

**MINUTES OF THE TWENTIETH MEETING OF THE MOTOR VEHICLE
REPAIR HEALTH & SAFETY FORUM**

THURSDAY OCTOBER 29TH 2009

FOREST OF ARDEN HOTEL AND COUNTRY CLUB.

Present:

Aslam Vaid	MVRA
Bud Hudspith	Unite
David Innes	Scottish Motor Trade Association
David White	NTDA
Ian Holmes	Sigerson Associates
Ian Taylor	Independent Consultant
John Ashpole	Allianz Engineering
John Falder	British Coatings Federation
John Graham	SAFeD
John Jones	INITA
Lynne Johnson	Automotive Skills
Malcolm Fryer	Marshall Motor Group
Malcolm Tagg	VBRA
Martin Gray	VOSA
Nicholas Edwards	Society of Engineering
Paul Cooper	Motor Dealer Safety Group
Paul Whitehead	Freight Transport Association
Peter Barlow	Retail Motor Industry Federation
Peter Purdom	Signum Publications Ltd
Ray Engley	RHA
Richard Hulmes	Safety Assessment Federation (SAFed)
Steve Green	Association of Colleges
Terry Crampton	Institute of Vehicle Recovery
Andrew Lake	HSE
Andrew Simpson	HSL
Anne Rayner	HSE (Minutes)
Louise Rice	HSE
Marcia Davies	HSE
Mark Piney	HSE
Paul Cook	HSE
Peter Woolgar	HSE (Chairman)
Steve Coldrick	HSE
Sue Williams	HSE

1) Welcome, introductions and arrangements

- Peter Woolgar

Mr Woolgar opened the meeting and welcomed new and old members, speakers and guests. He explained that the purpose of holding the meeting at the hotel was to celebrate the 10th anniversary of the Forum and to launch the publication of the new Motor Vehicle Repair Guidance. .

2) Minutes of the last meeting of 25th November 2008 and matters arising.

The minutes of the previous meeting on 25th November 2008 were agreed as a true record.

Actions arising from previous minutes:

(min 4) Slips and Trips in MVR – Mr Woolgar to pursue whether an MVR Specific STEP tool could be developed. Mr Woolgar advised that a bid had been made by the slips and trips team for money to support further activity for a 3 year period commencing April 2010. If this bid was successful some of the money may be used for development of industry specific STEP tools.

ACTION: Peter Woolgar to send a proposal for the development of a STEP tool for MVR to the Slips and Trips team

(min 6b) 2 Post lifts – Mr Lake to forward information regarding pits to Colin Copelin.

Done

(min 7) Vehicle body lining – Mr Woolgar to investigate the subject of body lining and isocyanates and report back. Mr Woolgar advised that some research work had been initiated to visit a company applying isocyanate based body linings to determine likely exposures, risks and precautions. The results would be reported back at the next meeting.

(min 8) Ten years of MVR H&S Forum – Members to advise Peter Woolgar if they would be willing to provide a contribution to an event to launch HSG 261 and celebrate 10 years of effective partnership working in MVR.

Peter Woolgar advised that co-sponsorship was offered by SAFED and IVR who would be providing the wine at the dinner.

(min 9) Transfer of MVR premises to LAs for inspection – Mr Woolgar to confirm the start date of the Hampshire project.

Mr Woolgar confirmed that the Hampshire Twin Peaks project had commenced in April 2009.

3) HSG 261 and INDG Leaflets

- Andrew Lake

Mr Lake informed the meeting that the new [HSG 261](#) guidance – ‘Health and safety in motor vehicle repair and associated industries’ had been published and was available for purchase at £12 95 or as a free download from the HSE

website. The guidance replaced the two previous publications, Health and safety in motor vehicle repair (HSG67) and Health and safety in tyre and exhaust-fitting premises (HSG62), which were originally published nearly 20 years ago.

He advised on the contents of the new guidance which contains a number of new or updated drawings and many photographs to illustrate key issues. Mr Lake thanked all those who had contributed and commented on the guidance – special thanks going to Ian Holmes who organised visits to MVR facilities and travelled with HSL's photographer to obtain many of the photographs in the publication.

He advised that free leaflets were being developed to provide simplified messages on some of the main points from HSG 261 and make them available to a wider audience. These should be published over the next few months.

Several members commented that they thought the new guidance was well constructed and that the illustrations enhanced its value.

4a) Update on Isocyanates

- Steve Coldrick

Mr Coldrick explained that as head of HSE's Disease Reduction Programme he was given the responsibility for making a reduction in industrial asthma, and isocyanates were one of the top two causes.

