

**Construction Industry Council**  
**Committee on Construction Safety**

Meeting No. 004/15 of the Committee on Construction Safety was held on Monday, 30 November 2015 at 2:30pm at Meeting Room No. 1, CIC Headquarters, 15/F, Allied Kajima Building, 138 Gloucester Road, Wan Chai, Hong Kong.

Present:	CHEUNG Hau-wai	(HWC)	Chairman
	CHOW Luen-kiu	(LKC)	
	HUI Siu-wai	(SWH)	
	LAI Chi-wah	(CWL <i>i</i> )	
	Lawrence NG	(LN)	
	WONG Sze-chun	(SCW)	
	CHAN Sau-kit, Allan	(SKC)	Chairperson of Task Group on Application of Innovative Design to Enhance Construction Safety (TG-IDS)
	Ada FUNG	(AF)	Chairperson of Task Force on Site Safety of Working in Lift Shaft (TF-WLS)/ Chairperson of Task Group on Safety of Lorry-mounted Cranes (TG-LMC)
	Victor KWONG	(VK)	Chairperson of Informal Task Force on Site Safety Incidents (ITF-SSI)
	LAU Chi-kin	(CK <i>i</i> L)	Chairperson of Task Force on Review of Working Procedures for Safety (TF-WPS)
	Francis WONG	(FW)	Chairperson of Task Force on Site Housekeeping (TF-SHK)
	WU Wai-hung	(WHWu)	Chairperson of Task Force on Safety of Repair, Maintenance, Alterations and Additions (RMAA) sites (TF-RMA)
	LAM Tat-ming, Terence	(TmL)	Development Bureau (DevB)
	Ronnie NG	(RNG)	Hong Kong Federation of Insurers (HKFI)
	WONG Kwok-keung	(KKW)	Hong Kong Federation of

	Winson YEUNG	(WY)	Electrical and Mechanical Contractors (HKFEMC)
	Steve HOWARTH	(SeH)	Occupational Safety and Health Council (OSHC) MTR Corporation (MTRC)
In Attendance :	Raymond LAU	(RdL)	Buildings Department
	SING Yiu-ko	(YKS)	Hong Kong Housing Authority (HKHA)
	Sherman YIP	(SYP)	Hong Kong Housing Authority (HKHA)
	Priscilla TAM	(PTm)	Manager - Training & Development
	Angela YUEN	(AaY)	Manager - Council Services
	Sally LEUNG	(SYLg)	Manager - Council Services
	Serina LAU	(SLau)	Assistant Manager - Council Services
Presenters :	Ivan LEUNG	(ILg)	Hong Kong R&D Centre for Logistics and Supply Chain Management Enabling Technologies (LSCM)
	CHAN Yiu-man	(YMCn)	Hong Kong R&D Centre for Logistics and Supply Chain Management Enabling Technologies (LSCM)
Apologies :	Joel CHAN	(CSC)	Hong Kong Institute of Architects, Authorised Person (HKIA, AP)
	WONG Wai-man	(WMW)	Construction Site Workers General Union (CSWGU)
	CHAN Ka-lai	(KLiC)	Labour Department (LD)
	Timothy LAU	(TyL)	Hong Kong Housing Authority (HKHA)
	Ivan KO	(IK)	Senior Manager - Construction Trade Testing

## **PROGRESS REPORT**

### **Action**

*(See items 4.15, 4.3 to 4.4 which were reported before 4.1 to 4.2)*

#### **4.1 Confirmation of the Progress Report of the Com-CSY Meeting No. 003/15 held on 23 September 2015**

Members took note of Progress Report CIC/CSY/R/003/15 and confirmed the Progress Report of the last meeting held on 23 September 2015.

#### **4.2 Matters Arising from the Previous Meeting**

Agenda item 3.4 Details were reported under Agenda Item 4.3 (to follow up the Progress of the Task Group on Safety of Lorry-mounted Cranes).

#### **4.3 Progress of the Task Group on Safety of Lorry-mounted Cranes**

AaY briefed Members on the paper CIC/CSY/P/024/15 regarding “Progress of the Task Group on Safety of Lorry-mounted Cranes” (TG-LMC).

A site visit of a Loader Crane Supplier and Body Builder of lorry-mounted cranes in Fanling was arranged by CIC Secretariat on 16 October 2015. The Task Group meetings were held on 16 October and 26 November 2015 for discussion on the revised pre-use checklist of “Safe Use of Lorry-mounted Cranes to the industry” provided by Labour Department (LD). A development of device for helping existing lorry-mounted crane to determine its Safe Working Load Chart was presented by the representative from HKCA.

