

LIFTING MATTERS



Sharing and learning

SEPTEMBER 2015

PROMOTING SAFETY IN THE CRANE INDUSTRY.

What's new this month?

EDITORIAL

Welcome to the September issue of Lifting Matters. We received a lot of great feedback on the June issue, where we looked at outrigger and ground failures, which is the cause of some of our industry's most serious accidents. The issue presented a fantastic reminder to be thorough in the preparation of Lifting Plans, particularly encouraging the engagement of a geotechnical engineer when carrying out a lift on potentially unstable ground. Peter Goodman, Honorary Life Member of the Piling Federation, presents a follow up article on Safe Working Platforms, taking a look at some recent incidents caused by ground failure.

Ever felt overwhelmed by the volume of safety documentation, processes and procedures required in this day and age? So have we! In this issue, we break down the basics of HSE Documentation, and propose an opportunity to achieve more consistency in documentation in the industry. While sometimes the volume of safety documentation can feel overwhelming, we look into a few incidents where a lack of documentation has led to a serious incident. The Cancer Council urge you to finally kick

that bad habit, turn to page 10 to find out which one! We also have an explanation on the difference between Verification of Competencies and refresh training. There's lots to be learned in this issue, so dig in!

Please get in touch with Lifting Matters! You can visit us on Facebook, Linked In, or drop us an email any time at info@liftingmatters.com. If you are interested in becoming a contributor to Lifting Matters, email me at dashelle.bailey@liftingmatters.com. Remember, our sponsors are happy to pay for good articles. You can sign up to receive your quarterly edition of Lifting Matters straight to your inbox, at www.liftingskills.com.au/lifting-matters/newsletter. Remember, we provide free glossy printed copies of Lifting Matters for distribution in your crane cabs, crib rooms, mess hall, or reception area. Email info@liftingmatters.com with your postal address and the number of copies you require.

Dashelle Bailey,
Editor

THANKS TO THIS EDITION'S CONTRIBUTORS



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FEATURE STORY

Are many people in the crane and lifting industry suffering from document/paperwork overload? We raise this question, because as an industry we have gone from struggling to complete our timesheets just a few years ago, to now having so many forms and documents to be completed that we feel as though we have hardly any time remaining in the day to do our jobs.

The large number of safety documents in modern safety systems with often overlapping functions can become inefficient, time consuming and confusing. The effort to deal with the paper work can redirect our energy from the real work and the real objective of making the job safer. Businesses are employing more people in order to handle safety paperwork, driving efficiency, productivity and job satisfaction down, and driving costs up. We also confuse ourselves and our workers, having created such a large number of documents and forms that are different in almost every organization. They are growing in number by the week, and all have overlapping and often common objectives and requirements. Many field workers do not really understand the underlying objective and purpose of all the documents we are required to complete. A valid question to raise is whether we are actually dumbing down our work force in the application of documentation that requires ongoing offsite review, approval and decision making. This can breed an attitude that decisions about the job and the safety of the job are for offsite support roles.

There is now a new field of thought emerging that the excessive safety related paper war may actually be gaining very little in safety outcomes, and that some safety documentation is an expensive time waster which

does nothing but cause inefficiencies. To overcome this, it would be great if we could adopt an industry wide standard set of documents, that meets our legal obligations, assists in completing our work in a safe and professional manner, and provides an adequate record of the events without being an unnecessary erosion of our efficiency and productivity.

There are 3 basic documents required as part of most safety management systems to support field work activities. These are for the planning phase, the checking phase and the monitoring phase. Each different safety management system uses different document names and styles to cover these three phases but the underlying objective and purpose of them is all the same.

