

## Safety, Health & Environment Newsletter – July 2016

### 1. Forward Tipping Dumpers – Seat Belt Safety

M V Kelly Ltd were deeply saddened to hear that one of our competitors had a recent fatality of a dumper driver working in Cirencester. This incident has identified the importance of wearing a seat belt when operating this particular machinery and that every individual has a duty of care to follow the correct instructions, information and training given. It goes without question that when the news broke through, it sent a shockwave through our sector and highlighted that more control measures were required.

M V Kelly are committed to ensuring the safety of our workforce and have currently invested over £36,000 since April 2016 in a new “Green Light / Immobiliser System”. This system is now in place on all Taylor Wimpey developments that we are working on but other clients are following suit (Barratts UK will be making this mandatory also by January 2017).

#### ***What is the system and what do you need to do?***

- I. If you do not connect the retractable seat belt and try and turn the ignition key, the vehicle will fail to start
- II. From the operating position, pull the retractable seat belt over your lap, connect into the buckle and then turn ignition. Vehicle will start and green light will flash which is positioned on the ROPS
- III. If at any point the dumper starts without the seat belt engaged, the dumper must be stood down immediately and reported to the plant department

#### ***Daily Checks***

Belts should be kept clean and OPERATORS should carry out daily checks of their condition. A defect will seriously jeopardise your safety. Belts can become damaged at any stage of the vehicle's life and a small 4 mm cut or a hole the size of a shirt button in a seatbelt may reduce its strength by a staggering 70%.



The areas to check are the seatbelt webbing, the buckles/fixings and the retractors. Wear and tear or abuse can affect all these parts. At no point should the retractable seat belt be tampered with to make it a lap belt (adding knots to the webbing).

We suggest these should be checked daily for the following signs:

- Webbing with nicks, cuts or holes caused by abuse
- Buckles which don't lock securely or have become worn out due to wear and tear
- Buckles that have been damaged by being caught, stood on, or have had items such as sweets and chewing gum pushed into them
- Movement or clicking noise in enclosed stalks
- Retractor mechanisms which don't fully retract the belt or lock the belt securely into position.

**If at any point the system is not working correctly, the dumper must not be used and reported to plant immediately. If any operative is found misusing the seat belt system or show disregard to its purpose, it will result in disciplinary action. SEAT BELTS SAVE LIVES**

## 2. Material Stockpiles

What is known as a "day to day" activity can become too familiar sometimes. Site conditions can change in an instant and without assessing the risks, it can be too late before an accident can occur.

Stockpiles are commonly used on our sites in order to preserve a specific material (topsoil, subsoil) which can be used at a later date on the project. Best case scenario is for materials to be deposited where possible at ground level and then stockpiled by an appropriate excavator. However, due to site constraints and logistics, there may be a requirement for dumpers to drive up access ramps and tip material directly onto the top of a stockpile. This is an acceptable method of work but the correct controls need to be in place as well as ongoing monitoring for access/egress of the dumper operation.

Dumper drivers have a key role to play in ensuring the safe use of site dumpers. They should always follow the below when working on material movement to and from stockpiles:

- All dumper drivers must be trained and competent to use this particular plant
- When being loaded, ensure the dumper is on firm level ground, switched off and the hand brake is applied. Dismount from the dumper and stand well clear whilst ensuring the load is evenly distributed.
- If being loaded at the top of a stockpile, drivers need to take extra care when moving on sloping ground and particularly if the ground is rough or uneven. When travelling with the skip loaded, reverse down slopes to ensure good stability and traction. If turning is unavoidable when travelling across slopes, turn uphill, not downhill.
- Ensure that all loads are secure and evenly distributed before moving off. Do not carry materials that overhang the skip or may affect your control of the dumper
- Do not obstruct your forward vision by over loading the skip.
- Driving up and down inclines must be kept to a minimum. The maximum gradient must not exceed **1:4 or 25%**. Do not drive up or down any inclines in excess of this, and do not tip on elevated locations unless the edges are protected to prevent the dumper rolling over.
- Material bunds need to be in place along both sides of the ramp access at a height in proportion to the dumper wheel height

- Ensure that the ramp is wide enough for the dumper being used. At no point should the dumper wheels be within 1 metre of the bunds formed on each side of the ramp.
- The dumper “travelling line” should be followed at all times and the driver should not deviate from this or take any shortcuts
- When tipping, the dumper should be stationary, in neutral gear with the parking brake on.
- The heavy end of the plant should always be up the hill to maintain stability - Drive forwards up slopes when loaded and reverse down slopes when loaded.
- Make sure there are no obstructions or other materials placed in or around the access route which could cause the driver to deviate from the planned route. If this occurs, then all activity must stop and the route assessed further

### 3. Service Strikes

We have had an unacceptable number of service strikes over the past few months and it is disappointing as periodically this year we have remained at a steady low number.

