

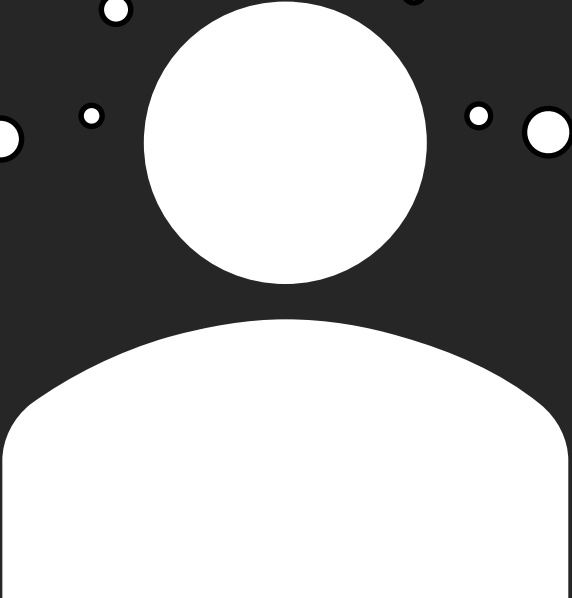


# WORKING AT HEIGHT

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TECHNICAL MANAGER

# WHY DO WE NEED TO BE TRAINED?

A white silhouette of a person's head and shoulders is centered at the bottom of the slide. Five thought bubbles of varying sizes are connected to the head by thin lines, radiating outwards in different directions. Each bubble contains a question in white text.

If I have a problem, can't I just check the manual?

*Aren't the controls the same on each machine?*

*If I get stuck, can't someone just get me down?*

*I've been ok for 20 years, why should I worry now?*

**Aren't they all the same?**

# CASE STUDY

## Royal Navy Dockyard Devonport

*21<sup>st</sup> Oct 2013:*

Operator used to working at height uses MEWP to access temporary roof in a submarine bay.



# CASE STUDY

## Findings:

An investigation by the Health and Safety Executive (HSE) found that the company had not properly planned the work on a MEWP in restricted overhead areas.

It was also found that other employees had not received suitable training in the emergency lowering procedure of the elevated platforms and no practice drills had been carried out.



# CASE STUDY

## HSE Statement:

Speaking after the hearing HSE inspector Helena Allum said:

“If the company had trained other employees to use the mobile elevated work platform in emergency situations, Mr Stevens would have been lowered to the ground more swiftly.”

“This case highlights the need for duty holders to properly plan all work at height beforehand, including emergency planning and rescue situations.”



# CASE STUDY

## Dockyard Realisation: Knowledge gap



# CASE STUDY

## Improvements made

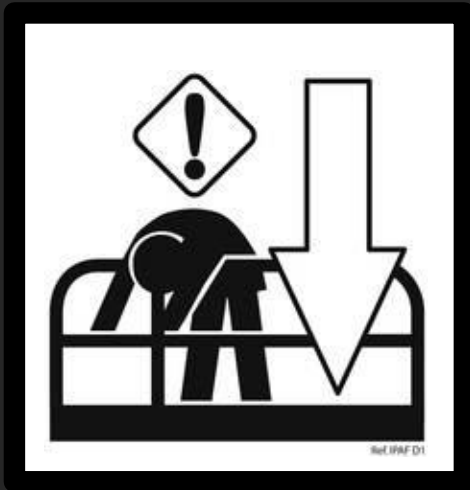
- ☒ Training
- ☒ Recording MEWPS on site
- ☒ System worked during incident
- ☒ Follow up actions

## Reliability of MEWPS

Following the incident, the MEWPS was reviewed and it was found that the system was not reliable. The system was found to be unreliable due to the following reasons:

- The system was not reliable due to the fact that the system was not reliable.
- The system was not reliable due to the fact that the system was not reliable.
- The system was not reliable due to the fact that the system was not reliable.

