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Time Out For Safety

"Ensuring all our staff go home safe at the end of the day"

HOME SAFE EVERY DAY

Monday 7 March 2016
Week 11

Please don't forget to enter attendance figures and any issues raised into the TOFS database!

The 'Feedback to Team' icon on the TOFS Database Main Menu provides updates to all issues you've entered into the database.

Help us to make TOFS thought-provoking. Send us your stories by email: ~Marine.Devonport.Safety Culture Team or call in to the SCIT office, N081 North of the Red Brick Building.

IN THIS WEEK'S EDITION

- Transport & Traffic roadshow
- Driver fatigue
- Speed camera update
- Inclement weather
- Accidents
- This week when?
- TOFS Team Leader training
- Safety Alert
- Devonport Safety Awards

REMEMBER – TOFS is your team's opportunity to discuss safety issues and concerns – use your TOFS session to raise awareness of activities that have the potential to place staff at risk.

HOME SAFE EVERY DAY

Transport & Traffic Roadshow

When: Tuesday 8th March 2016, 11am – 2:30pm
Where: New venue – Outside N081
(Safety Culture Team Office near 8 Dock caisson)

Come and meet :

- **Plymouth City Council**
- **Bike Space**
- **Doctor Bike**
- **The Safety Culture Improvement Team (SCIT)**
- **The Cycling Operations Group (COG)**
- **TU Safety Representatives**

You'll be able to discuss transport & traffic issues , obtain information on transport initiatives across the city and pick up some freebies while you're there.

A comprehensive list of what will be on offer is shown opposite.

The 'Bike Doctor' will be attending to carry out free bicycle safety checks and make minor adjustments to your bike if required. **A 20 minute slot must be booked in advance . To reserve your place, please contact Dave Brimble on extension 6007 (01752 32 6007 from an external phone).**

We look forward to seeing you.

Cycling:
Cycle Maps
Adult Cycle Training leaflets
Open Bike Workshops
Bike Maintenance
Sky Ride leaflet
Bike Space
Walking:
South West Coastal Path Booklets
Cooperative Way Booklets
Scheduled Walks
Bus:
Citybus timetables (Various)
Citybus route maps
Stagecoach timetables
Skipper Ticket flyers
Other bus timetables
Concessionary Fares
Miscellaneous:
Rail Timetables (selection of local services)
Ferry Timetables
Access Plymouth
Car Share Devon
General Incentives:
Reflector
Bike Lights
High Vis Rucksack cover
Pens
Bugs
Pedometers
Water Bottle
Puncture repair kits

Simply complete a 'cycling on site' survey for your chance to win £30 of shopping vouchers!

Driver fatigue
symptoms, causes and effects

Information from the 'Optalert' website.

Being fatigued significantly increases the risk of a crash. It makes us less aware of what is happening on the road and impairs our ability to respond quickly and safely if a dangerous situation arises. Driver fatigue is believed to contribute to more than 30% of road crashes.

Symptoms of driver fatigue

It is very difficult for drivers to accurately assess their own level of fatigue. The ability to self-assess becomes increasingly impaired as you become more fatigued, however the self-confidence in this ability remains. Nevertheless, there are some warning signs to look out for.

ASK YOUR TEAM - to name some symptoms of driver fatigue?

- Trouble focussing, or reduced levels of attention.
- Head nodding, or inability to keep the eyes open.
- Not remembering the last few minutes.
- Poor judgement, slower reaction time.
- "Zoning out"
- Daydreaming and wandering thoughts.
- Constant yawning or rubbing the eyes.
- Drifting in the lane.

If you are experiencing any of these symptoms of driver fatigue it is very likely that your driving performance is already impaired.

What are the two main causes of driver fatigue?

- Lack of quality/quantity of sleep.
- Driving at times of the day when you would normally be sleeping.

What else can cause driver fatigue?

