

**Let us not forget....**

5 years since Barry Shaw tragically lost his life. It is hard to believe it has been so long and as an industry we have all come a long way in applying trailer park brakes. This practice was something that was not even considered on trailer parks prior to the accident but hopefully for the majority of drivers, this practice is now second nature.

It is a message that we as P&O repeat a lot but unfortunately we do still see occurrences of trailer park brakes not being applied and this is so disappointing given the serious nature and consequences of what could happen.

We will keep repeating these messages until we achieve 100% compliance.

We are not there yet so please... keep pressing the message home to drivers to apply the tractor unit hand brake and the trailer park brake.

The accompanying driver poster should push the message further...

**Say No, Ask to Restow...!**

Also accompanying this bulletin is the slide encouraging Drivers to say No if they are not happy with how their load has been configured. Again, as with trailer park brakes, this is a message that P&O will keep pushing to Drivers.

This is fully supported by P&O and Tata Steel. Drivers must be happy with the way the load is configured and placed on the trailer both in terms of load security and weight distribution. Contact the transport office immediately if a restow is required.



**P&O FERRYMASTERS** **safety bulletin**  
SB /004/2015 – Roll Away Driver Poster

**Barry Shaw – Crushed between his trailer and another trailer 28<sup>th</sup> August 2010**

**Jose Francisco Cañizares – Crushed under his trailer 25<sup>th</sup> Jan 2013**

**NEAR MISS 18<sup>th</sup> Feb 2015 – This Driver was lucky enough to return to his family.**

**Come to work, Work Safely,  
Go home to your families.  
Do not be our next statistic.**

the sense of logistics

**Incident Reporting**

We have had recent instances of events occurring on route resulting in a load shift but were only reported by the end customer. This is clearly unacceptable. Drivers must report any unusual or abnormal events they encounter on route, for example –

- Any movement of the load
- Police stops (even if it does not result in any penalty being given)
- Collisions
- Break downs



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## Say No.... Ask to Restow...!

An old message but still completely relevant in encouraging drivers to say 'No' if they are not happy with how their load has been configured.

Please contact the transport office immediately to ask for a restow if:

- The trailer has been loaded in a position where the load may move during transit
- There are large gaps that cannot be filled with timber
- Downward pressure of the straps cannot be achieved