# A LOOK AT EMERGENCY DESCENT TRAINING



**1** How does it work?

**2** Do you have a plan?

**3** Is it a legal requirement?

**4** What if it goes wrong?

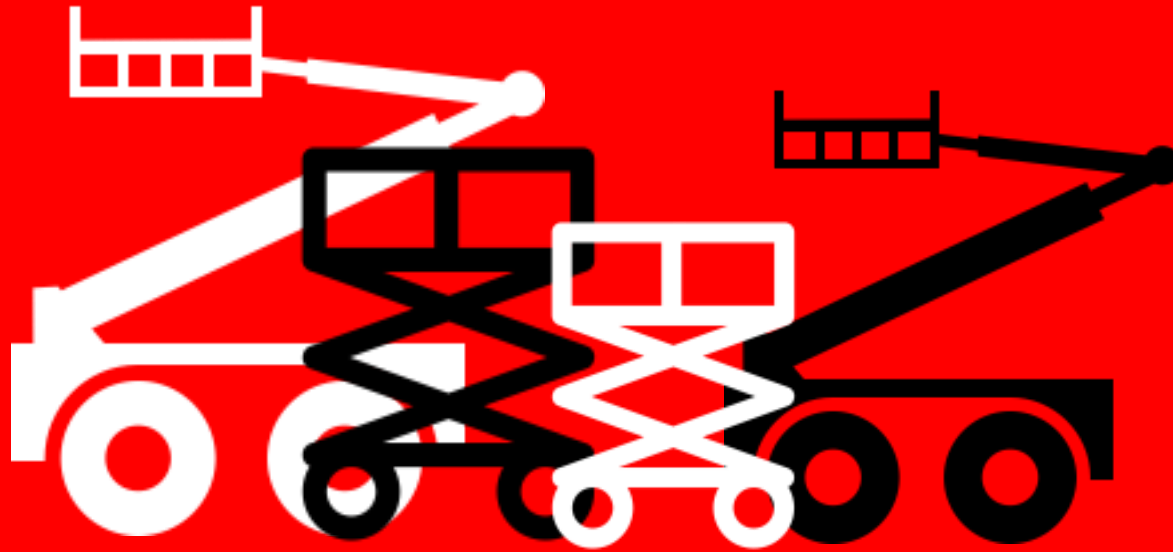


# A LOOK AT EMERGENCY DESCENT TRAINING

## Familiarisation

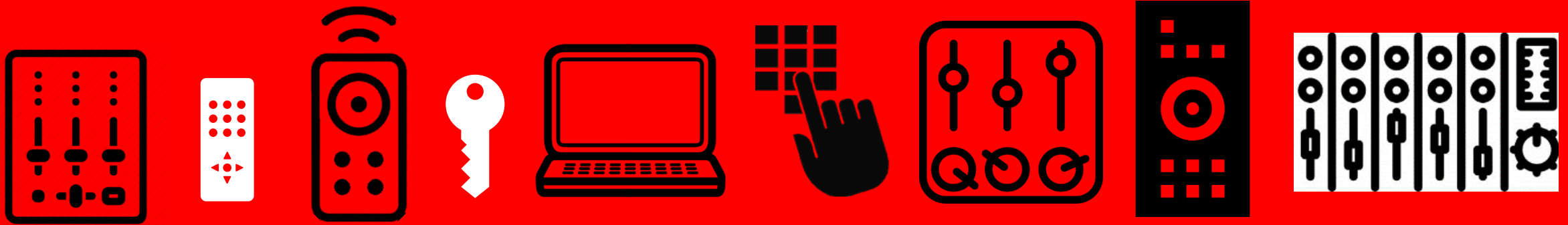
If you intend to use any machine with characteristics of **weight, height, width, length** or **complexity** which *differ* significantly from the machines on which you have been trained, you must ensure you receive **familiarisation** to cover the differences

# A LOOK AT EMERGENCY DESCENT TRAINING



**A: 4500**

# A LOOK AT EMERGENCY DESCENT TRAINING



**A: 27**

# PREVENTING ACCIDENTS IN THE LONG TERM



## TRAIN

To achieve  
competency



## PRACTICE

Emergency  
situations



## PREPARE

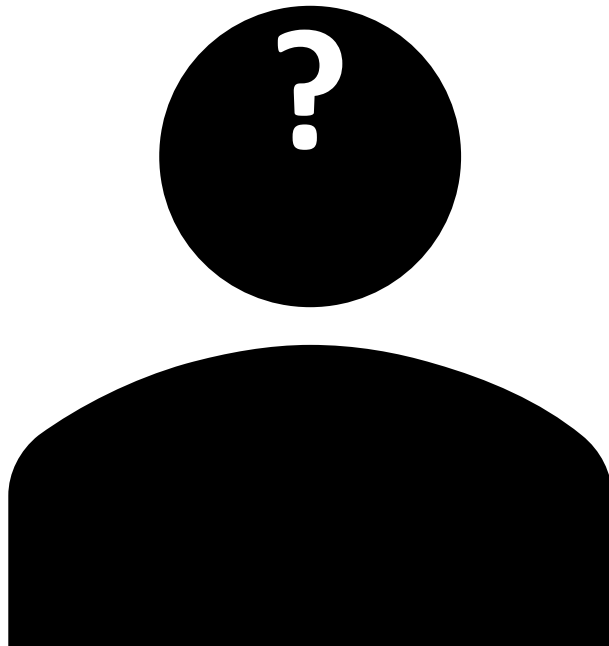
To ensure  
operators and  
their colleagues  
are ready



