

General Painting of Station Assets

Issue date: 09/05/08

Review date: 07/09/10

SWMS number: SMS-06-SW-0913	SWMS Name: General Painting of Station Assets			SWMS Team: Matthew Branscombe Dennis Darley, Darren Rambaldini. Peter Parker
Custodian (Position): Safety and Systems Manager - Buildings and Sidings	Assumptions: This SWMS is read in conjunction with SWMS Maintenance and Inspection of Railcorp Stations.			
Approving Authority (Position): General Manager Infrastructure	Plant/Equipment/Tools: <ul style="list-style-type: none">• Drop Sheets• Paint brushes• Rollers• Spray Painting / sign writing equipment• Spray cans.• Spill kit• Barricades• Signage	Records/Reporting: Report to Station Manager on arrival at site SMR	Permits/licences required: Nil	Content reviewed by Technical expert (SME) and RailCorp safety professional (position including Div/Group) Building Maintenance Manager – South - Buildings and Sidings/Asset Management Safety and Systems Manager Asset Management Division Buildings and Sidings
Applicable Standards, Codes of Practice and guidance: <ul style="list-style-type: none">• NSW OH&S Regulation 2001• NSW OH&S Act 2000• NSW Rail Safety Act 2002• Rail Safety Regulation 2003• WorkCover NSW CoP for the control of workplace Hazardous Substances				
		MIMS or METRE Ref: Nil		PPE required: <ul style="list-style-type: none">• Safety Boots with toe protection compliant with AS 2210.3• Safety Glasses compliant with AS 1337• High visibility orange safety vest/clothing compliant with AS 1906.4• Hard Hats compliant with AS 1801

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Number	Step	Hazard or human error (Safety/Environmental hazards identified, including physical environment, human errors, plant and equipment)	Risk ranking before controls	Control (to be Implemented to eliminate or reduce the risk to the lowest practicable level)	Risk ranking after controls	Responsibility	Job step to be completed in accordance with (name associated documentation)
1	Site Preliminaries	Not comply with Railcorp OH&S safety requirements.	B-	Read and comply with instructions in the Railcorp safety documentation / site induction process	D	Site Supervisor / Workteam	SWMS Maintenance and inspection of Railcorp Stations
		Not conduct Induction / Pre work brief	B	Conduct and record the pre work briefing on the approved SMS form	C+	Site Supervisor / Workteam	SMS -11-SR-0218 Safety Induction
		Not confirm scope of work Injury to self and others	B	Confirm scope of work with workplace supervisor.	D	Site Supervisor / Workteam	
2	Painting preparation	Dust	B-	Use P2 dust mask. Ensure dust bags on power sanding equipment.	D	Workteam	
		Paint spills	B	Spill kit. Use Dropsheets if possible	D	Workteam	
		Manual handling	B	Do not handle more than 20 litre drums of product	D	Workteam	SMS -06-GD-0001 Manual Handling
3	Painting	Fumes/ Respiratory irritation	C+	Use water based products where possible. Keep work area well ventilated. Use P2 dust mask. Read MSDS for limits of exposure.	D	Workteam	MSDS Code of practice Hazardous Substances
		Paint spills and paint in eyes	B-	Use drop sheets Have spill kits readily available PPE eye protection (Safety Glasses with side shields)	D	Workteam	
4	Conduct handover inspection	Materials and rubbish left on worksite may pose a trip hazard for commuters.	C+	Ensure all rubbish materials are removed prior to removing barricades	D	Workteam	
		Area not in fit condition for return to service	B-	Qualified person to clear area.	C-	Qualified Building Maintenance person	

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NOTE: Each work group or team member must sign off on the SWMS to acknowledge they have been briefed about or instructed in the SWMS

Team member name (Please print)	Team Member signature	Instructor/ Briefer name	Date	Team member name (Please print)	Team Member signature	Instructor/ Briefer name	Date

RailCorp Level 2 Risk Matrix - Regional & Local (Workplace)		Likelihood/Frequency						Definition for Use - Regional & Local level (Workplace)
		Event Frequency	Less than once every 1000 years	Once every 100 to 1,000 years	Once every 10 to 100 years	Once every 1 to 10 years	More than once per year up to and including 10 times per year	
		Historical (Likelihood)	Unheard of in the rail industry	Has occurred once or twice in the rail industry	Has occurred many times in the rail industry, but not in NSW	Has occurred once or twice in NSW	Has occurred frequently in NSW	
		Workplace Predictive (Likelihood)	Not expected to occur	May occur only in exceptional circumstances	Could occur at some time but not likely	You would expect it to occur at least once in the next 10 years performing similar activities	You would expect it to occur at least once this year performing similar activities	
Consequence			F1	F2	F3	F4	F5	F6
			Incredible	Improbable	Remote	Occasional	Probable	Frequent
>10 Fatalities	C6	Disastrous	B-	B+	A	A	A	A
2-10 Fatalities	C5	Catastrophic	C+	B-	B+	A	A	A
1 Fatality (2-10 Major Injuries)	C4	Critical	C-	C+	B-	B+	A	A
1 Major Injury	C3	Major	D	C-	C+	B-	B+	A
1 or more Minor Injuries	C2	Minor	D	D	C-	C+	B-	B+
First aid treatment, or illness/injury not requiring treatment	C1	Negligible	D	D	D	C-	C+	B-

To score the risk, follow the steps:

1. Identify the magnitude of the credible consequence if the risk were to occur. If applicable, risks should be considered in terms of the safety (this matrix), commercial and environmental impact (using other matrices).
2. Identify the likelihood of this level of consequence occurring. (This is done after considering the effectiveness of the current controls in place)
3. Score the risk using the combination of likelihood and consequence ranking.

Note: Where there are a range of credible consequences which may lead to a different level or risks and/or where the controls may be different. It may be useful to score the risk more than once.