

**Submissions from the Public Consultation on
The Safety, Health and Welfare at Work (Construction) (Amendment) Regulations 2018
July 2017**

(18 submissions received)

Submission 1

Document Submitted by	Declan Gibney
Organisation	Synergy Risk Management
Reference Number	DG-ay_9718
Submission Date	09 July 2018
Document reviewed by Michael Mc Donagh	
Submission:	Feedback:
There is little doubt that the Safe Pass health and safety awareness programme has contributed to the sustained reduction in accidents in the industry. The format of the current course, which fosters discussion, debate and input, is essential to the continued success of the programme. Furthermore, repeating the course at least once every 4 years is an essential element of the changing safety culture of the industry. However, the driver CPC training requirements involve a mandatory training module per year on an on-going basis - perhaps Safe Pass would be further enhanced if a similar model were to be adopted?	Submission suggests changes to the operational structure of Safe Pass. There is no regulatory change required for this. Suggestion to be passed on to SOLAS for their consideration.

Submission 2

Document Submitted by	Joe Walsh
Organisation	Irish Sea Contractors
Reference Number	JW-sq_10718
Submission Date	10 July 2018
Document reviewed by Michael Mc Donagh	
Submission:	Feedback:
While I think the safe pass has a valuable place within the industry and has contributed to a reduction in	Regulation 4 of the Safety, Health and Welfare at Work (Construction) Regulations 2013, 'Application',

<p>fatalities/injuries, I think the legislation needs to be more specific on who requires the safe pass as it's a requirement now for most places you work in even if the work does not come under or anywhere near the definition of construction. I think this diminishes the importance/initial objective of the safe pass and gives the impression that it is just another bureaucratic rule.</p>	<p>sets out who the training applies to. The regulations require general and craft construction workers, and on-site security, to complete Safe Pass. It is not a requirement of the regulations "for most places you work in even if the work does not come under or anywhere near the definition of construction".</p>
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Submission 3

Document Submitted by	Gerry Brennan
Organisation	Bord Na Mona
Reference Number	g-ge_12718
Submission Date	12 July 2018
Document reviewed by Michael Mc Donagh	
Submission:	Feedback:
<p>Gerry Brennan Health and Safety Specialist agree with the amendments to the Safety Health and Welfare Construction Regulations for the following reasons: Often when I carry out the Solas Safe Pass I find that most the trainees have not received other health and safety training within the four years. Most of the trainees agree with the four years safe pass course as it re-focuses the participant on the importance of health and safety in the workplace; trainees have communicated this to me. To me the safe pass training programme is vital as a health and safe refresher practical safety training system which allows the sharing of safety information between trainees. Most organizations have adopted the safe pass training programme as safety refresher training programme even organizations that do not come under the remit of the Construction Regulations. Kind regards Gerry Brennan Group Health & Safety Bord Na Mona.</p>	<p>Submission is in agreement with proposed amendment.</p>

Submission 4

Document Submitted by	Sinead McMahan
Organisation	Irish Water

Reference Number	SM-om_12718
Submission Date	12 July 2018
Document reviewed by Michael Mc Donagh	
Submission:	Feedback:
I agree with Option 2: Amend Construction Regulations to introduce a requirement for a temporal limit on a safety awareness card once issued Under this option the legislation will prescribe that the Safe Pass card will be valid for 4 years, and will include a requirement to take the course again in order to obtain a new Safe Pass card. SOLAS would continue to manage the scheme and the amendment would provide a legal basis for the practices that already exist with the scheme.	Submission is in agreement with proposed amendment.

Submission 5

Document Submitted by	Mark Derham
Organisation	Derham Solutions Hub Limited
Reference Number	MD-db_16718
Submission Date	16 July 2018
Document reviewed by Michael Mc Donagh	
Submission:	Feedback:
Good Afternoon, With regard to the proposed amendments to the training requirement of the Safe Pass it is important that any updates with technology are taken into account for the reverification of safe pass cards. There needs to be options for training locations or centres that already exist that they can also keep up to date with technology and would propose that the one day course for expired cards should have the option of being able to sit an online renewal course or a touch screen course which requires them to attend a local training centre to complete their refresher course. Attendance at a local centre is important for verification and safe guarding the process and not eliminating the livelihood of centres that have invested to provide services to SOLAS. Our training structure does not take account of those who have completed 3 or 4 safe pass cards and this needs to change as it does not engrain any confidence in repeat attendees (Personal opinion	Submission suggests changes to SOLAS operational structure and the running of the Safe Pass scheme. The regulations already allow for SOLAS to accept other EU Member State training as equivalent to Safe Pass. This is no regulatory change required for this. Suggestion to be passed on to SOLAS for their consideration.

