

A new Industry standard:

Safe positioning during lifting operations and minimising direct contact wherever reasonably practicable to reduce the risks to lifting personnel from unexpected load movement.



What is **Hands off – Step Away – Safe Space**?

Hands off - Step Away - Safe Space is an ILLAPG initiative to bring about a change to some behaviours - many existing behaviours and methods have often encouraged direct contact with loads during lifting operations.

The aim is to change these behaviours to limit as much as is practical direct contact with loads. This also involves changes to Training / methods & RA.













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Why Hands off - Step Away - Safe Space?

Following a number of incidents several contractors have had with loads and people interaction - many now accept we need change.

This was reinforced further following a tragic fatality at Gatwick in 2022



Summer 2023 - the ILLAPG sent out an industry-wide survey with the key question being:

Is there an issue with people and load interaction in the construction industry?

We got our answer - YES THERE IS

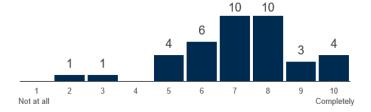
This has led to the production of these slides and forming part of a national approach to help reduce people / load interface incidents.



The survey results confirmed that a vast majority not only recognised that there are concerns for lift team members in the immediate vicinity of lifted items, but the exact same emphasis needs to be applied to all personnel that the lifting operation could affect.

Initial Findings from the ILLAPG Personnel / Load interface survey

Q. How much of an issue do you think we have in the industry with positioning of lifting personnel in <u>close proximity</u> of loads?



85% scored 5 or more - a strong indication this is an industry wide issue.

Q. As an industry, when looking at personnel / load interface improvements, who should we focus on?



Focus should be on anyone who could be affected by interaction with a load.



There is an overwhelming desire to see collaboration between training bodies and employers to improve instruction and guidance for individuals actively engaged in lifting operations.

The industry must ensure improved load control measures are widely adopted.

Training and Guidance

Q. Do the current practical tests undertaken during training provide enough specific loads and scenarios to prepare slinger/signallers sufficiently?



Q. Would you like to see company procedures and industry guidance assess how key behaviours of Slinger / Signallers interacting with loads is more effectively managed?



Q. Would you like to see further ongoing training as provided in some of the recent NOCN Lifting modules to further aid the core standard of training?



Q. Would you like to see more collaboration with training bodies and Industry groups to help improve areas of training and behaviours that directly link to direct load control?



Clear consensus that industry groups and training providers should work together to improve training and guidance available for managing personnel involved in lifting operations.

Q. Would you like to see the current Guidance looked at to help improve standards around positioning of Lifting personnel who could come into contact with loads?



Q. Would you welcome a working group to support training bodies improve load control training and testing for slinger/signallers, lift supervisors, APs and Operators?



Load Control and Accessories

Q. Should training and standards provide a more structured approach for determining how load control is achieved and what type of load control methods or aids may be appropriate, to improve consistency of approach across the industry?



Training and standards drive improved consistency 97% of approach towards load control across the industry.

Working group to champion new methods and innovations, as well as training to support.

Q. Do you think we should be promoting the inclusion of integral lifting points within loads?



Q. Is their sufficient guidance and training on when and how to use push/pull sticks and other technical aids to aid load control?



More integral lifting points 90%.

More training/guidance 95% on load control aids required.

Q. Which statement do you most agree with when considering which loads should have tag lines attached?



Loads which require tag lines should be identified by the AP in the lift plan.

Loads which require tag lines should be Identified by the Slinger/Signaller or Lift Supervisor.

All loads should have tag lines attached regardless of any other consideration.



Tag line use can be assessed by APs 54% and more training 84% required in their use.





Actions taken from survey findings

In October 2023, a working group was formed to identify and develop solutions to these issues for the industry. The working group reports to the ILLAPG and was tasked to come up with:

- Short term remedies to be communicated and shared to address immediate concerns.
- Medium term measures to be identified and planned for delivery during first half of 2024
- Longer term solutions for delivery later in 2024.



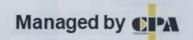
The Working Group has already authored procedures and guidance attending to concerns raised in the survey.







An ILLAPG definitive guidance document is on the process of being published.





Many major projects have produced documents and instigated poster campaigns to reinforce the strategies to negate problem scenarios at point of workface!

Poster can be downloaded FoC at:

https://www.cpa.uk.net/safety-and-technicalpublications/industry-lifting-lead-ap-group-publications



Hands Off Step Away

Unexpected load movement:

- · Loads are more likely to move or settle at the start of the lifting operation;
- People in close proximity to a load are at greater risk of being struck by a load which moves unexpectedly;
- It is important at initial pick up of a load that the slinger signaller can move to a safe space, agreed by the crane supervisor.







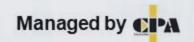


Why do loads move unexpectedly?

- Hook not over the center of gravity;
- · Fluid loads (e.g. water tanks, diesel bowsers);
- Fauinment / boom deflection:
- · Turning loads upright;
- Loads with a round base (e.g. concrete skip);
- Loads obstructed or snagging;
- · Loads pulled together (e.g. rebar, scaffold tubes);
- Bale arm of a tipping skip;
 Poor communication:
- Dynamic factors (e.g. crane slews, hoists, faster than expected.

Risk Assessing Load Handling:

- Determine which loads need a push/pull stick or tag line control;
- Determine the number and positioning of tag lines:
- Assess whether there needs to be direct hands on control:
- Assess where the slinger signaller will be in a safe place:
- Assess and manage the potential for load
- SLAM stop if things change and assess with your Crane Supervisor and Appointed Person.
- Have a question on lifting operations? email: <u>ALIGN-Lifting@alignjv.com</u> – Raising Safety in Lifting





Videos are now available and being produced to provide live action methodologies of what is expected at point of lift.

The FoC ILLAPG video is due for release summer of 2024.

CITB & NOCN intend to show this video to students as part of their training.







Many Industry groups within the ILLAPG and wider construction industry are also supporting this initiative with training bodies formulating the inclusion of Hands Off –Step Back – Safe Space within established training courses.



If you have any questions, or ideas you are willing to share on the **Hands Off –Step Back – Safe Space** initiative, please contact the Working Group at the ILLAPG via:

illapg@cpa.uk.net