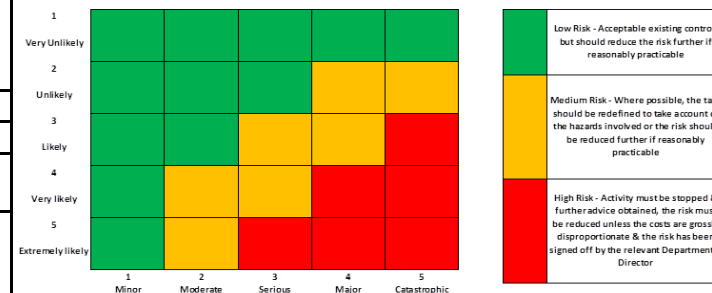


<b>Assessment Title</b> (Task, process, equipment or facility)		<b>Working on/around raised masts and carriages including the use of props and chain slings</b>	
<b>Location</b>	<b>Customer Premises &amp; all applicable areas in TMHUK</b>	<b>Date</b>	<b>01/04/2026</b>
		<b>Review date</b>	<b>31/03/2027</b>
<b>Prepared By (Team)</b>		<b>QHS Team, Elaine Greaves (QHS Manager), Service Group</b>	
<b>Legal / Best Practice Requirements / links to other assessments (eg COSHH)</b>		Management of Health & Safety at Work Regs / Health and Safety at Work Act	



Hazard	Risk	Effect (Who / what affected)	Initial Risk			Current Controls (inc practices/ procedures)	Actual Risk			Additional Controls (inc practices/ procedures)	Action by and when
			Likelihood	Severity	Risk Level		Likelihood	Severity	Risk Level		
Trapping and or crushing of body parts	Various injuries to the human physique / possibility of death	TMHUK employees	3	4	M	1) All technicians are trained via the TMHUK training programs. 2) All technicians are instructed not to work on raised masts or fork carriages that are not supported/prevented from dropping or closing. 3) Use the TMHUK issued props or lock chains to stop the mast and/or carriage from dropping /closing if it is necessary to work around raised units.	1	4	L	All appropriate controls are in place that are reasonably practicable, no further action is necessary	
Work Area	Various injuries to the human physique / possibility of death	TMHUK employees / customer / 3rd party contractors / site visitors / property & equipment damage	3	4	M	1) All technicians are trained on the safe selection of work areas on the TMHUK training program. 2) Refer to SWP-01 Work Area and implement the precautions and instructions noted. 3) Technicians will agree a suitable safe working area with the responsible customer contact or workshop manager. 4) The work area will be segregated from unauthorised persons and other vehicular traffic. 5) Suitable barriers/cones/warnings will be in place to ensure the safety of the work area.	1	4	L	All appropriate controls are in place that are reasonably practicable, no further action is necessary	
Mast propping/slinging with chains	Various injuries to the human physique / possibility of death	TMHUK employees	3	4	M	1. Specific training on mast propping/slinging with chains is supplied via the TMHUK training programmes. 2. The training will be supported by a Safe Working Practice (SWP 41 - Working on masts). 3. All technicians are to follow the procedure detailed in SWP-41 working on masts. 4. Truck manufacturers' service manuals may provide instructions that contain information on safely working on masts and should be referred to.	1	4	L	All appropriate controls are in place that are reasonably practicable, no further action is necessary	

Hazard	Risk	Effect (Who / what affected)	Initial Risk			Current Controls (inc practices/ procedures)	Actual Risk			Additional Controls (inc practices/ procedures)	Action by and when
			Likelihood	Severity	Risk Level		Likelihood	Severity	Risk Level		
Failure of chain slings or mast props due to a lack of maintenance	Various injuries to the human physique / possibility of death	TMHUK employees	2	4	M	1) Specific training on mast propping/slinging with chains is supplied via the TMHUK training programmes. 2) The training will be supported by a Safe Working Practice (SWP 41 - Working on masts). 3) All technicians are to follow the procedure detailed in SWP-41 working on masts. 4) All jacking & blocking equipment (including mast suspension chains) is subject to periodic inspection. All lifting equipment is recorded on the company Special Tool Examination Planner and maintained in accordance with LOLER. 5) Pre use inspections of all work equipment will be carried out by the technician prior to each job.	1	4	L	All appropriate controls are in place that are reasonably practicable, no further action is necessary	
Incorrect use of chain sling or prop	Various injuries to the human physique / possibility of death	TMHUK employees	2	4	M	1) Specific training on mast propping/slinging with chains is supplied via the TMHUK training programmes. 2) The training will be supported by a Safe Working Practice (SWP 41 - Working on masts). 3) All technicians are to follow the procedure detailed in SWP-41 working on masts.	1	4	L	All appropriate controls are in place that are reasonably practicable, no further action is necessary	
Basic MHE Manoeuvring	Physical injury, crushing, various injuries to the upper or lower body, property damage, equipment damage.	TMHUK Employees / customer / 3rd party contractors / site visitors	2	4	M	1. All team members required to undertake basic manoeuvring of MHE are required to complete the TMHUK driver training program 2. Team members must adhere to all site safety rules, specifically in regard to pedestrian and transport movement, at all times. 3. TMHUK holds specific training records to evidence driver training and qualifications. 4. Driver training is refreshed every 5 years 5. Correct PPE must be worn at all times when operating MHE, eg Hi-Viz, safety shoes etc in accordance with SWP-32 PPE 6. All team members are to observe all MHE safety features when operating, including seat belts when driving if appropriate.	1	4	L	The team member must not use any MHE equipment they have not been trained for and inform their immediate manager and site contact if asked to do so.	
Working on machinery with forks raised.	Various injuries to the human physique	TMHUK employees / customer / 3rd party contractors / site visitors	3	3	M	1) Restrict access to the work area, see above. 2) If forks are in a position to cause harm e.g by walking into, place visible protection on the forks. Consideration should be given to wearing a bump cap if forks are raised to a height in which contact could be made with the head. 3) Remove the forks prior to raising the mast/carriage.	2	3	L	All appropriate controls are in place that are reasonably practicable, no further action is necessary	