MINIMUM STANDARD
Lorry Loader Operations

SHEMS-MST-DPS-0003

The following Minimum Standard is applicable on all projects

Introduction
HIAB s (Lorry Loaders) are typically an integrated HGV crane lifting device. These self-loading vehicles are extremely versatile and usually only involve the driver/operator. This standard defines the minimum requirements to be in place when a HIAB is used on a Unitas Project for construction deliveries/collections or for on-site lifting applications

Planning

HIAB's are primarily for loading or off-loading materials or equipment as part of a delivery contract.
HIABS should not be considered as an alternative to a crane, however if situations exist where this is being considered this must be determined via risk assessment. No deliveries/lifts involving Lorry Loaders should be made until **Lift Category Conditions** (page 2) have been determined and met.
For specialist lifting operations using a HIABS, a Lift Plan must be submitted by a competent Appointed Person in accordance with BS 7121 and designed and/or approved by Unitas Engineering Services.
Temporary Works aspects must be duly considered and be approved by the Temporary Works Coordinator.

Stability
For optimum stability the default should be for stabilisers to be fully extended, unless the lorry crane has a stabiliser Monitoring Device (fitted 2010 onwards). The Thorough Examination Report will clearly state the permissible outrigger/SWL configuration/s.

Outrigger stabilisers produce significant ground bearing pressure. Therefore, proprietary load spreader pads must be used.

Competence/Training

- All operators must be trained and competent.
- Accepted competence training schemes are ALLMI or CPCS.

Documentation to be checked
- Thorough Examination Report for chains and any lifting accessory - 6 monthly
- Thorough Examination Report for Hiab/lorry loader - 12 monthly

Further Guidance/References

- BS 7121- Part 4 (2013) Code of Practice For The Safe Use of Lorry Loaders
- CPA Best Practice Guide – Safe Use of Lorry Loaders
- Unitas Minimum Standard -Use of Fabric Bags FIBCs SHEMS-MST-DPS-0005
- SHEMS Temporary Works Standard SHEMS-STD-GR-048
- ALLMI V1 2014 Stabiliser Deployment

Relationship between Complexity Index and Lift Category

Environmental Complexity (**E**)	E3	COMPLEX	COMPLEX	COMPLEX
	E2	INTERMEDIATE	INTERMEDIATE	COMPLEX
	E1	BASIC	INTERMEDIATE	COMPLEX
		L1	L2	L3
Load Complexity (**L**)				

Complexity Index Guide			
L1	Simple load with known centre of gravity and obvious lifting points.	E1	Clear sight of the load path with the load placed directly on to the ground or double stacked.
L2	Load may become unstable during loading or off-loading. Load is to be placed into it's location. Load without a known centre of gravity and no obvious lifting points. Load operation involves assembly or disassembly.	E2	Operator does not have a clear view of the load path or landing area due to obstructions or placing at height. Load being placed in or removed from water. Stable ground conditions, bearing capacities require verification.
L3	Load weight not accurately known and the centre of gravity may shift due to no integral lifting points	E3	Removal of potentially unstable loads adjacent to a live carriageway or members of the public. Load path close to proximity hazards such as scaffolding or overhead power lines. Difficult ground conditions, engineered solution required to support outrigger loads.

Lift Categories

Basic Lift:
This covers cyclic deliveries eg. builders merchants and trade suppliers onto a hardstanding.

Intermediate Lift:
This must be assessed by a CPCS Appointed Person and an approved Lift Plan will be required.

Complex Lift:
This must be assessed by a CPCS Appointed Person, liaising with a SHE Advisor.

Safe Use of HIABS – Checklist

MINIMUM STANDARD
Lorry Loader Operations

Project: …….

Contract No: …… Date:……

Name of person undertaking check or safety monitoring: ……

Check		Complete	
		YES	NO
	Has a Lift Plan been prepared by the consignor's Appointed Person who is competent and holds a UKCG recognised Appointed Person qualification. (The Lift Plan can be generic for simple lifts but must be suitable for the materials being offloaded and must also provide details on load attachment and stabiliser loadings).	✓	×
	Does the Lift Plan include any specific manufacturers/suppliers offloading instructions?	✓	×
	Has a Risk Assessment specific to the safe operation of the lifting operation been provided, attached to the Lifting Plan and available in the vehicle.	✓	×
	Is additional lifting equipment required for tailing in/out.	✓	×
	Do site conditions and layout reflect those specified in the Lift Plan.	✓	×
	Is the load positioned on the trailer as per the Lift Plan?	✓	×
	Are lifting points available and correctly orientated?	✓	×
	Has the evidence of operator competency, either CPCS or ALLMI been provided and checked.	✓	×
	Are records of weekly inspections for all lifting equipment up to date?	✓	×
	Has the lorry loader undergone a Thorough Examination within the previous 12 months?	✓	×
	Have all lifting accessories intended for use been thoroughly examined within the previous 6 months.	✓	×
	Have ground conditions been checked by a competent person.	✓	×
	Can the load be pre slung to avoid the need to access onto the trailer?	✓	×
	If necessary is there adequate access and edge protection in place for safe access onto the trailer.	✓	×
	Has the Lift Plan been reviewed by the Unitas AP and/or Lift Supervisor.	✓	×
	Have all involved in the lifting operation been briefed on the Lift Plan/RAMS and the briefing details recorded and signed by all involved.	✓	×
	Has the lifting area been adequately segregated?	✓	×
	Are tag lines required to manoeuvre the load?	✓	×
	Are all persons involved in the preparation for the lift and during the lift, positioned in a place of safety, thus eliminating entrapment risks from fixed or moving objects?	✓	×

Signature ……..

Date ……