

## **CONTAINER STANDARDS**

### **APPENDIX 29**

This document as an Appendix to the SDP provides further detail to supplement the generic standards set out in the Contract, and reflects the operational experience to date. These descriptions relate to the structural integrity of containers with particular emphasis on Health and Safety aspects.

<b>NATURE OF DAMAGE/DEFECT</b>	<b>STANDARD/ACTION</b>
<ul style="list-style-type: none"><li>• <b>Lever lock retaining pin and door safety pin missing</b></li><li>• <b>Door retaining pin missing (Compactor Container)</b></li><li>• <b>Door retaining pin missing (Non compactor container)</b></li><li>• <b>Lever lock retaining pin missing</b></li></ul>	<ul style="list-style-type: none"><li>• Defined as a standard B (Reactive Maintenance list B) until the pins are replaced. The container cannot be removed from site until the pins are in place</li></ul>
<ul style="list-style-type: none"><li>• <b>Damage to container fabric and cracks to welding around A frame and cross bar</b></li></ul>	<ul style="list-style-type: none"><li>• Superficial cracking to welds in the A frame are not a significant safety issue</li><li>• Excessive corrosion or cracking over the majority of the A frame weld is considered to be a standard C (list A)</li></ul>
<ul style="list-style-type: none"><li>• <b>Corrosion or damage to roof of containers with a top</b></li></ul>	<ul style="list-style-type: none"><li>• Minor corrosion is not a significant safety issue</li><li>• Extensive pinhole corrosion or multiple small holes to be reported as a standard B (list B)</li></ul>
<ul style="list-style-type: none"><li>• <b>Holes/damage to an asbestos container. (Note these are not classed as sealed waste containers)</b></li></ul>	<ul style="list-style-type: none"><li>• Gaps/holes greater than 20mm which could result in material loss, report as standard B (list B).</li><li>• Drainage holes are accepted in the container</li></ul>
<ul style="list-style-type: none"><li>• <b>Barn door containers – door or hinge damage</b></li></ul>	<ul style="list-style-type: none"><li>• Minor damage to one hinge or door is not a significant safety hazard.</li><li>• Major damage which prevents door from</li></ul>

	being closed to be reported as standard C (list A). Repairs may be undertaken on site.
<ul style="list-style-type: none"> <li>• <b>Corrosion or major damage to the box sections under the container</b></li> </ul>	<ul style="list-style-type: none"> <li>• Minor damage or corrosion to one box section is not a significant safety hazard.</li> <li>• Major damage or excessive corrosion to adjacent box sections considered to be standard C (list A)</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Damage to runners</b></li> </ul>	<ul style="list-style-type: none"> <li>• Minor damage is not a significant safety hazard.</li> <li>• More significant damage which would prevent body locks engaging (twisting and buckling) should be reported as standard B (list B).</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Lifting Bar</b></li> </ul>	<ul style="list-style-type: none"> <li>• Cracks or signs of wear would need to be assessed by engineer with knowledge of acceptable wear tolerances.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Floor fabric of containers</b></li> </ul>	<ul style="list-style-type: none"> <li>• Minor holes or damage are not a significant safety hazard.</li> <li>• Major damage or corrosion to be reported as a standard B (list B) as this is not a structural part of the container but defects may lead to loss of materials.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Skip Tipping Bars</b></li> </ul>	<ul style="list-style-type: none"> <li>• Defect on 1 bar is not a significant safety hazard provided access can be made to the other bar to tip safely</li> <li>• Both bars damaged – standard C (list A)</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Skip lifting lugs</b></li> </ul>	<ul style="list-style-type: none"> <li>• Slight wear/damage or corrosion is not a significant safety hazard if chains can still be secured onto skip.</li> <li>• Box section around lugs with major weld cracks or corrosion or excessively worn to be reported as standard B (list B).</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Wire mesh on containers (mainly for plastic collection) damaged</b></li> </ul>	<ul style="list-style-type: none"> <li>• Damage around material deposit slots or allowing loss of material to be reported as standard B (list B).</li> </ul>



Lever lock with pin in place and optional clip in place  
Standard A



HL5 with damage to wire – Standard B (potential loss of containment)



Damage to top of container – Standard B



Minor corrosion – no safety issue in condition shown as no potential loss of containment  
Standard A



