

SAFETY MATTERS



December 2020

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Welcome to this edition

Well, what a year it has been, the onset of coronavirus has had a massive impact on all of us, both in our personal and work lives, resulting in two lockdowns and continued restrictions to our day to day lives.

It has been some time since we last published Safety Matters but have pleasure in providing you with this December 2020 edition which we hope if of interest to you.

It is our intention to resume the bi-annual publication of Safety Matters based on relevant guidance and real-life experiences that you have provided to us to share with our colleagues.

At LEIA we rely on your help to make these publications relevant to what we do and therefore if you have any interesting subject matter that we can use then please do not hesitate to let us know.

On behalf of myself and the rest of the LEIA team may we take this opportunity to wish you all a very happy Christmas and a healthy and prosperous 2021.

Nick Mellor
Managing Director

Covid – 19 Guidance & Updates

Link to [GOV.UK](https://www.gov.uk):

The current coronavirus pandemic has resulted in government guidance for employers to manage the risk of Covid-19 being subject to frequent changes due to updated scientific evidence.

There are currently 8 government guidance documents of which the following are applicable to our industry:
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- Working Safely during COVID-19 in Construction and other outdoor works
- Working Safely during COVID-19 in Factories, Plants and Warehouses
- Working Safely during COVID-19 in Offices & Contact Centres
- Working Safely during COVID-19 in Other People's Homes
- Working Safely during COVID-19 in Vehicles

Due to the frequent changes to the government guidance members are encouraged to review any changes through the government website using the following link:

<https://www.gov.uk/guidance/working-safely-during-coronavirus-covid-19/updates>

The use of face visors:

You may need to revise your company policy on the use of face visors following recent government advice that face visors on their own do not provide adequate protection.

In the context of the coronavirus (COVID-19) outbreak, a face covering is something which safely covers the nose and mouth. You can buy reusable or single-use face coverings. You may also use a scarf, bandana, religious garment, or hand-made cloth covering but these must securely fit round the side of the face.

A face visor or shield may be worn in addition to a face covering but not instead of one. This is because face visors or shields do not adequately cover the nose and mouth.

Health & Safety spot checks and inspections during coronavirus (Covid -19):

The Health and Safety Executive is carrying out spot checks and inspections on all types of businesses in all areas of the UK to ensure they are COVID-secure.

They are making calls so they can give expert advice on how to manage the risks and protect workers, customers and visitors. HSE are also working closely with local authorities, assisting them in the sectors they regulate such as hospitality and retail.

By calling and visiting premises and speaking directly to employers, HSE can check the measures that businesses have put in place are in line with government guidance.



Inspectors will make COVID-secure checks as part of their normal role in visiting workplaces during the pandemic. To ensure they reach as many workplaces as possible nationally and support the core work of their inspectors, HSE are working with trained and approved partners to deliver the spot check calls and visits.

Officers that visit premises will be carrying identification from their business and a letter of authorisation from HSE. If you wish to verify an officer that calls or visits your organisation, please call 0300 790 6896.

If you receive a call or visit from the HSE or authorised officer, you should participate in the spot check as failure to do so could lead to enforcement action.

