

May 2019



New International OHS Standard

- **New Global Safety Standard ISO 45001**
- **Rail Trespass Fatalities**
- **Do We Need a Safety Switch?**
- **Is CoR Training Compulsory?**

Welcome to the May Safety Action News

In this month's Safety Action News, I explain the three major changes introduced by ISO45001. Gary analyses the huge cost of rail trespassing.

We answer the common questions on whether your workplace needs a safety switch, and if your workers need CoR training. Also read about WorkSafe's latest construction campaign on mobile plant.



Andrea Rowe, General Manager

Stay safe!

Andrea Rowe

The Safety Action Team



Gary Rowe, CEO in Nepal on recent motorbike trip.



Dr. Stephen Weber



Katie Weber



Zara McMahon



Ben Olih

New Safety Standard ISO 45001- 3 Big Changes

by Andrea Rowe, General Manager

The Australian adoption of ISO 45001, AS/NZS ISO 45001:2018, Occupational health and safety (OHS) management systems – Requirements with guidance for use, provides “a framework for workplace safety to benefit employees and to reduce risks in the workplace” according to Standards Australia.

Businesses that are already certified to AS/NZS 4801 or OHSAS 18001, are asking what they need to do to upgrade to ISO 45001? We explain the three significant changes from 4801 and 18001.



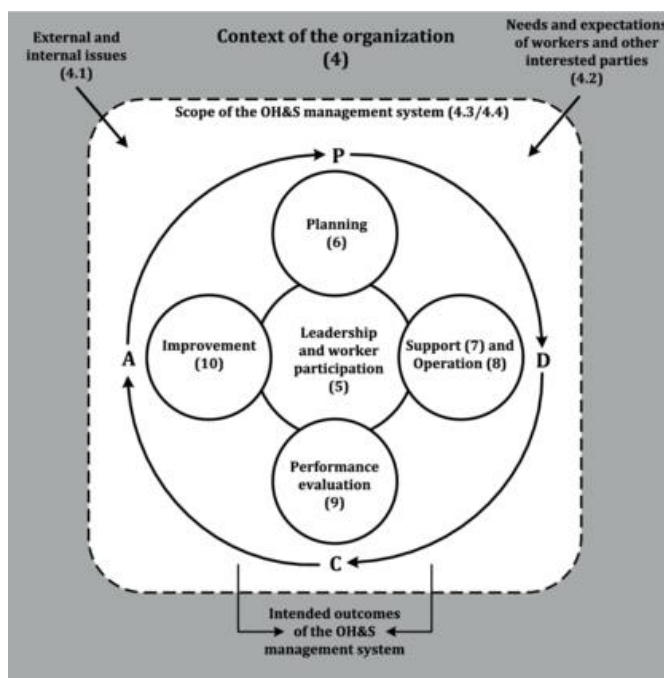
1. Context of your organisation

You need to determine the wider issues (external- supply chain, community and internal- diversity of the workforce, locations) relevant to your business’ purpose and how this can impact your ability to achieve intended OHS outcomes.

External issues - For example, if your workers travel or you transport product, you need to consider how these activities may impact OHS. Where is your business located? How does this impact on OHS in your business?

Internal issues - Factors include your workforce, you need to consider your casual workers, young and aging workers, language skills of your workers.

See our article on ‘At-Risk Workers’ or call us for more information.



Also consider how digital technologies, including automation, artificial intelligence and internet impact your workplace. Don’t forget shift work and related factors.

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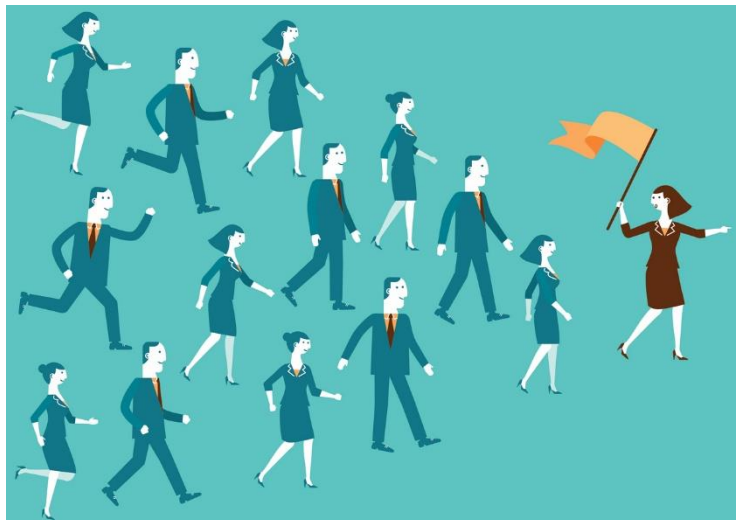
Ref: Image from AS/NZS ISO 45001

2. Leadership & Worker Participation

Senior managers need to demonstrate an active role in the safety program.

