ASPASA

P O Box 1983
Ruimsig, 1732
Email: office@aspasa.co.za
www.aspasa.co.za

Unit 8, Coram Park
Ferero Ave, Randpark Ridge
Tel: 011 791 3327
Cell: 083 419 0010 (Nico Pienaar)

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ASPASA AT WORK

ASPASA's WORKSHOPS - PDS

During 2018 **ASPASA** kicked-off with workshops to assist **ASPASA** members with the challenge of Risk Assessments and Traffic Management plans.

On 14 February 2019 a very successful workshop was held at the Lafarge offices in KZN. Some 26 delegates were present.

On 20 February 2019 a further successful workshop was held at Afrisam Peninsula Quarry, Cape Town. Some 38 delegates were present.

On 21 February 2019 a short summary was shared with the E/Cape Tripartite held in P.E.

On 28 February 2019 papers presented at the Mpumalanga Regional Meeting of **ASPASA** hosted at Bell Equipment in Nelspruit.

A short summary of the roadmap that needs to be done:

1. Risk Assessments, Evaluations and Assessments needs to be done.

2. Operations then have two options:
   - Do a proper Traffic Management Plan. Under this it is essential that Control Effectiveness must be done to ensure the risk is reduced. If this is done properly, this will reduce costs and impact.

If these issues are not dealt with, then the Collision Avoidance needs to be done – could be very costly.

At these workshops, it is made very clear that not all vehicles have to be randomly fitted with devices. This could be very expensive. What is crucial is to sort out the need not to have a need for this.

It is also crucial that the users of machines, i.e. buying OEM's, need to ensure that the machine suppliers fit these devices to the machine they sell to industry. As explained, it should not be up to the purchaser to after purchasing a machine, to then fit devices. The MHSA also makes it clear that suppliers to the industry are to be in compliance with the legislation.

What is certain from this whole process is the understanding of what needs to be done. These we can call levels of controls.

Step 1 – Look at the site requirements.

Step 2 – Segregation Controls.

Step 3 – Operating Procedures.

Step 4 – Authority to Operate.

Step 5 – Fitness to Operate.

Step 6 – Operating Compliance.

Up to Step 6, we can group these steps as Work Area Controls for all equipment that could reduce "significant risk" and costs.
There are then three more steps that we can refer to as Technology Controls.

Step 7 – Operator Awareness.

Step 8 – Advisory Controls.

Step 9 – Intervention Controls.

To split this up, it means that in Step 7 the operator was alerted, in Step 8 the operator is advised and in Step 9 the control is taken from the operator. The last step is noted in 8:10:1 and 8:10:2 of the MHSA.

What has ASPASA done so far?

ASPASA has been working on the whole issue for over two years. Some major work has already been done. Issues as industry Collision Management Strategies, Control Effectiveness, Controls, Critical Controls, Change Management Procedures, Standards, Cops and Training has been dealt with, TMM Risk Evaluation and others have been worked on.

There are some crucial questions being asked to members during the workshops.

1. Do you have a Risk Management process in place?

2. Can you list the top 10 priority unwanted events from the base line Risk Assessment?

3. Do you have a TMM Issue based Risk Assessment and many more? **ASPASA** could hold more workshops if so, requested by the industry.

The following of certain steps in the issue-based Risk Assessment is also important:

The incidents → Threats and Hazards → Preventative Controls → Supporting Controls → Interaction Type → Mitigation Controls and then the consequences.

ASPASA is also planning to hold workshops for members to ensure that the concept of Risk Assessments is understood and maybe even develop a Best Practice Guideline for the **ASPASA** members.

The problem with Risk Assessments are that different systems are used, that somebody does them with no understanding of the site's specific situation. The consequences of having a Risk Assessment that is not of quality, is that when an accident occurs, then such a document can be scrutinized and work against the employer. Always consult the workers when doing a Risk Assessment, one often finds they are very knowledgeable in what really happened.

Some further crucial steps that need to be asked by companies are:

1. Do you have a Risk Management process in place?
2. Can you list the top 10 interaction types from the Base Line Risk Assessment?
3. Is there a TMM Issue Based Risk Assessment?
4. Have the following steps been followed in the issue Base Risk Assessment?
   - Evaluate incidents, list threats and hazards, list interaction types, list controls, list consequences, list additional controls
5. Is there a common Risk Assessment template that sites can use to follow the steps as highlighted above?
6. Where does the ownership of the Risk Assessment lie?
7. Who must be on the Risk Assessment team, when conducting or updating s Risk Assessment?
8. How often do you have to update your Risk Assessment?
9. Why do we have Risk Assessments?
10. How can Risk Assessments be effective?
11. Are you utilizing the industry TMM Risk Guidelines?

At the end of the day, the following are some pointers that should be used. **ASPASA** and the Minerals Council through the MOSH (Mining Industry Occupational Safety and Health Committee) have worked on these:

The issue of Traffic Management is a crucial issue in the surface mining industry. It is not that the industry in its whole does not have fatalities. The TMM related facilities over the past three years have not been so good.

2016 = 9, 2017 = 12, 2018 = 13

Let us all work together to ensure that we have 2019 = 0.

Yours respectfully,