

# UK SAFETY ALERT

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Display Until  
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## EMPLOYEE LTI – SLIP / TRIP / FALL

### Details of Incident

A Process Operator was entering the plant at the start of the shift at 05.00 am. It had been raining for most of the night and air temperature was 2 - 3 Centigrade. He followed the designated PPE free walkway from the car park to the temporary sign in cabin. He then cut across the old office block area and slipped on a patch of ice falling backwards onto his wrists and back, received a graze to his finger and a bump to the back of his head. He reported the incident and after an initial check by a first aider returned to work. Shortly afterwards he reported feeling unwell. He was taken to hospital where a doctor diagnosed possible concussion and advised to rest for 48 hours.

### Key Findings

- The Operator deviated from the designated route.
- The route taken had a good surface
- The fall area was in the shade of the silos and ice patches remained from the previous days frost.
- Lighting in the area was poor and he was walking towards a brightly lit area.
- The PPE free designated walkway passes through unbarriered PPE specified areas.

### How Could This Incident Have Been Avoided?

- Designated walkways should be clearly defined and enforced.
- PPE zones should start close to the front of the plant
- Light in the area should be adequate for the task.
- Colleagues may have had an opportunity to Step In and highlight the risk of injury of using the short cut

### Key Review Points

- Are designated walkways clearly defined, marked and communicated. ***Do staff use the correct routes?***
- Are PPE zones and minimum requirements clearly and appropriately defined and communicated.
- Is lighting adequate on walkways and is consideration given to the effect of differences in lighting levels and glare. ***Are designated routes inspected to identify possible risk ... Do they cover all working hours?***
- Do Winter precautions plans cover all designated walkways. ***Do shaded areas have active ice warning signage?***
- Are basic site rules enforced by supervisors and are colleagues willing to Step In if they are not. ***Do inspections and VFLs cover shift change over periods?***



### **Look after yourself and each other**

Don't let anyone act unsafely, always stop unsafe practices.



### **Housekeeping**

Keep designated access routes and work areas tidy and free from trip/slip hazards.



### **Safe Systems**

Follow safe systems of work, site rules, signage and traffic signals.



### **Incident/Hazard alerts**

Report all incidents/hazards immediately.



## FALL FROM LOADING SHOVEL

### Details of Incident

A contract Loading Shovel Operator, parked his Doosan DL420 loading shovel, prior to exiting the cab to carry out some internal cab cleaning. As the Operator was crouching down to start cleaning the cab, he reached over with his right hand to pull against the internally mounted door hand hold. Just as he took a grip of the door to pull himself up, it started to move towards him unexpectedly, causing him to lose his balance and fall back between the steps and mudguard. As he fell, he struck the mudguard, causing a graze to his back, and fractured his wrist when he hit the ground.

### Key Findings

- The loading shovel was an older design and didn't incorporate the very latest safety features to minimise the risk of falls.
- The door catch, which holds the door in the open position, was broken and allowed the door to swing towards the Operator.
- The broken catch was verbally reported as a defect but had not been recorded in the daily inspection book; the necessary parts were however on order.
- The injured person had momentarily forgotten that the catch was broken and the door was not secure.

### How Could This Incident Have Been Avoided?

- Use of machines that incorporate features aligned to the industry "Safer by Design" principles.
- Prompt rectification of the door catch.
- Use of a written prioritised defect reporting procedure.
- Care and attention being taken at all times.

### Key Review Points

- Ensure vehicles follow Safer by Design principles, with suitable platforms, barriers, steps and hand holds that are well maintained and kept clean.
- Ensure vehicle defect reporting systems are traceable, effective and defects are prioritised.
- Safe systems of work should enable cleaning from ground level or a safe protected position.
- Have designated areas for parking with a clean flat level surface and good lighting.
- Ensure conspicuous "Get a Grip" reminders are displayed.
- Avoid carrying tools and equipment when getting in and out of vehicles.
- Ensure training initiatives are delivered periodically.
- Ensure safety footwear is suitable and clean.



Broken  
door hold  
catch

Fell between  
Steps and  
Mud flap

### Look after yourself and each other

Don't let anyone act unsafely, always stop unsafe practices.

### Get a grip

Hold handrails on stairways and use three points of contact when getting into/out of vehicles.

### Tools and Equipment

Use the right, well maintained, tools/equipment for the job. Never make do.

### Incident/Hazard alerts

Report all incidents/hazards immediately.

## TRUCKMIXER DRIVER – FALL ON CUSTOMER SITE

### Details of Incident

After discharging concrete at a customer site, a truckmixer driver started to climb his ladder so he could wash down the chutes; however the driver lost concentration and missed his handhold. As a result he fell backwards and struck a mobile compressor (parked next to his truck) before reaching the ground. The compressor engine lid was closed but not secured, leaving the hook side of the catch exposed. The driver unfortunately scrapped against the exposed hook, which grazed his backside. The driver finished his duties on site and returned to the supplying plant, he was then taken to the local hospital where his wound was cleaned and dressed.

### Key Findings

- The driver had recently undergone the new IHC induction.
- The driver was wearing the correct PPE with gloves and boots in good condition.
- Truck was in good order with all safety features fitted and working.
- While the site was muddy, the incident wasn't related to a slip and there was a good level of grip provided by the rungs of the ladder.
- At the point of falling off, the driver had both feet on the same rung of the ladder. It is believed he slid both hands up the ladder at the same time to continue climbing, therefore removing 3 points of contact and causing him to fall backwards when he missed his grip.
- Poor positioning of compressor wasn't identified as a potential hazard (My Space).

### How Could This Incident Have Been Avoided?

- By carrying out an effective MY Space assessment
- Ensuring three points of contact on the ladder



### Key Review Points

- Do we always consider methods of work that avoid the need to work at height?
- Does refresher training ensure drivers follow the My Space principles, evaluating what could happen within their work area?
- Are ladders used correctly? When climbing a ladder grab onto the rungs, using a hand over hand method, never letting go of one rung before grabbing the next. Sliding your hands up the side of a ladder is unsafe because you may not have as secure a grasp as you would when using the rungs.
- **GET A GRIP** and maintain 3 points of contact on steps, stairways and ladders



#### **Fit and Alert**

Ensure you are fit to drive: hydrated, well rested, and free from the influence of alcohol and drugs.



#### **Site Safety**

Check for hazards when on site, be highly visible and assess the risks before unloading.