<p>based on feedback from long term safe pass attendees). There should be an option for the safe pass course to expand out to enable supervisors to have a higher level card such as those in use under the UK system. There needs to be a manner to give people the incentive to progress in their field and not be sent on the same course once every 4 years. We have the technology to do this and implement it and become world leaders in this area. For example, an operative completes the CIF PSCS course which is a detailed 4 day course and its renewal is an online course or a 1/2 day seminar which gives updates to the person. Then this same person has to complete a safe pass course to be allowed onsite. It just does not make sense and does the system a disservice to all the work that it has taken to get to this point. Training is important but like anything if it is a weak tool then it creates weak people. The safe pass should be used as a platform to further increase the knowledge of site personnel so that over time they can become more competent and as the system becomes stronger, the workforce becomes stronger and with that safer. Finally, with the upturn in construction and to help persons return to the country we should take steps to recognise skills that have been attained abroad. In order to be leaders we have to show by leading first. There are many skills in Australia, Canada, UK etc. that have world class training but we believe that our system is superior. This portrays the wrong message to skilled workforce which we are trying to attract back to the country. Regards Mark Derham</p>	
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Submission 6

Document Submitted by	Fergal O Connell
Organisation	Self employed
Reference Number	Foc-ge_17718
Submission Date	17 July 2018
Document reviewed by Michael Mc Donagh	
Submission:	Feedback:
My submission is that no Irish state authority should have any remit to influence or to make it mandatory to impose their own thinking, for the advance of doubt my submission is not to against the safe pass course but moreover it's the mandatory requirement to do the same test every 4 years and nothing new in	<ul style="list-style-type: none"> It is the opinion of the HSA and the Construction Safety Partnership Advisory Committee which comprises of the main stakeholders in the sector including employer representatives such CIF and IBEC and employee representatives including the

the course . I go further under the 2005 health and safety ACT 2005 it's up to the employer to give and to keep their employees ongoing training NOT THE STATE so the HSA knows this full well. By doing this is the minister in breach of EUROPEAN LAW and if you look at the reports commissioned by SOLAS in 2012, 2016, by Deloitte in which both report's say the delivery of safe pass, CSCS, QSCS, does not fit with the strategic remit of SOLAS, and the SOLAS Professional Development Strategy 2017, 2019 does not mention safe pass of CSCS or QSCS in that strategy. Is if the experts in this field says it not fit for purpose why would they HSA insual the Minister Regulations. When a high Court judge has said that there is nothing dangerous with the 2013 regulations JUDGMENT OF MR JUSTICE RICHARD HUMPHREVS (2015 NO.4715P) When you have skill worker's been made to do the same test every 4 years is a disgrace and to take a day of work at their own cost in most cases and lose a day pay and for what to learn nothing new and for around 100/200 trainer's making around €80 out of every candidate SOLAS charges €26 for the card in which only cost around €4 to print, the unions members are the trainers the CIF would like to keep the course going because by having them in place every 4 years cover their legal responsibility regarding the 2005 HEALTH AND SAFETY ACT. Health and safety shouldn't be about privacy company's and state body's making money out of construction workers. THE renewal of the safe pass does not improve safety on a construction sites it's the on-site training that helps and remember this the safe pass course is only a safety awareness training for first time construction workers . So by doing what the HSA is asking is to say all construction workers are not competent and that every construction workers are tick, and the only people that thinks it's a good idea is personal from state authority that have never worked on a construction site and interest party's to cover their legal requirements and of course all unions members that are safe pass tutors and why is there only around 21 staff on the CSCS unit that unit is taken in 90,000 candidates at €26 a head no state authority should not be making money out of safety . Conclusion Safe pass renewal doses not improve safety on construction site The HSA by doing this is letting construction industry of with their responsibility under 2005 ACT Training organisations that are union members are making a lot of money out of renewals up to about €8,000,000. a year . SOLAS in making a lot of money out of renewal. The number of stakeholders making recommendations gets some

Irish Congress of Trade Unions, that the continuation of Safe Pass and the requirement for the renewal of the training is of the utmost importance to maintaining the improvements in the management of safety and health achieved since the scheme was introduced.