Managers need to:

- a) Encourage active participation of all workers, for example, regularly talking with workers about safety.
- b) Identify and remove obstacles to participation, for example, consider language or other communication barriers and address these.
- c) Provide mechanisms for workers to be provide input into the safety program. Note: There is less emphasis on traditional paper documentation in this standard. Digital activities (via mobile phone and tablet computers) are encouraged.



3. Hazard identification

Considering the wider context of the organisation needs to be applied to hazard identification.

For example, when conducting your emergency risk assessment, consider potential emergency situations within workplace and in vicinity e.g. what activities are being done at neighbouring premises? Go and talk to people to find out. Don't forget to consider emergency situations that could involve your workers at external locations, working from home or driving vehicles.

What next?

Conduct a gap analysis of your current system against the requirements of ISO 45001. Contact Safety Action if you need help to conduct the gap analysis, or review of emergency plans.

Hazardous Chemicals Workshop

Thursday 20th June 2019, 9.00 AM – 1.00 PM – Clayton, VIC

Persons working with chemicals need to be trained to safely handle the substances.

This training provides information and skills for workers that handle, store and manage chemical safety.

[Click here to register.](#)



Rail Trespasser Fatalities & Costs

By Gary Rowe, CEO

A recent report on railway trespasser casualties and costs published by the US Federal Railroad Administration show a staggering loss of life and costs over the 5-year period 2012 to 2016. The US report released in February 2019, identifies the key factors that contribute to trespassing incidents on railroad property.

The analysis of railway trespasser incident data and associated costs and found that trespass accidents during the five-year study period cost US society a staggering **\$43 billion**.

The study also found that **74 percent** of all trespasser casualties occurred within 300m of a level crossing, but even when railroad trespass violations were reported to authorities, the violations were rarely prosecuted. Government agencies, they reported, tend to focus their resources elsewhere such as homicides, illegal drugs, and highway crashes.

The study pointed out that planning decisions, such as the location of bus stops in relation to safe pedestrian railway crossings, contribute to trespassing.

Excluding suicides, **4,242 pedestrians** were killed or injured while trespassing on US railroad property nationwide during the study period.

Australia does not have all of the same data as the US, but Australia reported 2,800 suicides alone in 2014. This tragic statistic represents twice the Australian road toll, yet Australian police (like US), focus more on road safety with less apparent attention to rail deaths.

The Australian Federal Department of Transport reported the total societal cost in the year 2000 of all rail related incidents, including level crossing accidents, was \$200m e.g. about one billion dollars per 5-years. For some reason the US costs of rail trespasser incidents alone is substantially higher than all reported Australian rail accidents.

Do we have to fit safety switches in existing buildings?

It is not a legal requirement to retro-fit a Residual Current Device (RCD), also called a safety switch in all workplaces, except where work involves new electrical circuits.

Some states also require RCD for specific circumstances e.g. Model WHS Regulations require RCD for equipment in "hostile environments" e.g. kitchens, bathrooms, workshops and field work with portable power tools.

However, retrofitting RCDs is considered best practice and provides almost fool-proof protection from electric shock. Note: When RCDs are fitted, it is important that they are regularly tested.

For a copy of our Fact Sheet on RCDs and how to test them call Safety Action on 03 8544 4300 or [email us](mailto:info@safetyaction.com.au).



Do workers need CoR training?

Whilst there is no prescribed course on Chain of Responsibility (CoR) for heavy vehicles, training your workers on CoR demonstrates your general OHS duty to train workers in safety.

Furthermore, an executive is required to show due diligence in taking reasonable steps to comply with their duties under the Heavy Vehicle National Law (HVNL) in s.26 HVNL. This section requires parties in the CoR to ensure the safety of their transport activities as far as reasonably practicable. Meaning, employers need to be proactive with their safety duties under CoR.

For a quote to review your CoR system and training courses call 03 8544 4300 or [email us](#).



Construction Safety Focus – Powered Mobile Plant

WorkSafe Victoria's current focus campaign is "The movement of powered mobile plant."

Inspectors will be visiting construction sites across Victoria in May to confirm safe operation of mobile plant. Key focus areas of the campaign include:

- Ground conditions/stability of powered mobile plant used on housing construction sites
- Crush protection (secondary guarding) for boom lift mobile EWP.

The campaign is supported with updated guidance materials:

- [The movement of powered mobile plant focus sheet](#)
- [Heavy plant on housing construction sites safety alert](#)
- [Information about controlling crush risks when using mobile elevating work platforms](#)
- [Plant compliance code](#)



Boom lift with operator protective structure to prevent operator from being crushed against overhead obstructions. Image [genielift.com.au](#)