## THINK

Before you  
operate, whether  
at height or on  
the ground

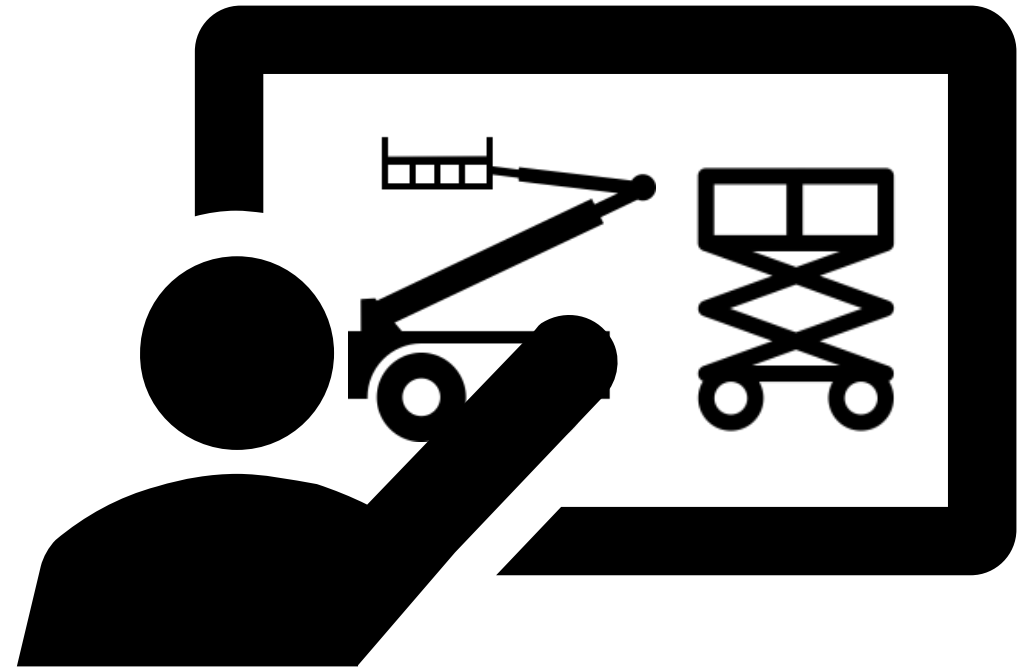
# WHY DO WE NEED TO BE TRAINED?



Aren't all machines the  
**same?**

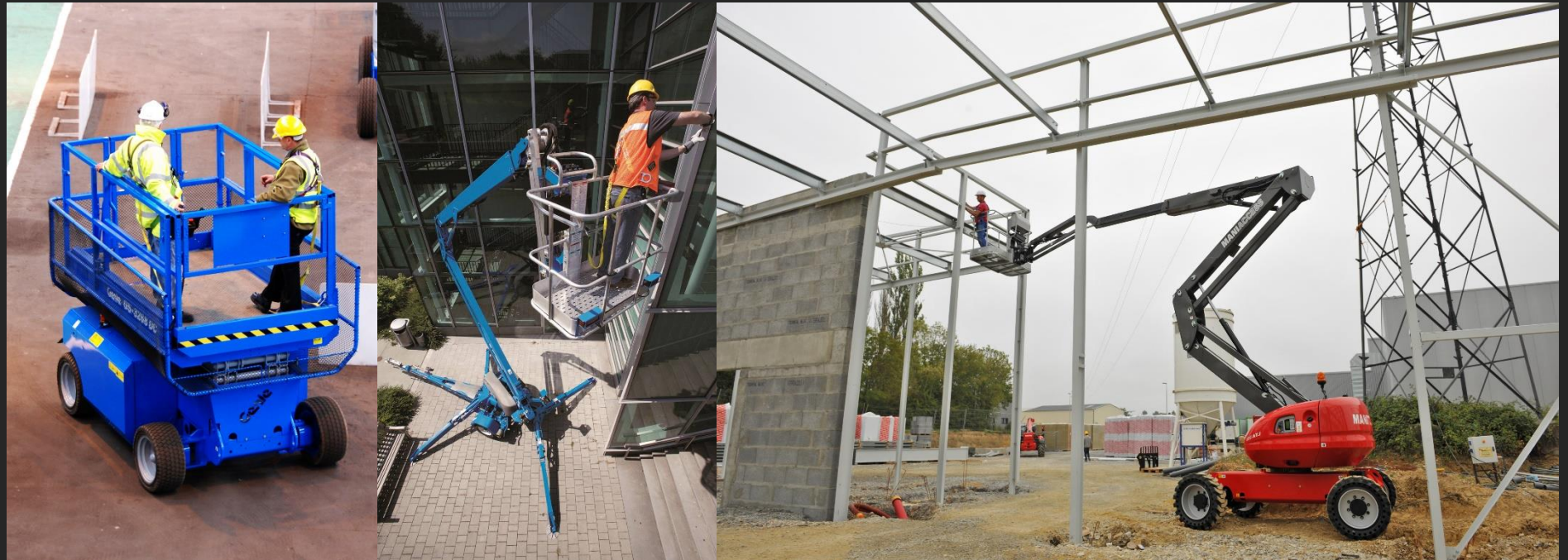
# WHY DO WE NEED TO BE TRAINED?

