



# InGa Health & Safety Newsletter

Volume 01 - Issue 02

**APRIL - 2009**



http://www

# INGA Health & Safety

## Newsletter

Volume 01 Issue 02

Inga Health & Safety Consultants, P.O.Box 21574, Richards Bay 3900  
<http://www.ingaconsultants.com> newsletter@ingaconsultants.com Tele: 035 7921459 / 083 6073545

### INSIDE THIS ISSUE

- 1 20 Steps to make Safety part of your business
- 2 Managing the movement of traffic
- 3 Activation vs Investigation
- 4 Trenching and Excavation Safety
- 5 Safety Topic – Electrical Safety

### In our Next Issue

- Activating your health and safety career
- Sex(Safe Execution) vs Safety First

## Making Safety part of Your Business 20 Steps to maturity

By Gavin Bruwer

Health and Safety has no quick fix, buy a program off the shelf and off we go solution. A sound health and safety program is no different to any other aspect of your business and requires planning, integrated implementation, regular evaluation and adequate benchmarking to ensure continuous growth. Value adding safety programs are the fruit of a well planned systematic journey to maturity. Our twenty steps to maturity process provides small bites at a time, allowing you to gradually build and assess your program as you grow in knowledge and understanding of safety's key role in your organization.

This detailed step by step approach provides standards to measure against and by integrating it into your business management style you will start experiencing the value safety can add to your organization through proactive risk reduction and increased business opportunities.

For further information on this product visit:  
[20 Steps to Success](#) today.

## Managing the Movement of Traffic

By Brian Darlington

How often do we receive a notification of an incident at one or other company during which an employee, contractor or even at times a visitor has been injured due to an incident on site involving mobile plant, equipment or vehicles?

It is common to find that during the investigation following such incidents, the focus of the investigation teams is on the actual incident and very seldom concentrates on the bigger picture.

In order to ensure good management of mobile plant, equipment and vehicles on site, companies should develop a comprehensive traffic management plan after conducting an in depth risk assessment.

---

*“Sustainable safety requires planning, integrated implementation and continuous evaluation.”*

---

---

*“Good management of plant, equipment and vehicles requires a comprehensive traffic management plan.”*

---

### Traffic Management Plan

Although companies tend to have a number of standards addressing various elements of traffic management, it is probably a good idea to consolidate this information into a single "Traffic Management Plan" which is readily available for reference by all relevant persons. A traffic management plan should consist of a number of elements which include the following three main categories:

1. Safe Premises.
2. Safe Mobile Plant and Equipment.
3. Safe Drivers/Operators.

### Safe Premises

In order to provide a safe site with regard to mobile plant and equipment as well as controlling vehicle traffic on site, organisations should have systems in place which provide for the following:

1. Safe pedestrian routes for employees and contractors.
2. Safe pedestrian routes for visitors.
3. Clearly demarcated roadways for vehicles on site.
4. Clearly demarcated leading and off-loading areas.
5. Clearly demarcated “No go areas”
6. Procedures for loading and securing of loads.
7. Segregation of mobile plant, vehicles and persons.

### Safe Mobile Plant and Equipment

The second element of a good traffic management plan is to ensure that the equipment used is suitable for the job and is capable of handling the loads and products. Schedules and standards should be developed and implemented to manage the inspections, tests and maintenance of all mobile plant and equipment owned by the company.

### Safe Drivers

It is the company's duty to ensure that all persons who are required to operate mobile plant and equipment are capable, competent and medically fit to operate the specific type of equipment. The following issues are to be included in ensuring this:

1. Competence  
All drivers and operators must have the necessary skills to operate the equipment and therefore should have successfully passed a relevant training course. It is advisable that even though the training is successfully completed, regular on-site evaluations by the supervisors should be conducted.
2. Medically Fit  
All drivers and operators should be required to attend regular medical examinations to ensure that they are medically fit to operate the equipment. Any person found to be unfit should be placed on alternative duties.

---

*“Safe equipment in the hands of safe operators – a must for traffic management.”*

---



### 3. Licensing and Authorization

All drivers and operators should be in possession of a licence card at all times. This licence card could be issued by the training / licensing institutions, or it could be an internal licence issued by the company.

