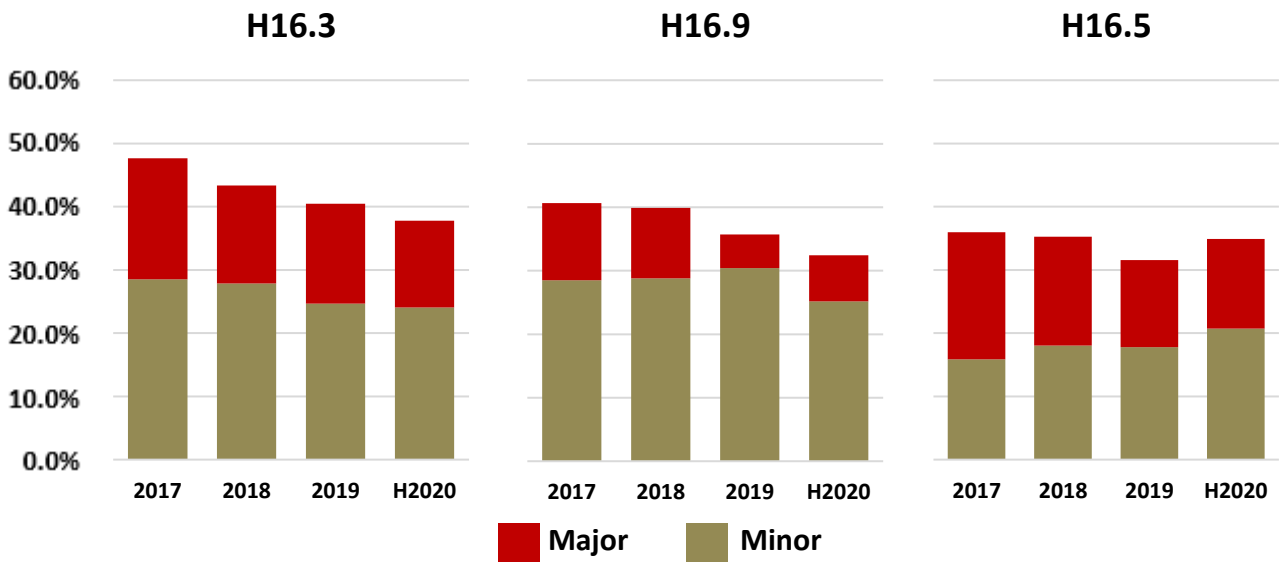


# Hazard 2020 – Mobile Plant audit and incident data analysis

Data is from 16 Oct 2020 – 18 Oct 2021

Highest Occurring Mobile Plant audit sub-criteria	CARs Issued	Times audited	CAR Issue Rate	Compared to trend*
<b>H16.3:</b> Safe systems of work are established for the operation of mobile plant taking into account; the operator manual, outcomes from the plant risk assessment, site specific requirements & the need for ROPS & FOPS.	99	262	<b>37.8%</b>	<b>-5.7%</b>
<b>H16.9:</b> System ensures an inspection program specific to the needs of type of plant, taking into account regulatory inspections/registration; manufacturers’ inspection requirements; pre-start inspections; & commissioning.	85	262	<b>32.4%</b>	<b>-6.0%</b>
<b>H16.5:</b> Safe systems developed for mobile cranes taking into account ground conditions; development of lift plans in accordance with relevant legislation, codes of practice, Australian standards; & lifting of materials & workers.	83	262	<b>31.7%</b>	<b>-2.5%</b>

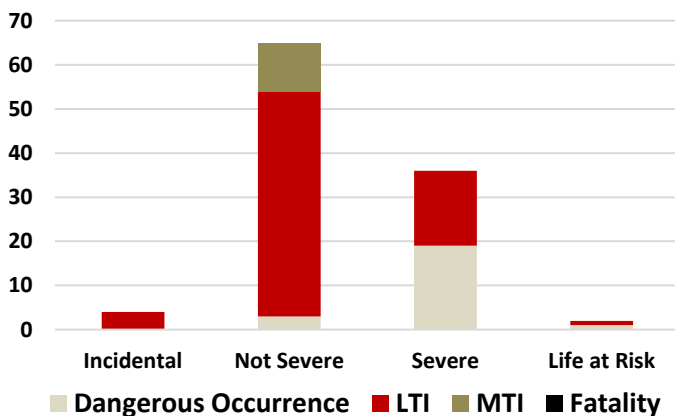
## Mobile Plant CAR Sub-criteria Issue Rates – Major and Minor CARs by Year



