

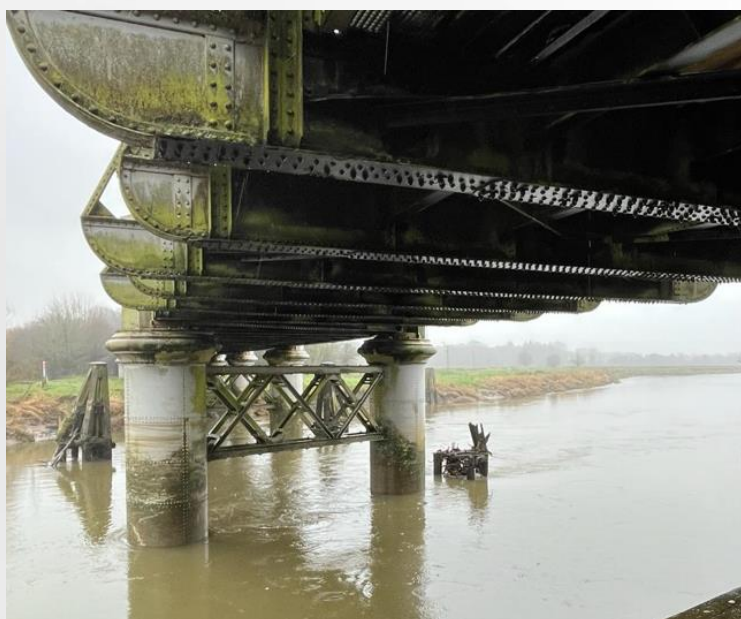


Carmarthen Bridge – Fender Removal



2024

METHOD STATEMENT & RISK ASSESSMENTS



Document Control Sheet						
Title			Document No.			
Dyer & Butler – Carmarthen Bridge – Fender Removal - May 2024			KM/D&B/CBFR/17/04/2024			
Originator			Client			
 Kaymac Marine & Civil Engineering Ltd Osprey Business Park Byng Street Landore Swansea SA1 2NR Tel: 01792 301818			 Dyer & Butler Rampart House Kingsway Fforestfach Swansea Mob: 07568 382753 Tel: 01792 572840			
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Approved by:	J. Lippiett	Signature	J. Lippiett		Date	
					18/04/2024	
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Issue Date	Document Description	Status/Revision				
TBC	This document details the removal of the downstream north fender at Carmarthen Bridge.	Draft	1A	1	2	3
Copy No.	Issued to					
1	Kamran Davies	✓				
2	Nic Poole	✓				
3	Kaymac Marine Records	✓				
4						
5						
6						

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Section 1.0		Introduction	
1.1	Description & Purpose of Project		
Dyer & Butler has commissioned Kaymac Marine to carry out the removal of the downstream north fender at Carmarthen Bridge.			
In general, the works will include:			
• Bullo Marine Ltd. mobilising the Sabrina working platform/barge to Carmarthen Bridge. • Kaymac Marine mobilising to site with all necessary plant and equipment to carry out the work. • Bullo Marine Ltd. to incrementally remove the downstream north timber fender on a falling tide. The fender is to be as cut as low as possible to the current river invert levels. • Kaymac Marine to document the removal of the fender. • Bullo Marine Ltd. to recover as far as reasonably practicable the fender and debris and place within the working platform for off site removal to a designated waste facility. • Kaymac Marine to be in attendance for the duration of the work to act as a safety boat. • Bullo Marine Ltd. to demobilise form site. • Kaymac Marine to demobilise form site.			
Section 2.0		Site Location	
2.1	Project Site Location Details		
Address	Carmarthen Bridge (or White Bridge), A40, Llangunnor, Carmarthen, Carmarthenshire.		
Post Code	SA31 3BH		
OSGB	SN 40511 19240	What3Word	unit.upper.ridge
2.2	Site Location Map		



Location of Welfare (Opposite B&Q Car Park)

Foot Access

Location of downstream north fender

Safety boat to be launched from Carmarthen Rowing Club

Image courtesy of Google.

