

## **City Depot Lorry Wash System Review Report 27<sup>th</sup> July 2018**

This Legionella review survey was carried out on the 27<sup>th</sup> July 2018; this review was carried out on the City Depot Lorry Wash System. The lorry wash is located to the rear of the City Depot building and very close to the local waste disposal site and Southampton Docks also the built up industrial areas in the surrounding vicinity; this calls for good Legionella control and monitoring procedures to be in place; along with good housekeeping, maintenance and servicing procedures.

A water systems logbook was seen in place for the lorry wash system; this is filed within the reception area of the City Depot building; the logbook has records of the weekly site visits carried out by contractor Freeston Water treatment who carry out weekly dispslide tests on the lorry wash system. There are five dispslides being taken weekly; it is believed the contract is for six to be taken; this should be investigated. The logbook also has records of the monthly water sampling that is carried out on the wash system; this is for bacteriological and Legionella; again, five bacteriological and five legionella water samples are taken monthly and it is believed it should be six of each; again, this should also be investigated.

The records seen in the logbook for dispslide monitoring showed the test results only up to 15<sup>th</sup> June 2018 and the water sampling test results up to March 2018; as we are approaching the end of July 2018 the records appear to have fallen behind which is not satisfactory; all monitoring for the lorry wash system should be maintained up to date at all times.

The logbook for this wash system has no description of the system and has no updated system drawing; the original risk assessment carried out in April 2012 should be filed in the logbook documentation; this was not seen at the time of this 2018 review. The duty holder, responsible person and deputy for this lorry wash system have still not been nominated and recorded within the logbook documentation; I would again recommend this is carried out. I would again recommend the logbook be audited by the site manager who is responsible for this wash system to ensure all monitoring and checks are carried out and maintain up to date.

The lorry wash system is being treated with a biocide BC60 which is being injected into the system break tank located in the building plant room; this break tank serves the whole of the lorry wash system. There was no record seen within the logbook documentation to indicate when this tank was last cleaned and disinfected; I would recommend this is carried out at least on an annual basis.

Automatic dosing of Sodium Hypochlorite is carried out into the lorry wash sump area when the system is operated; this also treats the underground cyclone separator tank areas. The Sodium Hypochlorite container should be stored in a bund in case of any spillage or leaks; the COSHH data for this chemical should also be close at hand. I was informed that the underground cyclone separator tanks are being drained and cleaned believed to be on a quarterly basis by contractors CSG; again, no records for this was seen filed in the logbook documentation.

There is a large underground rainwater harvesting storage tank which can serve the lorry wash system; no records were seen to indicate when this was last inspected or cleaned and disinfected. I would recommend that the underground rainwater harvesting tank be inspected to determine sediment level build up at least on a six-monthly basis and cleaned and disinfected annually if required.

As already mentioned weekly monitoring dipslide tests are being taken; monthly Legionella and bacteriological water samples are being taken on the lorry wash system; all test results are being filed within the logbook documentation; the Legionella water sampling test results seen were satisfactory (Not Detected). The bacteriological water sampling test results were seen to be high for some months; due to the nature of the system this is expected; this is actioned by treating the system with a higher level of chlorine being dosed into the sump areas.

The lorry wash system is treated with BC 60 biocide; this system serves the wash down hoses at the rear of the wash plant room; it should be ensured that all operatives of the hoses be made aware of the chemical treatment within the system. The compound stand pipe was highlighted as deadleg pipe work as it is very infrequently used; this stand pipe is not included on the weekly flushing of outlets carried out by Freeston Water Treatment; I would recommend this is included or the stand pipe removed along with all associated pipe work.

I would recommend that the current Legionella programme that is in place for the lorry wash system continue; continue with the treatment of biocide BC 60 and Sodium Hypochlorite and continue to take bacteriological and Legionella water samples monthly.

		<b>Remedial / Recommendations</b>	<b>Priority</b>
<b>City Depot Lorry Wash System</b>		File the original risk assessment in the logbook documentation	<b>5</b>
		Nominate and record the duty holder, responsible person, and deputy for the lorry wash system in the logbook documentation.	<b>5</b>
		Continue with current Legionella control programme for the lorry wash system; ensure the correct amount of dipslide and monthly water samples are being taken.	<b>5</b>
		Continue to treat lorry wash system with BC60 biocide and Sodium Hypochlorite to help prevent Legionella and bacterial growth within the system; ensure Sodium Hypochlorite is located in a bund in case of spillages or leaks and COSHH data close at hand.	<b>5</b>
		Continue with monthly Legionella and bacteriological water sampling to ensure the lorry wash system remains under control.	<b>5</b>
		Ensure the underground separator tanks and wash sump area are drained and cleaned at least on a quarterly basis; record certification in the logbook.	<b>3</b>
		I would recommend that all sump and storage tank areas including the rainwater harvesting tank be cleaned and disinfected at least on an annual basis or more frequently if inspection proves necessary.	<b>3</b>
		Flush outside compound tap weekly if not removed and any other infrequently used areas of the system; record when carried out.	<b>3</b>
		Ensure all certification and test results are filed in the logbook documentation and remain up to date.	<b>3</b>
		Audit lorry wash logbook documentation at least on a six-monthly basis due to the nature of the system; record in logbook when carried out.	<b>3</b>

1 = Insignificant risk.

2 = Controlled risk.

3 = Risk is controlled, but deteriorating conditions could increase risk.

4 = Potential hazards identified, but uncertain about risk.

5 = Risk Uncontrolled.