The first document is often known as the Safe Work Method Statement, or when I first started in construction it was just the 'Method Statement'. This document is the PLANNING. It should be prepared well before the day of the job, and is like the recipe or the plan of attack. It tells the people involved in the job how it will be done, what resources (people, equipment and materials) will be required, what precautions and preparations are needed, what risks are associated with the work, and how these risks will be mitigated. Method Statements will include lift plans, equipment schedules, manpower requirements, statutory requirements, temporary work designs, procedures etc. Particular features of Safe Work Method Statements are:-

- They are generally prepared in the office well in advance of the job, in Word format on a computer by an engineer, supervisor or manager. Note, the person who prepares the SWMS is not necessarily on site when the task is undertaken.
- The development of the SWMS will usually involve several drafts and several rounds of editing as different participants in the work refine the methodology.
- The SWMS will often refer to appropriate international or Australian standards and codes of practice but it does not necessarily repeat them.

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- The SWMS is usually not specific to a particular list of individual people. The SWMS describes how the job will be done, defining the required positions and skill sets of the people involved, but the actual names of individuals does not need to be defined.
- The SWMS will often refer to equipment such as a crane by type and size, but it usually does not specify particular individual machines.
- SWMS's do not apply to a particular time. You can undertake work specified on a SWMS at any time in the future, and you can use a SWMS for the same task many times. Some SWMS's may nominate the actual time and date of the task, but this is not necessary and is not the normal SWMS format.
- SWMS's do not necessarily apply to a particular location. For example the task of rigging the fly jib on a particular crane or loading a truck can be covered by a SWMS which can apply to many locations. However, some SWMS's will apply for a particular project or location.
- A SWMS can be project specific but it will often be for regular tasks such as loading trucks
- A typical cranes and lifting SWMS can be up to 10 to 20 pages, may include some lift studies and supporting crane data sheets, and would usually take about an hour to be read and fully understood by a competent industry tradesman.

The usual process of a SWMS is that it will be developed for a task and the team involved will agree on the contents. The SWMS then often needs to be approved by the client or senior managers or engineers, as required by the management system of the companies involved. Then, once it is agreed and approved, every member of the team must read and understand the SWMS. This process often involves team meetings and will usually involve sign off by the individuals that they have read and understood the SWMS. Wherever possible, the SWMS sign off by the team members should happen prior to arrival on the job on the day of the task.

Standard Safe Work Method Statements are often

prepared for repeated tasks such as loading trucks and securing the loads and for basic lift and shift tasks. These SWMS are often carried in booklets in mobile cranes and can be used for many different jobs and can be useful and effective for a long period. Usual practice is to review and update these standard SWMS annually. SWMS work plan documents have the same function whether they are project specific or standard working procedures.


These SWMS/pre-work plan documents have many names, including JSEA (Job Safety & Environmental Analysis), JSA, Task Plans, etc., but they all achieve the same thing. The SWMS is the plan on how we intend to execute the job in an efficient and safe manner, and is an essential component of every task. This planning was a critical part of all work well before the invention of safety management systems and was completed in some form before any task was ever undertaken, even if it was not produced in a printed formal format. The SWMS is a more formalized and a documented version of method planning, and is an essential part of any safety management system. It is a legal and a common sense efficiency requirement that a SWMS is prepared for every task no matter how small or simple it is.

The second key document for completing a task is the Daily Check Sheet. This is completed before the work starts on a particular day or a particular shift, and is the check sheet to make sure all is in order before the work starts. The key element of this document is CHECKING.

The daily check sheet has many names and titles, such as the daily diary, the task check sheet, the JSA, the JSEA, the tool box meeting report and many other names. In many organisations, the check sheet is incorporated into the work docket or the timesheet. For this explanation, we will call the daily check sheet a JSA.

Key features of the JSA include the following:-

- The JSA is usually completed by the field team leader, the foreman or the leading hand. This is the most senior person in the field work crew. The JSA must be completed by someone on site actually doing the job or it is absolutely meaningless.



- The JSA is specific to a date and a location. It applies for today and this job site. Tomorrow, there will be another JSA, and there will be a separate JSA today at every other job site or for another work crew, even if we are using the same SWMS.