Access & Location for
proposed welfare.



Image courtesy of Google.

Access to adjacent embankment
asset via footpath.



Image courtesy of Google.



Image courtesy of Google.





Image highlighting
fender to be removed.

Image courtesy of What3Words.



Image highlighting
fender to be removed.

Section 3.0	Legislative and Site-Specific Compliance
3.1	Statutory Legislation
This document has been prepared to comply with, as far as reasonably practicable, the following current relevant legislation (as applicable): • The Health & Safety at Work etc. Act 1974. • The Management of Health & Safety at Work Regulations 1999. • The Health & Safety (First Aid) Regulations 1981. • The Lifting Operations and Lifting Equipment Regulations 1998. • The Work at Height Regulations 2005. • The Personal Protective Equipment at Work Regulations 1992. • The Manual Handling Regulations 2002. • The Control of Substances Hazardous to Health Regulations 2002. • The Reporting of Injuries, Diseases & Dangerous Occurrences (RIDDOR) Regulations 2013. • The Environmental Protection Act of 1990. • The Lifting Operations and Lifting Equipment Regulations 1998 (LOLER).	

3.2	Additional Site-Specific Compliance
• All floating plant operations will be conducted within the vicinity of a Network Rail Asset i.e. Carmarthen Bridge. All plant operations must always avoid contact with the bridge. • All Kaymac staff and subcontractors are to be given a toolbox talk by the supervisor prior to any works commencing, highlighting the importance of the bullet point above. • The weather/tide forecast data is essential for planning the works. The works supervisor is to monitor the weather conditions throughout the works. • All Kaymac staff are to follow the client's mandatory Health & Safety Instructions for site as instructed in the site induction. • All plant movements to be under the control of a banksman i.e. Kaymac operatives utilising the safety boat. • As above, all lifting operations will be supervised by Kaymac operatives utilising the safety boat.	

Section 4.0	Project Resources
4.1	Kaymac Site Personnel
• 1 x Site Manager • 2 x Safety Boat Operatives • 2 x General Operatives (Landward Side)	
4.2	Site Welfare & Storage
• Kaymac will utilise a mobile welfare facility.	
4.3	Site Plant & Equipment
• Kaymac Safety Boat • Floating Plant (Bullo Marine)	
	

4.4	Materials
	Not Applicable
4.5	Personal Protective Equipment (PPE)
	The <u>minimum</u> PPE requirements for the site will be: - Safety Helmet to BS EN397:2012; - Safety Boots (or Wellington Boots) to ISO 20345:2011; - High Visibility Jacket/waistcoat to EN471:2003; - Safety Glasses to EN166. - Site Specific PPE, including but not limited to Life Jackets and/or dry suits. Note Life jackets must be worn by all operatives on floating plant or equipment or if within 4.0m of the watercourse.
4.6	Environmental Consideration
	Kaymac plans to carry out the works utilising practical pollution prevention control methods and best practices in accordance with SEPA Document Ref "Engineering in the Water Environment, Good Practice Guide: Temporary Construction Methods". The control methods in place will be as follows: - All practical measures will be adopted on-site to prevent cross-contamination of invasive species. - Kaymac will monitor the river flows and weather throughout the shift.

Section 5.0	Project Directory												
5.1	General Contact Numbers												
	<table> <tr> <td>Dyer & Butler – Kamran Davies</td><td>07568 382753</td></tr> <tr> <td>Dyer & Butler – Nic Poole</td><td>07715 068317</td></tr> <tr> <td>Kaymac Site Supervisor – TBC</td><td>TBC</td></tr> <tr> <td>Kaymac Marine & Civil Engineering Ltd – Swansea Office</td><td>01792 301818</td></tr> <tr> <td>Kaymac Project Coordinator – Jon Dean</td><td>01792 301818</td></tr> <tr> <td>Kaymac Director of Operations – Jeff Lippiett</td><td>07971 880029</td></tr> </table>	Dyer & Butler – Kamran Davies	07568 382753	Dyer & Butler – Nic Poole	07715 068317	Kaymac Site Supervisor – TBC	TBC	Kaymac Marine & Civil Engineering Ltd – Swansea Office	01792 301818	Kaymac Project Coordinator – Jon Dean	01792 301818	Kaymac Director of Operations – Jeff Lippiett	07971 880029
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5.2	Emergency Contact Numbers												
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Ambulance, Police or Fire & Rescue Service	999												