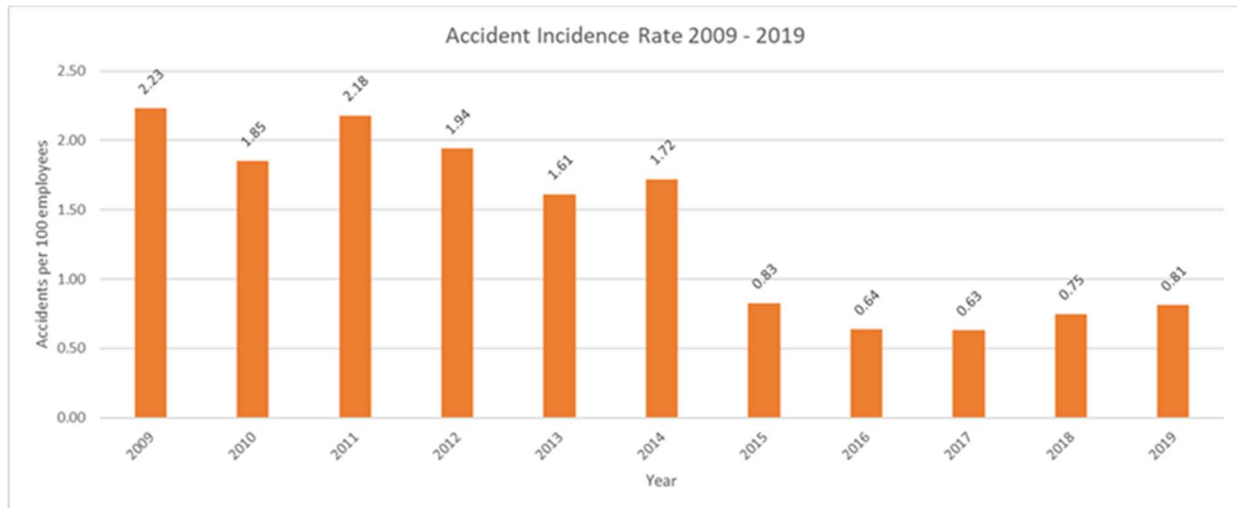


LEIA Accident Statistics 2019

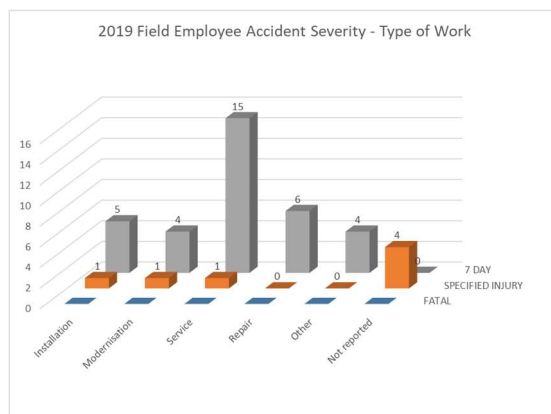
The Lift and Escalator Industry's accident statistics have been collated and summarised by the Association using the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) criteria since 1992. Only accidents to field employees that are reportable to the HSE under RIDDOR are included.

There were 7 Specified Injuries* reported in the 2019 period and 34 over 7-day injuries. The equivalent figures for 2018 were 11 Specified Injuries and 23 over 7-day. The number of days lost has significantly reduced from 1533 days lost in 2018 to 780 in 2019 a 50% reduction.

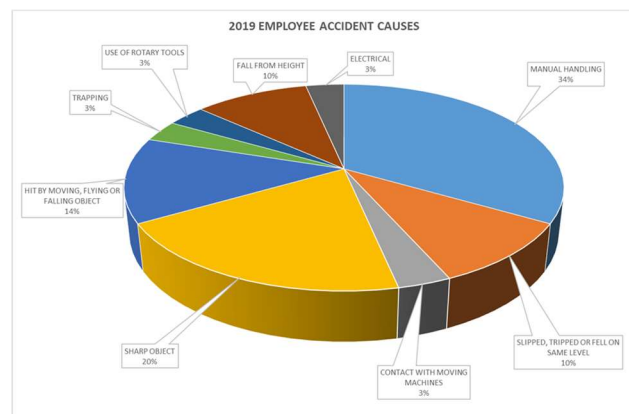
The industry AIR has increased by 0.06 point to 0.81. This indicates a continuing plateauing in the industry Accident Incident Rate that has been below 1 since 2015.



Employee Accident Incidence Rate



Field Employee Accident Severity



Employee Accident Causes

**Specified injuries were previously referred to as major injuries and includes fractures, other than to fingers, thumbs and toes. Amputations, loss of sight, burns, crush injuries and loss of consciousness. Please refer to RIDDOR Regulations for the full reporting criteria for specified injuries.*



Official HSE Health & Safety App



The HSE have announced the release of a mobile app, designed to help organisations understand the law, their health and safety rights, and their responsibilities.

HSE's mission is to prevent death, injury and ill-health in Great Britain's workplaces. Ensuring that guidance is available and accessible in a variety of formats is central to achieving this objective.

The HSE app is now available as a public beta and can be downloaded at an introductory rate of only £2.99 from the Apple iOS store and the Google Play Store.