### 4. Substance Abuse

A substance abuse programme should be implemented which includes random testing of persons entering or exiting the premises. Drivers and operators involved in incidents should be required to undergo a substance abuse test.

In conclusion, we as managers and safety professionals have a moral duty to provide a safe working environment for all persons entering our operations. After all, incidents involving mobile plant and equipment as well as vehicles may end in a disability or even have fatal consequences. So let's do our best to ensure our operations have a traffic management plan in place, which will prevent the probability of the incidents occurring.

---

*“Time spent on investigating incident activators reduces our risk profile and stimulates continuous improvement.”*

---

## Activation vs Investigation

By Gavin Bruwer

The age old saying that prevention is better than cure may sound very much like our mothers trying to get us to drink some vile anti flu concoction, but its relevance has never before been as important as it is in today's robust pressure driven qualdron of industry and construction. The only way to activate prevention in today's milieu is to move away from the conventional after the fact approach to incident prevention. (Let's learn from this incident so we don't make the same mistake).

We need to take risk identification to the next level by identifying those functions, tasks, habits, personal and environmental stressors which may give rise to conditions or actions conducive to accidents.

By measuring these indicators we have the opportunity to identify trends early, allowing us to activate pre-control measures. This will actively reduce our exposure to the traditional human and job factor contribution to incidents. (98% of incidents).

In every industry or construction discipline there are key performance areas, which we could monitor and report against, some examples being: availability of supervision, use of fall protection equipment, maintenance programs. By monitoring these and actively actioning any deviations we can change our risk profile completely.

Don't let time put you off. If there is time to investigate a failure then there is time to identify your incident activators and investigate each transgression as though it were an incident.



*Pro-active vs Reactive*

## Safety Topic – Check before you ride

By Gavin Bruwer

You've probably seen the havoc heavy construction equipment can cause. Maybe you know of someone who was killed or badly injured by being run over or backed over. You may even have seen a parked car that had been crushed. Usually, this kind of accident happens because someone fails to take commonsense precautions.

### BIGGER AND FASTER TODAY

Years ago, heavy equipment was big, bulky, and slow moving. The operator could see well in all directions. Today, this equipment is heavy, large, and fast moving. Often the operator's field of vision is restricted. So now the equipment operator has to be more alert than he did a few years ago to make sure he doesn't injure or kill a fellow worker.

### TAKE A WALK BEFORE YOU RIDE

Before you climb aboard a piece of heavy equipment, walk completely around it. Then you'll be able to see any persons or obstacles in the vicinity. And you'll be able to warn anyone who is in the way that you are getting ready to move the equipment. With all the noise, it is sometimes difficult to hear one more machine startup or start to move. If mechanics have been working on equipment, be sure they have finished their work and all have left. Make sure they haven't left any tools or equipment behind either.

I know of a worker on a runway job, who ate his lunch in the shade of a large roller. Then he settled down to take a cat nap before going back to work. In the meantime, the operator got on the tractor, backed it up, and ran the heavy roller over the man. Thirty seconds of precaution on the part of the operator would have prevented this accident.

Another time, a service operator drove up to another piece of equipment, got off his truck to tell the operator about a gas can he had previously placed in the truck. In a few minutes, he got back in the truck and backed up. He ran over the crane oiler, which was behind the truck and facing away from it. This shows why it's always necessary to have someone signal for you when you're backing equipment or trucks in places where people and equipment are working. We don't have many minor accidents involving heavy construction equipment. Most of them result in serious injury or death. Admittedly, it takes a few seconds to walk around the machine or truck before you board it. And it takes a few seconds to have someone signal you when you backup such equipment, but this time is well spent - especially if it saves someone's life.

Remember - Equipment can be deadly  
Take a Walk before you Ride



#### Inga Health & Safety Consultants CC

47 President Swart Street  
Empangeni  
3880

Phone:  
035-7921459 / 0836073545

Fax:  
035-7921459 / 0865655447

E-mail:  
[newsletter@ingaconsultants.com](mailto:newsletter@ingaconsultants.com)

Web-Site:  
<http://www.ingaconsultants.com>

To Unsubscribe or send an article:  
Send a mail to - [newsletter@ingaconsultants.com](mailto:newsletter@ingaconsultants.com)  
Attach your article or type the word Unsubscribe