- There is nothing in the Safety, Health and Welfare at Work Act 2005 to prevent having prescriptive training required under any Statutory Instrument.
- The Bearing Point report findings are a matter for SOLAS and the Department of Education and Skills. No objections / submissions were made by SOLAS / DES to the proposed amendment.
- Safe Pass is now on Version 8. Each new version has included changes to the previous version; therefore, it is not accurate reflection to state that the same course or assessment is being carried out every 4 years.
- The Safety, Health and Welfare at Work Act 2005 clearly requires employers to pay for safety related training; therefore no workers should have to pay for, or lose wages, for attending.
- The Safe Pass is a safety awareness programme, and while it is a mandatory requirement for general and craft workers and on-site security, it does not abdicate employers of any of their duties relating to other training required to ensure their workers are competent.

Submission 7

Document Submitted by	Fergal O’Connell
Organisation	Not stated
Reference Number	
Submission Date	19 July 2018

Document reviewed by Michael Mc Donagh

Submission:

Good afternoon this a email regarding the upcoming construction amendment regarding the safe pass and SOLAS.

I have read the comments from the HSA is which the authority makes the point that the safe pass awareness course has safe life's and serious fertility on construction sites. However that is misleading information because there is no evidence to support or show that anywhere.

It is outrageous and I believe a disgrace that a state body like the HSA to be misleading the public and the minister .

The HSA are helping only out another state body namely SOLAS by amendment the construction regulations so SOLAS can make construction workers be retested every 4 years and do the same course and test as before.

SOLAS are at the moment doing that on construction workers so in that respect officials within the HSA are now informed that a state body is working outside their legal remit and official and as a public servant's you should inform the authorities of any wrongdoings it's a legal for public servant's not to do anything when they are informed of other public servant's wrongdoings. .

The HSA job is to inform industry and worker's of safety and health and regulations regarding the sector under the 2005 health and safety ACT and in that act you will see its the responsibility of the employer to do on going training not the responsibility of a state body like SOLAS or any other state body.

So the only conclusion one can come to when the HSA in looking for this amendment to the construction regulations 2013 and giving misleading information about the safe pass renewal course without any evidence is the

Feedback:

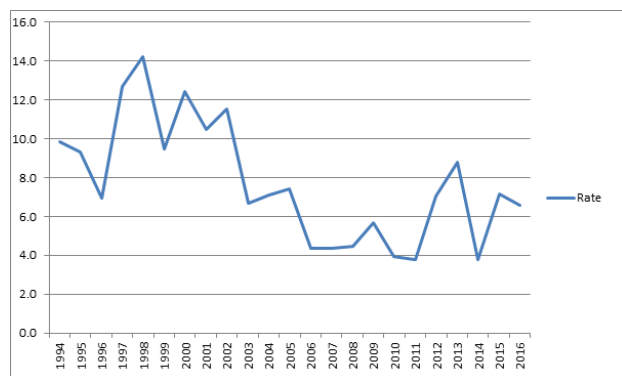
See feedback on Submission 6 also.

Since the Safety, Health and Welfare at Work (Construction) Regulations 2001 first introduced the Safe Pass and CSCS schemes the rate of injury and fatalities in the sector have dropped significantly.

It is the shared view of the HSA, CIF, ICTU, IOSH, NISO, LGMA, and the other Construction Safety Partnership Advisory Committee members that the SOLAS schemes have been a key contributor to this reduction. The first graph below show the fatality rate per 100,000 workers in construction from 1994 to 2016. It should be noted that 2017 was a record low for fatal accidents in construction with a rate of 3.1. The 2018 rate, although not yet confirmed, looks like it will remain at this lower level.

The second graph below shows a similar reduction for non-fatal accidents in the sector.

