

MINUTES OF A PLANT SAFETY GROUP MEETING

Date: Tuesday 8^h March 2016

Time: 10:30am

Location: Roger Bullivant Limited, Walton Road, Drakelow, Burton-Upon-Trent, DE15 9UA

PRESENT:

Martin Cane	Aarsleff
Mark Lee	ABI
Steve Ako	Bachy Soletanche
Les Hall	Bauer Equipment
Scott Reynolds	BBGE
Martin Lawson	BBGE
Chris Atkey	Casagrande
Richard Nichols	Expanded
Pat McKay	FK Lowry
Brian Kellaheer	Keller
Mark West	Liebherr
Jim Unsworth	Martello
Alan White	Miller Piling
Nancy Austin	Miller Piling
Rob Wain	PCP Group
Neil Harris	Roger Bullivant
Mark Nelson	Soilmec

In the Chair: Steve Joynson Cementation Skanska

No	TOPIC	ACTION
1	APOLOGIES FOR ABSENCE	
	Martin Cane (Aarsleff), Andrew Eggesden (Bachy Soletanche), Keith Bolton (Bachy Soletanche), Phil Hines (Bachy Soletanche), Dorian Rixon (Bam Nutall), Graeme McWhirter (Bauer Equipment), Brian Maxwell (BBGE), Michael Finch (Casagrande), Damian Shepherd (PCP Group) and Paul Hartingham (Select).	
2	MINUTES OF THE LAST MEETING	
	The Minutes of the meeting held on the 17 th November were approved.	
3	MATTERS ARISING	
a)	CEN/TC 151 WG3 – Rig Safety Standard EN16228 The next meeting of the CEN working group is due in April where the standard will be reviewed to ‘debug’ the standard. Ahead of this meeting Jim Unsworth reported he and some others had met with Keith and drafted some comments for the CEN meeting. Please click here to view comments, if there are any final additions please let Keith Bolton know.	All
4	GUIDANCE IN DEVELOPMENT	
a)	Movement of Long Loads using Forks This guidance document has now been completed and has become more advisory in nature, rather than defining a minimum acceptable standard. It will now be submitted to the HSE for comment.	C Jennings
b)	Safety Alert on Asbestos in the Working Platform Keltbray are finalising a set of recommended answers to the questions for main contractors contained in the alert.	
c)	PUWER	

	This guidance is complete and the BDA have been asked to comment. Document will be published in due course.	C Jennings
d)	Safe preparation and loading of tooling guidance It was agreed this document should be finalised and updated as and when necessary. Members were encouraged to pass through more photos to help illustrate the guidance.	All
e)	Compressor fittings position paper This document is being reviewed by Phil Hines.	P Hines
5.	Safety Alerts	
a)	SA189 – Track Tensioning Mark Nelson reported he had spoken to Bercow again about the incident and they had provided the document circulated prior to the meeting, including the technical specification for the undercarriage. The Coroner had completed its inquest and a court case was pending. However, neither the rig manufacturer nor the piling contractor involved in the incident was being asked to testify. Jim Unsworth said he had back calculated the pressures for one of Martello's rigs and had discovered a scenario where the tensioning can break. Potential solutions were discussed and it was concluded a release valve in the line was an effective solution together with appropriate tensioning procedures. It was acknowledged Bauer rigs already had this form of valve in place and Soilmec had also put additional protection in place for site operatives. Abi, Casagrande and Liebherr representatives were asked to look at whether they were able to install such a valve or provide an alternative to protect workers carrying out track maintenance. It was also noted the manufacturer's manuals were generally excellent sources for information on the appropriate procedures to avoid this type of accident.	M Lee C Atkey M West
b)	Other safety alerts issued SA 201 – Casagrande reported the swivel had failed and it was no longer manufactured. It was also noted the customer had removed a safety plate from the steady bar that would of stop the swivel from propelling. SA 203/SA 204 - Both of these incidents, although not specifically piling related, were deemed to be relevant to piling sites. SA 206 – It was reported Cementation had encountered a similar issue in the past and had worked with Soilmec to devise a method to reduce the risk.	
6.	RIG BEARING PRESSURE SPREADSHEETS	
	It was noted Neil Harris (Roger Bullivant), Jim Unsworth (Martello) and Steve Ako (Bachy Soletanche) had reviewed the spreadsheets during the last Technical Committee meeting. Following comments, these were incorporated and the tool was tested. The tool is being finalised for publishing. Les Hall mentioned Bauer had some comments they wished to share. The Secretary asked Les to ensure they were sent in as soon as possible so they could be passed on to the consultant developing the tool. A training seminar will be held to help educate the industry on the appropriate use of the tool.	L Hall
7.	BIM MODELS / INSTRUMENTATION	