The app contains three main sections:

- The Health and Safety Toolbox (HSG268) – Covers the most common workplace hazards. It shows how most small to medium-sized businesses can put measures in place to control the risks.
- A guide to managing risk – This section provides a simple step-by-step guide and practical advice on how to manage risk within an organisation
- Work-related stress – Includes a condensed version of HSE's stress management standards approach. Designed for smaller organisations, it comprises a step-by-step guide to manage work-related stress

The app also includes:

- An intuitive search function – so users can find the guidance and content more quickly
- Key products section – easily browse and purchase the Health and Safety Law Poster, Accident Book or Managing for Health and Safety publication (HSG65)
- Automatic live updates – so users have the latest guidance and content sent automatically to their device

Asbestos in Lift Car Lining

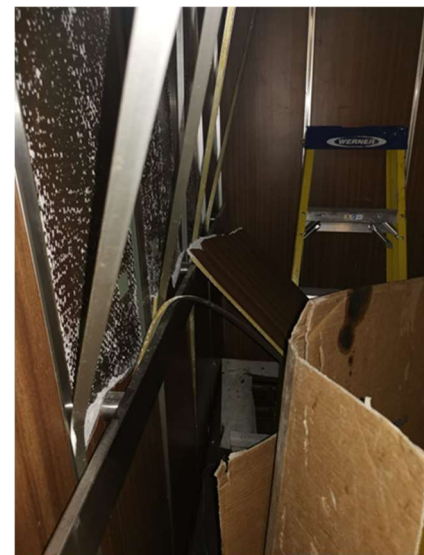
In August 2020, a LEIA member company reported an asbestos incident where employees were carrying out the dismantling of an old passenger lift in a local school.

An Asbestos survey was carried out on the lift shaft and machine room with asbestos being indicated in contactor flash guards and three switches in the lift shaft.

However, as the Engineers started to dismantle the lift car, they prised the inner car wall boards that appeared to be wood effect melamine laminate.

The boards snapped revealing white fibrous backing material.

Thankfully, their asbestos awareness training kicked in, and everything stopped onsite.





The Client was immediately contacted, and an urgent asbestos survey was carried out confirming that the rear of the boards was asbestos containing chrysotile and amosite.

As a result of this incident the member company has introduced additional items that any asbestos survey should address including but not limited to:

- Rear of landing and car doors
- Materials used to build in landing doors
- Car wall panels
- Travelling cables
- Contactor flash guards
- Shaft switches
- Rubbish/dust in shaft and pit
- Car top units
- Shaft walls and ceilings
- Motor housing and gaskets
- Floor tiles and glues.

Staircase Failure Near Miss

Talk about close calls then this is definitely one of them! The pictures below were provided by a LEIA member in October 2020 and show the failure of a stair tread on a cast iron external staircase that Engineers were using to access the roof level, seven floors up with nothing below it!



The picture on the left shows the wrought iron stair tread broken away from its fixing, the Engineer was incredibly fortunate that he did not go down with it.



The picture on the right was the damage caused to the paving slab after the stair tread had fallen straight down, incredibly fortunate that no one was underneath.

If you maintain, repair or modernise lifts on sites where there is this type of staircase used for access, then please be extra vigilant when accessing any external staircase and report any issues immediately.

Door Beak Security


A LEIA member has reported a recent incident where the door locking beak on a lift has detached from the door leading edge of the gate.

The member company has advised other lift companies to check equipment on their portfolio and examine each lock beak, check that they are secure and where applicable they have washers applied to the fixing nuts.

The nuts have nylon inserts and for these to be effective the bolt must fully penetrate the nyloc.

Manual door beak examination

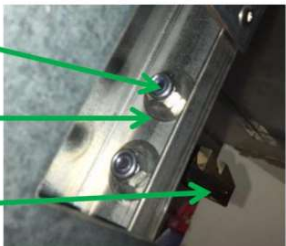
- The beak should not be loose
 - Take hold of the beak and attempt to rattle, the door will move but in unison with the beak.
 - Verify fixing nut security and presence of washers
- The door frame should have no gap between the beak and door
 - Remove beak, clean and flatten the surface
 - Verify fixing nut security and presence of washers



In this instance the nyloc nuts were pulling through the leading edge of the gate because there were no washers fitted. The surface area was flattened and a strengthening plate was installed at the rear to prevent a re-occurrence

Washers in place and beak secure – No Action Required


View of rear landing door front slam from inside of lift car



- Landing door lock beak rear fixing
- Landing door lock beak rear fixing including washer
- Lift landing door lock beak

No washers in place and or signs of damage – Action Required
If there is no damage to the gate edge then fit adequately sized washers. If there are signs of damage the unit must be isolated until it can be repaired and adequate preventative solution applied. Advise your line manager immediately

View of rear landing door front slam from inside of lift car



- Landing door lock beak fixing bolt
- No washers fitted behind the nyloc nut

Remember if you have any interesting information that would be useful to our members or have experienced near misses that you would like to share then please let us know.

End.