AF, Chairperson of the TG-LMC, briefed Members on the tabled paper CIC/CSY/P/032/15 regarding “Consideration on the Overall Safety of Lorry-mounted Cranes”.

After discussion in the TG-LMC for several times, TG-LMC has some limitation on improving the fundamental problems of lorry-mounted crane thoroughly. Reasons are as follows:

- In relation to the works of lorry-mounted crane, it is not limited to

the construction industry, but also includes other occupations, such as transportation industry. It is difficult to regulate or request other industries to adopt the safety guidelines / alert issued by the CIC;

- Both the number of lorry-mounted cranes used in Hong Kong and their loading capacities has been increasing. The maximum loading capacities and operating radii of some lorry-mounted cranes could reach 160 tonnes and 40 meters, resembling heavy mobile cranes in general;
- In accordance with existing ordinance, different parts of lorry mounted-crane are regulated by different departments, such as TD, LD and EMSD;
- Nowadays, most of the lorry mounted-crane owners purchase crane chassis and loader crane individually from foreign countries, and then deliver to Hong Kong for assembly of the lorry-mounted crane for reducing the cost in a whole. The industry has no experience of producing a vehicle and therefore it has a big room for improvement on the scale and facilities of local body builders.

TG-LMC suggested the followings:

- Com-CSY and CIC to follow-up with Development Bureau (DevB) about the areas which are not included in the Safety Alert;
- It is expected that DevB, relevant Bureau and departments to communicate with the stakeholders to know more about the actual operation and business model, to discuss the feasibility of relevant regulations, to consider enhance training skills of local body builder to reinforce regulations on the assembly, pre-use examination and safe in use; and
- Relevant Bureau and departments consider to give incentives such as provide special subsidise to reduce the price difference between the assembly of the lorry-mounted crane in foreign countries and in Hong Kong. Then the industry can have more choices to purchase suitable lorry-mounted crane.

Members endorsed CIC to pass the suggestions to DevB and relevant Bureau and departments to discuss the feasible ways to enhance the regulations of the assembly, pre-use examination and safe in use of the lorry-mounted crane.

Members took note of the progress of the TG-LMC.

#### 4.4 **Progress of the Task Force on Site Safety of Working in Lift Shaft**

AaY briefed Members on the paper CIC/CSY/P/025/15 regarding the “Progress of the Task Force on Site Safety of Working in Lift Shaft” (TF-WLS).

The Task Force meeting was held on 16 September 2015. AF, Chairperson of the TF-WLS confirmed the direction of the drafted Guidelines (Volume 4).

The Task Group meeting was held on 26 November 2015. The Guidelines (Volume 4) in bilingual version was in progress and expected to be submitted to the Task Force for further review in 2016.

Co-organised with Electrical and Mechanical Services Department (EMSD), sharing sessions of Guidelines (Volume 3) for property management company and lift owners were in progress. There were around 200 to 400 people attended in each session.

Members took note of the progress of the TF-WLS.

#### 4.5 **Progress of the Task Group on Application of Innovative Design to Enhance Construction Safety**

SKC, Chairperson of the Task Group on Application of Innovative Design to Enhance Construction Safety and AaY briefed Members on the paper CIC/CSY/P/026/15 regarding the “Progress of the Task Group on Application of Innovative Design to Enhance Construction Safety” (TG-IDS).

The Task Group Meeting was held on 17 November 2015. After deliberations, Hong Kong R&D Centre for Logistics and Supply Chain Management Enabling Technologies (LSCM) agreed with members’ suggestion to use some implication on out of batteries to alert driver in the RFID Sensing/Alarm System for Vehicles and the Safety Belt Engagement Sensing System for mobile working platform. LSCM would further modify the prototypes before next trial run.

The next trial run for Rear RFID Sensing / Alarm System for Vehicles and the Safety Belt Engagement Sensing System for mobile working platform would be scheduled in first half of 2016.

Besides, ILg gave a presentation on the progress of the trial run for Rear RFID Sensing / Alarm System for Vehicles and shared the

revised prototype of the Rear RFID Sensing / Alarm System for Vehicles and prototype of the Safety Belt Engagement Sensing System for mobile working platform with Members.