- How long you have been awake (particularly beyond about 17 hours).
- Time of day: your body and brain have a biological clock (circadian rhythm) that influences how alert or drowsy we are at certain times of the day.
- Your level of physical or mental activity at the time (e.g. long boring stretches of road make it difficult to maintain alertness and vigilance).
- The presence of untreated sleep disorders (such as obstructive sleep apnea or narcolepsy).
- Sedative drugs.
- Dehydration.
- Nobody is immune to the effects of driver fatigue, however some groups of people are more at risk than others:
  - *Young drivers*: the combination of inexperience and night driving.
  - *Shift workers and those working extended hours*: are 6 times more likely to be in a fatigue-related crash, whether that be at work (operating machinery or vehicles) or commuting.
  - *Commercial drivers*: long distance driving, often at night.
  - *Business travellers*: drivers suffering from jet lag and crossing time zones often suffer from restricted and/or poor quality sleep.

Fatigue impairs mental processing and decision making abilities. Drivers can lapse into a "micro-sleep" without realising. This may only last a few seconds, but if it coincides with the need to perform some critical driving task (e.g. turning the wheel or responding to a stop signal) the risk of crashing is greatly increased.

The incident described on the next three pages shows exactly what can happen as a result of driver fatigue.

Driver fatigue
What happened next?

The video clip of this incident can be found on the Safety Culture Website by selecting this link: **Bus incident**

Tiredness can kill, take a break!

This is a sign often seen on British trunk roads and motorways. Many of us can drive past without giving a second thought to the dangers of 'driving when tired'. The following article tells of the disastrous consequences due to driving when suffering driver fatigue.

It's a cold November day and people are travelling on a single decker bus in Russia.

As passengers look out of the windows or stare at their mobile phones most are completely unaware of what's about to happen.

One thing that is becoming apparent is that the bus is in a filter lane for turning right and perhaps one or two passengers are beginning to wonder why this is. They are probably thinking: "Surely we should be going straight on?"

Driver fatigue
What happened next?

What the passengers aren't aware of is that the driver of the bus is desperately trying to keep his eyes open and stay awake.

The bus driver rubs his arms repeatedly and touches various dashboard switches in his vain attempt to remain awake. However the inevitable happens and he suddenly falls asleep at the wheel. Things are not looking good for those onboard as the bus continues straight ahead with the driver asleep at the wheel.

Being in the right-turn filter lane and no longer under control the bus drifts across the lane, eventually impacting with signage and a lamppost.

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Driver fatigue
What happened next?

TRANSPORT / TRAFFIC

The impact is catastrophic! The windscreen shatters, the lamppost is dislodged and leans precariously across the motorway and passengers are thrown violently forward impacting heavily with the seats in front of them.

Although there were no fatalities in this incident, many suffered serious injuries.

And the cause?

One tired driver!

Driver fatigue
In the news

Source: BBC News

Under new guidelines, drivers who kill someone because they have fallen asleep at the wheel are likely to spend at least two years in jail. Using a mobile phone should also be thought an "aggravating factor" leading to stiff minimum sentences, courts have been told.
The Sentencing Advisory Panel, which advises judges in England and Wales, said judges should consider imprisoning every motorist who causes death by dangerous driving.
Falling asleep at the wheel - which until now has been considered a mitigating factor - should actually make the crime worse and lead to a longer sentence, the panel said.

2-5 year jail sentence recommended for drivers who kill when they:

- fall asleep at the wheel
- are distracted by a mobile
- have drunk too much
- have taken drugs
- are racing
- are showing off
- are speeding
- disregard warnings from passengers

Company guidance and policies on driving on company business.

A number of documents are available for those who travel on company business. They include risk assessment questionnaires (which must be completed prior to booking a hire vehicle) and the Driver's and Driving Handbook. This comprehensive advice for driving on business, much of which would be useful for driving in general, is available on Agility or via these links:

Driving on Company Business - General Information

Driving on Company Business - Risk Assessment

Diving and Driver's Handbook

Speed camera update

Devonport Operations introduced a speed camera onto the Devonport site at the beginning of February to further improve safety across the site.