Hole in asbestos container – Standard B  
(potential loss of containment as gap >20mm)



Significant corrosion to box section underneath container – Standard C





Minor cracks on sacrificial plate only – Standard A



HL5 lifting bar with only minor wear – Standard A



Significant defect on cross bar box section – Standard C



Barn door unable to be closed – Standard C



Skip tipping bar damage, if replicated on both bars then Standard C



General risk assessment form						shanks. waste solutions.					
1. General details											
Site/operation/office etc: Cumbria			Assessor/s: G Orr, S Lowrie			Date of assessment: July 2011					
Description of task assessed: Containers						Assessment ref number and issue number: Issue 1					
2. Risk assessment											
Hazard/s	Risk/s from hazard/s	Person/s potentially affected	Commentary including any current controls already in place (engineering, physical, procedures/rules, monitoring and checking, mitigation etc)	Severity	Likelihood	Risk factors			CWM/CWR controls required	Resp' person	Time scale
						Low	Med	High			
Lever lock retaining pin missing, door safety pin missing	Door opens, potential injury to any persons/property in the vicinity, severe loss of containment	Public, CWM, CCC, Shanks	Both sets of pins missing is a serious safety issue and container must not be moved until it can be adequately secured by the replacement of the pins.	5	2		10		Standard B – replace pin before container leaves site or within a week, whichever is sooner.  Clips are also good practice although not specified in the CHEM guidance and the programme of supplying them should continue to be implemented.		
Door safety pin (Container not on compactor) – assume lever lock retaining pin in place	Only one form of locking mechanism so dependent on primary locking mechanism i.e. lever lock retaining pin and clip	Public, CWM, CCC, Shanks	These container doors are not under any significant pressure. The appropriate level of restraint for non-compacted waste containers is for a lever lock retaining pin and restraining clip in the door handle. There is negligible pressure on the door when opening and therefore negligible risk while opening the door. However there is a possibility that the container may be utilised for compactors in future so door safety pin should be provided as good practice. If the door is open there are no safety issues with a clip being missing and the container does not require to be removed from use.	2	2	4			Standard B – replace pin before container leaves site or within a week, whichever is sooner.		

Door safety pin (Containers on compactors) - assume lever lock retaining pin in place	Driver gets hit by the door handle while opening the container due to the pressure in the container	Driver	In the case of containers on compactor units, in addition to the door handle pin it is important that there is a pin on the door. The purpose of this is to allow the driver to open the door handle without the door springing open. When opening door to tip, remove door safety pin first then remove lever lock retaining pin.	3	2	6			Containers on compactor - Standard B, add pin.		
Lever lock retaining pin not present. Potential for door handle to swing out in transit	Damage to persons, other vehicles or property.	Public, CWM, CCC, Shanks	Lever lock retaining pin to be replaced prior to container being removed from site. The removal from use within one day may cause disruption to service due to early changeover and inefficient use of containers as they are taken from site while only partially full.	4	2		8		CWM to ensure that lever lock retaining pin is in place at delivery to HWRC site and prior to loading full container onto vehicle. Consider keeping a minimal supply of pins & clips on HWRC sites for prompt rectification.		
	CWM – prosecution and enforcement for non-compliance with road traffic laws, potential loss of operators licence.	CWM/ CWR	CWM/CWR issue only	N/A							
	Adverse publicity if incident occurs on public highway.	CCC/ SWM	Damage to reputation considered to be severity of 3.	3	2	6					
	<b>HWRC risk:</b> Negligible as pin will be checked prior to lifting or placing container so very limited opportunity for pin to come out.	Public, CWM, CCC, Shanks	The container will be safe to use on the HWRC with one pin missing as the door will be secured (either in the open or closed position depending on the use) with the handle in the closed position alongside the container. There is a limited potential for trip hazard if handle is left sticking out.	2	1	2			The lever lock retaining pin should be kept in place to retain the lever lock (handle) and prevent trip hazard. Consider keeping a minimal supply of pins & clips on HWRC sites for prompt rectification.		

