

# FOR OUR SAFETY

## A21 FATAL INCIDENT REVIEW

Following the conclusion of our investigation into the fatal incident on Thursday 15 January 2015 we have been working with our supply chain, vehicle manufacturers and specialist suppliers to improve our requirements for controlling articulated Class 1 HGVs which couple or un-couple on Balfour Beatty sites.

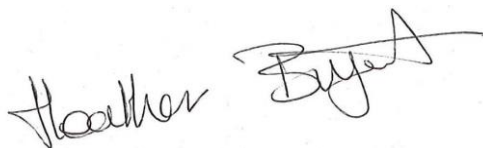
The requirements are that by 7 November 2015 all HGV coupling and uncoupling operations on our sites will be prohibited unless:

- An audible alarm is fitted to the tractor unit warning the driver that the parking brake has not been applied. Such an alarm must be activated by the driver's door, must be clearly audible inside and outside the cab (preferably where the airlines are located). The alarm must also be distinctively different to the audible alarm warning for other matters – e.g. that the vehicle's lights have been left on;

AND

- The semi-trailer is fitted with a device that prevents the trailer's parking brakes being released when the airlines are reconnected, until the driver provides a positive input – eg through manually resetting the trailer's park brake or depressing the brake pedal when he/she is back in his cab and in control of the vehicle.

If you have any questions on the specific requirements of these two points, please email [hse@balfourbeatty.com](mailto:hse@balfourbeatty.com)



Heather Bryant  
UK H&S Director



Our colleague was killed when a runway articulated HGV struck him on the A21 bypass.

- RESPONSE REQUIRED
- BMS WILL BE AMENDED
- FOR INFORMATION ONLY