After deliberations, ILg further explained that there were three types of distance (2 meters, 2-5 meters, 5-10 meters) to adjusting and detecting the covering area. Moreover, SKC and ILg also emphasised that the systems were for supplementary only. Drivers were not recommended to rely on the systems.

Members took note of the progress of the TG-IDS.

*(AF and SYP left the meeting at 3:40pm)*

#### 4.6 **Safety Alert No. 003/15 – “Traffic Safety on Construction Sites”**

VK, Chairperson of the Informal Task Force on Site Safety Incidents (ITF-SSI) briefed Members on the paper CIC/CSY/P/027/15 regarding the Safety Alert No. 003/15 – “Traffic Safety on Construction Sites”.

Owing to the recent fatal accident involving traffic vehicle inside construction site, it was worthwhile to draft a Safety Alert to remind various parties to pay attention to the safety measures to avoid occurrence of the accident.

With the support and input from VK, the “Safety Alert No. 003/15 –Traffic Safety on Construction Sites” was drafted and sent out to Members of the ITF-SSI for comments on 16 November 2015. The latest version of the Safety Alert No. 003/15 (incorporated with appropriate comments received) was updated.

After deliberations, Members endorsed in principle the Safety Alert No. 003/15 with some minor amendment.

**[Post Meeting Note:** Final version of the Safety Alert No. 003/15 was formally published on 31 December 2015 (after incorporated comments from LD on 3 December 2015 after the meeting.)

#### 4.7 **Progress Report of Meeting No. 001/15 of the Task Force on Work Safety of Repair, Maintenance, Alterations and Additions (RMAA) Sites**

WHWu, Chairperson of the Task Force on Work Safety of Repair, Maintenance, Alterations and Additions (RMAA) Sites (TF-RMA) briefed Members on the paper CIC/CSY/P/028/15 regarding the

“Progress Report of Meeting No. 001/15 of the TF-RMA”. The latest version of the paper was tabled.

As of 3 November 2015, the number of banners delivered to Operation Building Bright (OBB) Sites was 326 and follow-up visits to these sites were made. Urban Renewal Authority (URA) has another scheme called Integrated Building Maintenance Assistance Scheme (IBMAS) and would explore the possibility to promote the mentioned Safety Promotional Programme through IBMAS as well.

Among the fatal RMAA accidents, quite a number of them involved “fall from height” and some cases were related to use of ladder. To promote work-above-ground safety and the use of proper working platform, the publication of a set of Guidelines on Work-above-ground Safety by CIC was recommended. Task Force Members agreed in principle to issue the Guidelines on Safe Use of Light-duty Working Platforms (Step Platforms and Hop-up Platforms) and Mobile Working Platforms. Regarding the permit-to-work system for using ladders, some views of Task Force Members would be further sought in due course before finalising the draft. As the Guidelines on proper use of light-duty working platforms and mobile working platforms would also be applicable to new works, it was agreed at the meeting to also consult views from respective organisations and government departments (such as HKCA, HKHA, etc).

It was reported that a number of fatal/serious accident cases were arising from air-conditioning works. Therefore, the Guidance Notes on Work Safety and Health of Air-conditioning Works were issued by LD and OSHC.

The proposal of installing inward opening windows to facilitate maintenance of outdoor unit of split type air-conditioners was briefed by Architectural Services Department in the Task Force Meeting. It was noted that the proposed design was still at the very preliminary stage and details (such as noise pollution, water proof and temperature control, etc) still needed to be worked out. It was suggested to send to the Task Group on Preventing Fall Accidents through Building Design for comments when more implementation details and plans were received later on.

Riding on the slogan “Work safely for yourself, your family and others” by Buildings Department (BD), two SMS messages with a safety reminder after festival holiday and safe use of light-duty working platforms would be sent to around 20,000 numbers of Safety Pal by the end of December 2015.

Task Force Members agreed that, subject to sufficient budget, CIC might consider producing LED torches, frozen towels or the 5m measurement tapes as give-away souvenirs with important safety messages printed thereon. The matter would be finalised after the actual quotations were received later on.

After deliberations, Com-CSY Members endorsed to include representative from Contractor's Authorised Signatory Association (CASA) to join as a Member of the Task Force.

LKC expressed concerned on the progress of design for maintenance access road. WHWu, Chairperson of the TF-RMA would follow-up and give suggestions to BD. SKC, Chairperson of the TG-IDS expected some progress of this issue in year 2016.