Different types of machines have **different** features...

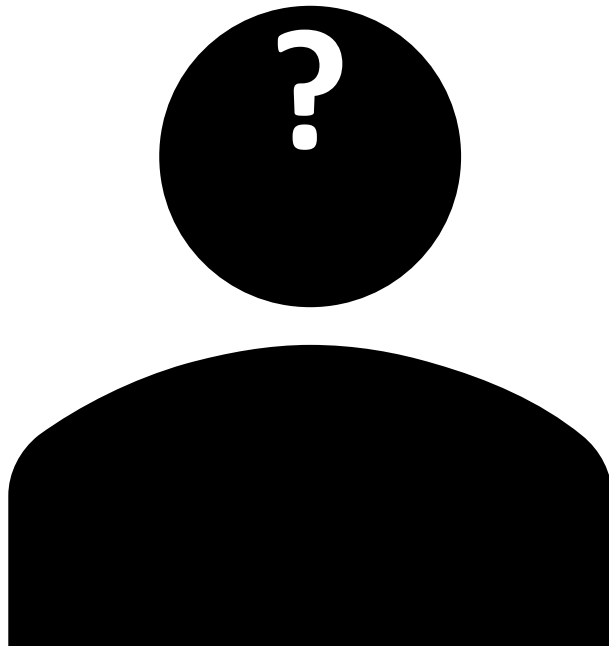


# WHY DO WE NEED TO BE TRAINED?

**e.g. extending/articulating axels**



# WHY DO WE NEED TO BE TRAINED?



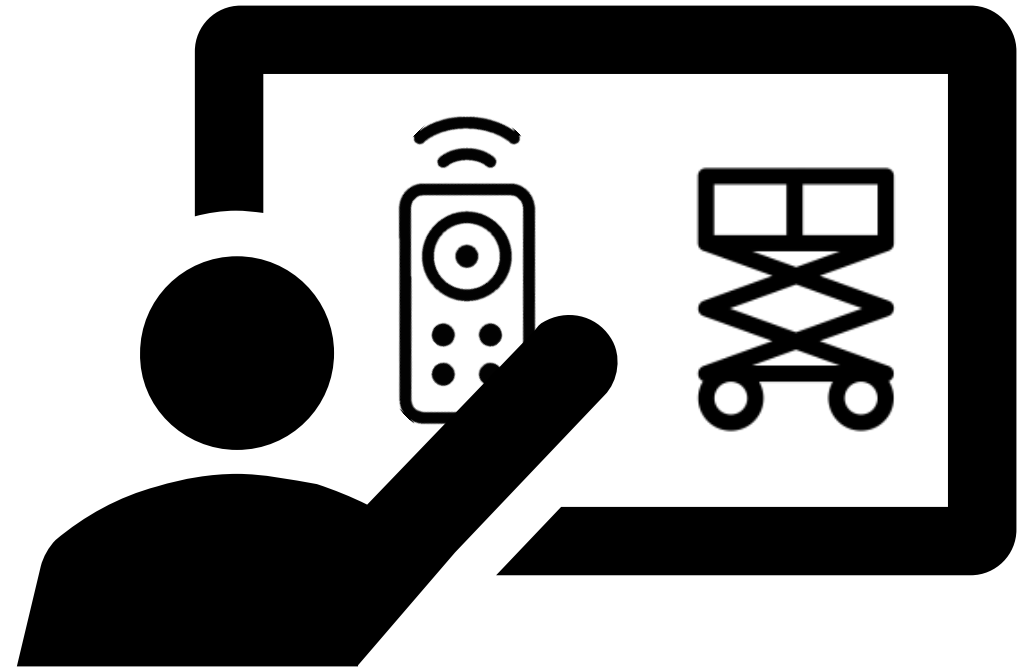
If I get **stuck**, can't  
someone just get me  
down?