A-frame major defects such as frame burst away from body of container, excessive corrosion	Collapse of container, container falls off hook during transit/lifting/ tipping	Public, CWM, CCC, Shanks	Stitch welds are acceptable – every 6 inches.	5	1	5			Excessive corrosion down most of the length – Standard C. Small superficial cracks either side of A frame are not a significant safety issue so can be assessed at next CWR inspection or within 2 months whichever is sooner.		
Crossbar (box section at top of A frame) - excessive corrosion	Collapse of container, container falls off hook during transit/lifting/ tipping, major loss of containment	Public, CWM, CCC, Shanks	Box section at top of A frame can be damaged by false engagement of hook.	5	1	5			Excessive corrosion – Standard C.		
Box sections under container	Box section collapses and puts pressure on sides of container (and top of closed containers) which could potentially split open leading to loss of containment & protruding sharp edges	Public, CWM, CCC, Shanks	Box section underneath container most likely to become an issue due to presence of water corroding the metal.	3	3		9		If only one box section needs minor repairs then not a major H&S risk – check at next service/inspection. Small amount can be plated, significant corrosion needs immediate attention. Significant damage/corrosion to multiple sections - Standard C		
Runners – damaged, bent, twisted, including damage at body lock area	Body locks may not engage properly, container might not sit on vehicle or trailer, container might sit at an angle	Public, CWM, CCC, Shanks	Warning indicators on vehicle if body lock fails to engage, driver to ensure that body locks engage properly before moving off. Hook also holds container on to vehicle. For containers on trailer, driver needs to check that all 4 body locks are engaged. Driver daily checks and defect reporting.  Note: some containers fit better on the wagon	4	1	4			Damage to runners most often comes from body locks – Standard B (this will generally be discovered by driver when loading container).		

	and not engage properly with compactor unit		than on the trailer so drivers may swap them. This does not necessarily mean that the runners are damaged. If there is significant damage then alternative transport may be required in which case it would be safer to discontinue use of the container (i.e. remove from use) until a safe means of transport can be arranged rather than attempt to move the container on the normal vehicle in order to meet the performance criteria.								
Lifting bar - cracks or excessive wear	Possibility of container coming off hook if damage is severe.	Public, CWM, CCC, Shanks	Measurement of lifting bar should only be carried out by competent persons. If visual inspection reveals signs of suspected excessive wear or cracks then container should be checked by competent person (e.g. engineer).	4	1	4				Wear on lifting bar of greater than 10% needs to be replaced -this is for service engineers to check. So not listed in the SDP.	
Lifting bar – on HL5 container (30mm bar)	Bar snaps during lifting	Public, CWM, CCC, Shanks	Lifting bar is thinner as HL5s are designed for lighter loads. There is more movement of this bar on the vehicle lifting hook hence greater levels of wear are to be expected.	4	2		8			Greater wear during normal use so need checking more frequently.	
Top of container	Severe cracks/corrosion could lead to loss of containment , litter	Public, CWM, CCC, Shanks	If top is bowing out then check bottom of container as the floor may be damaged. The top of the container is not a structural part of the container so the only issue is potential loss of containment, hence Standard B thought to be appropriate.	2	1	2				Severe corrosion – Standard B – remove within a week.	
Minor corrosion holes on side of container	Minor loss of containment	Public, CWM, CCC, Shanks	Small areas of minor holes (less than 20mm) are unlikely to allow significant waste to escape so should be picked up and rectified at next inspection.	2	2	4				Only becomes a problem if holes are large enough (20mm) to allow waste to escape.	



Holes in asbestos container	Potential loss of containment of asbestos.	Public, CWM, CCC, Shanks	Asbestos double-bagged when deposited in skip.	4	2		8		Only becomes a problem if holes are large enough (20mm) to allow waste to escape – this would be Standard B. Drainage holes are acceptable. Bent lids to be knocked back into shape.		
Barn doors	Door hooks not engaging, doors swinging open during transit, loss of containment	Public, CWM, CCC, Shanks	Door locks bent, catch or panel bent/severely corroded Driver to ensure locks engaged. Driver to keep well clear of doors when opening in case of doors being under pressure	4	2		8		Severe corrosion / damage such that doors cannot be closed securely – Standard C.		
Hinge pins	Door likely to drop if hinges are damaged so may have problems opening/closing door. In severe case, door could drop off if all hinges snap (very unlikely).	Public, CWM, CCC, Shanks	Hinges can bend due to weight of the door. Three parts of hinge to be in line. Can't take container off site if door is unable to be closed so would need to consider repair on site.	4	1		8		If doors don't shut then they will need to be repaired on site. Standard C but container not to be moved until door can be closed and secured.		
Rollers	Damage to ground surface	Public, CWM, CCC, Shanks	Need to be able to turn, check for flat spots as they can damage ground surface.	3	1	3			Permanent repairs to be carried out at next service.		
Damage to floor of container	Complete loss of containment , litter	Public, CWM, CCC, Shanks	Hole/crack in small section is not an issue. Major damage will cause loss of containment but is floor is not a structural part so will not cause container integrity to be compromised.	2	2	4			If corrosion holes cover majority of floor of container then Standard B for potential loss of containment		

