

Scottish Construction Safety Group

Minutes of the meeting of February the 15th 2018

There were 31 members and guests present. Roddy McLean introduced Ritchie McRae from the HSE who was giving a short update.

Ritchie began by advising that the Asbestos Licencing Group memo 03/12 gives guidance on the removal of soffits which advises that where practicable full negative pressure enclosures should be used when removing AIB. Where this is not reasonably practicable, and of short duration or low level work, then work can be done under partial enclosure. However, the minutes of a recent ALG Technical Working Group meeting appears to indicate that full enclosure will be expected for single or low level buildings and/or any building where the soffit will be difficult to remove or will break up. The emergence of this second document is causing some confusion within the industry. Ritchie advised that the existing ALG memo remains as the recognised guidance, and the Technical Working Group minutes appears to be up for further discussion.

The fatal accident inquiry has been concluded in to the fatality at the Queensferry Crossing where a fly jib on a crawler crane became detached whilst trying to repair a leaking hydraulic hose and crushed an employee of the project. The crane was hired and the hire company were making a repair but the fitter who had been with the company for 18 months had no experience with fly jibs. The employee, a foreman, who was killed had a lot of experience in general mechanical maintenance but not with cranes or fly jibs. The hose was the bottom one in a bank of three and was very close to the one immediately above it. The fly jib prevented access to the connection. The foreman went to assist the fitter and they, together with the crane operator lowered the crane's telescopic boom in order to move the fly jib which obstructed access to the hose couplings, this caused a major hydraulic leak. The crane driver then went to clean up the hydraulic oil. The fly jib is held in position by two pins. To swing the jib the pins have to be released and reinstalled in sequence and it was during this operation that the fly jib dropped killing the foreman. The pins should have been 25mm dia in 26mm holes however the central pin which was slightly bent was 19mm dia in a 23mm dia hole.

The inquiry was advised that the method of moving the fly jib was an industry standard operation but this standard was not followed. The inquiry looked at who had removed the pin out of sequence and concluded it could only have been the foreman, that the fitter played no part in this activity and that his lack of training and experience were therefore irrelevant. The inquiry was also satisfied that the dimensions and condition of the central pin was not a contributory factor. The inquiry recommended that the BSI should be advised of the incident so that a warning could be given and a warning should be attached to the pins.

Roddy thanked Ritchie before introducing John Bissett who was giving an update on the CITB.

John began by advising the meeting that the final decision on details had not yet been made but his presentation had a high probability of being generally correct. 2018 Grant information has already been sent to companies. The systems being adopted will take the CITB back to its roots in promoting careers, providing standards and qualifications and encouraging training and development through targeted funding. The changes will hopefully simplify the system. It will continue with apprentice support, research work and to influence and engage on the industries behalf.

The CITB has always had to balance many topics to satisfy the industry and initially was only intended to provide training where it wasn't otherwise available. The direct delivery of training had become part of the core but this is being re-evaluated and will be pulled back over the coming

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years. It is hoped that the training centres will be sold off as going concerns or others will be able to take on the training done there.

In other areas of CITB, Cskills Awards has been successfully sold off with no hitches. CITB is now looking to outsource various administrative functions including HR and marketing. The administration of the card schemes will also move away from the CITB.

CITB will work with providers and contractors to set up a quality assessed network of Approved Training Providers delivering standardised programmes through an online course Directory. Training will also be recorded on a new Construction Training Register.

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Development of the training standards is well underway. There was a consultation which closed in December which delivered the first batch of courses, this consultation covered the content, tutor capabilities etc. to ensure a constant standard. To ensure that the standards are maintained will probably require a new management scheme. Approved Training Organisations ATO's (either in-house or external providers) will be audited by the CITB although generally this audit will be a desktop exercise but there will be some site visits.

Short duration training grants rates will also be changing and will only be paid for approved courses. In general, only courses directly related to construction will be funded e.g. first aid course (standard for all industries) will not be funded. There will be a transition period before only ATO's and approved courses will be able to be grant funded, a flow chart is available to explain grant levels. The overall grant scheme will have a strong focus on the long term upskilling of the industry and new entrant.

Questions

The Site Safe suite will continue as they are. - It is hoped that may be focus groups in Scotland to assist in future development.

Is consultation still ongoing – closed for released courses but welcome on others and future. Info on CITB Website.

There are CITB Employer Forums running in March
27/3 Dundee
28/3 Glasgow
29/3 Inverness

The cost to become an ATO is £750 per commercial organisation. There is no charge for companies wishing to apply for ATO status for internal training but will also require a management system to ensure training standards are met.

More information can be found on the Group website
<http://www.scottishconstructionsafetygroup.org.uk/> .

Dates of forthcoming meetings are

22/3/18 Steven Forde on training for loading plant on to low loaders

19/4/18 Prof Nick Bateman guidance on setting limits for drug and alcohol testing.

24/5/18

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