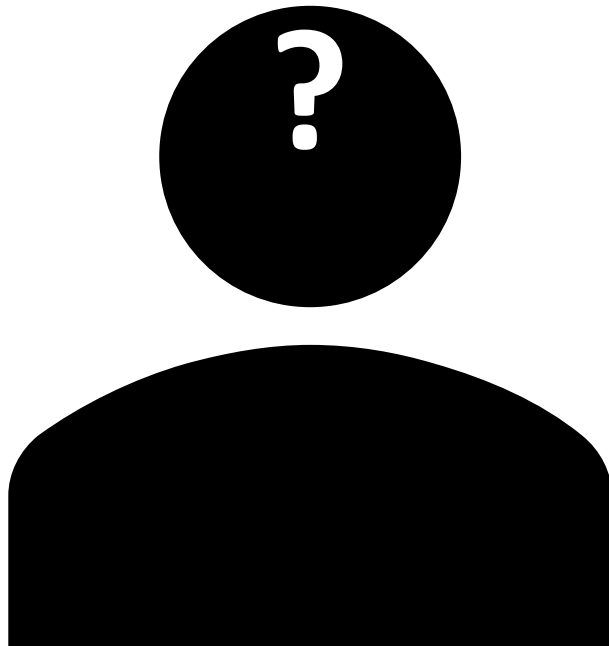
# WHY DO WE NEED TO BE TRAINED?

**It's not just common sense -**  
colleagues won't necessarily  
know what to do, especially if  
they are panicked!

Ensure there is a plan in place. What  
if you are a lone worker?



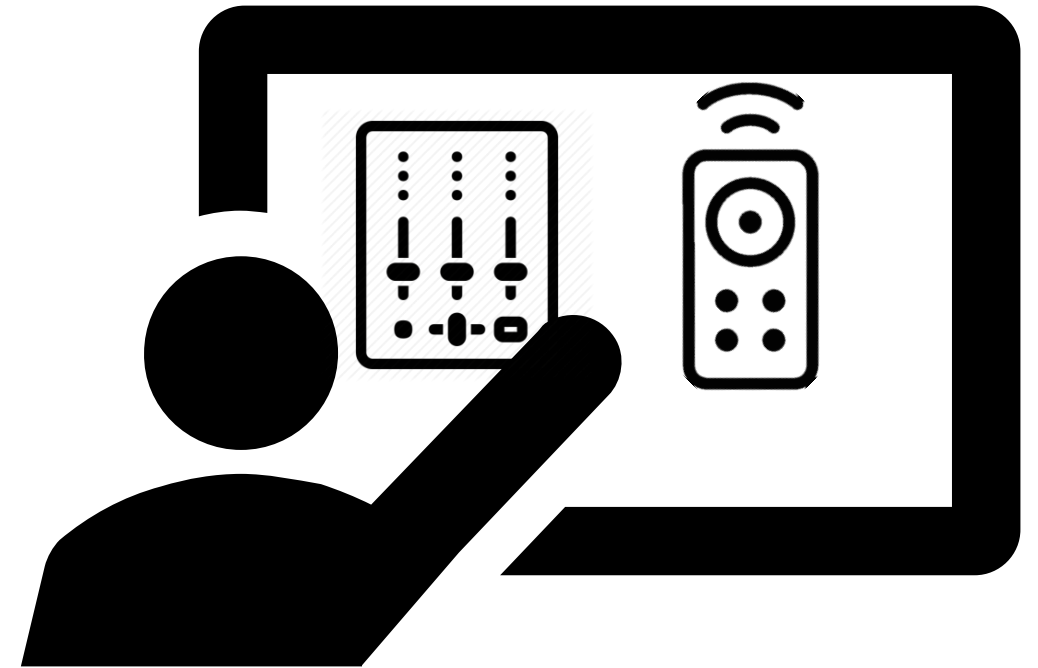
# WHY DO WE NEED TO BE TRAINED?



Aren't the controls the  
**same** on each machine?