He advised that occupational health issues were difficult to control – 'custom and practice' being difficult to break through. Having the right equipment etc didn't necessarily guarantee the right behaviour. He thought the work that had been done in the MVR Project to change behaviour during spraying of isocyanates was exemplary. Mr Coldrick explained that part of his job was to proclaim, and give recognition to, such achievements and he wanted to thank the Forum for its help and support.

4b)

- Louise Rice

HSE & MVR

New activities were underway to assess and support the project on isocyanates in MVR. A survey has been commissioned with the objectives of:

a) Establishing the current health and safety practices during spraying isocyanate paints

b) Establishing the level of awareness of the initiative

c) Investigating economic trends (to inform future work)

The work should be completed by Feb 2010 and the outcome will be reported back at the next meeting.

4C)

- Andrew Lake

Mr Lake advised that

(i) a poster on spray painting produced with British Coatings Federation didn't meet with criteria for uploading onto the revised HSE MVR website so a new version had been produced and it should shortly go onto the website. John Falder, BCF, said he strongly supported this type of initiative. ,

(ii) John Saunders of HSL had given a presentation to the May 2007 MVR H&S Forum meeting on the development of an automated clearance time indicator of spray booths. This work had now been completed and a report published (<http://www.hse.gov.uk/research/rrhtm/rr742.htm>). He was aware that of at least one booth manufacturer now advertising clearance indicators on new booths at no extra cost and who had developed a retro-fit device for existing booths.

(iii) one large mobile SMART spraying company were proposing replacing the compressed air fed respiratory protection by a powered respirator (where air is drawn through a body-mounted filter pack). This was because they had encountered mechanical problems with a mobile generator running a compressor for breathing air and for spraying. HSL carried out monitoring of the exposure to isocyanates and concluded that for SMART spraying the proposed equipment provided adequate protection. Although this was a lower standard than advised in the SMART guidance, this was acceptable subject to a robust management system, which the company were developing. Full air fed BA was still required for workshop activity because there should be no problem with compressor specification.

(iv) the use of biological monitoring as a tool to help check behaviour by paint sprayers was becoming established – the numbers of urine samples received by HSL from MVR paint sprayers had increased significantly, a smaller proportion were now above the Biological Guidance Value, and those that were above it were consistently below on re-sampling.

One of the delegates said that SHAD's (Safety Health Awareness Days) were highly acclaimed throughout the industry and wondered why there hadn't been any to launch the new guidance? Mr Coldrick said HSE would not continue to do things just because they worked well before, but have to look at other ways of changing embedded behaviour...

Mr Hudspith asked about the percentage of the MVR paint spraying population were undergoing urine testing and how the BGV target was set – and whether HSE was confident with the BGV. Dr Piney said he didn't know the percentage of sprayers being tested, but that the BGV was set by WATCH and should be seen as an indicator of exposure, not an indicator of ill health.

5) MVR LEV Project – recap and update **- Dr Mark Piney**

Dr Piney gave a presentation to recap the MVR LEV project.

The aim of the project was to reduce incidence of occupational asthma in MVR by at least 20% by increasing the number of bodyshops with effective exposure controls through:

- Influencing individual bodyshops directly and indirectly via:
 - SHADs, inspection and visits
 - Campaign and guidance material
 - Influencing key suppliers of goods and services
 - Embedding and reinforcing messages.

Employees didn't always understand exposure risk and employers and suppliers were often over optimistic when it came to LEV capabilities.

Dr Piney also gave a brief summary of the work of the broader LEV project (applicable to all industries), including the publication of HSG 258 'Controlling airborne contaminants at work'

6) Biodiesel/gloves research

- Andrew Simpson

Mr Simpson advised he had been commissioned to carry out research after concern was expressed about protective gloves being degraded by biodiesel. He explained there was a BS for testing protective gloves but not for degradation, and described the tests he had carried out, and the results.

Mr Barlow said he would take the information back to companies using gloves to maintain forecourt fuel pumps.

One of the delegates asked what was the solution to the use of gloves with unleaded petrol as the research results show they seem to offer little protection over long periods? Mr Lake advised that the gloves should be considered as splash or short term protection only, and we shouldn't be encouraging immersion of hands in petrol.

Ms Davies said it had been right to commission research on gloves and bio fuels but what about mechanical protection – was this factored in? Mr Simpson said it had and it was found that PVC gloves offered the least protection

Mr Crampton said from a recovery point of view the gloves would have to cover the whole gambit as they wouldn't know what kind of fuel was in use.