### Leading causes for the issuing of Mobile Plant CARs:

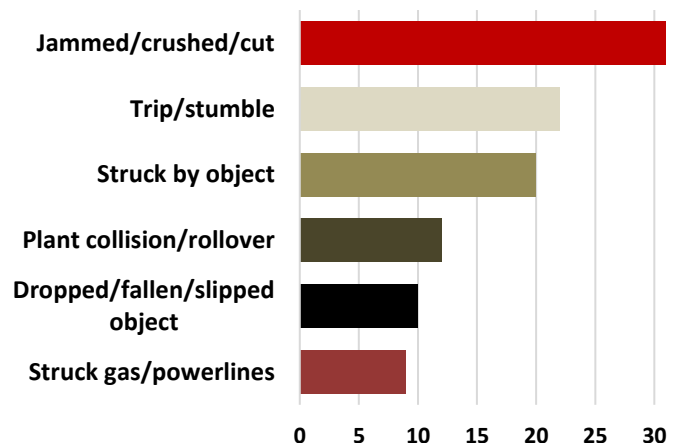
- **H16.3:** manufacturers’ manual and plant risk assessment outcomes not incorporated into the system of work for the mobile plant.
- **H16.9:** the inspection program failed to include regulatory inspections/registrations, or the performance of these inspections/registrations was not confirmed.
- **H16.5:** lift plan requirements were either not defined, not implemented, or inconsistent with relevant codes and standards.

### Mobile Plant Incident Severity



Of the 107 mobile plant incidents reported, 36% were classified as *Severe* or *Life at Risk*

### Causes/Types of Mobile Plant Incident



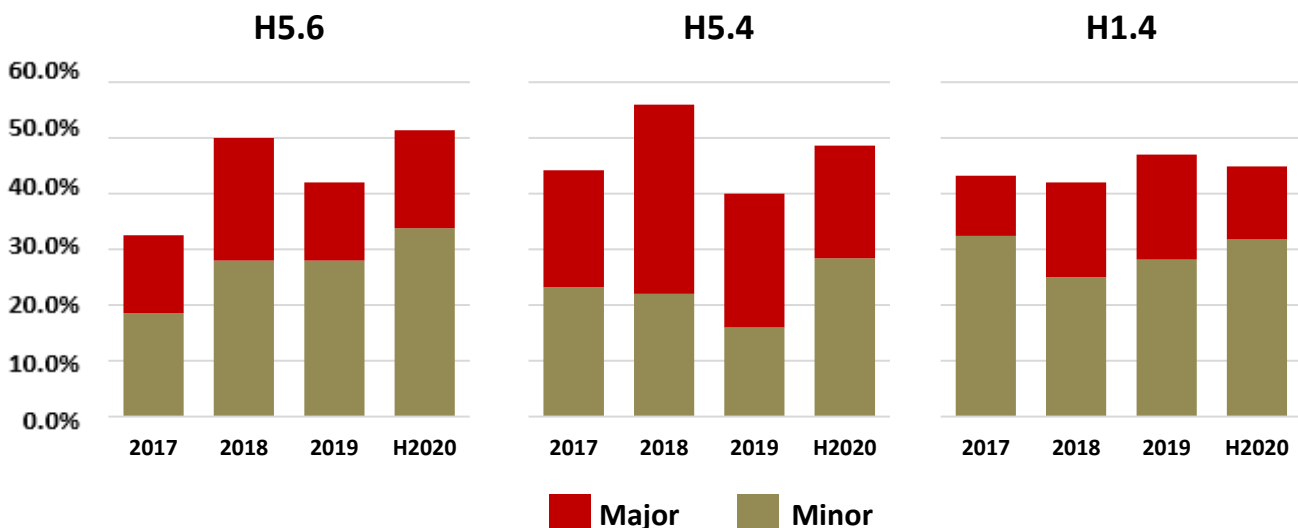
\*CAR issue comparison trend rates are from all Scheme audits 2017-2019 - For more information see [www.fsc.gov.au](http://www.fsc.gov.au)