Section 6.0	Method Statement
	Weather dependant Bullo Marine Ltd. will begin their mobilisation from Bullo Pill, Newham (GL14 1ED) on the 05/05/2024, with the view of arriving at Carmarthen Bridge on the 07/05/2024. The Kaymac team will also mobilise to site on 07/05/2024 at 09:00 AM and liaise with the skipper and deck hand. The scope and methodology will be discussed and agreed prior to the commencement of the debris removal. Before commencing any work, the Kaymac Site Supervisor will contact the Dyer & Butler's responsible persons. The Kaymac Site Supervisor will carry out a safety briefing informing the site team of everyone's roles and responsibilities, emergency procedures in the event of an on-site incident, and the hazards and control measures relevant to the tasks required. All personnel in attendance will be required to sign the Briefing Attendance Record in section 9.0 of this document. If they haven't done so already, Bullo Marine Ltd. will orientate their working platform so that the works can commence.

Hold Point

Bullo Marine Ltd. are to instruct Kaymac on the appropriate location of the working platform. Both Kaymac and Bullo Marine Ltd. are then to jointly confirm that the working platform is a sufficient distance from the fender and Carmarthen Bridge.

It is assumed that the working platform will be in the location denoted in the images below:

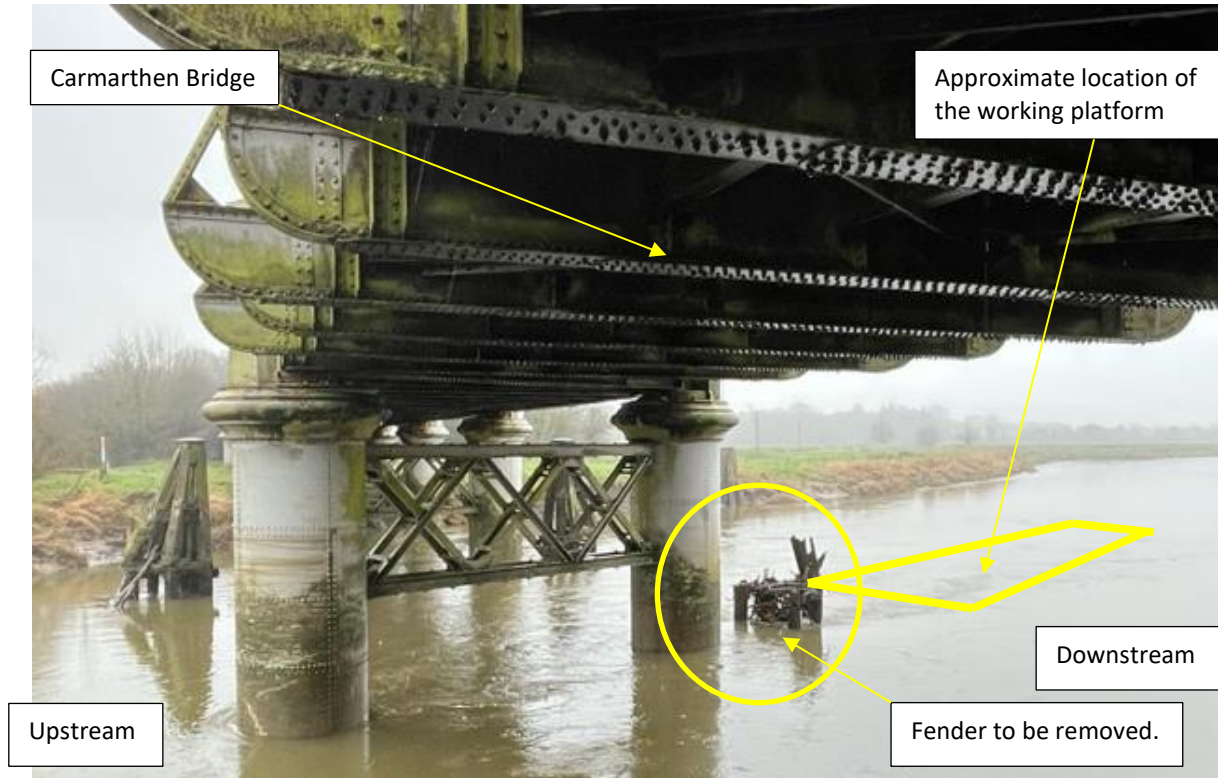


Image courtesy of Google.

While the platform is being prepared for the demolition works, Kaymac operatives will make their way to Carmarthen Rowing Club and launch the safety boat. The safety boat along with 2 No. boat operatives will then make their way to Carmarthen Bridge.

Safety Boat to be launched from Carmarthen Rowing Club



Prior agreement to use the rowing club as a means of access for the safety boat will be undertaken by Dyer & Butler.

Hold Point

Kaymac operatives utilising the safety boat must ensure that they don all the relevant PPE before launching. **This includes a life jacket.**

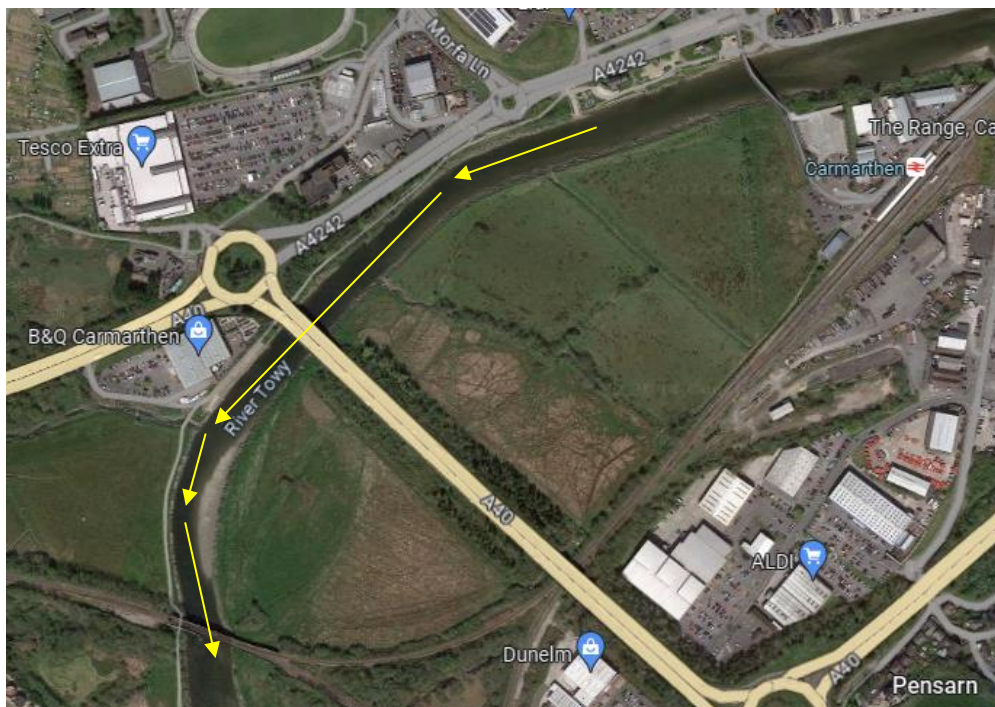


Image courtesy of Google.

The safety boat will then make its way downstream to Carmarthen Bridge.

Hold Point

Before the demolition work commence, the safety boat team are to inspect and subsequently photograph the condition of the Carmarthen Bridge pier.

With the working platform now prepared to conduct its demolition works, the safety boat will position itself a sufficient distance outside the slue radius of the platforms onboard excavator and away from any perceived demolition risks.

