



MHSgolf 2010 Update

Configuration Problem

As you can appreciate the MHSgolf 2010 program is designed to work on all computers, however due to the configuration etc it may be that you have problems with your setup.

The only problem reported back to me with this year's update, has been a **problem with Windows 7**. This new operating system has been designed to allow no changes to be saved to the program directory.

This is the directory which I was advised to place the MHSgolf 2010 Program!

This is not a problem in Windows XP

In the future the program will install in the '**Documents**' Directory

If you have Windows 7, and wish files which can be updated, please reinstall and when asked about the directory to install it into, search and choose the 'My Documents' Directory

Pesticide Update

Several 'new' Pesticides have been added to the COSHH Assessment module
Longbow from Bayer
Nomix Dual from Nomix
Heritage Maxx from Syngenta
Interfix from Iticon NV

If you use these please download the update XLS File from the webpage.
[Http://www.dshearer.co.uk/clientupdates.htm](http://www.dshearer.co.uk/clientupdates.htm) Password Vinegar



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July 2010 Newsletter

I have managed to get around some of you in the last weeks and it appears the new format of the MHSgolf 2010 package has been 'a hit'!

As usual there have been some updates to legislation, or the enforcement of legislation, which is reflected in the newsletter. Please read these updates and apply it to the situation on your course.

I have been asked to confirm what should be printed out of your MHSgolf 2010 policy. The answer is as much as you feel happy to have. There are basic things you must get over to staff (The policy document, relevant SWP, COSHH Assessments etc) which have to be printed out. Other pages you only have to print out as necessary. However, use the program frequently and get to know where everything is - it is essential that if an Inspector calls, you are able to find what is requested easily and efficiently and print it out for him.

I will try to get around the rest of you in the next few months. However, if you want me to pop out earlier, please let me know.

Any queries or problems, please contact me by telephone or Email.

Douglas.

Fire Enforcement Updated

As previously intimated the Fire Regulations are now being enforced by the Local Fire & Rescue Service. Reports are coming through of recommendations, and some court cases are illustrating the level of compliance required.

Coming through clearly is that you must have

- A Fire Assessment – detailed in the MHSgolf Fire Module: RA_fire.xls
- Adequate warning of fire - smoke alarms and break glass units which must be checked by contractor annually
- Signs – Fire Action : What to do in the event to a fire (with Assembly Point detailed)
- Exit routes clearly indicated by fire exit graphic sign
- Fire doors – closed or with closure in the event of a fire alarm and signs (Fire Door Keep Shut : Fire Door Keep Clear)
- Fire assembly point – Assembly Point clearly indicated by sign.
- Fire drills – at least once per annum
- Fire extinguishers - checked by contractor annually
- Training of the Fire Marshall and other staff, - to the level of 'carrying out task adequately'
- Storage of combustible materials e.g. LPG, petrol, paint – must be assessed carefully to ensure these have been adequately dealt with
- Storage at outside wall kept clear of combustible materials – paper, cardboard, wood, open bins



All these actions must be put in place and records kept -invoices of contractors can be used and checklists of work by your staff- see MHSgolf Fire Module: RA_fire.xls.

Do you need a fire extinguisher on your ride on vehicles?

Only vehicles which are transporting flammable substances come under the Carriage of Dangerous Goods and Use of Transportable Pressure Regulations

Whilst fire extinguishers for vehicles are available, it appears the advice from Fire & Rescue is that if a driver discovers a fire, they should turn off the engine, evacuate to a place of safety and call 999 immediately.

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Strimmers and brushcutters

The HSE have now banned an attachment which replaced the strimmer head with a disc with two chains attached. This acted as a flail mower.

The safety alert arises from a fatal incident. Initial investigations indicate that a link from the chain flail became detached, struck a nearby worker in the head. The speed of the broken link has been estimated at over 300 mph – the speed of a bullet!!



Chain flail attachment with two chains

Similar speeds can be achieved for small stones or sand particles when using the strimmer head. I would advise that strimming directs the cut grass away from paths and roads, a 10 metre buffer zone between operator and passers-by and adequate PPE for the operator. My recommendation would be the use of a **Chainsaw type helmet, with ear defenders and net visor, and the wearing of Protective Glasses** should a sand particle come through the visor. There have been several cases of sand particles being impacted onto the eyeball of the operator and the local A&E having to scrape it off.



7.

Around the Courts

Guardrail Failure

A Waste Management Firm were fined 12,000 when a guardrail on a platform gave way when an employee leant on it. The judge emphasised that the rail should have been 'fit for purpose' and properly maintained and repaired.

Some Golf Course have mezzanine floors which have similar guard rails.

Risk Assessing New machinery

A Contractor to Yorkshire Water was fined 6000 after an accident involving one of its workers. The worker had not been clearly instructed that removal of guards and repairs can only be carried out when the equipment is switched off.

For all most of our equipment this is built into the SWP and Operators Manual. Please ensure all staff using equipment sign that they have read **both** of these documents.

Use of competent asbestos surveyor

The HSE are now urging all businesses to only employ competent Asbestos Surveyors. They suggest the standard is that of those registered by United Kingdom Accreditation Service (UKAS) or the Asbestos Building Inspectors Certification Scheme (ABICS). The guidance confirms you can use Asbestos Surveyors who do not such accreditation but should a court case arise, you will have to prove your Surveyor is at the standard required by these accreditation schemes.