- The JSA applies for a specific list of individual people. This is the actual work crew involved in the task and identified by each person's name.

- The JSA will require confirmation the listed people are suitably experienced, qualified, certified, and fit for the required tasks.

- The JSA should always refer to a SWMS. The first question of the check sheet is "What SWMS applies to this task?" The JSA is a separate important document to the SWMS. Neither can replace the other as both are important essential tools with a different purpose.

- The JSA will usually ask equipment used to be identified by exact particular plant number or registration or similar, and require confirmation that it is certified, serviceable, and suitable for use.

- There should be at least one JSA for each work crew for each day. Where the job changes, there will often be more than one JSA for the day.

- An individual person may be listed on more than one JSA for a day, as that person may be involved in one task or crew, and then move over to work with a separate task or crew within the same day.

- The JSA will usually include a series of relevant points to check depending on the type of work and the environment.

- The JSA will usually record the weather, the daily task, and any incidents or near misses.

The JSA document is completed at the worksite before the daily work begins and is a tool to make sure everything is ready before the commencement of work. It usually needs to be completed at the end of the shift and is a live document, often with additions through the period of the day.

Some companies use an electronic device for the JSA/ daily check document, but our preference is a simple pre-printed form with spaces for the names of the team, space for comments, and check boxes for the critical items to be checked.

Before the advent of the modern safety management system, safe and efficient professionals in our industry and in every field of work did the JSA checks as part of their job. Sometimes this was documented, but mostly it was a simple subconscious process and an automatic part of achieving the tasks at hand in a safe and efficient manner. The JSA or some form of documented daily safety check sheet is a clear legal requirement of the modern OHS rules, and is a simple essential tool to make your work safe and efficient.

The third key document to working safe is some form of regular MONITORING of behaviour, attitude, equipment, and the work place. This has many forms and includes site safety audit reports, Take 5 Cards, safety advice cards, safety observation cards and numerous others. The objective of the safety observation document is to record data about the work place in relation to required improvements, hazards, attitudes, sloppy behaviour, basic safety breaches, trends, or real problems, or for recognition of positive actions, conditions and attitudes. These observations can be made as part of a regular formal audit or inspection, as a daily task, or a random as required observation. The observation task can be allocated to particular individuals, be a specific job for safety officers, or can be a task shared by everybody. Once safety data is collected then it needs to be processed, reported on and acted on as required so there is a constant monitoring and improvement of safety related issues at the work place.

A common form which is used by Universal Cranes and Smithbridge is the STOP card from the DuPont safety system. STOP stands for Safety Training and Observation Programme. This is one of the earlier safety management systems developed by the DuPont chemical company in the USA. The STOP card is a form completed by everyone in the workplace. We have a target number of STOP cards to be collected each week of one per week

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from field workers and one per day from leading hands and supervisors. STOP card data is then used to drive corrections and improvements, and is a great monitoring tool on safety related matters which involves the whole team. There are numerous observation and monitoring tools and documents used in our industry. They are an essential part of the daily safety management process and the daily document flow. Every work place safety system should have a document designed for observation and monitoring of safety related issues.

There are many other essential documents in every safety management system. These include incident and near miss reports, equipment condition reports and check sheets, qualifications, certifications, inductions, ID cards, reprimand forms, warnings, etc. All are an important part of the system. Many of them fall within one of three key safety documents listed above. But the three key documents that we all need to use every day are those which relate to the planning, checking, and monitoring of our daily work activities.

Next time you are involved with safety documentation, think carefully about the documents you are completing, reading, or using. Identify them as planning, checking or monitoring. Every individual in the cranes and lifting industry should be involved on a daily basis with documents which cover these three key parts of working safely and efficiently.

We believe there is real potential in the cranes and lifting industry to refine our documentation and adopt industry standard forms for each of these three critical parts of the daily safety management process. It would be much more efficient if we had a standard name for each document which is used by everybody, and which has the same purpose over the whole of the industry. Our suggestion is the Safe Work Method Statement (SWMS) for the planning document, Job Safety Analysis (JSA) for

the daily check document, and the Stop, Think, Observe, Plan (STOP card) for the observation and monitoring tool.

