

RPA0006

FEB 2021



**Good Practice
Guide for Haulier
Competence**

RPA 

Collective Mark

Document Revision History

| ISSUE | DATE | REASON FOR CHANGE |
|-------|----------|-------------------|
| 1 | 08/02/21 | First issue |
| | | |
| | | |
| | | |
| | | |
| | | |

Background

A sub-group of the Rail Plant Association have looked at haulier competence for delivery and collection of On-Track Plant (OTP), general mobile plant and associated attachments (collectively referred to in this document as equipment). The Rail Plant Association (RPA) recommend this document as good practice for the industry.

RPA documents are produced for the benefit of any industry partner who wish to follow good practice on any railway infrastructure. Where an infrastructure manager has mandated their own comparable requirements, the more onerous requirements should be followed as a minimum for work on their managed infrastructure.

The RPA makes no warranties, express or implied, that compliance with this document is sufficient on its own to ensure safe systems of work or operation. Users are reminded of their own duties under health and safety legislation.

| SUB-GROUP CONTACTS | EMAIL |
|-------------------------|---------------------------------------|
| Richard Romaszko | richard.romaszko@txmplant.co.uk |
| Graham Pirson | graham.pirson@quattroplant.co.uk |
| Steve Wadham | steve.wadham@totalrailsolutions.co.uk |
| Liam Ledger | Liam.Ledger@powerlines-group.com |

Sign Off

Sign off

The RPA agreed and signed off this document (1st draft) on 01.07.21 and published on 09.07.21

| COMPANY | NAME | POSITION/TITLE |
|---------------------------------------|------------------|---|
| A P Webb | Paul Helks | Compliance Director |
| Balfour Beatty Rail | Jim Nabarro | Engineering Standard & Compliance Manager |
| McCulloch Rail | Ian Morgan | Head of Engineering and Innovations |
| Quattro Plant | Graham Pirson | Assurance & Compliance Manager |
| Readypower Rail Services Group | Darren Matthews | Group Compliance Director |
| Sinbad Plant Limited | David Simmons | RPA Management Committee Chair |
| SPL Powerlines | Liam Ledger | POS Manager |
| XYZ Rail | David Richardson | Plant & Transport Operations Manager |
| Total Rail Solutions | Steve Wadham | Head of Assurance |
| TXM Plant | Richard Romaszko | Assurance Director |

Purpose

This document details the minimum requirements for haulier competence for delivery and collection of OTP, general mobile plant and equipment.

Scope

This Good Practice Guide applies for the selection, training, mentoring, assessment, and development of competence for haulage drivers for delivery and collection of OTP, general mobile plant and equipment.

Sign Off

Definitions

| | |
|--|---|
| On-Track Plant, (OTP) 1.1 | Machines with rail wheels capable of running on railway track, limited by their engineering acceptance to running within a possession only. For the purposes of this document, they are split into three main groups: demountable machines, road-rail vehicles (RRVs), and trailers. |
| Principal Contractor (PC) | Corporate entities licensed by Network Rail as capable to discharge the duties of Principal Contractor in accordance with regulation 14(2) of The Construction Design and Management Regulations (CDM) 2007 and the additional requirements of Network Rail (NR). [i.e., the contractor responsible for the overall health and safety management of a site or sites on F10 Notifiable Projects]. |
| Industry recognised competent schemes | National Plant Operators Registration Scheme (NPORS) Established in 1992, NPORS is one of the UK's leading accreditation and registration bodies, working across the construction, industrial, utilities, warehousing, and distribution, agricultural, ports and marine sectors. The Construction Plant Competence Scheme (CPCS) provides skills cards for the plant sector of the construction and allied industries. |
| Large Goods Vehicle (LGV) | Regulation 8(2) of LOLER defines a lifting operation as 'an operation concerned with the lifting or lowering of a load'. A 'load' is the item or items being lifted, which includes a person or people. |
| Sentinel | The Sentinel card is the demonstration that an individual has achieved the required level of railway safety critical competency and is working for / sponsored by an approved employer. |

1. Management Arrangements

1.1 Selection of Haulier Drivers

1.1.1 Suitable staff should be identified by the haulier company provider to undertake haulage duties.

1.1.2 Existing haulage drivers should be assessed against the requirements of this good practice guide.



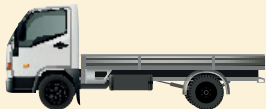

1.1.3 New staff joining the organisation with directly transferable skills, experience, and competencies e.g., acting as a haulage driver for another company, should be meet the requirements of this good practice guide.

1.1.4 Drivers licences should be checked with DLVA to ensure validity for type of vehicle to be driven.

1.1.5 New haulage drivers joining a company should receive an employers' health and safety induction as part of their recruitment process.