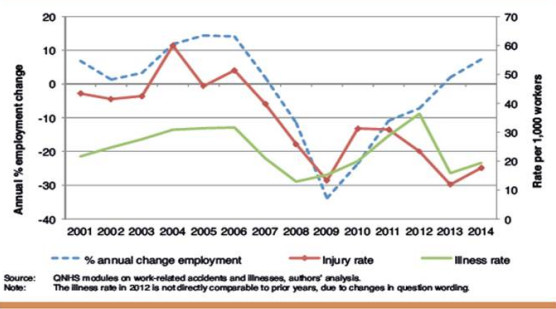
The HSA are of the opinion that SOLAS are not working outside their remit as claimed.



authority is now part of the cover up on the legal activities of SOLAS and this can only result in a two hand action against the HSA on one hand bring people to court for breach of the regulations and on the other hand letting SOLAS to be in breach of the construction regulations.

YOU HAVE BEEN INFORMED DO SOMETHING ABOUT IT OR I WILL.

Figure 1: Rates of work-related injury and illness and annual percentage change in employment in the construction sector, 2001–2014



Submission 8

Document Submitted by	Tony Sheridan
Organisation	John Sisk & Sons (Holdings) Ltd.
Reference Number	
Submission Date	20 July 2018
Document reviewed by Michael Mc Donagh	
Submission:	Feedback:
<p>A Chara,</p> <p>Below some inputs for your consideration to bring forward some amends / additions to the current regulations:</p> <ol style="list-style-type: none"> 1. Pursue the enactment of regulations that facilitates a proactive monitoring regime for workplace Drugs and Alcohol. 2. Introduce an enhanced expectation by way of additional competency expectations for employees in our sector that are working "at or near" live energies. 3. Enact some formal requirements for PSDP to proactively stipulate the requirement for arc flash study and list this as a particular risk. 4. Increase the competence requirement for supervisors, those putting people to work in particular, in the sector to have received some formal management training in safety e.g. the SSSP or similar. <p>Thank you for your time on this.</p>	<p>The proposed amendment is in relation to the requirements around safety awareness training. The submission is not relevant to the proposed amendment.</p> <p>The issues raised will be taken separately for consideration by the HSA for future legislation change.</p>

Submission 9

Document Submitted by	Aaron O Doherty
Organisation	
Reference Number	AOD-wu_19718
Submission Date	19 July 2018
Document reviewed by Michael Mc Donagh	
Submission:	Feedback:
Many people are on their 3rd, 4th, 5th safepass card and the course loses its impact after the first time, i.e. the course attendee is not learning as much if anything in subsequent courses. Some sort of arrangement should be made so people dont have to do course every 4 years, eg: self declaration similar to CSCS, a half day refresher every 5 years or on-line refresher/quiz.	Safe Pass is now on Version 8. It has been updated at various stages since 2001 to reflect changing legislation and best practice. It is the view of the Construction Safety Partnership Advisory Committee that a renewal is necessary for the scheme. Options such as alternative means of renewal or CPD have been discussed and the related issues expressed in this submission will be passed to SOLAS for their consideration.

Submission 10

Document Submitted by	Kevin Dempsey
Organisation	Pierce Waste handling Systems Ltd.
Reference Number	KD-qo_23718
Submission Date	23 July 2018
Document reviewed by Michael Mc Donagh	
Submission:	Feedback:
Submission Hello HSA. In relation to the requirement to the Safepass card / renewal of same, I would like to make the following points. 1: There is a requirement for safepass for New / young people attending their first job on a construction site or perhaps if they have been out of the industry for 5 years. 2: Once the Safepass card is due for renewal, it seems to be the case where Fas/Solus/Trainers must punch in 8 hours with trainees, repeating the same points over and over rather that relevant points covered in the minimum time required. Safety is important, but this course must be relevant and completed in a timely manner where people's time is not wasted which is currently the case. Perhaps on line renewal should	Safe Pass is now on Version 8. It has been updated at various stages since 2001 to reflect changing legislation and best practice. It is the view of the Construction Safety Partnership Advisory Committee that a renewal is necessary for the scheme. Options such as alternative means of renewal, online renewal or other CPD have been discussed and the related issues expressed in this submission will be passed to SOLAS for their consideration.

now be in place. Thanks. Kevin Dempsey	
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Submission 11

Document Submitted by	Adrian Gannon
Organisation	
Reference Number	AG-ge_23718
Submission Date	23 July 2018
Document reviewed by Michael Mc Donagh	
Submission:	Feedback:
Submission I'm in favour of requiring the card to be revalidated every four years however I think the means of revalidation needs more thought. I think that revalidation by sitting a competency based examination would be a better means of revalidation than sitting a course. This would save industry money and make the Safepass course more accepted by the industry. The system could be set up in such a way that a test would be for re-validation only and one test failure would result in the need to retake the course.	Options such as alternative means of renewal, online renewal or other CPD have been discussed and the issues raised in this submission will be passed to SOLAS for their consideration.