Hold Point

Bullo Marine Ltd. and Kaymac are to agree on the location of the safety boat, when considering the slue radius of the excavator, risks associated with demolition and river conditions. Bullo Marine Ltd. are to be always made aware of the safety boat. Two-way radios are to be used to communicate any required movements.

It is worth noting that the safety boat will also carry out a watching brief throughout the work. Ensuring that the Network Rail asset (Carmarthen Bridge) is not in any way damaged.

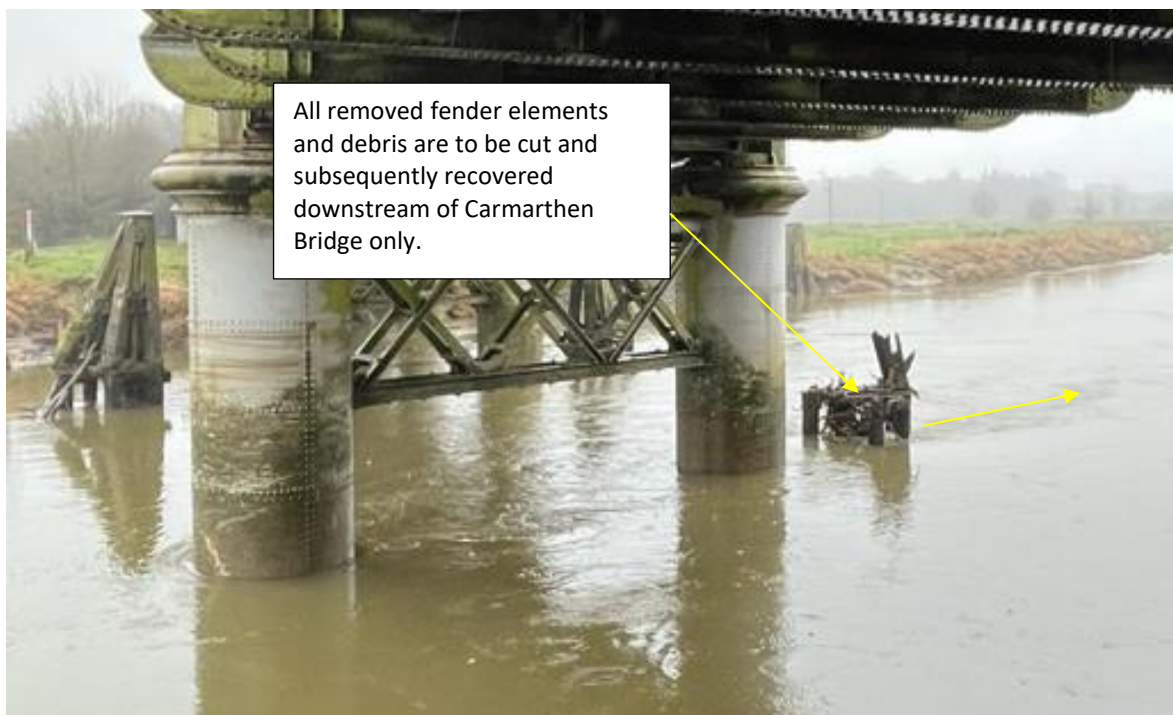
Utilising the hydraulic saw on the excavator, Bullo Marine will then begin its demolition of the fender, ensuring that the fender is cut incrementally, and that all debris is pulled downstream of Carmarthen Bridge. The above water elements will be cut first, followed by the lower elements. To cut the lower elements, Bullo Marine Ltd. will use a falling tide.

Hold Point

The safety boat is to continue its inspection of the Carmarthen Bridge's downstream pier throughout the demolition works. As noted above photographs of the pier will be taken at regular intervals.

All sections of the fender along with any debris trapped within the fender will as far as reasonably practicable will be retrieved and placed within the working platform for offsite removal.

As noted above, the safety boat personnel will provide a watching brief throughout the demolition work ensuing that Carmarthen Bridge is not damaged.



