

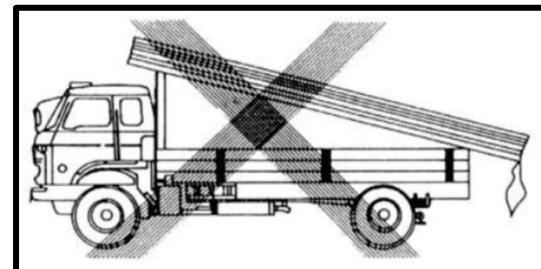


SAFETY SUGGESTIONS FOR TRANSPORTING LONG METAL LOADS BY VEHICLES

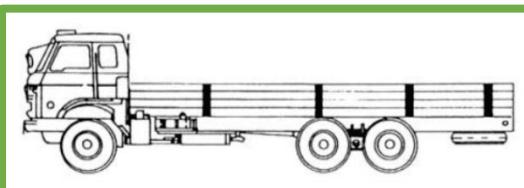
Long metal loads including I-beams or sheet piles are the common materials used at construction sites. Unsafe transportation of the loads at construction sites or roads, whether by reason of being improperly secured, or transported on the wrong type of vehicle, or badly loaded, constitute a potential danger to all workers and the road users. Loose material falling from a vehicle can put their lives in danger. The Construction Industry Council (CIC) would like to deliver this safety message for your attention. It would be appreciated if you could distribute the message below to your fellow members, relevant personnel or other industry stakeholders where appropriate. Thank you very much.

Common Accidents

1. Loads are too long for vehicle and inclined such that rear of load not adequately restrained and load distribution not satisfactory.
2. Failure to check and ensure that the loads are properly secured and stabilised before transportation.
3. Failure to conduct dynamic risk assessments and take appropriate safety measures in response to changes in the environment and procedures.



Unacceptable Method: Loads too long for vehicle and inclined such that rear of load not adequately restrained and load distribution not satisfactory
(Source: Transport Department)



Best Method: Loads laid flat and completely contained by vehicle
(Source: Transport Department)

Critical Control Measures

1. Prior to the commencement of works, construction team should conduct risk assessment to identify all potential hazards associated with the work, taking into account the size, weight, shape and stability of the loads being transported.
2. Strictly follow the requirements stated in the Code of Practice for the Loading of Vehicles published by the Transport Department during the transportation of long metal loads on the road, including:
 - Vehicle used should be sufficiently long so that the loads can be carried in a horizontal position, and the loads should be suitably restrained to prevent them from moving thereon.
 - Where headboard is required to support long metal loads, the loads must be securely lashed to the headboard and the trestles such that any forward, rear or lateral movement is avoided.
 - The loads are loaded such that the complete load forms a unit, and no single item can move independently.
 - The loads should be positioned at the centre of the vehicle.
 - The loads with the vehicle should not be higher than the specified overall height of the vehicle (light goods vehicle: 3.5m, medium/ heavy goods vehicle: 4.6m).
3. Appoint a competent supervisor to oversee the loading and unloading operation, including assessing the stability of the loads before transportation.

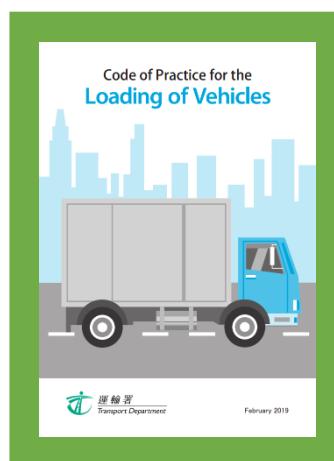


SAFETY ROLES AND RESPONSIBILITIES OF KEY STAKEHOLDERS IN THE HONG KONG CONSTRUCTION INDUSTRY

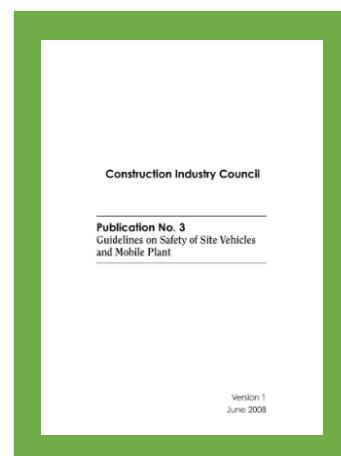
What if all stakeholders can act together and take one step further to fulfill their roles and responsibilities, can similar accidents be avoided?

- In the design stage, designers and engineers should consider the size, weight, shape and stability of the loads being transported; and select suitable vehicles and adopt suitable methods for securing the loads.
- During the construction stage, construction team should establish and implement an effective management system; and strengthen the coordination with transportation suppliers to ensure that the loading and unloading operation on site is carried out under effective supervision.
- The work team could constantly identify the changes in the process or the environment through dynamic risk assessment and apply control measures to eliminate the hazard.
- Workers should follow the developed safe working procedures, if any risks of falling from height is identified, report it to their supervisors immediately.

Reference Information



Code of Practice for the
Loading of Vehicles
(Source: Transport Department)



Guidelines on Safety of Site
Vehicles and Mobile Plant



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