

G+ Safe by design

Workshop report: WTG access and egress



**G+ Global Offshore Wind**  
Health & Safety  
Organisation

In partnership with



G+ SAFE BY DESIGN WORKSHOP REPORT:  
WTG ACCESS AND EGRESS

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## CONTENTS

|                                                 | Page      |
|-------------------------------------------------|-----------|
| <b>1 Executive summary</b> .....                | <b>5</b>  |
| 1.1 Recommendations .....                       | 6         |
| <b>2 Background and introduction</b> .....      | <b>6</b>  |
| 2.1 Background .....                            | 6         |
| 2.2 Introduction .....                          | 6         |
| <b>3 Method/Agenda/Attendance</b> .....         | <b>7</b>  |
| 3.1 Method .....                                | 7         |
| 3.2 Agenda .....                                | 8         |
| 3.3 Attendance .....                            | 9         |
| <b>4 Workshop stage 1 summaries</b> .....       | <b>10</b> |
| <b>5 Workshop stage 2 summaries</b> .....       | <b>11</b> |
| <b>Annexes</b>                                  |           |
| <b>Annex 1 Detailed workshop notes</b> .....    | <b>13</b> |
| A.1 Workshop stage 1 exercises .....            | 13        |
| A.2 Workshop stage 2 exercises .....            | 25        |
| <b>Annex 2 Abbreviations and acronyms</b> ..... | <b>44</b> |

## LIST OF FIGURES AND TABLES

### Page

### Figures

|            |                                                                |    |
|------------|----------------------------------------------------------------|----|
| Figure A.1 | Hazards and their location . . . . .                           | 14 |
| Figure A.2 | Potential Unsafe Acts and their location. . . . .              | 24 |
| Figure A.3 | Use of hatches bow tie . . . . .                               | 26 |
| Figure A.4 | Working at height bow tie. . . . .                             | 27 |
| Figure A.5 | Restricted and cluttered working environment bow tie . . . . . | 28 |
| Figure A.6 | Improper use of access systems . . . . .                       | 32 |
| Figure A.7 | Poor communication . . . . .                                   | 33 |
| Figure A.8 | Poor housekeeping . . . . .                                    | 34 |

### Tables

|           |                                                     |    |
|-----------|-----------------------------------------------------|----|
| Table A.1 | HAZID . . . . .                                     | 15 |
| Table A.2 | Design issues associated with Hazards . . . . .     | 16 |
| Table A.3 | Potential Unsafe Acts identification . . . . .      | 20 |
| Table A.4 | Behavioural factors linked to Unsafe Acts . . . . . | 38 |

# 1 EXECUTIVE SUMMARY

The latest G+ Global Offshore Wind Health and Safety Organisation (G+) Safe by Design workshop focused on the issues associated with access and egress throughout a WTG and substructure (transfer from vessel/helicopter was not in scope). This included the design/infrastructure of the WTG and human factors considerations. The workshop, comprising several data gathering and data analysis activities, was held in Amsterdam on 30 November 2017. The workshop format was developed to explore access/egress issues with a focus on Safe by Design principles.

Across the workshop, many common and inter-related issues and associated recommendations were identified.

## 1.1 RECOMMENDATIONS

- There can be significant variance in the toolbox talk/pre-sail brief delivered or received by offshore technicians. It is recommended that G+ investigates the feasibility of producing good practice guidance on how to prepare and deliver an effective toolbox talk/pre-sail brief.
- Many of the causes of slips, trips and falls are mitigated by relatively simple good housekeeping and workplace organisation practices. Therefore, the G+ should explore the feasibility of producing good practice guidance on implementing the 5S methodology within the WTG working environment.
- Supervisory leadership in safety culture and behaviours is perceived to be varied and those being promoted into supervisory roles could be supported better to aid the transition. A review across G+ member organisations is recommended to establish whether any programmes currently exist within individual organisations which assist good technical staff to make the transition to supervisory positions. If good practice is available it should be shared, and if not then the feasibility of enabling this should be considered.
- The G+ should create an information sharing mechanism to facilitate the distribution of existing HAZID/HAZOP outputs. It is also recommended that good practice for undertaking these activities is identified and a common set of templates and guidance is created.
- The perception of the groups was that there was a lack of adequate and suitable anchor points across the WTG fleet. It is recommended that work is undertaken to determine if this issue exists and if so, identify realistic improvement opportunities. This should be in the form of a recommendation report.
- Hatches across the WTG fleet were identified as a significant hazard and frustration for technicians due to many issues, including but not limited to: pinch points; poor quality or no dampeners; poor mounting points and latches; self-closing onto personnel; risk of being left open and a resultant fall from height etc. It is recommended that work is undertaken to identify realistic improvement opportunities. This should be in the form of a recommendation report.
- Many unsafe acts could be attributed to technicians having to adapt how they perform activities due to the design of the WTG and/or associated components and equipment. There is also a perception that the users are not being adequately considered during the design stage. It is recommended that as an industry, a formal, robust and consistent feedback loop is implemented between users (technicians) and designers.
- The G+ should consider a benchmarking study to identify good practice of tools/equipment inventory and tracking systems used across member organisations, and any near future innovations being considered. The study could also highlight the benefits of how new technology helps organisations track their equipment to ensure that the right tool is available for each job without teams having to carry several duplicates.