



'A Fresh Approach to Health & Safety'

Steel River's consultancy advice spans all industry sectors with particular expertise in onshore and offshore renewable energy.

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10kW Wind Turbine – Tender Opportunity

The University of Central Lancashire invites wind turbine manufacturers to bid for the tender of a 10kW wind turbine which will be used for research and development purposes.

Applications will be open from 20th December 2011 until 24th January 2012

For further details, including how to submit an application, please follow the link.

<https://in-tendhost.co.uk/universitycentrallancs/>



The UK's leading supplier of safety training & equipment to the Wind Energy Sector

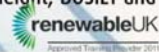


safetytechnology

TRAINING

Safety Technology provide a wide range of bespoke safety training courses for both onshore and offshore.

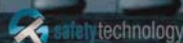
Courses include RenewableUK Work at Height, BOSIET and many more.



EQUIPMENT

Safety Technology supply a large selection of quality safety equipment to personnel working at heights.

Products range from technical harnesses, PPE, ascending/descending devices, fall arrester blocks and much more.



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Logistical transfer: MINIMISING RISK

Doing the job safely does not have to increase cost or extend deadlines, says Robert Dickens of Safety Technology Ltd.



Safety Technology Ltd, a South Wales-based centre of wind turbine safety, has been investigating the growing health and safety risks involved in the logistical transfer of wind turbine components from quayside to construction. An aspect overlooked by many but becoming a real threat to the safety of workers within the wind energy sector.

As the industry continues to grow at a rapid rate, so do the risks involved for those working within it. An area yet to be given due consideration is vessel to quayside handling and subsequent transport to construction site. This process involves the handling and moving of very large awkward loads of wind turbine generator parts and components, some which can weigh up to 56 tonnes.

To add to the difficulty of these tasks, more often than not the programme schedule has tight time constraints and can easily be deflected by changes in weather, shipping delays and availability of crane operators and transport staff. These last-minute changes can lead to short cuts being taken, increasing the likelihood of accidents taking place.

It is essential, therefore, to engage companies with well-qualified, experienced staff to plan, oversee and co-ordinate these operations.

Safety Technology has identified the following four stages to help companies understand the risks and enable them to undertake specific tasks in order to prevent accidents from occurring:

STAGE 1: PLANNING

The importance of planning and communication cannot be underestimated or stressed highly enough.

A full review of relevant regulations' applying to the complete project must be carried out.

Initial start-up and briefing meetings with all parties involved enable the project information to

be collated together with a robust system for implementing the project.

STAGE 2: MINIMISING THE RISK

This can be achieved by carrying out a full induction to port and site facilities with the provision of permits to work for all relevant personnel. In order to minimise the risk on site it is essential that site rules are established and clear responsibility defined for the implementation of agreed rules.

By ensuring all personnel involved are introduced and briefed on these rules, including the safe systems of work and all relevant safety documentation, is another way to minimise the risk.

It is also important that all loading and lifting plans and schedules are obtained prior to the beginning of work to ensure the movement of all items are in accordance with UK legislation.

Finally, site familiarisation is essential to ensure all personnel are introduced to incident-handling responsibilities and reporting procedures.

STAGE 3: SUPERVISION AND CONTROL OF ACTIVITIES

Good communication is a key requirement with projects of this nature where plans are likely to be disrupted due to external factors. Close liaison with dock management ensures the maximum loading capacity and therefore minimises excess cost.

Flexibility in planning can reduce high-cost periods such as Sundays and bank holidays.

Good communication with the local councils is a prerequisite once the initial schedules start changing due to external influences which impact on areas such as road signage and removal of obstacles (e.g. bollards, lamp posts).

By carrying out weekly 'tool box talks', advice and additional training requirements can be identified and time saved on site. The continual assessment of risks and safe systems of work, with all safety issues reported and investigated promptly, are again more ways to save time and costs involved when projects are delayed.

STAGE 4: SUMMARY REVIEW AND LESSONS LEARNED

It is evident in current projects that initial reporting routines established are not sufficiently clear and too infrequent. By implementing a daily reporting system, the project can be witnessed to become instantly more efficient, issues on site can be identified and dealt with on a far quicker basis.

Damage reporting can be viewed in the same way as a daily reporting system enables rapid repairs and minimum time lost.

Logistical co-ordination is essential to ensure smoother progress and reduced expenditure from waiting time, especially evident at dockside.

It is clear from experience on current projects difficulties are experienced with site routes and turnarounds. These can be avoided with detailed pre-use site route checks and reviews of track suitability.

By using a daily reporting system, such problems can be promptly identified and management action can be taken to ensure safe, cost-effective, timely delivery.

For more information on health and safety logistics co-ordination please contact the Safety Technology Ltd team, email: info@safetytechnology.co.uk, Tel: +44 (0)1873 840036, or visit the company's training centre at The Stone Barn, Lower Ty-Newydd, Clytha, Raglan, Monmouthshire NP15 2BQ.



A Collett & Sons lorry transporting a turbine blade to site Photo: Collett & Sons