WHWu

Members took note of the Progress Report of Meeting No. 001/15 of the TF-RMA

#### 4.8 **Fatalities of Construction Industry in 2014**

WHWu briefed Members on the paper CIC/CSY/P/029/15 regarding the "Fatalities of Construction Industry in 2014".

The fatal industrial accidents in the construction industry in 2013 and 2014 were 22 and 20 respectively. A summary of the 20 fatal industrial accidents in the construction industry in 2014 was reported and analysed by type of accident.

TmL gave supplementary information that 2 more fatal industrial accidents happened in maritime in 2014.

After deliberations, VK suggested to enhance safety promotion on truss-out scaffolds and confined space.

SCW suggested LD to consider providing information without sensitivity data such as demographic data, causes of accidents to academics to conduct research on fatal industrial accidents. FW shared that they could get the database for analysis when LD seconded a colleague at his office in the past. WHWu explained that it was sensitivity to disclose too many information to public. However, LD has uploaded "Work Safety Alert" to the website to alert employers/contractors and employees about the occurrences of serious or fatal work injuries and the need to take relevant measures to prevent

recurrence.

LD welcomed Members' suggestions. LD would provide suggestions and follow-up actions in the Com-CSY Meeting in the future.

Members took note of the fatalities of construction industry in 2014.

#### **4.9 Tentative Work Plan and Budget for Year 2016**

AaY briefed Members on the paper CIC/CSY/P/030/15 regarding the "Tentative Work Plan and Budget for Year 2016".

After deliberations, SeH suggested reviewing existing safety training courses and compared with worldwide for improvement. HWC suggested it was more appropriate to pass to Construction Industry Training Board (CITB) to follow-up.

CITB

Members were invited to provide their suggestions or comments for the work plan and budget if any to Secretariat for further consideration.

Members took note of the tentative work plan and budget for year 2016.

[**Post Meeting Note:** After the meeting, CIC Secretariat sent the tentative work plan and budget for year 2016 on 3 December 2015 by email to Members' comments. No comments received.]

#### **4.10 Tentative Meeting Schedule for Year 2016**

AaY briefed Members on the Paper CIC/CSY/P/031/15 on the "Meeting Schedule for 2016".

Members took note of the tentative meeting schedule for year 2016.

#### **4.11 Progress of the Tai Po Training Ground Enhancement Project**

AaY gave a presentation on the progress of the Tai Po Training Ground Enhancement Project.

The upgrading items of this project included entrance portal, turnstile (access control), internal transport (tow tractor), multifunction mobile shelter, standardised water barrier for demarcation, signage and road

marking, office directory, standardised workshop and classroom signage, standardized emergency evacuation plan, centralised changing room, smart lockers and store room. To provide better access and control, zoning system was also one of the key features of this project.

The enhancement project was in progress and would be completed in the end of 2015.

After deliberations, VK suggested adopting Rear RFID Sensing / Alarm System in this Project in future. CIC Secretariat would adopt it after the System has been modified by LSCM.

Members took note of the progress of the Tai Po Training Ground Enhancement Project.

**[Post Meeting Note:** The opening ceremony of Modern Training Site at Tai Po Training Ground was successfully held on 23 December 2015. AF, TmL, FW, VK and SeH attended the opening ceremony]

*(SKC and WY left the meeting at 5:03pm)*

**4.12 Experience Sharing for the IOSH Annual Conference and Exhibition 2015 in London**

The experience sharing presentation would be postponed to the next Com-CSY Meeting No. 001/16.

**4.13 Experience Sharing on Safety Visit to Taipei, Taiwan and the 10th Taiwan Safety Culture Forum**

The experience sharing presentation would be postponed to the next Com-CSY Meeting No. 001/16.

**4.14 Experience Sharing for the 31<sup>st</sup> International Congress on Occupational Health in Korea**

The experience sharing presentation would be postponed to the next Com-CSY Meeting No. 001/16.

**4.15 Any Other Business**

The CIC Secretariat reported that HWC, Chairman of Com-CSY would be completed the term of office soon and expressed a gratitude for his past contribution to the Committee.

**4.16 Next Meeting**

16 March 2016 (Wednesday) at 2:30 pm at Meeting Room No. 1, CIC Headquarters

There being no further business, the meeting adjourned at 5:30pm.

**CIC Secretariat**  
**January 2016**