

# Hazard Register



<b>Type</b>	PORTABLE TRAFFIC LIGHTS	<b>Location</b>	-
<b>Make</b>	-	<b>Sale Number</b>	1967
<b>Model</b>	-	<b>Lot Number</b>	-
<b>Serial Number</b>		<b>Vendor</b>	---

ID	Hazard Type	Hazard Description
143396.4	STRIKING.	BYSTANDERS, PEOPLE WORKING AROUND THE TRAFFIC LIGHT UNITS, OTHER VEHICLES AND STATIONARY OBJECTS MAY BE STRUCK BY THE MOBILITY OF THE TRAFFIC LIGHT UNITS WHILE BEING MOVED. ENSURE PLANT IS OPERATED AND MAINTAINED BY COMPETENT AND TRAINED PERSONNEL AND BYSTANDERS ARE KEPT AT A SAFE DISTANCE.
143396.8	ELECTRICAL.	THE TRAFFIC LIGHT UNITS NEED TO BE REGULARLY INSPECTED AND MAINTAINED BY A COMPETENT PERSON AS PER AS/NZS 3760: IN-SERVICE SAFETY INSPECTION AND TESTING OF ELECTRICAL EQUIPMENT AND AS/NZS 3000: WIRING RULES AND/OR AS 1543: ELECTRICAL EQUIPMENT OF INDUSTRIAL MACHINES. REGULARLY CHECK ALL EMERGENCY STOPS AND INTERLOCKS ARE WORKING CORRECTLY. PLANT CHARGERS TO BE USED IN CONJUNCTION WITH EARTH LEAKAGE CIRCUIT BREAKER (SAFETY SWITCH) AND OVERLOAD PROTECTION. IF THE PLANT CHARGER IS PLUG CONNECTED TO A POWER SUPPLY IT SHOULD BE TESTED AND TAGGED WITH A CURRENT TEST TAG AS PER AS PER AS/NZS 3760: IN-SERVICE SAFETY INSPECTION AND TESTING OF ELECTRICAL EQUIPMENT. ALL ELECTRICAL LEADS INCLUDING THE LEADS BETWEEN THE PLANT AND CHARGER SHOULD BE VISUALLY INSPECTED PRIOR TO BEING CONNECTED.
143396.17	REFUELLING DIESEL	THERE IS A HEIGHTENED RISK OF FIRE OR EXPLOSION DUE TO INCORRECT OR IMPROPER REFUELLING OF PLANT. ONLY COMPETENT, TRAINED PERSONNEL SHOULD BE REFUELLING DIESEL PLANT. ENSURE THERE IS A STANDARD OPERATING PROCEDURE (SOP) FOR REFUELLING AND THAT IT IS FOLLOWED. THE CORRECT FIRE FIGHTING EQUIPMENT SHOULD BE LOCATED IN CLOSE PROXIMITY TO THE REFUELLING AREA AND ON THE PLANT. ENSURE ALL FIREFIGHTING EQUIPMENT IS WORKING AND WELL MAINTAINED AND REFUELLING TASKS ARE SUPERVISED BY ANOTHER PERSON WHO CAN RENDER ASSISTANCE SHOULD SOMETHING GO WRONG. ENSURE ALL OPERATORS ARE AWARE AND TRAINED IN PLANT ISOLATION PROCEDURES.
143396.19	WORKING AROUND MOBILE PLANT	BYSTANDERS AND PEOPLE WORKING AROUND THE MOBILE PLANT MAY BE INJURED BY THE MOVEMENT OF THE PLANT. WHERE PEOPLE AND MOBILE PLANT ARE REQUIRED TO WORK TOGETHER IN THE SAME AREA ENSURE THE OPERATOR IS AWARE OF PEOPLE ENTERING AND LEAVING THE MOBILE PLANT AREA OF OPERATION. ALWAYS CONDUCT A RISK ASSESSMENT WHERE PEOPLE AND MOBILE PLANT ARE REQUIRED TO WORK TOGETHER, PRIOR TO COMMENCING WORK AND AVOID THIS PRACTICE WHERE POSSIBLE.
143396.23	PLANT OPERATION.	ENSURE ONLY COMPETENT AND SKILLED PERSONNEL HAVE ACCESS TO AND OPERATE AND SETUP THE TRAFFIC LIGHT UNITS . ENSURE THERE IS A SAFE OPERATING PROCEDURE (SOP) FOR OPERATING THE PLANT AND THAT IT IS FOLLOWED. ENSURE ALL OPERATORS REVIEW THE PLANT RISK ASSESSMENT PRIOR TO OPERATION FOR THE FIRST TIME, WHEN THE RISK ASSESSMENT HAS BEEN REVIEWED AND AT REGULAR INTERVALS. ALSO ENSURE THAT ANY OPERATOR WARNING SIGNS AND CONTROL LABELS ARE LEGIBLE

AND WELL MAINTAINED. COMPLETE PRE-START CHECKLISTS AT THE START OF EVERY SHIFT AND REPORT ANY PROBLEMS OR SAFETY ISSUES.