The above will be repeated until the upper elements of the fender are removed. The safety boat is to make its way back to Carmarthen Rowing Club at the end of each working shift where it will either be moored overnight or removed from the water all together. Conversely, the safety boat will be launched at the start of each working shift.

Hold Point

The safety boat must be in position before any demolition works at Carmarthen Bridge can commence.

When considering the lower fender elements i.e. sections interfacing closely with the river invert, Bullo Marine Ltd. will as far as reasonably practicably cut them as closely to the invert as possible.

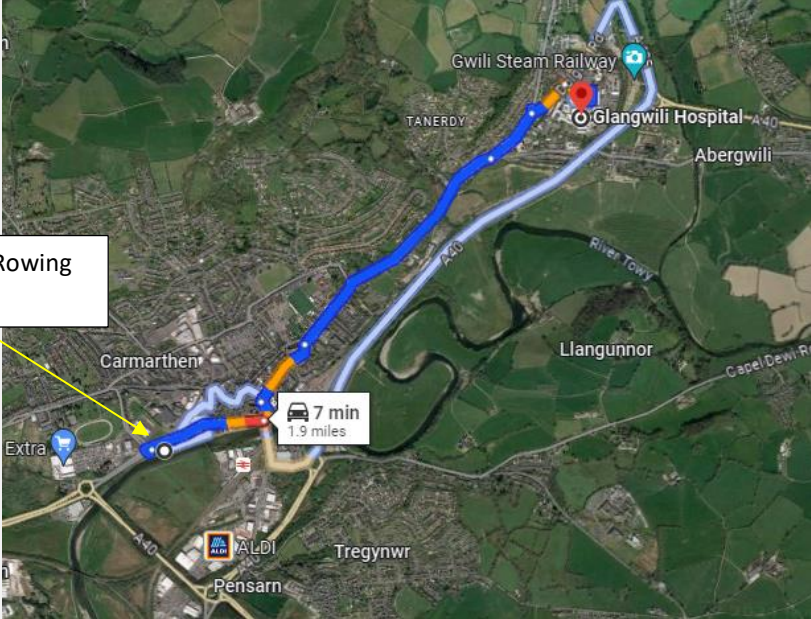
Hold Point

Dyer & Butler are to confirm their acceptance of the level of the fender elements in relation to the invert before demobilising from site. Furthermore, and following the regular inspections carried out by the safety boat team, Dyer & Butler are also to confirm that the bridge has not in any way been adversely affected by the demolition work. The above must be confirmed before demobilising.

If possible, and at low tide the safety boat team may be required to confirm the extents of the remaining piles within the watercourse. This will be carried out from within the safety boat only.

On completion of the works, the safety boat operatives will make their way back to Carmarthen Rowing Club and continue demobilising. Kaymac are to notify Dyer & Butlers Responsible Persons that the works are complete.

Simultaneously, and given adequate tides, Bullo Marine Ltd. will also demobilise from site. Furthermore, remaining onsite elements such as the welfare will also be demobilised. Kaymac are to ensure that site is left clean and tidy.

Section 7.0	Emergency Procedures
7.1	Local Hospital (A&E)
The nearest hospital with a 24-hour accident and emergency unit has been identified as: Glangwili Hospital, Dolgwili Rd, Carmarthen, SA31 2AF, Transfer time by road: 7 minutes (distance: 1.9 miles). Telephone: 01267 235151	
7.2	Hospital Location Map
 <i>Image courtesy of Google.</i>	