# WHY DO WE NEED TO BE TRAINED?

**Controls differ** from  
machine to machine...

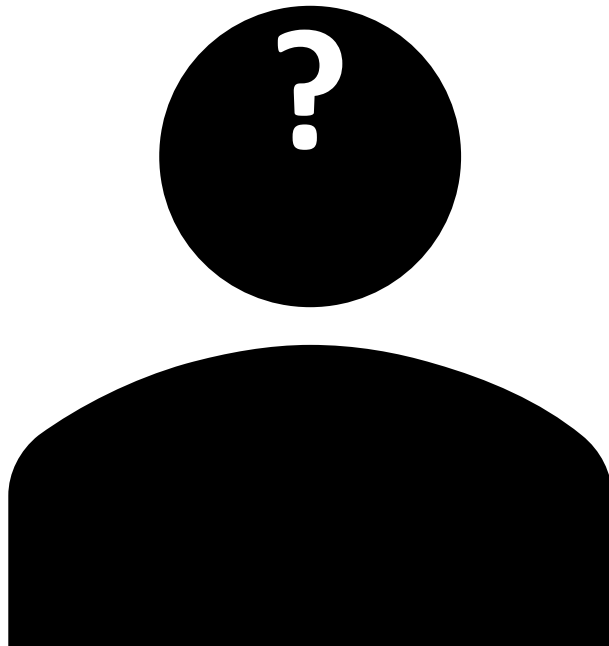


# WHY DO WE NEED TO BE TRAINED?

e.g. ...



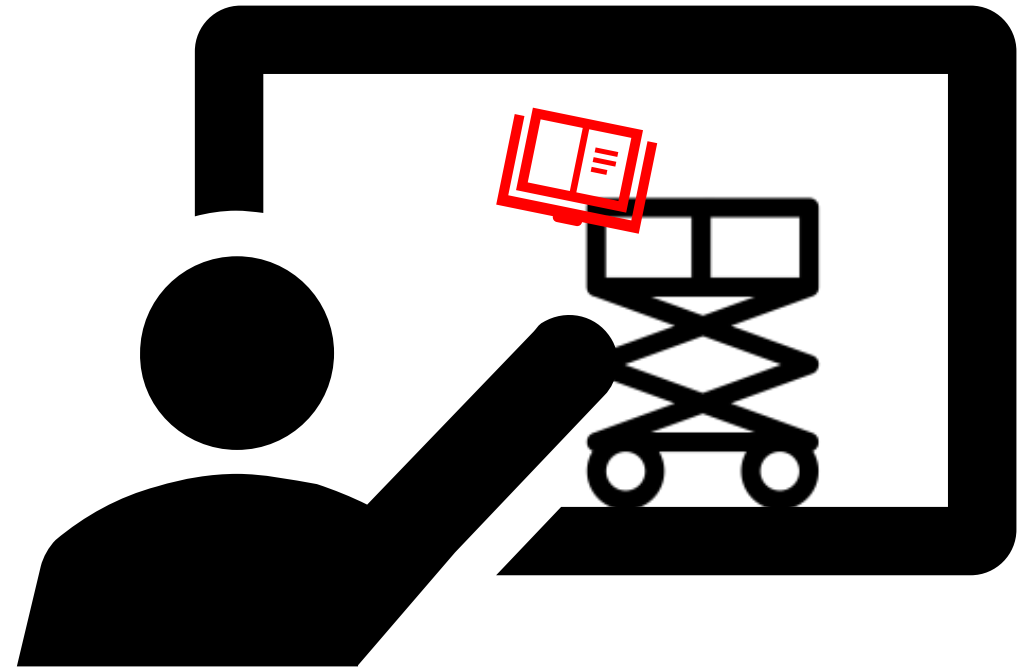
# WHY DO WE NEED TO BE TRAINED?



If I have a problem,  
can't I just **check the  
manual?**

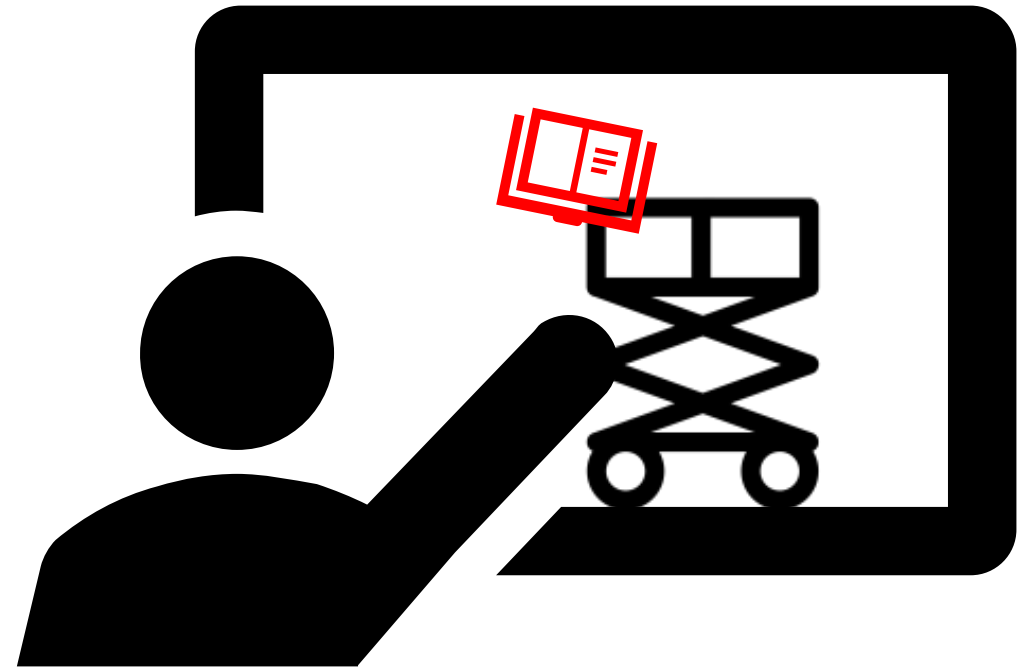
# WHY DO WE NEED TO BE TRAINED?

