

CRITICAL CONTROL VERIFICATION

SERIOUS INJURY AND FATALITIES - SIF HAZARD – VEHICLE INTERACTION

DATE:		VERIFIER:		SITE:	
TIME:		TASK:		LOCATION:	

TRAFFIC MANAGEMENT	YES	NO	N/A
Are the designated pedestrian walkways , speed signs and barricades fit for purpose and provide clear instruction for the area being reviewed?			
Are roads within site and access roads to site fit for purpose, in good condition and suitably designed?			
Are blind spots appropriately managed?			
Is lighting adequate for the area being reviewed?			
Vehicle movement is being managed to prevent human interaction and collision ? (e.g. segregation, spotters)			
Are drivers wearing seat belts , have park brakes applied, reverse parked , have flashing lights on ?			
Are speed limits adhered to according to signage?			

FIT FOR PURPOSE VEHICLES	YES	NO	N/A
Has a prestart inspection been completed on the vehicle and in good working order (e.g. buggie, crane, truck, dozer, etc.)?			
Are vehicle defects identified and fixed before being driven on or to and from site?			
For high-risk road journeys , has a journey plan been submitted with NRC (National Response Centre)?			
Is mobile equipment fitted with flashing lights , reversing alarms and where appropriate is the vehicle fitted with serviceable fire extinguishers ?			
Are emergency supplies considered if working remotely or for extended travel e.g. water, food, first aid kit, GPS trackers, communication methods?			
Are tyres selected and maintained appropriately?			

TRAINED, COMPETENT AND FIT OPERATORS	YES	NO	N/A
Does the driver have the correct licence to operate the vehicle?			
Has the driver undertaken VOC as required by the vehicle machinery type?			
Is the driver within fatigue guidelines and are they fit for work (e.g. no obvious signs or symptoms)			

EQUIPMENT AND CHAIN OF RESPONSIBILITY	YES	NO	N/A
Are contractor/external equipment, plant and machinery in good condition , pre-starts completed , logbooks completed?			
Are loads secured, tied down?			
If vehicle and loads are going offsite, has risks of the load been assessed and chain of responsibility been assigned to the operator of the truck?			
Is there a loading/unloading checklist completed for a load sent/received above 4.5 ton ?			

COMMENTS

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