Skip tipping bars damaged	Possible overturning of vehicle as skip could come off chains when tipping	Public, CWM, CCC, Shanks	Jack legs should be down when tipping. Use undamaged tipping bar.	4	2		8		Serious defects on tipping bars at both ends – Standard C. No safety implications on HWRC sites as tipping bars are not used on site.		
Skip lifting lugs	Skip could come off chains	Public, CWM, CCC, Shanks	Box section around lifting lugs can become corroded, or lifting lugs can be cracked or worn. Minor damage/signs of wear should be referred to competent person for assessment. Significant corrosion/damage should be classed as Standard B and skip removed if safe to do so (otherwise repair on site may be required). Sudden damage to this extent is unlikely to occur on HWRC site.	4	1	4			Box section around lifting lugs cracked or corroded, lifting lug damaged/excessively worn – Standard B.		
Wire mesh damaged on cage containers	Cuts to members of public depositing items in container  Loss of containment, litter	Public, CWM, CCC, Shanks	Wire mesh may protrude outwards and potentially cause injury to persons passing or depositing waste in container.	2	2	4			Damage near deposit area or allowing loss of containment to be cordoned off if applicable and repaired – Standard B.		
Bent ladder rung	Fall	CWR driver	N/A	N/A					No H&S issue for HWRC operations, no requirement to record as PMF failure.		
Deflector/striker plate	Possibility of hook engaging with rolloff container box section and coming off during lifting.	Public, CWM, CCC, Shanks	Container may only come up two thirds of the way if hook does not engage through hook or box section and will then slip off – container may slip back onto ground or onto back of vehicle. Majority of containers already fitted and programme in place to identify and fit deflector plates on remainder. Driver training & experience means that missing the hook is very unlikely even if deflector plate is missing. Area is kept clear of personnel when containers are being lifted.	4	1	4			Likelihood of driver missing the hook is extremely low and this will be addressed at next service.		

<b>Comments (include any weather, lighting, other environmental etc issues):</b>  		<b>PPE requirements (delete not applicable):</b> <div style="display: flex; justify-content: space-around; align-items: center;"> </div> <b>Other/RPE (specify type):</b> .....
<b>3. Overall risk rating, review date and confirmation</b>		
<b>Overall risk rating (low/medium/high):</b> <div style="text-align: center;">Medium</div>	<b>Date review due (dependant on risk rating):</b> <div style="text-align: center;">July 2013</div>	<b>Manager/supervisor signature:</b> 
<small> <b>Scoring reminders: Severity:</b> 1 = no injury likely, 2 = minor injury (no time lost) likely, 3 = time loss up to 3 days likely, 4 = time lost above 3 days (RIDDOR injury) likely, 5 = severe incapacity or death likely.  <b>Likelihood:</b> 1 – rare, 2 = unlikely, 3 = probable, 4 = very likely, 5 = certainty. <b>Risk factor.</b> This is obtained by multiplying the numbers in columns ‘severe’ and ‘likely’ and is categorised into three factors: high, medium and low (<b>Hazard x risk = risk factor</b>). The number arrived at should be recorded in the right column (1 to 6 = low, 7 to 14 = medium , 15 to 25 = high). <b>Overall risk rating.</b> This is the overall risk rating for the task being assessed. If all the risk factors identified are low, then the overall risk rating is low. If any of the risk factors identified are high and/or medium the overall risk rating is high/medium. </small>		