Half year completions as well as client pressure has resulted in correct safety procedures not being followed which consequently, always results in an incident. Permits to dig and correct digging practices are there for a reason; to avoid contact with underground services. A permit to dig is not a tick box exercise, it is to be followed in order to protect you and others around you. Everyone involved in the dig should be consulted and given the correct information to carry out their task. The below are the basic requirements for locating underground services which should be followed and disciplined by the supervisor

- Always consult existing service information (whether in our white folder or client records)
- Ensure that a CAT & Genny trained operative is using the detection equipment to identify underground services. Signal generators also identify other services such as gas and water if used correctly (Training for this equipment is available from the SHE department and signal generators can be hired from the plant department).
- Identify the location of any services by using line marker spray on the ground to give visual indication to excavator operators
- Proceed with trial holes with insulated shovels to locate any gas / water / electric / BT services that have been flagged up on service drawings
- No mechanical excavation is to take place within 500mm of that known service (once identified) – You must proceed to hand dig with insulated equipment
- Ensure that we are using the right amount of sand and marker tape during the backfilling process (**including the plot connections as well as the mains**) to ensure that they can be located again at a later date – **think about the next man who has to dig in this area**

Everyone has a duty of care to work safely. Recent negligence to the safe system of work set out has resulted in several heavy fines to persons involved as well as dismissals from M V Kelly Ltd for gross misconduct.



## 4. Accident Trends

Over the past few months, we have had 7 reported accidents all related to slips, trips and falls. The circumstances have varied in each case along with the type of injury sustained. However, the root cause to each incident has been down to poor general housekeeping within the defined work area as well as individuals not concentrating on the current surrounding and conditions

We work in an environment that is ever changing and the red carpet isn't rolled out for us on site unlike for other trades. As we are the contractor who has to install the roads and footpaths for all to use, it is us who have to negotiate our works around potentially difficult terrains and particular constraints in order to do this.

To ensure that you are working in a safe environment, due diligence must be shown for housekeeping practices and keeping works areas tight and tidy. Don't leave tools lying around and remove offcuts and surplus materials from the work area at the earliest opportunity. Keep compound areas uniform, separate products (plastics and concrete) and never stack materials over 2 pallets high. This will reduce the risk of slips, trips and falls. Remember, "a tidy site, is a safe site".

Advisors will be bringing "best practice" sites to the attention of Directors

## 5. Construction Fatalities

A total of 43 construction workers died in the year to the end of March, with that figure set to rise further following the collapse at the Didcot Power Station. The HSE confirmed that 43 people had died between 1 April 2015 and 31 March 2016, up from 35 the year before and equal to the 5 year average for construction.

There were also 2 members of the public killed on construction sites in the last year. Seven year old Conley Thompson had gained access to a site and fell into a non-entry inspection chamber that was full with water. He drowned and was pronounced dead on the scene. A 65-year old female was trapped by something collapsing, according to the HSE.

In total, 144 people died in workplace-related incidents in 2015/16, meaning construction accounted for 30 per cent of all workplace fatalities. There were 27 people killed in manufacturing and a further 27 in agriculture.

These individuals would have gone to work, as another other day, not knowing that they wouldn't be coming home to their families. You, as an employee, need to understand the significant role you play when working on a construction site. Taking unnecessary risks and not following the safe systems of work provided, could potentially lead to a serious injury or a fatality to yourself or others.

M V Kelly Ltd will continue to invest in health and safety and will resource the appropriate training, instruction, information, supervision and equipment for our workforce. We are constantly trying to improve ourselves and develop new systems to ensure safety is at the forefront of the business (New Green Light / Immobiliser System). But remember, the culture has to be right. The safest method is the right thing to do, always.

## 6. Message from Directors

Directors have legal duties placed on us with regard to H&S. However, at M V Kelly Ltd, we genuinely believe in our moral obligation to look after people first. We do not want to have accidents on our sites. We firmly believe we can be an efficient company where safety is second nature. We do not expect anyone to risk their own or anyone else's life or health on our sites or try and cut corners. If you see any unsafe activity being carried out you must report it. Do not be afraid to speak up. If you feel that something is unsafe that you are doing – STOP WORK and reassess the situation by consulting your site supervisor, contracts manager or respective SHE Advisor/Manager

Understand that we will dismiss or apply fines under our "Zero Tolerance Policy" if we have to, however we would prefer that people apply their training and experience and follow company procedures instead.

If you do have any safety concerns or wish to raise something please contact a member of the safety team or contact any of the Directors.

Liam Nugent  
Group SHE Manager  
M V Kelly Ltd

