

ICAAMC – HSE Committee Meeting Minutes

Thursday 30 October 2014

Amsterdam Airport – Sheraton Hotel

Attendees::-

Ateliers Francois – Hugues Rolin
Dresser Rand – Ronan le Bayon
Dresser Rand – Michael R Wood
Elliott Group - Andrea Farnesi
ICAAMC Chairman - Philip Daubeney (in the Chair)
ICAAMC General Secretary - Crispin Dunn-Meynell
Ingersoll-Rand – Alfred Koehne
MAN Diesel & Turbo – Daniel Querin
Neuman & Esser – Anton Schmidt
Neuman & Esser – Christian Michels
SIAD – Giacomo Rota
Siemens AG – Guido Roder

Meeting Notes

30-10-14/1. Chair

With the move of the Rolls Royce compressor business to Siemens, David McCall has stood down as Chair of this committee.

GE have nominated Luke Tow to take over the Chair. Unfortunately he was unable to join the meeting today. In his absence Mr Daubeney took the Chair.

30-10-14/2. Opening

Opening Remarks – PD.

Corporate Compliance, signed by all attendees.

Notes on meeting 11 March 2014 approved.

30-10-14/3. Notes meeting 11 March and Matters Arising

a). EIGA

The EIGA incidents databank has been highlighted at previous meetings. Currently only EIGA SAC members have access to the database and EIGA are not comfortable to share safety reports for confidentiality reasons.

GR reported that EIGA could be responsive to open a route to exchanging information and there might be an opportunity for an ICAAMC speaker at the EIGA symposium in 2016. To keep under review.

b). Liability During Shipment

Raised at the previous meeting about where supplier responsibility ends. Meeting felt it is very much down to the requirements of the customer but there is a responsibility to ensure shippers are capable. **Action: CDM to email members to ask their policies.**

c). Working Safely on Site

Guidance checklist completed and added to the Website members' section:-

<http://www.icaamc.org/members/index.htm>

Username: **icaamcmember** Password: **compressedair2013**

30-10-14/4. Crisis Management

The ICAAMC Plenary had determined to form a working group, with RLeB as chair, to develop a proper procedure recommending security requirements from our Clients for site visits. The final recommended procedure shall be available for each ICAAMC member, but will not be an obligation on anyone to adopt.

The deliverables shall be the recommended procedure, a security questionnaire to be filled in by the clients and a full contact list for any event. The work group shall also develop a simple process to share between ICAAMC members the list of sites where our field technicians are present on the same sites at the same time, and contact information such that all members can be made aware of any security issues, even if their personnel does not happen to be on that site at that specific time.

The WG plans to report to the Plenary meeting in Pittsburgh next May on progress. This group would be interested in having information as the WG progresses.

30-10-14/5. Safety Moments and Highlighted LTIs

a) Office Chairs – GR shared incidents of chairs with faults leading to falls and breaks. Need to be aware most straightforward of equipment has potential risk and need to needs to be maintained.

b) Heavy Device, not Correctly Equipped for Lifting Operation – GR shared an incident where the load was lifted despite not having plates for slinging.

Lessons learnt:- Ensure continuous training to personnel. Issue dedicated check-list to facilitate controls by draftsman of details with potential impact on safety.

c) Access to Equipment - DQ shared an accident on a customer site in China, where the work on the compressor had been completed and the technician climbed the compressor to take photos to record this. He fell and broke his arm badly.

Lessons learnt:- behavior based accident. Representative wanted to look at something closer, and despite having completed all H&S training, went beyond what he knew was safe because he was hurrying to finish and go home. Difficult to design safe access to all such places, some equipment like gear compressors are just an awkward shape. Really down to risk assessment.

d). Slips & Trips – AK shared some examples of careless trip accidents. Such slips and trips form the predominance of incidents. No systematic cause, so decided to Institute 'Safety Stand Down' to reinforce safety messages.

Lessons learnt: create general awareness - need to focus minds on the work and follow rules. The meeting suggested re-enactments and testimonials from the person who was injured.

The meeting agreed distraction during use of mobile/cell phones is a big potential risk, as using them has become ingrained behavior. Rules on no walking around while using phones has to be strongly reinforced.

e). Hand in Rotating Equipment – RleB shared that activities involving touching rotating equipment (eg. for polishing) are obviously dangerous. Instructions are clear, but accidents seem to continue to happen, not only at site locations but also in our own plants.

Lessons learnt: still have some parts that need hand-polishing. Need to manage risk. Be consistent in your message, and reinforce in order to reduce such accidents in the future.

But to avoid the problem you need to have designs and equipment to make such touching unnecessary. Try to reduce the need for hand-polishing to zero. Necessity is the mother of invention to find a better way. **Action: Agreed to share procedures/solutions/tools you can use, for discussion at next meeting.**

f). Tool Checks - GR shared incidences of breaking wrenches. After an accident, introduced equipment checks which revealed 5% to 10% had some kind of fault. Problem is employees tend to get used to equipment and work around its faults.

Lessons learnt: need regular quality checks to ensure still in good working order. Sometimes customer provides tools, so need to check them.

g). Working at Height – AF shared a case of an ankle injury suffered when jumping from a trailer (which is a common action). What is working at height? Some countries have set heights (in UK is set at zero). But there is no set height at which risk occurs, so need to determine risk and act to minimise.

Lessons learnt: not a question of a set height. Determine risk and consequence. Consider small ladders.

h). Swivel link – AS shared an incident of fingers getting trapped under work cover placed on a table during the dismantling of the machine. The technician's finger was between the

ground and the eye bolt and got pinched. Avoidance solution adopted was to place a block of wood underneath the cover to give a space between the eye bolt and the ground.

Lessons learnt: avoid danger but creating a gap.

Siemens suggested an alternative, a Anschlagwirbel Theipa Point connector, which allows eye bolts to be put in multiple directions:-

<http://www.jdt.de/en/produkte/industrie/anschlagpunkte/theipa-point-tp/>

30-10-14/6. Good Lifting Practice

Following on from the discussion at the previous meeting, David McCall had circulated a checklist of key things to consider for safe lifting. The meeting briefly discussed and determined this list should be added to the Website.

30-10-14/7. High Voltage Safety

Determined not to progress this as a work item.

Reference made to the US electrical safety Arc Flash Standard:- <http://www.nfpa.org/codes-and-standards/document-information-pages?mode=code&code=70E>

30-10-14/8. EHS Support for Field Service Engineers - Ratios

Following a question raised by Ingersoll-Rand, members had been canvassed on their ratio of EHS personnel per 100 employees. Results varied between 0.1 to 1.2, with variations between geographic area, and dependent on regulation, size of site and nature of local issues/potential risks.

Interesting exercise to summarize data, but the meeting determined that not much can be learnt because there are so many variables.

30-10-14/9. Consequence Management

RLeB raised their internal management process for decision flow when accidents occur. Meeting felt this is something that could be something benchmarked for general benefit.

Action: agreed members to share methodologies at next meeting.

30-10-14/10 Next H&S Forum Meetings

Wednesday 11 March 2015 - Dusseldorf Airport

Wednesday 4 November 2015

30-10-14/11. End