Manuals are usually kept **in the basket**, those who need to know emergency procedures should make themselves familiar with them before operation begins.

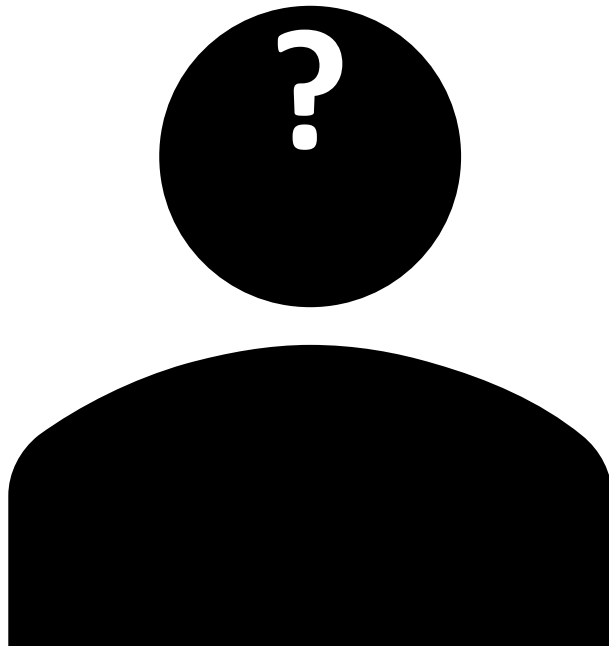


# WHY DO WE NEED TO BE TRAINED?

**Don't be reliant on the manual**, in an emergency it will take time to refer to it and if it hasn't been checked off during inspection, it may not be there.



# WHY DO WE NEED TO BE TRAINED?



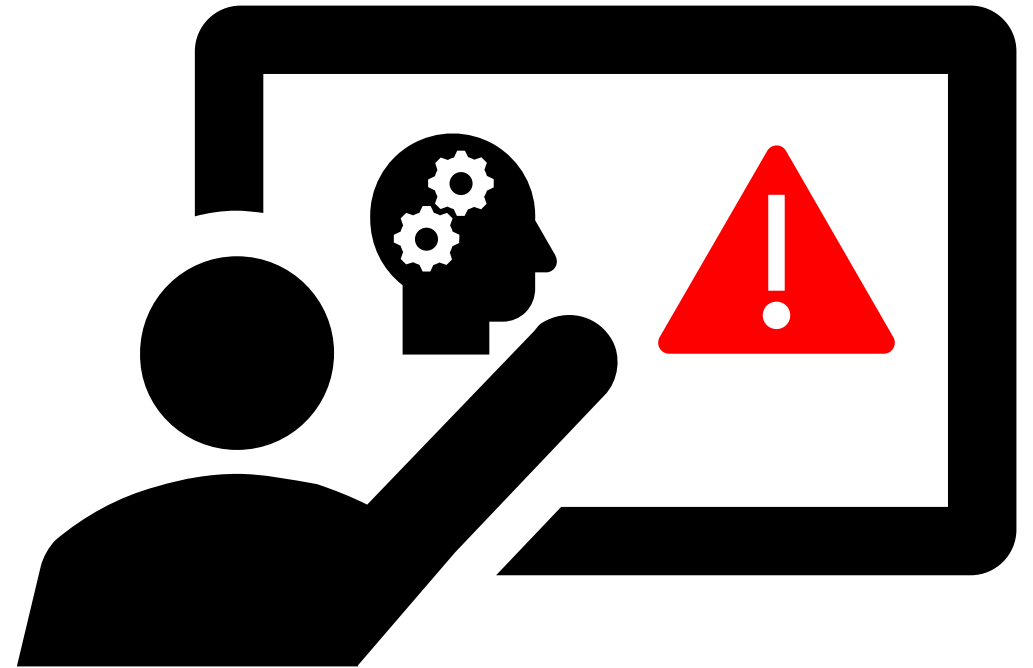
I've done this for 20  
years and never had a  
problem – **why worry  
now?**