Submission 12

Document Submitted by	John Egan
Organisation	Construction Industry Federation (CIF)
Reference Number	JE-lj_31718
Submission Date	31 July 2018
Document reviewed by Michael Mc Donagh	
Submission:	Feedback:
Submission The Construction Industry Federation (CIF) fully accepts the proposed legislative changes as detailed but wishes to highlight the need to act on recommendations outlined in the BearingPoint Business Process Review on Safe Pass and CSCS/QSCS Programmes (hereafter termed "The Report") to avoid system failure and consequential impacts for the construction sector. The CIF calls on the HSA to make efforts to expedite the recommendations of "The Report" and to bring to the attention of Minister Pat Breen. CIF members offered the following feedback in response to the consultation	Submission is in support of the amendment. Issues raised in relation to the running and management of the scheme will be forwarded to SOLAS for their consideration.

<p>process: “ Potential for Online Renewal of Safe Pass ” CIF Members would prefer the option to complete the Safe Pass renewal online. An online equivalent may be completed by an operative at their own pace (potentially on a person’s mobile phone), subject to having a valid registration card and evidence of relevant learning hours. Should the applicant fail the online test, classroom-based training may be offered. The requirement for construction workers to sit an 8-hour day on a Safe Pass renewal course is not in line with other jurisdictions, such as in the UK (e.g. UK CITB MAP Test). Adopt Recommendations Outlined in the the Report The Bearing Point study, which was finalised in December 2017, outlined recommendations based on discussions with key stakeholders. Of notable mention is the provision of a more advanced Safe Pass programme for experienced operatives, and processes to support recognition of international training awards to facilitate mobility of workers.</p> <p>Delays in Issuing Safe Pass Cards It is estimated to take 40-days to receive a Safe Pass card following successful completion of training; this delay is considered a potential obstacle to employment. Every effort should be made to reduce waiting times through appropriate means.</p>	
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Submission 13

Document Submitted by	Thomas English
Organisation	Thomas P. English & Associates
Reference Number	TE-tr_1818
Submission Date	01 August 2018
Document reviewed by Michael Mc Donagh	
Submission:	Feedback:
<p>The purpose of the proposed Construction Amendment Regulations is geared towards merely putting the requirement for designated parties to re-sit the Safe Pass Course every four years on a legal footing. This is fine and good and is a blinkered approach to what Safe Pass is currently providing and what it should be providing. Most persons in the construction industry would say that it is to ensure that SOLAS, and their tutors, continue to make lots of money.</p> <p>I would comment on the proposals as follows:</p> <p>(a) I am a self-employed Health & Safety Consultant who provided Safe Pass training from 2001 to the end of 2016. I</p>	<p>(a) Safe Pass is now on Version 8. It has been updated at various stages since 2001 to reflect changing legislation and best practice.</p> <p>(b) The issue of taking account of tutor’s feedback is a matter for SOLAS</p> <p>(c) SOLAS have conducted a number of surveys which show a high level of satisfaction with the training. The Construction Safety Partnership Advisory Committee, which includes employer representatives CIF and IBEC and employee representatives ICTU, are of the opinion that the Safe Pass course has been effective and</p>

stopped providing the courses because of the several continuing blatant mistakes and inaccuracies in the content of various versions of the programme and the total lack of progress in developing the programme into an active positive force.

