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| **Topic entry (tick boxes that are applicable) 1 [ ]  2 [ ]  3 [ ]  4 X 5 [ ]  6 [ ]  7** **[ ]  8** **[ ]**  |
| **Entry number (MPA Ref)** | 22109 |
| **Title of Entry** | Safety improvements to distribution area at Rugby Cement Plant |
| **Name of Company** | CEMEX |
| **Location** | Rugby |
| **Video** **[ ]  (if yes, please include URL for video)** | No |
| **Other resource** **[ ]  (if yes, please include description)** | Powerpoint |
| **Fatal Theme (tick boxes that are applicable) 1** **[ ]  2 X 3** **[ ]  4** **[ ]  5** **[ ]  6** **[ ]**  |
| **BACKGROUND** |
| CEMEX is a global building solutions company and leading supplier of cement, ready-mixed concrete and aggregates. CEMEX employs around 2000 people in the UK, and operates from over 200 locations nationwide, including 22 quarries and 12 rail depots.With safety as our number one priority and the whole operation currently celebrating over one year employee LTI free, we continue to aim to identify areas where improvements can be made to better safeguard those on our sites.This entry focuses on how developments made over the last year through close collaboration between our Supply Chain and Cement teams at our Rugby Cement Plant have resulted in safer management of pedestrians and transport on site. This entry relates to the second of the Fatal 6 – Workplace transport and pedestrian interface.Prior to this improvement the on-site traffic management for packed cement was inefficient and beginning to cause concerns around Health & Safety. The team, working with our contractor partners, reviewed the ‘as is’ and designed several improvements to make the operation safer. The feedback that we have had from the on-site team and our haulier contractors has been extremely positive and we have seen a reduction in on-site turnaround time. There hasn’t been a reduction in incidents, because these were at zero anyway. |
| **MANAGEMENT OF PROCESS** |
| The site team of operations and logistics made a joint commitment for the improvement of the second of the Fatal 6 – Workplace transport and pedestrian interface and the progression to Zero. Controlling pedestrians on a large site with high volume of traffic and people interaction is difficult. The decision was to go one step further than line markings and barriers in just specific higher risk areas to a full programme of installing a physical barrier on all main walkways and pedestrian access routes.This would guide and influence the behaviour of pedestrians to use the designated crossings which are highlighted with zebra markings and indicate to drivers where pedestrians could interact with vehicles. This has reduced the risk of an incident and pedestrian collision. A site wide survey was carried out for the initiative and for the specific high activity area of packed cement collections. A detailed plan for the re-design of the load strapping and sheeting area was developed with CAD drawings and vehicle traffic flows. These designs were sent to the various site teams who operate in the area for comment and consultation, with several changes and amendments made to improve the final design. Consultation on the best most practical ways of installing barriers was also undertaken. For the higher risk areas with risk of direct contact of HGVs (Heavy Goods Vehicles) in the sheeting area, heavy duty Armco barrier was used. For the segregation of pedestrians on established kerbed walkways a purpose made pedestrian hi-visibility barrier was installed. The investment in this initiative has shown safety leadership and the importance of keeping vehicles and people apart as well as drive good behaviours and having best practice in operation. |
| **BENEFITS** |
|  The introduction of this improved on-site traffic management system and sheeting/un-sheeting layout has delivered several benefits. * Clear segregation of pedestrians and vehicles,
* Demarcated bays for sheeting and un-sheeting
* Improved visibility of pedestrians
* Reduced footfall due to relocation of packed office
* Reduction in on-site turnaround time

The large site has many walkways and road crossings, all with the potential for vehicles, heavy goods trucks and pedestrians to come into contact. We began a project to install high visibility barriers on all the roads with pedestrian walkways with gates at road intersections and guide hoops at the zebra crossings. This initiative ensures vehicle and pedestrian segregation and enforces the behaviour to use the dedicated walkways and crossings. We also introduced a new ticket kiosk enabling drivers to stay in their cabs reducing driver’s movements and reducing footfall in a high activity area. This has saved time in drivers not now having to leave their vehicles and walk to the despatch office to collect their delivery tickets and they can now stay in the cab and collect from the drive through ticket facility. |
| **INNOVATION** |
| This initiative has significantly improved the pedestrian / traffic interaction by having a far more robust physical layout which will reduce the risk of workplace transport and pedestrian interfaceIn tandem with the pedestrian segregation and the redesign of the sheeting and ticket drive through booth, we also initiated with the main haulier providing transport for bagged cement to implement the latest trailer load security restraint system. This innovative solution removes the need to throw straps over the pallets and has a strap and kite system suspended from the roof which can be lowered into place and in under half the time of conventional strapping. It secures the load into place better than the traditional straps with less risk of product damage and much fewer physical actions for the driver, removing the need to having to unroll straps from a storage box, individually throw them over each row of pallets and then securing. Drivers significantly prefer this new adaptation, and it has reduced the strapping time and throughput through the load securing and sheeting bays. |
| **DEVELOPMENT & TRANSFERABILITY** |
| Throughout CEMEX UK, we are constantly looking at our on-site traffic management layout and this improved layout at Rugby has been identified as a best practice for our other sites to replicate and aspire to. Traffic management audits are carried out by the operations team and are validated by the H&S department on a bi-annual basis.This best practice has been shared with the UK and Global H&S department. |
| **NB if document has embedded images try and include these****If other documents provided say additional information available.** |