

MOTOR VEHICLE REPAIR HEALTH & SAFETY FORUM

Thirteenth Meeting, Wednesday 16 February 2005
Health & Safety Executive, 1 Hagley Road, Birmingham B16 8HS

Present:

S Prest	Society of Operating Engineers
A Lucas	Birmingham City Council
J Morecroft	Vehicle Builders & Repairers Association
G Braddock	Vehicle Builders & Repairers Association
M Hooker	Solihull MBC
P Cooper	Motor Dealer Safety Group
I Lewis	Motor Insurance Repair Research Centre
J Graham	SAFED
S Biddle	Road Haulage Association
A Lawson	Automotive Skills Ltd
G Begley	Association of Colleges
S Hunter	Freight Transport Association
S Kirton	Institute of Vehicle Recovery
I Holmes	Sigerson Associates
A Higginson	National Tyre Distributors Association
M Battrick	British Coatings Federation
P Barlow	Retail Motor Industry Federation
D Littleford	Signum Publications
S Dean	Vehicle Operator Services Agency
E MacDonald	Transport & General Workers Union
P Concannon	Communication Workers Union
C Copelin	Confederation of Passenger Transport
G Satchwell	Association of Vehicle Recovery Operators
D Garratt	Garage Equipment Association
T Gallier	UNISON
J Powell	HSE Manufacturing Sector (Chairman)
K Williams	HSE Manufacturing Sector (Secretary)
A Lake	HSE Manufacturing Sector
G King	HSE Manufacturing Sector
C Nelson	HSE Noise & Vibration topic Group
A Strawbridge	HSE Operations Inspector
M Piney	HSE Midlands Specialist Group
B Easterby	HSE Midlands Specialist Group

1 Welcome, Introduction to New Members and Apologies for Absence

John Powell welcomed members to the thirteenth meeting of the MVR Forum. Since the last meeting there had been a couple of retirements – John Nelson (Garage Equipment Association) and Alan Bird (VBRA) and welcomed their replacements, David Garratt (GEA), and John Morecroft and Gerry Braddock (VBRA). He also welcomed Steve Schofield, the replacement for Ian Philpott

(Institute of Motor Industry), Adrian Lawson for Tony Moore (Automotive Skills Ltd), Steven Hunter for Paul Whitehead (Freight Transport Association) and also Andy Lucas who was attending on behalf of Phil Preece (Birmingham City Council). He thanked all retiring members for their support and help with the Forum.

Apologies were received from Ian Taylor (MVRA), Robert Walker (SMMT), David Reed (Motor Importers H&S Group), Malcolm Downey (HSE Northern Ireland), Roy Gibson (Zurich Risk Services), Paul Harvey, (The Chief and Assistant Chief Fire Officers Association), Brian Spratt (ADF) and Phil Preece (Birmingham City Council).

2 Matters arising from the Minutes of the Last Meeting 12 May 2004

Members had been sent a copy of the Minutes of the previous meeting, which had also been posted on the [MVR Website](#).

The handout pack for the meeting included an HSE Press Release alerting businesses about [bogus mailshots](#). There was also Press Release on '[HSE say work is good for you](#)' with copies of HSE Leaflets [INDG397](#) *Off work sick and worried about your job?* and [INDG 399](#) *Managing sickness absence and return to work in small businesses*.

John Powell spoke briefly about [Workplace Health Direct](#), an occupational health, safety and return-to-work support service for small and medium sized enterprises.

In response to a member's question about the Hampton Review of Regulation, John Powell said that the HSE had contributed to the review which was considering the scope for reducing administrative burdens on business by promoting more efficient approaches to regulatory inspection and enforcement, without reducing regulatory outcomes. The HSE was awaiting publication of the final report.