Mr Hudspith asked why suppliers of fuels could sell it without providing proper protection? Also, how could glove manufacturers put out gloves for sale without being specific about what the gloves would provide protection against? Mr Hudspith suggested the research results be turned into a simple message for the industry.

Mr Lake said he thought the conclusions of the report were encouraging because it showed that nitrile gloves were suitable for normal use with biodiesel

ACTION: HSE to consider if/how the information from the research could be made widely available.

**7) For information – part 1
- Andrew Lake**

Mr Lake gave a presentation about problems with two post lifts, including photographs of several failures or where vehicles had fallen. Four post lifts had shown their durability over time and four wheel lifting was inherently stable. But vehicles were falling from two post lifts more frequently. All incidents of lift failure or vehicles falling from lifts could have fatal consequences. Mr Lake explained that lifts were manufactured to EN1493 and should prevent movement in the supporting arms.

There was a general discussion about two post lifts with delegates citing incidents of failure and also misuses - there seemed to be general agreement that there was an issue.

Mr Hudspith referred to EN 1493 and said manufacturers were not taking account of foreseeable misuse and that the lifts should be redesigned to make them more robust. Mr Woolgar pointed out that there was still a legacy of existing lifts – users needed to be made aware of the risks and that they should be checked regularly. He asked members if they could put this in their trade magazines and said that HSE could provide information to help with this.

Mr Woolgar said there would be further work done on two post lifts and information sent out

**ACTION: Members to bring the emerging concerns about the safe use of two post lifts to the attention of the industry
HSE to provide further information on safety of two post lifts**

**8) HSE Strategy Implementation – Worker involvement
- Paul Cook**

Mr Cook gave a presentation on the 'involving the workforce' strand of the new HSE Strategy and explained that MVR is one of the 4 target areas where risks are high and worker involvement is low. There are proposals for promotional events and activities, training for H&S representatives and some joint training for line managers and worker representatives, including follow up support. A pilot is currently underway and there is a competitive tendering process for the main activity which will commence in 2010.

Mr Cook invited the Forum's help in the delivery of the work, especially examples of good practice of worker involvement in MVR, the industry requirements for worker training, and promotion of the work.

**9) MVR education stakeholders with influence and interest.
- Louise Rice**

Ms Rice advised that feedback from stakeholders during HSE consultation emphasised the need for HSE to engage further with stakeholders in the education sector. Young people are at greater risk in the workplace due to inexperience and attitudes and today's vocational students are the 'at risk' workers of tomorrow.

HSE are keen to explore new ways of embedding key messages for this group, particularly as part of the MVR isocyanate project. She is currently working to identify where to target, what the learning should entail and the role of industry stakeholders.

Ms Rice ended by asking the meeting delegates if they would like to become involved and if so requesting that they contacted her.
[louise.rice@hse.gsi.gov.uk]

11) HSE Strategy implementation by MVR H&S Forum.

- All

Mr Woolgar thought that while the MVR H&S Forum had shown success over the past 10 years it needed to continue to evolve. He promoted a discussion about HSE's new strategy, in particular what and how the MVR H&S Forum could do to contribute to its implementation. There were a number of suggestions from delegates:

- HSE should get the media on its side – challenge the media
- Positive publicity on achievements
- The Forum had credibility within the industry and they should become more involved
- Possible award for leaders in H&S in the industry
- What happens in-between the MVR H&S Forum meetings? Is there a forum to work with outside meetings – members suggested setting up a web community site.
- Most of the active people on the committee were Health and Safety professionals, but there was no involvement of Directors of the big groups in MVR. But it was pointed out that there weren't many 'big players' in the industry. Perhaps we should look to invite representatives from the vehicle manufacturers because they exert great influence over MVR franchise facilities.
- Need to bring home aspects of health and safety to managers, for example corporate manslaughter.
- We need to find a bad news point and translate the bad message into a good one. There was an example of converting bad news into good regarding an injury to a 14 year old on workplace training.
- More should be done to get to MVR businesses 'under the arches' that were not being inspected.. Mr Woolgar said that there were various projects starting or already started aimed at more Local authority inspection of MVR – e.g. Peterborough, Dorset, SE Wales, East Kent and Hampshire.

- Should consider 'what works' – start with leadership – who has influence?

Mr Woolgar said he would look at the discussion and produce ideas – if members had anything else to add they were requested to let Mr Woolgar know.

12. Other agenda issues (not discussed)

Mr Woolgar apologised that the meeting had overrun and that some agenda items had not been discussed. All members had information within the delegate packs on the presentations missed. He would attempt to discuss with individual members outside the meeting issues particularly relevant to them. If others wished to discuss any of the items they could contact him.