

## MINUTES OF A PLANT SAFETY GROUP MEETING

**Date:** Tuesday 17<sup>th</sup> May 2016

**Time:** 14.30 pm

**Location:** Derby Conference Centre, London Road, Alvaston, Derby, DE24 8UX

<b>PRESENT:</b>	Mark Lee	ABI
	Steve Ako	Bachy Soletanche
	Andrew Eggesden	Bachy Soletanche
	Phil Hines	Bachy Soletanche
	Martin Blower	Bauer Technologies
	Les Hall	Bauer Equipment
	Graeme McWhirter	Bauer Equipment
	Brian Maxwell	BBGE
	Scott Reynolds	BBGE
	Chris Atkey	Casagrande
	Richard Nicholls	Expanded
	Brian Kellaheer	Keller
	Lee Cain	Keltbray
	Mark West	Liebherr
	Jim Unsworth	Martello
	John Ryder	PCP Group
	Neil Harris	Roger Bullivant
	Gary Levers	Van Elle

**In the Chair:** Steve Joynson      Cementation Skanska

No	TOPIC	ACTION
<b>1</b>	<b>APOLOGIES FOR ABSENCE</b>	
	Michael Finch (Casagrande), Damian Shepherd (PCP Group), Rob Wain (PCP Group), Pat McKay (FK Lowry), Alan White (Miller Piling) and Mark Nelson (Soilmec)	
<b>2</b>	<b>MINUTES OF THE LAST MEETING</b>	
	The Minutes of the meeting held on the 8 <sup>th</sup> March were approved.	
<b>3</b>	<b>MATTERS ARISING</b>	
<b>a)</b>	<b>Pre-Auguring of Large Casings:</b> First draft: Further review is needed by the working group before being published.	<b>Lee Cain/ Steve Joynson/ Chris Merridew</b>
<b>4</b>	<b>GUIDANCE IN DEVELOPMENT</b>	
<b>a)</b>	<b>Movement of Long Loads using Forks</b> The document has been sent to John Underwood at the HSE who has provided comments. It was suggested that a note be added to recommend that reference back to the fork manufacturer's manuals when using attachments in case these derate the plant.  Document found <a href="#">here</a> .	<b>C Jennings</b>
<b>b)</b>	<b>Safety Alert on Asbestos in the Working Platform</b>	

	These are still with Martin Strange who is working on model answers to the questions that the document recommends are asked of main contractors in relation to asbestos.	
c)	<p><b>Safe Preparation and Loading of Tooling Guidance</b></p> <p>Mark's final input has been provided so that the document can now be published.</p>	C Jennings
d)	<p><b>Compressor Fittings Position Paper</b></p> <p>This document has been completed pending any final comments.</p> <p>The document can be found <a href="#">here</a>.</p>	
5.	<b>Safety Alerts</b>	
a)	<p><b>SA208 – Belly band wedge</b></p> <p>This was reported to be a nasty incident that involved a belly band wedge striking an operative above the eye. A number of factors contributed to the incident including removing of restraints on the wedge. All were encouraged to read and share the alert.</p> <p><b>SA209 – Rig hanging hoses</b></p> <p>This alert provides a cautionary warning that rig hanging hoses are being incorrectly secured and loaded on return to the Plant Yard. Everyone was encouraged to be vigilant on this practice as it can lead to injury.</p> <p><b>SA189 – Track Tensioning (update)</b></p> <p>It was reported that the undercarriage manufacturer involved in the incident has is fitting a track cylinder adjusting greasing valve to its undercarriages on new rigs. Soilmec will be promoting this as the recommended spare part in the used market.</p> <p>Chris Atkey indicated that Cassagrande will follow suit in offering this sort of valve.</p> <p>The Chairman commented that this action from the manufacturer has been forced upon them owing to the discussions in the Plant Group, which is a positive result.</p> <p><b>Concrete blow out incident</b></p> <p>The Chair shared details of a concrete blow out incident where two sponge balls were used to blow out concrete and then water. One of these balls was ejected at 40mph narrowly missing an operative. This lead to the site shutting down for six hours.</p> <p>Steve Joynson stressed that there is a need to share information on these sorts of practices as they are introducing risks on to site. He stressed that everyone had been asked for their concrete washout procedures so that best practice can be identified. Everyone was asked to provide their procedures.</p> <p><b>Communication between Rig manufacturers and owners</b></p> <p>Andrew Eggesden reported that Bachy had experienced two incidents where the mast had gone over without the control of the operator. This was traced back to some electrical components that needed to be replaced. The manufacturer had upgraded these components but they had not been aware.</p> <p>It was recognised that where there is an incident manufacturers will usually rectify an issue on all machines where the problem is present. In discussion it was identified that there is an issue with the communication of safety critical updates to plant, especially where a rig is second hand. It was felt that manufacturers could do more to make available lists of safety critical updates. Second hand rig owners should also take responsibility for ensuring their plant is up to date on these.</p>	All