143396.24 MAINTENANCE.

ENSURE ALL FAULTY PLANT IS LOCKED OUT AND TAGGED OUT, CLEARLY STATING THE FAULT. THIS TRAFFIC LIGHT UNITS SHOULD ONLY BE MAINTAINED AND SERVICED BY COMPETENT AND SKILLED PERSONNEL. ALL ENERGY SOURCES ASSOCIATED WITH THE PLANT (ELECTRICAL, COMPRESSED AIR, HYDRAULIC, MECHANICAL, ETC.) TO BE ISOLATED AND DE ENERGISED WHILE PLANT IS BEING MAINTAINED. ENSURE ONLY MANUFACTURER RECOMMENDED PARTS ARE USED AND RISK ASSESSMENTS ARE CARRIED OUT PRIOR TO COMMENCING MAJOR OR SELDOM PERFORMED MAINTENANCE WORKS. ENSURE ALL AVAILABLE SOP AND MAINTENANCE PROCEDURES ARE ALWAYS FOLLOWED, ALL PARTS ARE PUT BACK ON THE PLANT CORRECTLY AND TIGHT AND ALL PROBLEMS, FAULTS AND SAFETY ISSUES ARE CORRECTED PRIOR TO PUTTING THE TRAFFIC LIGHT UNITS BACK IN SERVICE.

143396.25 INFORMATION, INSTRUCTION, TRAINING & SUPERVISION ALL OPERATORS, MAINTENANCE PERSONNEL AND PEOPLE REQUIRED TO WORK AROUND THE TRAFFIC LIGHT UNITS, REQUIRE INFORMATION ON THE OPERATION, SETUP AND HAZARDS OF THE TRAFFIC LIGHT UNITS, INSTRUCTION (IN THE FORM OF WRITTEN INSTRUCTIONS, E.G. SOP) AND TRAINING ON HOW TO OPERATE, REFUEL, SETUP, DISMANTLE, MAINTAIN AND WORK WITH THE TRAFFIC LIGHT UNITS AND PERSONNEL SHOULD ALWAYS BE SUPERVISED WHEN OPERATING, SETTING UP, DISMANTLING, MAINTAINING, REFUELLING OR REQUIRED TO WORK AROUND A TRAFFIC LIGHT UNITS.

## Health and Safety Plant Safety Purchaser Information

This plant health and safety information has been prepared by Grays for the purchaser of the plant item as required by National WHS Legislation. Whilst every effort has been made to identify all of the hazards, it should be recognised that all reasonably practicable hazards have been identified given due consideration to:

- state of knowledge about the plant item
- the availability and suitability of ways to eliminate or control the hazards
- the cost of evaluating, eliminating or controlling the hazard

Consequently, if this plant item is being purchased for use at a place of work, the purchaser is reminded of their obligations to involve and consult with employees in identifying foreseeable hazards, assess their risks and to take action to eliminate or control the risks.

In order to assess the risk, it is necessary to consider for all the identified hazards, the chance (likelihood) of something happening that would impact (consequence) on health and safety at the workplace. The following guidelines are provided to assist the purchaser in consistently carrying out an assessment of risk:

Likelihood	Consequences
<ul style="list-style-type: none"><li>• Frequency and duration of exposure</li><li>• Probability of occurrence of hazard or event (including part history of incidents)</li><li>• Possibility to avoid / minimize or limit the damage, impact or harm</li><li>• Reliability and effectiveness of existing / established systems of control</li></ul>	<ul style="list-style-type: none"><li>• Assume “worst case” injury, but also competent follow-up medical and rehabilitation support</li><li>• Consider forces or energy levels, highest belt tensions, size of gears, pulleys or other entrapment points and therefore body parts likely to be injured</li><li>• Consider sharpness of entrapment points, surrounding parts likely to exacerbate injury, and any give in the entrapment point</li><li>• Consider, will entrapment continue until plant is stopped, or can an injured part travel through the entrapment area</li><li>• Are temperatures of plant, or chemicals, likely to further injure entrapped person</li></ul>

The outcome of the risk assessment will be a prioritised list of risk control strategies and actions consistent with the following ratings:

Low risk- may be considered acceptable, where the existing controls in place are seen to be effective, requiring periodic monitoring for effectiveness.

Medium risk- considered to be unacceptable and requiring additional risk controls within medium to long term.

High risk – considered to be unacceptable and requiring action within the short to medium term.

Extreme risk – unacceptable, where immediate action required.

In all of these cases employees/operators must be made aware of the risk controls in place to protect them from the hazards.