

MIDLANDS CONSTRUCTION SAFETY ASSOCIATION

Minutes of Meeting held on Tuesday 11th August 2009, Meeting No 178

1. **Apologies for absence**
Natalie Roclawski, Ian Casswell, Pat Phillips, Rob Skinner, Frank Lomas, Anna Hickman, Mark Blundy, Eddie Hawthorne.
2. **New Members**
Doug Ball of One Call Training
Steve Vernon of D H Fathers
David Bellingham of Lindum Group
Kerry Simpson of KMS Safety Solutions
There were 43 members and guests in attendance.
3. **Minutes of the last meeting**
Approved as a true record.
There were no matters arising.
4. **John Hudson**
Members were informed of the untimely death of John Hudson. John had been a member of the Association for a mere two years but he was well known in the safety industry and many members will know John for his active role in the Trent Valley Branch of IOSH where he was Chairman.
5. **Guest Speaker – Bill Meath, Denios Ltd Topic – DSEAR Lecture**
Denios Ltd are a company which specialises in products for the safe containment of flammable and explosive substances.
The Dangerous Substances and Explosive Atmosphere Regulations 2002 effectively replaced numerous outdated requirements and were designed to focus attention on the safe keeping and use of all dangerous and potentially explosive products. The Denios lecture provides an insight into how everyday industrial products not bearing warning labels can quickly alter their characteristics with profound results.
Bill worked through 19 simple experiments and in so doing fascinated the audience with bangs and flashes using everyday products that are generally not regarded with much concern.
Did you realise that a “dead” P9 battery would ignite steel wool?, two similar “dead” batteries connected together would eventually become so hot that they could not be touched?, not to mention that ignition of 3 litres of a mixture of hydrogen and oxygen contained in a party balloon would produce an ear spitting explosion. Then there was the WD40 flame-thrower!
I dare bet that everyone with a safety conscience went away to consider what “innocent” practices were going on in their places of work where the potential for a serious fire was either not appreciated or simply never considered.
One of our best topics for a long time. Our thanks to Bill and Denios.
6. **HSE Update.** Sharon introduced Lee Greatorex a new Inspector based at the Nottingham office of the HSE. We hope to see Lee at our future meetings.
Sharon explained some staffing changes and particularly the promotion of Rosie Edwards to Midlands Area Director, and Samantha Peace to East Midlands Head of Operations. Alan Craddock has also returned to the patch as East Midlands Construction Head of Operations. (I trust all that is correct as I was getting writers cramp !)
It is pleasing to see that the fatalities figure is the lowest for many a year but one can only wonder if that is largely due to the recessionary times.
HSE Campaign started to raise awareness of respiratory dust particularly from cutting off saws. New free DVD “Time to Clear The Air” which can be downloaded from HSE web site
<http://www.hse.gov.uk/construction/cleartheair/index.htm>

Question from audience Is a signature required on on-line F10 notifications?

Answer: No

7. **AOB** Secretary asked if members considered it necessary to routinely ask contractors making deliveries (brick and block packs, palletised goods, bagged aggregates, site accommodation etc.) with a HIAB lorry, for a written lift plan ???
8. Many said YES, the wiser and more experienced (my view) said NO. Secretary invited those interested (and those who have never bothered) to look at the LOLER ACOP. Surely if the employer has pet concerns with regard to the use of HIABs these are best dealt with on site e.g. stabilisers, condition of web slings, not by hiding behind pieces of paper. Or is it that the requester is embarrassed to discuss these issues due to his ignorance??!!
Secretary's interpretation is printed below. Challenges and differing opinions will be welcomed at the next meeting.
9. Date of next meeting Tuesday 13th October 2009

Honorary Secretary
18 August 2009

LOLER and HIABs

What the regulations say:

Regulation 8 of LOLER deals with the Organisation of Lifting Operations. Simply put, this regulation requires that all lifting operations are properly planned, appropriately supervised and carried out to protect the safety of workers.

Paragraph 220 of the LOLER ACOP (L113) states "For routine lifting operations the planning of each individual lifting operation will usually be a matter for the people using the lifting equipment, such as a slinger, the fork truck operator etc. The person carrying out this part of the planning should have appropriate knowledge and expertise."

Paragraph 221 proposes the elements that should be considered by the person doing the planning. Paragraph 222 extends these principles to other routine lifting operations.

Paragraph 223 states "For routine lifting operations an initial plan may only be required once ..."

Paragraph 224 states "For complex lifting operations you may need to plan the task each time it is carried out".

The only reference to a "written plan" is in Paragraph 213 and refers to use of more than one item of lifting equipment. The operative words are "properly planned by a competent person" (Reg.8 .1.a)

My interpretation of satisfying the requirements of LOLER with regard to HIABs is as follows:

"Routine lifting operations" is not defined by the regulations but surely has to be interpreted literally as "a standard procedure". A routine lifting operation for a HIAB would be loading and off-loading goods and equipment to and from the lorry base.

1. I would expect the HIAB provider to be able to demonstrate, if so requested, that he has instructed (trained) his operators in the safe operation the machine in line with the range of goods that he is authorised to convey. The backbone to this instruction would be along the lines of:

a. An understanding of the lifting capabilities of the HIAB, its safe working load and safe operating radii for a given load (many machines are now fitted with auto lock outs to prevent lifting being attempted outside of the safe operating parameters of the machine).

b. Assessing/establishing the weight of a load and its centre of gravity.

c. Correct slinging and checking of lifting equipment
d. Examination and assessment of the nature of the ground and its capability of supporting the imposed load of the lorry outriggers.
e. Checking for overhead obstructions and hazards
f. Assessing and controlling third parties.
g. Placing the load such that its stability is ensured prior to release of the lifting slings
h. In the case of containers and cabins, ensuring that the operator is not put at risk when connecting and removing the lifting chains.

2 I would not expect to see any written plan for a routine lift by a haulage contractor who specialises in a particular commodity. For example a builder's merchant delivering palletised goods, bagged aggregates etc. or a mobile accommodation carrier delivering and collecting standard hire units. On the other hand if the HIAB was to be used for something exceptional to that contractor/operator, say transportation of a boat, I would expect at least dialogue between the HIAB operator and boat yard personnel to decide how best the boat should be slung.

3 It is reasonable to expect that the driver is able to readily show evidence of appropriate HIAB lorry loader training eg NPORS - National Plant Operators Registration Scheme.

4 With regard to certification of the HIAB and lifting accessories, I would expect the haulage contractor to be able to produce these if so requested but not necessarily carry them with him.

5 The person in charge of such lifts would generally be deemed to be the HIAB operator. It would be he who takes responsibility for organising any assistance he may require from others.

6 In the case of transporting accommodation units, I would expect to find a means of attaching/detaching lifting chains that avoids the need for anyone to climb onto the top of the units.

Roy Perkins
Safety Manager
Soil Mechanics
28 July 2009