The Crane Industry Council of Australia (CICA) is currently working on a project to agree on and publish standardized safety documents to be used by the crane industry. The target is to identify the purpose of each document that is required across the whole industry, give it standard name, make a template, and provide a guideline on how, when and who should complete it, review it, and approve it. We think this is a great initiative with the potential to make significant safety and efficiency improvements to our industry. This project is being coordinated by the CICA head office in Melbourne.

Please look at the documents in your system, and those of your clients. Think about the document names and suggest the most common and easily recognized title for each. Categorize them as planning, checking or monitoring. Then send us your suggestions for the industry standard names of the key documents required for our daily tasks in the crane and lifting industry. Please also suggest other key documents not included above which are used industry wide, and which could have a standard name and purpose. We will forward these to CICA for inclusion in their review process. Please also feel free to contact CICA directly with your ideas.

In the next issue of Lifting Matters we plan to continue the debate about standard documents. If you have comments or suggestions please send them for inclusion in our next issue. Please email us at info@liftingmatters.com, contact us on Facebook or Linked In, or phone us on 0439 033 915.

Albert Smith
Managing Director, Smithbridge Group

PILING RIG FAILURES

Those of you who read the June issue of Lifting Matters may recall that we presented an article on the need for safe working platforms to be designed, constructed and maintained for the use of piling equipment and cranes on construction projects.

We strongly advocated the use of the Safe Working Platform Certificate that has been developed by the Federation of Piling and Foundation Specialists (The Piling Federation) specifically for this purpose. This is because of the high incidence of expensive and heavy equipment often collapsing due to adverse ground conditions, resulting in not only damage to and maybe loss of the equipment itself, but also possibly extensive delays on site. Also, and most importantly, the possibility of injury or death of the pile rig operator or members of their crew.

Since then several cases have been brought to our attention which we think are of interest and strongly reinforce the case for closer attention to this major issue.

All of the following cases occurred in England, but we know of many others occurring locally.

I think you will agree that with a little more care and attention to detail all of these accidents described below could, and should, have been avoided. They may not all have been due to inadequate ground preparation before piling commenced but we will keep you advised if we get the outcome of the investigations. In the meantime if you have any thoughts on how to prevent such occurrences we would be pleased to receive them – or any reports on the use of Safe Working Platform Certificates on your projects.

1. 20th July 2013 – London Bridge Station Redevelopment.

On this project the piling contractor was installing CFA piles with a large crawler based crane which was supported on piling mats. The rig had drilled down to 27m and the team had commenced pumping the concrete through the auger whilst withdrawing it. As the auger reached a depth of 22m the piling mat beneath the rig stabilising foot failed. The foot sank about 300 – 400mm causing the rig mast to lean over.



As outlined by the Network Rail in their Lessons Learned of the event, the underlining causes of this incident were:

- The vertical load from the piling rig foot was too great for the ground below the piling mat and caused the rig to go out of plumb
- There was no site investigation carried out specific to the design of the piling mat. The soil parameters were taken from soil investigations earlier in the project and from a different part of the site.
- A similar incident (but less severe) had occurred the previous day. By the time the temporary work manager (CRE) attended, the piling rig had moved and hence there was no clarity into how serious the incident was. This was an opportunity to review the calculations used for the piling mat.
- The ground below the piling mat was reduced by approximately 1 metre and agreed through email, post Form 3. The calculations were not rechecked independently although this would not have changed the soil parameters, it was an opportunity to review the design.
- The undrained shear strength of the existing ground below the piling mat was deemed to be 35kPa. Investigation subsequent to the incident using SPT testing has shown this to be inadequate.