- (b) Apart from the use of some DVD's and PowerPoint presentation (rather than acetates), the overall course has not changed or developed sufficiently or indeed at all. This is despite Tutors making many suggestions at review meetings (called training) which have been ignored for many years.
- (c) The primary reason the Court case was taken, and the main grouch most parties have with Safe Pass is that the content is boring, not practical, of no bearing to their trade / occupation, too long and repetitious. There is a high level of dissatisfaction among attendees with the course and how it is presented and there is no sense that any one is listening. The repetition of the same material every four years generates a negativity that is unnecessary and avoidable with a little effort to transform the programme. Now that parties are attending their fourth, fifth or even sixth attendance at the basically same course is extremely frustrating for the attendees who are generally being paid by the days and see such a 'boring' day as a loss of a day's earnings and for no obvious benefit at this stage.
- (d) The intent of Safe Pass at the beginning was very clear and laudable but that is now rolled out as a justification whenever any queries are raised. It is included also in the R.I.A. i.e. that Safe Pass has 'contributed to the downward trend of fatal and non-fatal accidents and an improvement in the safety culture in the construction sector since its introduction'.

Yes, there has been significant improvement over the years since the 1995 Construction Regulations and Safe Pass did certainly have a part to play in this. However, when you begin at zero, the only way is up.

I am not aware of any proper or decent research into how effective Safe Pass actually has been. There are many other factors that I would consider much more positive and relevant and which are given insufficient credit i.e. the availability and provision of information on safety to workers by the H.S.A., Safety Officers, Consultants, Owners, etc. and the development of comfortable, useful,

should be continued. Discussions have taken place in relation to the delivery and requirements around how to renew the card with online training and other CPD being discussed.

- (d) Since the Safety, Health and Welfare at Work (Construction) Regulations 2001 first introduced the Safe Pass and CSCS schemes the rate of injury and fatalities in the sector have dropped significantly. It is the shared view of the HSA, CIF, ICTU, IOSH, NISO, LGMA, and the other Construction Safety Partnership Advisory Committee members that the SOLAS schemes have been a key contributor to this reduction and to improving the safety culture on sites. The first graph below show the fatality rate per 100,000 workers in construction from 1994 to 2016. It should be noted that 2017 was a record low for fatal accidents in construction with a rate of 3.1. The 2018 rate, although not confirmed, looks like it will remain at this lower level.

The second graph below shows a similar reduction in the rate of non-fatal accidents.

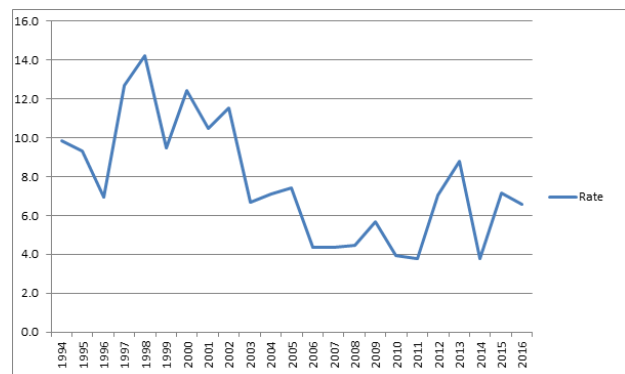
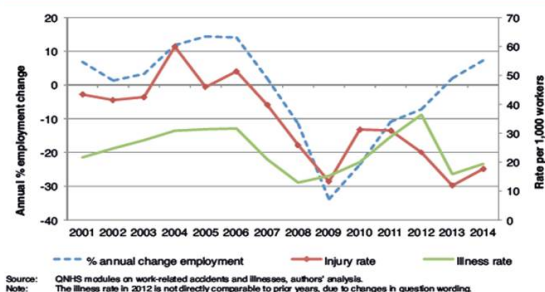


Figure 1: Rates of work-related injury and illness and annual percentage change in employment in the construction sector, 2001-2014



Source: OHS modules on work-related accidents and illnesses, authors' analysis.
Note: The illness rate in 2012 is not directly comparable to prior years, due to changes in question wording

- (e) Safe Pass is a general safety awareness course for construction workers. It is not designed to be for all persons who enter a site, although many contractors themselves do insist on this as a company policy. Anybody else entering

cost-effective and practical safety equipment and aids.

Safety is very much a communications business person to person and when something is properly explained most persons have no problem complying with something.

(e) Safe Pass is specified as solely for general operatives, general trades and security personnel. This is very limiting and should be extended to include all persons coming on site.

(f) Equivalent safety awareness schemes must be approved by SOLAS. Apart from CSR (Northern Ireland) there is to my knowledge no equivalent course approved. This is based solely on the fact that the CSR was a 1day course as well. The evaluation of other courses as alternatives should involve content, frequency, intent, etc. and not merely the time length of the course. SOLAS do not, in my opinion, have the competence to carry out such a detailed review.

