

THE MAT!



MESH MARK ... Daw Mill undermanager Mark Thompson with the new mesh and winch.

Safety re-shape for best practice

SAFETY is about to undergo a reshape to provide a sharper focus on best practice — and it marks a stark departure from usual practice.

A study of the accident figures towards the end of last year shows there has been a general fall in plus-three day injuries but the trend for major injuries has worsened, illustrating more than anything that accidents are tending to be more serious.

“For a long time we have been reluctant to change the basic organisation but the time has come for us to start looking forward,” says safety engineer for deep mines Tim Spurry, adding: “We must get back to the downward trend and this is a challenge which involves everyone in the company.”

...ance to developments and 30s' Colliery where, with a vehicle %, they are writing a new port standards.

...rvisor Dave Green is the author t display which has been dition to the manager's meeting fficials and men well versed on to haulage and transport one.

...n down of statutory rules, s of practice and gradients to of transporting heavy loads and ne involved with the operation icles.

...eep everyone in the picture and t of the review involvement to y at the North Notts mine.

...r communications enables loco and officials, who run the he tools to improve,” says r Peter Dawson, adding: “Any safe as those who operate it. ried to watch all the things d can cause accidents. One of s is the correct procedure for rring a journey.

...ropelling zones are properly e big sets can weigh up to 20 ry information showing areas ention with exclusion zones ings is needed. The standards o see.”

...of the men they aren't being en the lines either.

In effect, there will be fresh pairs of eyes on the look-out at each colliery. Best practice will be “transferable” with key moves of safety engineers.

In the first shuffle, Andy Smith moves from Kellingley to Daw Mill; Scott Temprell switches from Daw Mill to Harworth; Dick Henderson moves from Harworth to Welbeck from where Colley transfers to Kellingley. Rossington's Barry Pether takes over duties at Thoresby from Steve Alison who moves to Maltby, while John Sheeran, process development facilitator at Daw Mill, becomes the newly appointed safety engineer at Rossington.

“It is not about re-inventing the wheel. It is all about reaching every pitman at his workplace with good practices,” says Tim, adding: “On the one hand people take best practice with them, on the other they get the chance to identify best practice from seeing them first hand and picking up on the good things where they go.

“The lessons they learn can then be passed on to help make mining a safer job for others.”