The outcomes from this incident include:

- The London Bridge team now stipulate that the Cat 3 checker will independently review design assumptions for their suitability (rather than just confirm the calculations).
- For Long Bridge station works the permanent works designer will be consulted on the ground strength assumptions through written correspondence for all temporary works.
- Information to inform designs should be valid and specific to the area.
- Changes to design should go through the correct temporary works sign off process.
- All close calls should be reported and acted upon as near real time as possible to learn and take action quickly.

2. December 2012 – A13 Highway Stanton-le-Hope Essex England

On this project a 70 tonne piling rig, also set up for CFA piling, was working very close to the highway bridge. During operation it suddenly fell over towards the overpass bridge and lodged up against the bridge as shown in the photo. Initial reports suggested that an extreme gust of wind had blown the rig over, but others said that since it was a 70 tonne rig and working in a sheltered position below road level, then it was very unlikely that a wind gust would have caused the movement.



It was noted that all the street lampposts were still upright also. An investigation was called and the results are currently unknown, but the general consensus appears to point to a ground collapse under the tracks of the rig.

Fortunately no one was injured in the incident, probably due to the slow nature of the movement allowing time for the operator to evacuate the rig.

This is somewhat of a mystery at the moment, but if you have any thoughts on how the accident may have happened we would love to learn more about it; please email info@liftingmatters.com.

3. May 2015 Bridgwater Somerset

Another project on which an investigation is currently underway took place only a couple of months ago just off the A39 Highway in Somerset England when a crawler mounted piling rig set up with a hydraulic impact hammer for installing precast concrete piles, suddenly fell over forwards as shown in the photo below. As will be seen, several piles had already been installed successfully. Again it is fortunate that no one was injured at all.

It may have been a ground failure, or it may have been an incident in trying to pull the precast piles into place before pitching them. Any ideas? Tell us what you think by emailing info@liftingmatters.com.



CORRECTION OF INFORMATION

In the June issue of Lifting Matters, on page 9 we featured a series of photographs of an incident which were captioned with some incorrect information that we were unaware of when the issue was published. We have since been notified the crane in this picture was not traveling overloaded with counterweights, and it did hold the appropriate permits required for the journey. Lifting Matters would like to issue an apology for this oversight.

RESCUE MISSIONS

This series of pictures came up in our social media feed recently, and it got us thinking about what happens after an incident, that is, the rescue mission.



Often spontaneous, requiring quick action, a rescue mission or incident clean-up is done on the spur-of-the-moment. But this doesn't mean a rescue mission or clean-up shouldn't be well planned and thought out.

This series of images apparently occurred in Ireland circa 2004. Please note, while image 1 to 5 are genuine, the final image is a photo-shopped hoax...but it makes a comical addition and you get the picture.

Let's take a look at similar such incidents:



Source: <http://www.equipmentworld.com/video-excavator-operator-puts-on-clinic-rescues-2-bogged-down-dozers-from-a-flooded-ditch/>

In October 2013, while grading slopes along a highway, a second dozer becomes bogged trying to rescue a first. Both are ultimately saved by the skills of an Excavator operator.

Both these incidents emphasise the importance of undertaking appropriate planning and completion of the required documentation prior to engaging in a rescue or clean up. While we cannot prepare for the exact details of the circumstances our teams might find themselves in after an incident, we can develop a framework which ensures the best possible scenario for a successful rescue/clean up. Crane incidents often slip through the cracks when it comes to emergency response procedures. Lifting Plans mandate all the things required to ensure things don't go wrong on the lift, and it is often wrongly assumed the site general Emergency Response Plan will cover what to do if something does wrong. While Safe Work Australia does mandate that an Emergency Plan must be prepared and maintained, and their guidelines touch on crane emergencies, don't take it for granted site wide plan will cover the exact requirements. This is why having your own emergency framework is recommended.

The Emergency Plan, in addition to procedures for notifying emergency services, means of communications, and contact numbers, should outline defined steps to be taken in a rescue or clean up situation. It may provide simplified documentation to be completed in time-poor situations, which will prompt those involved to ensure the rescue or clean-up is well planned and completely safe.