# WHY DO WE NEED TO BE TRAINED?

**Dangerous to judge on  
what hasn't happened,  
not what could happen  
tomorrow.**

**Watch out for  
complacency creep.**



# CONCLUSION

# Prevention

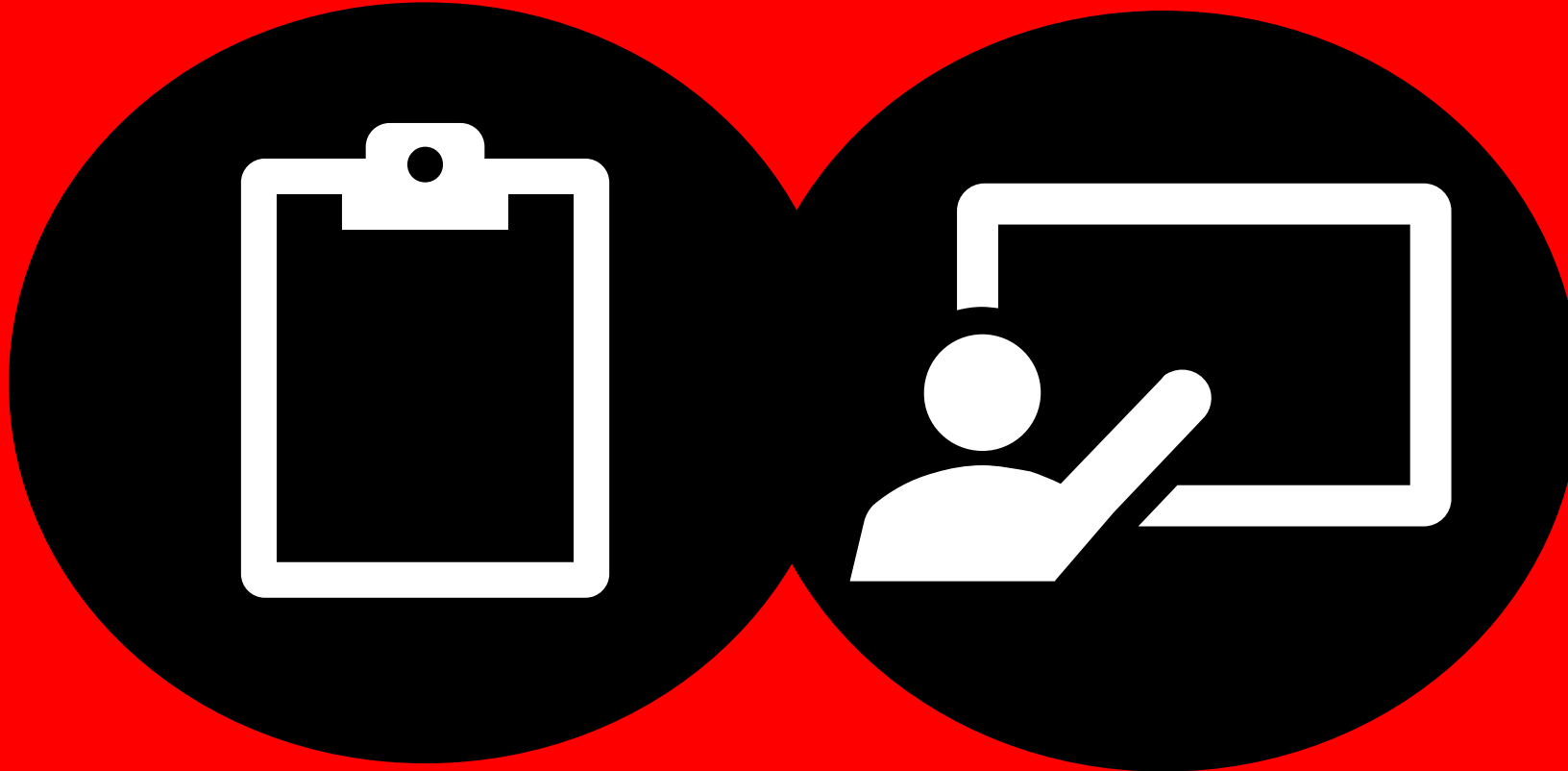


# CONCLUSION



**is better than the cure...**

# CONCLUSION



**PLAN & TRAIN**  
to limit the risk

**THANK YOU**  
**ANY QUESTIONS?**

ANDY CARTWRIGHT MENTOR FLT TRAINING