Obstructed pedestrian route

Have you a means of keeping pedestrians, staff and golfers away from vehicle routes

A recent case of death to a worker on a housing development led to costs of £154,000 as the pedestrian route was blocked by packs of bricks etc which forced the worker to move 2 metres onto the vehicle access. A lorry reversed over him!

Disclaimers

Displaying a disclaimer which says 'we accept no responsibility', does not remove, or alter, your duty of care in any way. You are responsible.

Similarly a signature of a member of staff on a disclaimer does not alter your duty of care. If you have accessed a risk to an employee which requires PPE to be worn, they must wear the PPE and you must insist it is worn – a disclaimer has no authority. Indeed, failure by yourself to insist on the PPE, can be used in a court of law that you have acquiesced to their actions.

Instead **consider warning signs**. This may reduce the likelihood of an accident but will also show you have recognised the hazard and have taken steps to warn everyone.

Golf ball Update

To update you on the information I gave you last May (if you don't have it, see Newsletter May 2009 in www.dshearer.co.uk/clientupdates.htm The password is vinegar)

At St Andrews it has been agreed that **all greenkeeping staff** will wear some form of head protection after the 9.00am morning break. Head protection agreed is a **baseball hat with hard skip and protective insert or a double layered woolly hat**. As well as this we have netting on the ROP of all ride-on mowers.

Work on Bunkers and sand patching always requires a hat being worn.

This last winter we re-examined **the routes of buggies and greenkeeping equipment** to ensure that at no time should they drive head on into a golfer teeing-off. In one area in particular, this meant extensive work had to be carried out to ensure safety.

Storage of Oil and Diesel Oil

The Legislation of 2006, on the storage of oil is now beginning to be enforced -The Water Environment (Oil Storage) (Scotland) Regulations 2006. This applies to new and existing oil storage. The following is extracted from SEPA advice.

This legislation applies if you store any of the following at your golf course:

- Petrol
- Diesel
- Mineral oil
- Heating oil
- Lubricating oil
- Waste oil
- Vegetable and plant oil



The regulations apply to any kind of container which is used and stored on premises **above ground**, whether inside or outside a building. This includes fixed tanks, intermediate bulk containers, drums (oil drums or similar containers used for storing oil) or mobile bowsters. Below ground storage is covered by other regulations.

The regulations set design standards for new and existing above-ground oil storage facilities:

- Where oil is stored in any portable container with a storage capacity of **less than 200 litres**, the container must be of sufficient strength and structural integrity to ensure that it is unlikely to burst or leak in its ordinary use.
- Where the container has a storage capacity of **200 litres or more**, the regulations require provision of a **secondary containment (a bund or drip-tray)** to ensure that any leaking or spilt oil cannot enter the water environment.

The main controls for the storage of oil are:

- The container must be **strong enough to hold the oil** without leaking or bursting.
- The container must be **positioned to avoid damage** (for example, as the result of impact from any vehicular traffic), **as far as is reasonably practicable**.
- A **secondary containment system** (bund or drip tray) must be provided to catch any oil leaking from the container or its ancillary pipe work and equipment.
 - The container must be situated within a secondary containment system (e.g. bund, drip tray) of sufficient capacity to contain at least 110% of the maximum contents of the container. Where more than one container is stored, the bund should be capable of storing at least 110%

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of the largest tank or 25% of the total storage capacity, whichever is the greater (in the case of drums the tray/bund size should be at least 25% of total storage capacity).

- Oil stored in **mobile bowsters** is also required to be banded.
- The **bund base and walls** must be impermeable to water and oil and checked regularly for leaks.
- Any valve, filter, sight gauge, vent pipe or other ancillary equipment must be kept within the bund when not in use.
- Above-ground pipe work must be properly supported.
- Below-ground pipe work must be protected from physical damage (e.g. excessive surface loading, ground movement or disturbance) and have adequate leakage detection. If mechanical joints have to be used, they should be readily accessible for inspection.

SEPA has power to serve enforcement notices to minimise pollution risks during the transitional period before the regulations come into force for all existing containers.

If you are purchasing a new diesel tank, the above specification should be considered. Ideally, the tank should be double skinned, ground mounted, with electric pump, controlled by a timer (set for working hours only), with adequate security overnight.



http://www.sepa.org.uk/water/water_regulation/regimes/pollution_control/oil_storage.aspx=-1

Please check your storage as some golf courses have had to make changes to comply with the regulations

Principal among these are

1. Bunding must be to 110% and if outside must be covered to prevent filling with rainwater. If water is likely to fill the bund, a means of pumping the rainwater out is required – a drainage hole with a plug is not acceptable.
2. Delivery pipes and valves kept in bund at all times except when filling.
3. Structure of tank and integrity of piping checked regularly and made secure each night.
4. Methods considered for prevention of damage by vehicular traffic

Some delivery drivers have been told to point out if your tank is not up to standard. They have been advised that they have no authority to refuse to deliver as the responsibility is that of the owner of the tank.

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