3 Investigating Accidents and Incidents

In June 2004 the HSE published HSG245 *Investigating accidents and incidents: A workbook for employers, unions, safety representatives and safety professionals* (available from HSE Books priced £9.50). Alan Strawbridge, author of the publication, explained how the guide will help businesses adopt a systematic approach to determining why an accident or incident has occurred and the steps needed to be taken to make sure it doesn't happen again. The workbook should enable SMEs carry out investigations, improve the number and quality of investigations undertaken, involve employees and ensure that immediate, underlying and management failings are all addressed.

One member wanted to know how many accidents/incidents had HSE investigated and whether it should do more investigations. Alan Strawbridge said that there were only a relatively small number of inspectors. The workbook would help small and medium sized businesses deal more effectively with their own

health and safety problems. For the future, it was hoped to provide a web-based system for investigating accidents/incidents, as well as a library of anonymous investigations.

4 Progress with New Regulations

John Powell updated members on progress with proposed new Regulations. Starting from April 2005, there will be common commencement dates for the introduction of new regulations - 6 April and 1 October. However, legislation arising from European Directives could be implemented at other dates.

The proposed new Work at Heights Regulations has been passed to the Minister and is expected to come into force on 6 April 2005. Tank Vehicle (Loading & Unloading of Petroleum Spirit) Regulations, which replace existing regulations on safe transportation of petrol, are due to come in on 1 October 2005. New Regulations on Noise at Work Regulations are planned for 2006. Members were referred to the [Falls from Height](#) topic webpages for more information on the Working at Height Regulations. Summaries of this type of accident in MVR can be found under [From Experience](#) on the MVR webpages .

5 Control of Vibration at Work Regulations 2005

The new Control of Vibration at Work Regulations 2005 are expected to come into force on 6 July 2005. Chris Nelson gave a presentation on the implications for the MVR industry.

His talk included an explanation of the causes and effects of Hand-Arm Vibration Syndrome (HAVS); results of a Medical Research Council (MRC) (1999) occupational study and a Swedish study (2003) of car mechanics. The regulations introduce new Exposure Action (EAV) and Exposure Limit (ELV) values and employers will have duties where these actions are exceeded. Their risk assessments should include steps to eliminate or control the risks. The [vibration](#) topic webpages include an Exposure calculator to help determine HAV exposures.

Though guidance on the Regulations will not be available until after they have come into force, most of the requirements on employers are already in existence in the Management Regulations. Where reduction in exposure below the ELV is not reasonably practicable, there will be a transitional period to 2010 in certain situations.

John Powell asked David Garratt of the Garage Equipment Association if he knew what actions equipment suppliers had taken in advance of the introduction of the new regulations.

Free leaflet on 'Power tools: how to avoid vibration health risks' and other guidance can be downloaded from the [HSE MVR website](#).

6 Manual Handling of Tyres in MVR

Graham King, HSE's representative on the Rubber Industry Advisory Committee (RUBIAC) - which includes representatives from the manufacturers and distributors of vehicle tyres – explained what RUBIAC was doing to reduce manual handling risks in the distribution of vehicle tyres, particularly the large HGV types. RUBIAC has been working with HSL (Health & Safety Laboratory), the Local Authorities, Trade Unions, etc to develop guidance on 'Collecting and Delivering Vehicle Tyres: Tackling the Manual Handling Risks'. A guidance document is nearing completion and it is hoped to publish it on the HSE and MVR websites.

John Powell commented that some of the highest ill health figures in the industry came from manual handling activities.

7 Application of DSEAR to MVR

HSE's Manufacturing Sector has been developing guidance on the Application of the Dangerous Substances and Explosive Atmospheres Regulations (DSEAR) to MVR. Draft guidance had been sent out to members and Bob Easterby was attending the meeting to explain the proposals and answer any questions/concerns. He thanked those members who had contributed to the draft and gave a brief summary of the scope of DSEAR, and its application to MVR. One of the most difficult aspects concerns the zoning of hazardous areas. This is dealt with in the proposed guidance which will be published on the [MVR website](#).

