

# NAFLIC

*National Association For Leisure Industry Certification*

## **Standards & Related Documents Committee**

### **TECHNICAL BULLETIN - JUNE 2004**

#### **275. Risks to Staff**

**Page 1 of 2**

This season has again produced a series of serious and fatal accidents to amusement device staff around the world.

In early April, an amusement park employee was killed at the Six Flags Magic Mountain theme park in Valencia, California. She was involved in a routine inspection of a roller coaster and is said to have entered a restricted area during a test run and was struck by the train. Reports suggest that she walked across the track rather than using an exit gate.

Also in April, a maintenance worker on a travelling fair in Michigan was killed when another staff member started the Crazy Submarine ride he was working on. Apparently the deceased man was working at the top of the ride, which had not been fully immobilised. The ride was started by the second staff member, unaware of the presence of the first man, with a single passenger on board.

Then at the start of this month a 32 year old seasonal worker in his first year at the Flamingo Land park in North Yorkshire was seriously injured when he was hit by a train on the Magnum Force triple-loop roller coaster. He was reported to have been in this restricted area intended only to be open to maintenance staff when the ride is closed.

While only quoting three recent accidents, we note that serious and fatal accidents to maintenance staff, operators and attendants have occurred in significant numbers over the years. A particularly common situation is that of staff being present in dangerous locations, whether it be because adequate steps haven't been taken to ensure their safety or because they ignore safety measures. The latter may occur when staff have either not grasped the level of risk or have become blasé through familiarity.

Locking off of controls while maintenance work is under way is obviously an important safety measure and, depending upon the circumstances, overriding of this may need to be in the control of the worker at risk. Test runs have to be carried out, of course, and it is sometimes necessary for an employee, or an inspection body staff member, to be close to dangerous moving parts. Clear safety rules need to be in place and methodically applied in such circumstances. Reliable communication (via radios, phones, or signals) can be vitally important in some circumstances.

Committee Members :- Dr Garry Fawcett MBE (Chairman), Mr Richard Barnes, Mr Peter Smith, Mr Ian Grant, Mr Steve Parker, Mr Eddie Price, Mr Mike Preston & Mr Dave Inman

© June 2004

PO BOX 752, SUNDERLAND, SR3 1XX  
TEL: (0191) 5239498 FAX: (0191) 5239498

**275. Risks to Staff**

Lastly we refer to another group of accidents affecting staff - those associated with working at height. Consultation regarding new Regulations on this subject ended in April this year. The consultation document, which contains a full draft text and useful guidance may be found at <http://www.hse.gov.uk/consult/condocs/cd192.pdf>