Section 7.0	Emergency Procedure (Continued)
7.3	Action on Minor Injuries
Administer First Aid on site. Recover casualty to the safety boat and transfer them to Carmarthen Rowing Club Slipway. From here, the company vehicle will transport the injured person to the local casualty department at the hospital mentioned above in Section 7.1. A record of the accident will be entered with all details in the Company Accident Book, and the client's responsible person will be notified. If any member of staff becomes incapacitated, members of the survey team will deploy a stretcher (that will be located on in either the Kaymac van or working platform) and carry said person to the safety boat transfer location and then the ambulance pick-up point (Carmarthen Rowing Club Slipway – SA31 3LL).	
7.4	Action on Major Injuries
Administer First Aid on site, transport casualty to Carmarthen Rowing Club Spillway then contact the emergency services requesting an ambulance to the site postcode SA31 3LL. A record of the accident is to be entered with all details in the Company Accident Book, and the client's responsible person will be notified. Kaymac Site Manager or his deputy will record the accident on Kaymac Accident & Incident Report form QPF11 and pass it on to Kaymac Health and Safety manager, who will ensure H.S.E. is informed by way of form F2508.	
7.5	Reporting Accidents, Work-Related Diseases & Dangerous Occurrences
<u>Reporting procedures</u> The Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013 (RIDDOR) require that certain on-site accidents be reported to the Health and Safety Executive. Any of the following types of accidents that occur on-site must be reported to the company Safety Officer or Safety Manager in the first instance, who will then notify H. S. E. Serious or fatal accidents must be notified to HSE without delay by calling the Incident Contact Centre (ICC) during normal office hours on 0845 300 9923. Outside these hours, the local HSE office must be contacted. For details of the nearest HSE office, telephone the HSE Infoline on 08701 545500. This must be followed up with a completed accident report form (F2508) within 10 days. For less serious injuries, where the injured person is unfit (or unable) to do their normal working job for seven consecutive days, excluding the day of the accident, a completed accident report form F2508 must be sent to HSE within ten days. If a dangerous occurrence happens on-site, for example, a building, scaffold or falsework collapse, failure of a crane or lifting device, or contact with overhead lines, it must be reported immediately, generally by telephone, by calling the Incident Contact Centre (ICC) during normal office hours on 0845 300 9923 or the nearest HSE office. The details must be confirmed within ten days on a completed accident form (F2508). If a worker suffers from a specified disease associated with their current job, it must be reported to the HSE on a completed disease report form (F2508A). <u>Keeping records</u> A record of any reportable injury, disease, or dangerous occurrence must be kept. This must include the date and method of reporting, the date, time and place of the event, personal details of those involved and a brief description of the nature of the event or disease. The record can be kept in any form that is preferred, but each site is supplied with a copy of the Accident Book BI 510 issued by the HSE, and this is the company's preferred method of keeping such records.	

Section 8.0						RISK ASSESSMENT RECORD									
RISK ASSESSMENT															
RISK CALCULATION MATRIX						GUIDE BOX				RISK RATING, REVIEW AND ACTION REQUIREMENTS					
HARM	5	5	10	15	20	25		CATEGORY	HARM	LIKELIHOOD		RISK RATING	Risk rating obtained at intersection of harm and likelihood in the Calculation Matrix		
	4	4	8	12	16	20		1	NON-INJURY	ALMOST IMPOSSIBLE			Review period		Action
	3	3	6	9	12	15		2	FIRST AID	UNLIKELY		1-4	12 months	No further immediate action. Review annually.	
	2	2	4	6	8	10		3	< 7 DAYS	POSSIBLE		5-9	6 months	No further immediate action. Reassess during the following review.	
	1	1	2	3	4	5		4	> 7 DAYS	LIKELY		10-16	3 months	Reduce risk and reassess within review period.	
		1	2	3	4	5		5	MAJOR INJURY	ALMOST CERTAIN		17-25	Immediate	Stop, reduce risks, mitigate effects, and reassess immediately.	
LIKELIHOOD															
Hazard Identified		Persons at Risk		Controls in Place		Risk Rating Before Control Measure		Actions to Further Reduce Risk		Risk Rating after control measure					
Slips, Trips and Falls resulting in musculoskeletal injuries		Kaymac Site Operatives		Wear appropriate safety boots with good tread; avoid walking on slippery/wet surfaces; be vigilant and probe any soft ground before attempting to walk on it.		10		Take extra precautions when working in wet weather.		5					
Manual Handling; back injuries		Kaymac Site Operatives		Wherever possible, mechanical lifting should be used for lifting loads. If manual lifting is necessary, use kinetic lifting techniques, share the load if possible, and ensure the ground is level and stable.		10		Carry out a Manual Handling Assessment where necessary; carry out health monitoring for personnel.		5					
Working in/around contaminated water results in waterborne		Kaymac Site Operatives		Cover any cuts or abrasions with waterproof dressing prior to work. Wear gloves! Wash and disinfect hands prior to		7		Report any flu-like symptoms 7-10 days after possible infection; seek medical advice.		4					