A crane rescue has three typical stages, which you could use as a base to address crane rescues or clean ups in your Emergency plan/procedure:

1. Stabilisation
2. Survey
3. Salvage

Stabilisation

Your plan should include information on how you can stabilise the crane and/or situation as soon as possible. Consider the following:

- How to shut-down the crane safely
- Ensuring the crane is physically stable, avoiding any further damage from subsequent movement
- How to evacuate the crane and surrounding area in a controlled manner
- Responding to injured people

Survey

Once the situation is stabilised, a plan needs to be made about what to do next. The survey phase encourages those involved to stop and thoroughly assess the situation before engaging in any non-critical rescue activity, taking into account:

- Who needs to be contacted? Who do we have in our business who could offer expert advice on the present situation?
- Identify if there is an immediately obvious reason for the incident. Sometimes, the cause of an incident is immediately apparent, other times it takes a visual inspection, and sometimes it can take extensive investigation. If the cause is immediately obvious, identifying it can prevent any people or equipment involved in the rescue mission from experiencing the same outcome as the original incident. It sounds ridiculous, but it does happen!
- What rescue equipment is readily available and what will be needed to clean up?

Salvage

The salvage phase is also known as the rescue mission. A rescue mission team should complete the same safety documentation required for any normal job and/or task. If time isn't available to complete a comprehensive lift plan, an abridged version must still be completed.

INCIDENT REPORT



A 60T Tadano GT-600B All Terrain Crane was lifting a trestle next to a conveyor at a Germano construction site in Brazil in October of 2007. During the lift the crane became unstable and rolled over on its side, the crane cabin being crushed against the conveyor fatally injuring the crane operator. The main causes of this incident were identified to be that the crane was out of radius and weight with the load, the crane limit warning system was overrode manually by the operator, there was no Lift Plan prepared for the task, and the wrong crane was engaged.

Source: www.houbrt.com

Among other contributing factors to this incident was disregard for safety documentation. Site procedures were ignored, the JSA wasn't followed, and the JSA had insufficient detail for lifting operations. Investigations revealed the supervisor was confident in the Crane Operator's ability, and did not review the lift as required by site procedures even though it was known the operator had a history of overriding the crane limits and overloading the crane. The crane lift was not reviewed and approved by safety personnel, which was a requirement of the JSA. Furthermore, it was found the JSA in place for the work area did not have sufficient detail for lifting. This lift was obviously unsafe, which would have been made extremely obvious to supervision and safety personnel had they carried out the required safety documentation, such as a Lift Plan and adequate JSAs. A father and husband was lost due to, among other things, disregard for safety documentation.

This incident is a chilling reminder of the importance of respecting and following all safety procedures, JSAs, task plans, SWMSs etc. In some cases, there seems to be a grudge held against the 'bureaucratic', 'excessive', 'time heavy' safety systems that underpin the way we work in today's day and age. Incidents like this remind us of what happens when the safety documentation framework is ignored. This documentation exists to remind us, keep us aware and alert, and to prompt us to act safely on a daily basis in all that we do. While at times it may feel frustrating, think about what can happen when the documentation designed to facilitate and prompt the right considerations of a task and its associated risk is ignored.

VOCS VERSE REFRESHER TRAINING

In Australia, there are very clear guidelines in the legislation that outline the role of verification of competencies (VOCs) and refresher training for employees. It is increasingly evident that most employers/PCBUs (person conducting business or undertaking) do not fully understand the difference and importance of each.

Due to changes in the legislation in 2012, employers/PCBUs have an increased obligation to ensure people they hire are competent to undertake the tasks they have been hired to perform. Simply holding a licence does not cover this obligation, and employers/PCBUs are required to show evidence of how they have determined competency. This is where an increased focus on VOCs has come into play over the past few years. The VOCs are merely a tool that employers/PCBUs can use to evidence they have met their obligations by assessing the theoretical knowledge and practical skills of employees prior to commencing work.

