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| **Topic** | Safer handling of inbound and outbound materials |
| **Entry number (MPA Ref)** | 202443 |
| **Title of Entry** | Out of hours cement deliveries |
| **Name of Company** | Tarmac |
| **Location** | Hopkins Bridgwater / Hopkins Wincanton |
| **Video**  **(if yes, please include URL for video)** | No |
| **Other resource X (if yes, please include description)** | 2 word docs |
| **Fatal Theme (tick boxes that are applicable) 1  2  3  4**  **5  6** | |
| **BACKGROUND** | |
| Hopkins Bridgwater RMX is a busy concrete plant in the South West that supplies large volumes of concrete, bringing a large volume of vehicle movements in excess of 100 on busy days. This leads to congestion on site and challenges with VMPM, along with having tanker drivers walking around their trucks in a busy yard. | |
| **MANAGEMENT OF PROCESS** | |
| A review was completed with the site team, including site drivers, operational staff and safety advisors to discuss the challenges and what solutions there might be.  Following the discussions, the idea of taking some or all of our inbound material outside normal working hours was proposed. This idea was initially taken to the cement team at Aberthaw to see how they could support.  The discussion demonstrated that this move would be favourable for both parts of the business. It would reduce vehicle movements on the RMX plant and on the cement side remove their drivers from a risky environment, whilst utilising vehicles efficiently to meet supply requirements.  A meeting was held at Aberthaw to discuss the key areas that would need to be addressed and agree a rough timeframe. The main areas identified to have good controls in place were:   * Silo protection / safe filling process. * Lone working * Site access arrangements * Welfare * Escalation routes for any issues   Once the risk assessments and SOP had been created and agreed in principle, a live trial was arranged in normal operating hours. The parameters of this trial were that the Aberthaw transport manager would do a ride along and follow through the SOP without any interaction with the site team. This proved the process worked, with a few minor changes made.  All out of hours drivers were then briefed on the SOP and a live night load was delivered without issue. Following this, the process went live and was expanded to Hopkins Wincanton utilising the same role out process as above. | |
| **BENEFITS** | |
| Benefits of this improvement are:   * Reduced vehicle movements on site during normal operating hours * More efficient VPMP on site with less vehicle and pedestrian movements * Tanker operators are not in a busy yard in the middle of the day * The plant starts the day with full silos enabling better service to our customer base * Less vehicle movements on the public roads in peak hours | |
| **INNOVATION** | |
| The idea of night deliveries is not a new one, however it is a new concept in this region of the business. The design and implementation were developed with no prior experience and in collaboration with all parties involved to ensure an efficient process. | |
| **DEVELOPMENT & TRANSFERABILITY** | |
| This concept is now being rolled out for powder deliveries over other sites in the region. Plans are also now being drawn up to deliver replenishment aggregates into the RMX plants on nights following the same concepts in this process.  Currently both Bridgwater and Wincanton have adopted this system, and a trial is being set up for 2 more sites in the region. | |
| **NB if document has embedded images try and include these**  **If other documents provided say additional information available.** | |