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7.0 DROPPED OBJECTS

Dropped objects continue to be a major health and safety issue within the industry.

A dropped object can be defined as any loose item found on cargo which is not properly restrained and therefore has the potential to fall off whilst in transit by road or sea.

Common examples of potential dropped objects are hand tools which have been used in preparation of the lift, debris, stones, and even ice.

The law of physics dictates that even the smallest nut can have a devastating effect when it falls from height on to a person handling cargo on the deck of a supply vessel. Similarly, a loose object falling from a travelling truck could have disastrous results to other road users.

7.1 Checking for Dropped Objects

At every stage of the supply chain, the following checks should be taken to mitigate the risk of potential dropped objects:

- i. Check all forklift pockets (transverse and longitudinal) for loose objects or debris.
- ii. Check top of all lifts.
- iii. Check all horizontal and vertical surfaces including grating floors e.g. gas racks.
- iv. Check within and around the structure of open framed lifts.
- v. Check tanks to ensure all valve caps are closed and secured.
- vi. Check bundles of pipe externally and internally and that protectors are properly fitted.
- vii. Ensure thread protectors and end-caps are securely fastened.
- viii. Ensure contents are properly secured to prevent items escaping during transit.

Any potential dropped objects that are found must be removed prior to transportation

DO'S AND DON'TS

Do's

- Accept responsibility for ensuring cargo integrity
- Intervene when you eyeball potential hazards
- Ensure the operatives / deck crews packing the containers and doing the checks understand the full importance and implications of signing the Cargo Summary Ticket (CST).
- Pre road checks - Requirement for Inspections carried out at the exit to our facilities.
- Close the loop with gantry inspectors on their documented observations and what the operator has done with their vendor to reduce future similar reoccurrences.

DON'TS

- Accept pre-printed CST's at gantries or shipping desks. (Especially pre-printed signatures)
- Rely on the contract managers / reps to deliver the message completely to the individuals
- Assume all checks are made by others
- Accept pre-printed CST's at gantries or shipping desks. (Especially pre printed signatures)
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7.2 Verification of Checks

To verify that the CCU has been fully checked for potential dropped objects it is a mandatory requirement that the applicable section of the Cargo Summary Ticket is completed for all outbound cargo and the Cargo Inbound Pocket Checklist is completed along with the Backload Tag completed and attached to the CCU for all inbound cargo. Please refer to Section 9.0 Carriage of Goods by Sea



7.3 Dropped Objects Prevention Scheme (DROPS)

To access detailed information and best practices regarding dropped objects please visit the following web site www.dropsonline.org.



This picture was from an actual event where a dropped object from Offshore fell from a travelling truck and went through the windscreen of a car, it narrowly missed the mother and landed beside the child in the child seat on the back seat of the car.

Both escaped serious injury ...

... it could've been your wife and child!

Examples of Potential Dropped Objects