	<p>The FPS Executive asked whether it is possible to standardise the as-built data produced by rigs. The question was prompted by the increasing requirement and use of BIM in the industry and the developing need to incorporate this information in the BIM model on projects.</p> <p>It was noted most of the data produced by rigs was exportable as a text file. It was unclear whether this would be enough to be useful for BIM purposes.</p> <p>Mark Nelson asked what the level of BIM uptake was among the FPS members. Everyone was asked to report back at the next meeting on their level of BIM implementation.</p>	All
8.	MUTUAL RECOGNITION OF RIG DRIVER QUALIFICATIONS	
	<p>The EFFC has been working with FIEC on this issue. FIEC identified the possibility of initiating a Sector Skills Alliance project which would have looked at defining a training standard and a set of training resources and curriculums that could have been adopted in different countries. However after consideration it was deemed to be a difficult route to take as it was more aligned to harmonisation of training, rather than recognising existing training.</p>	
9.	INNOVATION IN RIG TECHNOLOGY & DESIGN	
	<p>A series of incidents occurred where a number of Junttan PM16 rigs had overturned when trying to offload at 21 degrees inclination. A small group of FPS Members met to discuss the issue and a number of recommendations were produced:</p> <ul style="list-style-type: none"> • Safe load indicators were needed on the rig • Powering-down winches that are trying to lift too heavy a load • The development of interlock devices on the mast • Putting alarms on the inclinometers <p>Adding SLI was reported to cost €14k according to the manufacturer.</p>	
10.	ENVIRONMENTAL ISSUES /TRENDS	
a)	<p>Disconnected Hoses</p> <p>At a previous meeting Members had been asked for their concrete wash-off procedures and methods for managing the disconnection of hoses so that best practice could be shared. This was in response to the environmental incident data being collected by the FPS showing spills from hose disconnections and wash-off were leading to spillages.</p> <p>To date only BBGE has responded, everyone was asked to send in their procedures.</p>	ALL
b)	<p>London Emissions Zone</p> <p>The group acknowledged it was becoming increasingly difficult to get rigs on site in London owing to the London Emissions Zone and standards.</p>	
c)	<p>Noise</p> <p>It was generally felt the issue of noise was significant especially from the clanging of Kelly bars to clear them of spoil and the spin off operations. Bauer had done some work in this area to reduce the decibels such as the introduction of an acoustic bar.</p>	
11.	REPORT AS NECESSARY	
	<p>FPS Safety & Training Forum</p> <p>The Forum is looking at the FPS audit with a view to updating and revising the questions for the next audit round.</p> <p>Occupational health has been introduced on to the agenda as an area for development. Also a sub group had been established to look at the issue of</p>	

	<p>sustainability and create some terms of reference.</p> <p>It was suggested at the last meeting a FPS Training Academy is created to harmonise the standards and content of the training in the industry. The Plant Safety Group strongly supported this idea as the industry has not comprehensively defined what is required from the training available. It was generally felt apprentices and technicians should be exposed to the full range of activity involved in piling. It was agreed an academy would help to share knowledge on assessment and training generally and improve the competence of the workforce in the industry. It was recognised the CPCS is a poor guarantor of competence as it does not take into account which rig a driver is operating.</p> <p>It was agreed the Plant Group should overlap with the Safety & Training Forum at the next meeting in order to put together a proposal for the Quarterly committee to consider. Everyone was asked to send in their ideas and thoughts on how to create and implement a training academy.</p>	ALL
12.	ASSOCIATE MEMBERS DISCUSSION POINTS AND ISSUES	
	Mark Nelson asked whether all Members were complying with FORS. It was reported Silver accreditation was the minimum everyone was operating to, though Gold had been achieved in some cases or was actively being worked towards.	
11.	ANY OTHER BUSINESS	
a)	<p>Harnesses</p> <p>Scott Reynolds raised the issue of weight limits on safety harnesses, it was noted they are limited to bearing a weight of 140kg (22 stone) under EU legislation. Members were advised to be aware of this requirement.</p>	
b)	<p>Pre-Auguring of Large Casings</p> <p>At the Quarterly meeting it was agreed guidance on how to manage the risks of pre-auguring and potentially avoid excavating under the tracks of a rig should be created. Chris Merridew and Stuart Norman have agreed to lead on this issue, but expertise is needed from all working groups. Lee Cain and Steve Joynson volunteered to assist.</p>	L Cain S Joynson
11.	DATES OF 2016 MEETINGS	
	<p>All meetings will be held at the Derby Conference Centre, London Road, Alvaston, Derby, DE24 8UX.</p> <ul style="list-style-type: none"> • Tuesday 17th May – 1.30pm • Tuesday 13th September – 10.00am • Tuesday 29th November – 1.30pm 	