# Hazard 2020 – Scaffolding audit and incident data analysis

Data is from 16 Oct 2020 – 18 Oct 2021

Highest Occurring Scaffolding audit sub-criteria	CARs Issued	Times audited	CAR Issue Rate	Compared to trend*
<b>H5.6:</b> System ensures structural support systems & temporary structures are installed by a competent person, verified as correctly installed prior to use in accordance with legislation, codes of practice & Australian standards; manufacturers' requirements; or where applicable the drawing/plan.	38	74	<b>51.4%</b>	<b>+9.4%</b>
<b>H5.4:</b> The system ensures that; a scaffold plan has been developed by a qualified person; and changes to the installation design are authorised and signed off by a qualified person; or a risk assessment has been conducted to determine the need for a Scaffold Plan.	36	74	<b>48.6%</b>	<b>+1.7%</b>
<b>H1.4:</b> Safe systems of work have been developed to ensure that where fall restraint/fall arrest equipment is being used onsite: workers have been formally trained in the use of equipment; there is a maintenance & inspection schedule for the equipment; attachment points are designed & certified by a qualified person; attachment points are installed by a trained person & regularly inspected by a competent person.	48	107	<b>44.9%</b>	<b>+1.0%</b>

## Scaffolding CAR Sub-criteria Issue Rates – Major and Minor CARs by Year



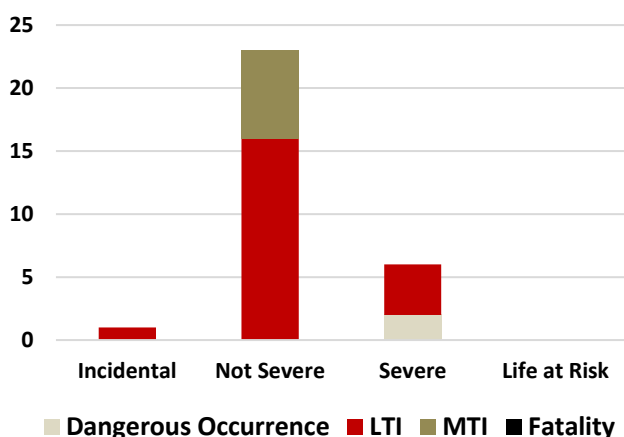
### Leading causes for the issuing of Scaffolding CARs:

**H5.4:** failure to define or check qualifications of qualified person for scaffold design, installation or change.

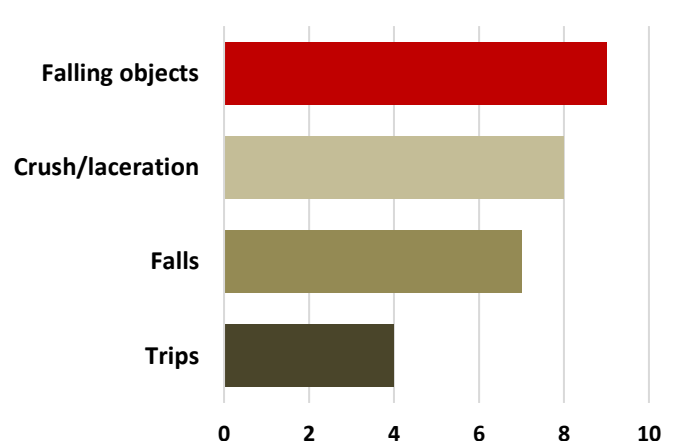
**H5.6:** failure to require, define or implement a qualified person for inspection and handover certificates sufficiently verifying legislative, manufacturer, or scaffold plan requirements.

**H1.4:** failure to define requirements or verify implementation of correct attachment points.

### Scaffolding Incident Severity



### Causes/Types of Incident



\*CAR issue comparison trend rates are from all Scheme audits 2017-2019 - For more information see [www.fsc.gov.au](http://www.fsc.gov.au)