<b>6.</b>	<b>RIG BEARING PRESSURE SPREADSHEETS</b>	
	<p>Derek Egan is finalising the sheets at the moment. He is developing a training program for how the sheet is going to be used. At the next meeting Executive meeting, there will be an indication of the costs.</p> <p>Chris Atkey commented that the sheet does not take into account the rotary torque that can screw a rig into the ground when drilling into Thanet sands for example. This was believed to not be a universal issue as many rigs have systems in place to control this. It was acknowledged that this issue should be included as a consideration in the training for use of the tool.</p> <p>More information to be shared once it is available.</p>	<b>Secretariat</b>
<b>7.</b>	<b>BIM MODELS / INSTRUMENTATION</b>	
	<p>It was asked whether it was possible to create an instrumentation standard that sets out a common set of requirements for the as built data output commonly produced by rigs. The intention is for this to be fed into the BIM model and the e-pile schedule.</p> <p>It was reported from Cassagrande and Bauer that it was usually possible to export data into Excel, though this was currently a manual process. It was felt it would be a difficult exercise to introduce the e-pile schedule into a rig's software as this would require a lot of programming. Similarly it was felt integrating the on-board software with BIM software would be a difficult.</p> <p>It was also acknowledged that there is a lot of variation in the market in terms of what data can be captured from the moving parts of a rig and whether the data is simple logging or an on-going data feed.</p> <p>All manufacturers were asked to look at this issue and think about how the data might be provided. It was also believed that a minimum data standard would be required in the future on BIM projects and that this should be thought about.</p>	<b>All</b>
<b>8.</b>	<b>CEN/TC 151 WG3 – RIG STANDARD EN16228</b>	
	<p>The Secretary indicated he would report to the group following the report of Daniel Perpezat (Convenor of the working group) at the next EFFC Executive meeting. It was reported that Keith Bolton needed to speak to Ciaran in relation to the UK representation on the WG. Ciaran to contact Keith.</p>	<b>Ciaran Jennings</b>
<b>9.</b>	<b>MUTUAL RECOGNITION OF RIG DRIVER QUALIFICATIONS</b>	
	<p>There are three strands to the EFFC's activity to achieve mutual recognition of rig operator qualifications:</p> <ol style="list-style-type: none"> <li>1. Hans Bliss, EFFC President and European Director of Bauer is lobbying the E.U. President to get funding from the E.U.</li> <li>2. FIEC (trade association for construction at EU level) have identified that a "Sector Skills Alliance" EU funded project may be possible</li> <li>3. The Dutch and Belgian piling Federations are taking a bilateral approach that it is hoped will provide an example other countries can follow.</li> </ol>	

10.	<b>INNOVATION IN RIG TECHNOLOGY AND DESIGN</b>	
	<p>The question was asked whether there were any new innovations in technology or design that could be shared.</p> <p>Graeme McWhirter reported that there was a new version of the Btronic launching in August. This would have a bigger screen and the facility to record the set up of the rig's equipment configuration. It would also have an adaptive Kelly assistant to regulate the speed of the winch and slow down when changing Kelly bars. B-Reports would also be available as a web app.</p>	
11.	<b>ENVIRONMENTAL ISSUES / TRENDS</b>	
	<p>Steve Joynson reiterated that everyone needed to share their concrete wash-off procedures as decoupling hoses was a significant issue.</p> <p>Martin Blower reported that most issues were due to ruptured hydraulic hoses on rigs.</p>	
12.	<b>REPORT AS NECESSARY</b>	
	<p><b>FPS Safety &amp; Training Forum</b></p> <p>Key points raised at the S&amp;T Forum included that the group are looking at issues surrounding sustainability. An FPS Sustainability Charter exists currently and this is being looked at with a view to what a sustainability group's remit should be within the FPS.</p> <p>The group is also looking at how to reduce injuries to fingers and thumbs, with a particular focus on the installation of sonic logging tubes within reinforcement cages. Also there is concern around the ladders used on agitators as an injury occurred to an operative who fell from one of these.</p> <p>Discussion was held on the number of service strikes we are seeing. These have consistently been around 11-12 a quarter and it is felt that secondary scans are often needed on the ground. It was suggested that scanners could be attached to rigs as they drill. However this was felt to be problematic as a fault in the equipment is likely to require work to stop.</p> <p><b>Build UK</b></p> <p>The safety groups within the new organisation are looking to address site inductions and have a basic induction that everyone undergoes that means only a 30 minute site familiarisation session is needed on site.</p> <p>A common approach for occupational health and wellbeing is being looked at with a view to agreeing a common standard for the sorts of checks and practices the industry is willing to commit to.</p> <p><b>Training Academy Discussion</b></p> <p>Steve Joynson summarised the discussion that was held between the S&amp;T and Plant Group meetings on training. This was recognised to be an area where Members were very keen to make some progress. Specifically in gaining more control over the content of training and ensuring competence of site operatives. The working group have been challenged by the Executive to come up with a vision, a strategy for how it can be achieved and an example case to present to the Executive with a view to gaining Members support for the an initiative.</p>	<p><b>Ciaran Jennings</b></p>
13.	<b>ASSOCIATE MEMBERS DISCUSSION POINTS AND ISSUES</b>	

	It was reported that Bauer are holding a training course for rig drivers in the week commencing 13th June and 27 <sup>th</sup> September. All Members were invited to find out more should they wish to.	
<b>14.</b>	<b>ANY OTHER BUSINESS</b>	
	None.	
<b>15.</b>	<b>DATES OF 2016 MEETINGS</b>	
	<p><b>All meetings will be held at the Derby Conference Centre, London Road, Alvaston, Derby, DE24 8UX.</b></p> <ul style="list-style-type: none"> <li>• Tuesday 13th September – 10.00am</li> <li>• Tuesday 29th November – 1.30pm</li> </ul>	