operating crew on the day are requested to sign this document indicating that they have READ and UNDERSTOOD the RISKS and CONTROLS associated with this operation.		
		
		
		
		
		
		
		
		
		

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