infections, including Leptospirosis.		eating or drinking; report any injuries immediately to site management. Kaymac guidance notes on Leptospirosis are to be available to personnel.			
Exposure to wet or windy conditions	Kaymac Site Operatives	Appropriate clothing is to be worn during poor weather conditions. Swimmers are to wear diver's dry suits (if applicable).	6	No further action is required.	4
Sudden increase in water flow or level through rainfall	Kaymac Site Operatives	Check the tide table and weather reports prior to the commencement of work and monitor them during the duration of the shift. If flows or water levels are predicted to increase to a point where risk is perceived, works should cease, and all equipment and personnel should be withdrawn from the site.	10	No further action is required.	6
Safety Boat Operations Operatives falling into water and drowning	Kaymac Site Operatives	Operatives are to wear life jackets whilst working on the pontoon and safety boat. Only sufficiently trained operatives are to operate the safety boat.	9	No further action is required.	
Excessive noise	Kaymac Site Operatives Bullo Marine Ltd. Operatives	Appropriate PPE must be worn at all times, all machinery should be well serviced and be fitted with silencers where possible		No further action is required.	
Operatives working in watercourse near debris pile	Kaymac Site Operatives Bullo Marine Ltd. Operatives	Personal in the water to stand upstream of debris during the cutting operations. No personal to stand on the debris whilst cutting.	6	No further action is required.	

COSHH substances. Incorrect usage / disposal. Serious injury/harm, Burns, Poisoning, pollution.	Kaymac Site Operatives Kaymac Site Operatives Bullo Marine Ltd. Operatives	Toolbox talks are to be required. the correct use of PPE is required when handling i.e. rubber gloves, adequate face masks and goggles for substances. Do not use materials until fully aware of the associated risk of use.	9	No further action is required.	
Liquid leakages or spills from poorly maintained plant or damaged containers.	Kaymac Site Operatives Bullo Marine Ltd. Operatives	Refuelling of plant is to take place in a designated bunded areas. Spill kits are to be available at all times within the working area.		No further action is required.	
Environmental threat including contamination and spills.	Kaymac Site Operatives Bullo Marine Ltd. Operatives	COSHH assessments are required for all COSHH items. All materials to be adequately disposed of. Emergency spill kits are required and are to be maintained and are easily accessible. Equipment is to be stored adequately.		No further action is required.	
Contact with members of the public and vehicular access.	Kaymac Operatives	All working areas are to be cordoned off with pedestrian barriers (or similar) to prevent unauthorised access. Members of the public are to contact Dyer & Butler directly for all enquiries relating to these works. Whilst vehicular movements are carried out banksmen are required.		No further action is required.	
Working in over/near water Operatives falling into water and drowning	Kaymac Site Operatives Bullo Marine Ltd. Operatives	Operatives are to wear life jackets whilst working on the pontoon and safety boat. Operatives are to exercise caution while walking on the working platform in slippery conditions. Operatives are to wear appropriate footwear. No lone working is allowed.		No further action is required.	

Working around items of plant.	Kaymac Site Operatives Bullo Marine Ltd. Operatives	Operatives are to wear high-vis clothing. Banksmen on the working platform and safety boat are to be used. Whilst the plant is operational, all operatives are to be outside the slew radius.		No further action is required.	
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Section 9.0 Briefing Attendance Record

Time / Date and Subject Items of Briefing

Project Title:				Doc. Ref. No:	
Date:		Job No:		Time:	
Subject of Briefing:					
Name of Person Giving Briefing:			Signature:		

SIGNATURE CONFIRMS ATTENDANCE AT THE ABOVE BRIEFING.

Briefing Record

[illegible]