Since 2001, no information has been issued by FAS or SOLAS indicating which if any courses were reviewed for equivalence and by whom. There is no transparency in the situation.

This is very important in relation to the numbers of non-Irish persons coming onto Irish sites for short periods to carry out specific works.

I am aware of a number of cases where non-Irish engineers in particular were coming on site to carry out 1 – 3days work, for which these guys were world experts, and they being instructed to spend an additional day on Safe Pass, despite the fact that they are not required under legislation. I personally am aware of a Senior SOLAS person informing a German company (they had 42 persons coming to Ireland for a specific project) that the basic training they had was equivalent to Safe Pass and that they need not attend Safe Pass. I requested details of the approved courses but never got any response from the (near) Client or SOLAS. Other tutors have had similar experiences.

(g) Schedule 4, Section 1(b) refers to 'an equivalent safety awareness scheme approved by SOLAS'. This suggests that SOLAS have the only say in whether another party can develop an equivalent safety awareness course, i.e. SOLAS will approve or not, their competitors. This is not correct, fair and is unlikely to be in compliance with E.U. Competition Rules.

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E-mail: tpeng@connect.ie.

(h) The legislation over the years has not provided any overview by the competent authority in health and safety i.e. the H.S.A. To ensure the efficacy, integrity and transparency of the Safe Pass programme, which I personally support in

sites who are not engaged in craft or general construction work or on-site security also have an obligation under the Safety, Health and Welfare at Work Act 2005 to be competent to carry out their tasks in a safe manner.

- (f) The Safety, Health and Welfare at Work (Construction) Regulations 2013 allow for SOLAS to recognise any other safety awareness course from another EU Member State as equivalent to Safe Pass.
- (g) SOLAS are the national further education and training authority and are also the designated authority under the European Union (Recognition of Professional Qualifications) Regulations 2017 as the authority with responsibility for assessing / recognising training awards from other Member States.
- (h) SOLAS are the national further education and training authority under the Department of Education and Skills are the appropriate authority for developing and managing the schemes. It is not the remit of the HSA to monitor another state agencies work. The HSA does sit on a number of committees with SOLAS and advises SOLAS on matters relating to the regulations and the Safe Pass, CSCS and QSCS schemes.
- (i) This is an operational matter for SOLAS.

The issues raised in this submission relating to the operation of the schemes will be passed on to SOLAS for their consideration.

principle, I consider that it is essential that the H.S.A. should have a clear overview function in relation thereto, as with most other matters in safety.

The decision making and advisory process associated with Safe Pass since 2001 has been miserable and effectively non-existent. The so-called tutor refresher courses or the initial training courses have merely been window dressing to pretend that there is consultation. All changes to the content of the course and the administration thereof were brought in without consultation and without explanation as to why necessary at the time.

(i) In the early days of Safe Pass, there were very strict guidelines in relation to who could become a tutor. For some persons this involved lots of qualifications and experience. For other it involved who you know and whether they would put a word in for you. For others it was whether they were members of a Trade Union close to FAS or an employee of FAS. As a result, the range of competence was significant and many tutors should not have been tutors for Safe Pass.

This weakness continues to this day and less is now being said about tutors and more about A.T.O.'s (Approved Training Organisations). Again, the focus here appears to be solely cash generation for SOLAS and not geared towards any improvement in tutor standards and course standards as it should be. A further reason for overview by the H.S.A.

Conclusion:

In conclusion let me say that I am fully supportive of Safe Pass principle and the absolute need for safety awareness and the development thereof. It promised a lot at the beginning but has lost its way significantly over the years. It needs to develop systemically to include all, to provide useful information of interest to all, to teach everyone something about safety on the day and every day and to create a proper clear unambiguous foundation for safety going forward. The current arrangements do not do any of this and should.