1.2 Minimum competency and pre-requisites

1.2.1 Driver licences for type of vehicle to be driven.

| CLASS | VEHICLE |
|--|---|
| HGV / LGV Cat 'C+E' (Class 1) Any vehicle over 7.5t that has a detachable or separate trailer, Cat 'C+E' licences can only be applied for once the driver has taken and passed their Cat 'C' |  |
| HGV / LGV Cat 'C' (Class 2) For vehicles in a rigid-based body that is over 7.5t – examples include fire engines, rubbish collection vehicles and any HGV, providing the vehicle is all one unit [i.e., the cab does not separate from the trailer] |  |
| Cat C1 For use if driving any goods vehicle that is above 3.5t and below 7.5t in weight. If the driver gained your driving licence before 1997, they would automatically have this category on your licence. If they gained your driving licence after 1997, they would need to take a test. |  |
| Cat C1+E Same as above, but gives the driver the capacity to tow a trailer behind your C1 vehicle |  |

1. Management Arrangements

1.2.2 Personal Track Safety (PTS) competence is provided by Sentinel and is required if drivers go 'inside the perimeter fence of a railway' (known as Lineside).

1.2.3 Loader Securer competence - drivers must have CPCS A49 Loader/Securer [*or UKCG accepted record scheme equivalent e.g., NPORS N120 Plant Loader/Securer] for carrying OTP, general mobile plant and equipment.

1.2.4 NPORS N132 Plant Mover or CPCS A68 Plant Driving is required by all drivers who operate OTP and general mobile plant for the purpose of loading and unloading.

1.2.5 CPCS A58 / A59 Excavator 360° C: Lifting Operation competence [*or UKCG accepted record scheme equivalent e.g. NPORS N100 Excavator as a Crane] is required by all drivers who operate OTP (excavator cranes) or general mobile plant (excavators) for the purpose of lifting. Excavators which do not meet the requirements for cranes should not be used for lifting operations.

1.2.6 Using a Lorry Loader (often referred to as HIAB) to deliver / collect OTP and equipment, the driver to hold the competence, CPCS A36 Lorry Loader A: Hook [*or UKCG accepted record scheme equivalent e.g., NPORS N107 Lorry Loader]

1.2.7 Documented familiarisation training should be in place for each driver for all OTP and general mobile plant being transported. Where lifting activities are required, familiarisation must also include the types of safe load indicators (SLIs) and rated capacity indicators (RCIs).

1.2.8 Sentinel qualified OTP excavator and/or bulldozer operators undertaking haulier driver duties should also hold the CPCS or NPORS base cards for excavator and/or bulldozer.

1.2.9 Drivers loading / unloading MEWPs require NPORS N132 Plant Mover or CPCS A68 Plant Driving Plant Mover, plus familiarisation training for the model of MEWP.

1.3 Requirements for Employer

1.3.1 The driver's employer should periodically verify competence via driving licence checks, eyesight checks, and competence expiry date checks, and provide Certificate of Professional Competence (CPC) training as part of their driver's ongoing development.

Note: Training provided to develop driver competence to meet the requirements of Section 1.2 above can be counted as driver CPC development hours.

1.3.2 Further details on requirements for management of driver competence can be found on the Driver and Vehicle Standards Agency (DVSA) website: <https://www.gov.uk/government/organisations/driver> and also the Fleet Operator Recognition Scheme (FORS) Website: <https://www.fors-online.org.uk/cms/>

2.0 Planning for lifting Operations

2.1.1 The Lifting Operations and Lifting Equipment Regulations 1998 (LOLER) require that lifting operations involving lifting equipment must be:

- properly planned by a competent person
- appropriately supervised, and
- carried out in a safe manner

Therefore, the use of lifting equipment to load or unload vehicles of any description is covered under LOLER and must be planned and undertaken in accordance with the regulations.

2.1.2 For the purposes of this good practice guide, the following should be applied:

- Lift plans are to be written/authorised by a competent lift planner
- Copies of relevant lift plans are required to be available to the LGV/HGV driver on site. These could be electronic or hard copy versions
- Generic lift plans are acceptable providing they include foreseeable scenarios for basic lifting activities.
- The driver should risk assess the work environment for hazards and suitability before undertaking any lifting activities.

2.1.3 Note: Drivers should be instructed by their employer, not to carry out any lifting activity if they feel it is unsafe or beyond the capability of the excavator/crane.

2.1.4 Where lift plans need to be amended due to site conditions, change of lifting equipment etc, then the driver should be in receipt of the amended lift plan prior to undertaking the lift.

2.1.5 LGV drivers who are to undertake lifting operations to load or unload their vehicles should be competent to do so as per the minimum competence levels documented in section 1.2

2.1.6 Supervision should be proportionate to the risk, taking account of the competencies and experience of those undertaking the lift.

2.1.7 Note: Drivers should, as a part of their dynamic risk assessment, be able to determine whether any part of the loading, unloading, or lifting operation could foreseeably foul Any Line Open (ALO). If this is not accounted for on site by an ALO Plan and supervision then no work should go ahead until this is resolved to the satisfaction of the haulage company and the driver.

2.1.8 Note: LGV drivers should only use the correct in date lifting accessories.



Collective Mark

Rail Plant Association Ltd
27/28 NEWBURY STREET,
BARBICAN,
LONDON
EC1A 7HU