VOCs can be conducted internally, or by a third party, however you must be able to demonstrate that the person conducting these assessments are competent and have relevant and current experience in the areas they assess in.

Refresher training is a different ball game altogether, and conducting VOCs does not cover this requirement. VOCs are used to assess competence, whereas refresher training is meant to assist in keeping employees skills current and providing knowledge on changes in technology, legislation, and best practice.

For example the Safework Australia draft Cranes – Code of Practice states that:

Refresher training should include:

- using and applying new technology, particularly for those people who gained their licence class while working on older or different types of cranes
- health and safety hazards, risks and controls
- operating, maintaining and inspecting a crane safely
- relevant changes to workplace health and safety legislation, manufacturer's instructions and technical standards which impact on how to operate a crane safely.

Refresher training may also include providing technical and theoretical information and practical demonstration and supervision.

The Queensland Mobile crane – Code of Practice 2006 also states that:

Refresher training should reflect issues such as:

- A) the application of new technology, particularly for those persons who obtained their licence class while working on more basic cranes
- B) information in this code
- C) any relevant changes to workplace health and safety legislation and Australian Standards which may have an impact on safe crane operations, and
- D) safe crane operation.

Refresher training may include:

- A) conducting a training needs analysis to identify the particular training needs of individual workers
- B) providing theoretical information, where required, and
- C) providing practical demonstration and supervision.

These codes also require crane owners to ensure employees hold current licences, have been familiarised on specific machines, conduct refresher training every two and a half to three years, and keep records of all familiarisation training conducted. These rules are not specific to cranes, with similar requirements stated in codes of practice for mobile plant.

Always remember that the people you hire are working highly valuable items of plant, and also market your business in a positive or negative manner. Simple incidents can cost hundreds of thousands of dollars short term, and significant losses long term through loss of business and clients.

Why then do so many of us short cut the VOC and refresher training process, when it is an affordable and simple process to follow? Make sure you review the current process at your work to ensure you are not only meeting your legislative obligations, but also assisting the development of your staff, and protecting your assets.

**Matt Shuker,
Lifting Skills**

IT'S TIME TO QUIT, FOR GOOD.



Did you know two in three Aussie smokers will die from the toxic habit?

The facts are tragic, cutting short the lives of many Australians and robbing people of a future with their families:

- Current smokers will die an average of 10 years earlier than non-smokers, with mortality risks increasing the more a person smokes.
- At least 3700 Queenslanders will die from tobacco-related disease this year.
- About 370 of these will be non-smokers who die of illness and diseases caused by second-hand smoke.

Right now there are 500,000 adult smokers in Queensland who are risking a premature and preventable death each and every time they light up.

But the good news is – there is help available to quit.

Even if you consider yourself a light smoker, you're at increased risk of dying from a tobacco-related disease. Smoking just a few cigarettes a week can still cut at least 10 years off your lifespan.

The benefits of quitting smoking, even as a light smoker, are immediate – even if you already suffer health problems.

12 hours after stopping smoking, the level of carbon monoxide in your blood drops dramatically. After 72 hours, your sense of taste and smell improves.

From two weeks, lung function and circulation improves, and from one month coughing and shortness of breath decrease.

And from the moment you stub out your last cigarette – you'll be improving the health and wellbeing of your friends and family by reducing their exposure to second-hand smoke.

Exposure to passive smoke raises a person's risk of heart disease, lung cancer and respiratory conditions, and can cause asthma, SIDS and allergic respiratory diseases in children.

If you're a current smoker, call the Quitline today on 13 QUIT (13 7848) and access free advice, resources and support.

Rates of death for current smokers are three times higher than those of non-smokers – do your future a favour and quit today.

You'll be glad you did.

For more information about reducing your cancer risk, call Cancer Council on 13 11 20 or head to cancerqld.org.au.