The proposed Construction Amendment Regulations are to prevent something that has little or nothing to do with safety and as such are and will be of little use going forward. They will be regarded as another way to ensure that money can be made by a select few. As such, I would recommend that the Regulations be reviewed and expanded

Submission 14

Document Submitted by	Mark Madigan
Organisation	ESB Networks
Reference Number	MM-jh_1818
Submission Date	01 August 2018
Document reviewed by Michael Mc Donagh	
Submission:	Feedback:
<p>Submission1. SOLAS is responsible for the issue of valid construction skills registration cards, with photographic identification, under Schedule 5 and for the maintenance of a register of the cards issued. Query: Does this place a duty on SOLAS to issue valid construction skills registration cards, with photographic identification, under Schedule 5 and for the maintenance of a register of the cards issued to suitably qualified persons who wish to work in Ireland on a temporary/occasional basis (as per European Union (Recognition of Professional Qualifications) Regulations 2017 (S.I. No. 8 of 2017))?? 2. Existing Safe Pass card holders who wish to renew their card may, before their card expires, undergo an assessment (that being the existing paper-based or on-line assessment) to renew their card. If successful they will get a card for a further 4 years. If unsuccessful they will need to complete the one days training and assessment. The Safe Pass card renewal assessment without training can be optional so those who feel they would not benefit from the training could demonstrate their knowledge while those who feel weak on knowledge can opt to undergo the training prior to assessment as is currently the case. Employers would benefit as less time would be lost in employees completing unnecessary training. Card holders would not have to sit through a day where they learn little or nothing new and SOLAS still gets to recover the admin charge and can prove the knowledge of the participants as before.</p>	<ol style="list-style-type: none">1. SOLAS are the designated authority under the European Union (Recognition of Professional Qualifications) Regulations 2017 for the recognition of training from other jurisdictions.2. Options such as alternative means of renewal, online renewal or other CPD have been discussed and the issues expressed in this submission related to that will be passed to SOLAS for their consideration.

Submission 15

Document Submitted by	John Conway
Organisation	Local Govt Management Agency-LASNTG
Reference Number	JC-zx_2818
Submission Date	02 August 2018
Document reviewed by Michael Mc Donagh	

Submission:	Feedback:
Submission On behalf of the Local Government sector the Local Govt Management's Agency's (LGMA) training committee (i.e.) the Local Authority national Training group (LASNTG) would like to state that it has no objections to the proposed changes to the Safety, Health & Welfare at Work (Construction) Regulations, 2018 and supports the proposed amendments to the Regs.	Submission is in support of the amendment.

Submission 16

Document Submitted by	Roisin Sweeney
Organisation	Quality and Qualifications Ireland
Reference Number	RS-tr_2818
Submission Date	02 August 2018
Document reviewed by Michael Mc Donagh	
Submission:	Feedback:
Submission QQI notes the proposed change to the regulations in replacing reference to 'FETAC' with 'QQI'.	Submission was noted.

Submission 17

Document Submitted by	Kieran Linehan
Organisation	AYRTON GROUP
Reference Number	KL-ay_2818
Submission Date	02 August 2018
Document reviewed by Michael Mc Donagh	
Submission:	Feedback:
Submission to H.S.A. regarding proposed changes to the 2013 Safety, Health & Welfare at Work regulations (Construction) regulations; Dear Sirs, we are delighted to be afforded the opportunity to forward a submission on the proposed changes to these regulations. We are in full agreement with the proposed amendment, along with its proposed wording. In addition, it may be prudent to state the owner of this card should carry it on their person at all times whilst on a construction site. Thank you.	Submission in support of proposed amendment.

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Submission 18

Document Submitted by	Pat O Neill
Organisation	Ayrton Group
Reference Number	PON-qo_2818
Submission Date	02 August 2018
Document reviewed by Michael Mc Donagh	
Submission:	Feedback:
<p>Submission to H.S.A. regarding proposed changes to the 2013 Construction regulations; Thank you for allowing us this chance to make a submission and/ or observation on the proposed changes to the 2013 Construction regulations. May I suggest that SOLAS & the H.S.A. would consider review of the duration of the renewal process. Currently, all persons who have previously taken the SAFE PASS program are required to re sit an almost identical/ very similar program every year. May I suggest this is re considered, and a duration, such as a half day, would be invoked for those who have sat this program once before, or at least, those who have sat the program twice before. Thank you Regards Pat O'Neill</p>	<p>Safe Pass is now on Version 8. It has been updated at various stages since 2001 to reflect changing legislation and best practice. Options such as alternative means of renewal, online renewal or other CPD have been discussed and the related issues expressed in this submission will be passed to SOLAS for their consideration.</p>