John Powell reminded members that petrol fires/explosions was one of the main causes of fatal injuries in MVR. It was hoped to publish the guidance as soon as possible and if and member had any further comments they should contact him as soon as possible.

8 Two-Post Vehicle Lifts

Draft advice for HSE Inspectors had been sent out to members following the presentation at the previous meeting about a fatal accident involving a two-post vehicle lift without arm-locking devices. John Powell reminded members that the advice reinforced the recommendations in British Standard BS7980:2003 *Code of Practice for Vehicle lifts – Installation, maintenance, thorough examination and safe use*. In particular, for existing lifts, the BS recommends the retrospective fitting of specified devices, including arm-locking devices, to reduce the risk of accidents. He thanked members for their comments on the proposals and requested that any further comments should be sent to him without delay as it was hoped to publish the document as soon as possible.

9 Car Valeting

John Powell handed members a copy of a statement by Autoglym, a manufacturer of a range of vehicle care products for the retail and trade markets, concerning one of its products, Autoglym LifeShine Upholstery and Carpet

Protector. There have been a number of instances of people suffering from respiratory problems both during and after using it. The company recommend that the product is applied only by trained professionals and has recalled/withdrawn a similar product from the retail market. The recommended Respiratory Protective Equipment (RPE) must be worn not only by the operator but also by those in the surrounding area. New Safety Data Sheets have been issued and the artwork on the aerosol cans changed to reflect the increased emphasis. The statement included advice on the training of operatives.

10 2004/05 Workplace Initiative on Isocyanate Paints

At the previous meeting members were informed about a three-year workplace initiative to reduce the numbers of cases of occupational asthma from exposure to isocyanates in the refinishing of vehicles. In 2004/05 it was proposed to hold four HSE-run Safety, Health and Awareness days (SHADs) in different parts of the country to which MVR businesses carrying out respraying work would be invited. Andrew Lake and Mark Piney updated members on progress with the initiative.

Andrew Lake spoke about HSE's targets for reducing Occupational Asthma incidents by 30% by the year 2010. The MVR initiative would involve a multi-pronged approach, including SHADs for bodyshop companies, articles in the press, web page guidance, information to suppliers, factors etc. There had been much positive feedback from the four SHADs held during 2004/05 and the intention was to carry out a further 14 in 2005/06 across all 7 regions and Northern Ireland.

Mark Piney presented some of the material used in the SHADs, including an extract of an interview with a former welder suffering from occupational asthma. He explained how the sessions were organised and how workplace inspections were being carried out at a proportion of the businesses that did not respond to the invitation to attend. It was hoped to make material developed by the HSE available for training and other organisations. Also, there was the possibility of a CD being developed and issued to bodyshops to use in training and inspections.

11 Fatal Accidents in MVR and Roadside Recovery and Repair Issue

In 2003/04 there were 8 reported fatal injuries in MVR activities, and it was expected that there would be a similar number this year. This was about double the average number for previous years. Brief summaries of the accidents were given to members. There is concern about the high number of fatal injuries in MVR and a [Press Release](#) was issued in August 2004.

A similar number of fatal injuries occur in Roadside Recovery and Repair activities. As not all these incidents are reportable to the HSE, many are not included in official statistics. The October 2004 edition of the HSC Newsletter included a report of a tyre fitter killed at the roadside whilst attending to a broken down vehicle.

Steve Kirton updated members on Highways Agency scheme for Roadside Recovery Operators on the Motorways and main Trunk Roads in England. The HA is taking over responsibility for traffic flows on these roads and technicians involved will have to undergo accredited training.

12 Any Other Business

John Powell reminded members about the health and safety advice available on the [HSE MVR website](#). The site has about 3,000 visitors every month.

Andrew Lake on behalf of all the members of the Forum gave a vote of thanks to John Powell for his stewardship of the MVR Forum. On behalf of the members, he wished him a long and happy retirement.

Date and Place of Next Meeting

The next meeting of the Forum will be held on Wednesday 16 November 2005 at the HSE Birmingham Office.