Whilst it has been observed that the speed vehicles are traversing the site has reduced, some people continue to breach the site's speed limits. A breakdown of the February speed camera statistics are:

- 2612 incidents of speeding over 20MPH, 311 of which doing 25 MPH or above'
- 33 Babcock staff banned from bringing their vehicle onto site'
- 21 Babcock contractors banned from driving their vehicle on site'
- 257 incidents recorded against MOD permanent pass holders and visitors to the site which are being actioned by the MOD.

Please ensure that you keep to the speed limits at all times to make the site safer, or you risk your vehicle permit being withdrawn.

Inclement weather!

When it comes to weather, the start to 2016 has been quite remarkable, with storm followed by storm throughout the first month's of the year. The recent storm named 'Imogen' caused substantial damage to parts of the Devonport site including failure of the Frigate Refit Complex (FRC) 6 Dock main door and most of the slate roof of building N136 (opposite St Levan's gate) to lift and fall into the adjacent roadway.

This storm was particularly violent, with winds of up to 80 MPH recorded. Thousands of homes in Devon and Cornwall lost power supplies when trees were blown onto power lines. Even last week, there was another occurrence of bad weather when storm 'Jake' hit the UK. These extremes of weather can be dangerous for everyone on our site and during our commutes to and from work.

What should we do in these weather extremes when at work?

When the wind reaches extreme speeds, such as those recently recorded, structural damage can occur. Temporary constructions such as scaffolding and 'Herras' fencing can be easily damaged by high winds.

- The Waterfront department releases regular weather warnings when strong winds, heavy rain or freezing conditions are forecast. It's time to take action when these bulletins are released and ensure: any loose equipment is removed from staging, scaffold boards are secure and the condition of the scaffold is checked during your weekly inspection regime.
- Herras temporary fencing is often seen to be on its side following strong winds. Avoid walking close to any temporary structure during stormy weather.
- If you see any damage to buildings or anything you think could cause injuries to people on our site report it to buildings maintenance. Call 5555 from a site telephone or 01752 325555 from a mobile, select option 2 when the call is answered and provide as much detail as possible, including the location.

The view from the SCIT office as storm Jake arrived at Devonport. Horizontal smoke from the 'Energy from Waste' chimney, heavy clouds laden with hailstones and 'white horses' in 5 basin tell the story of yet another day of extreme weather at Devonport.

When forecasts of extreme weather conditions are broadcast on local TV or radio stations, they usually end the broadcast with a safety message such as: **"Is your journey really necessary?"** or **"Stay indoors, don't go outside unless you really have to!"** Good advice?

What should we do when at work and the weather becomes particularly adverse and wind speed escalates? Should I send my team to work?

Many operations which include working at height or lifting and shifting should not be undertaken during times of high strength winds. The relevant Risk Assessment will determine when work should cease. As for sending your team out to work during extreme inclement weather, advice from your local Safety Support Manager should be sought or contact the Health and Safety Department for further clarity.

Accidents

Total accidents 256 to date (5 in week) – *Last year 311 (6 in week)*

Lost Time Accidents 49 to date (2 in week) – *Last year 55 (0 in week)*

Lost Time Accidents

Location	Part of Body	Nature of Injury	Direct Cause of Injury	Type of Person	Brief Description of Accident
5 Wharf	Trunk / Back	Strain / Sprain	Lifting Strain	Babcock Industrial	Vessel was being secured alongside and as IP was assisting to haul a line across he hurt his back.
HMS Trenchant	Trunk / Back	Strain / Sprain	Misc	Babcock Industrial	IP was carrying his Health Physics instrument bag and tunnel log on his way to open RC, and as he bent down to negotiate the air lock felt a twinge in his back.

Other Accidents

Location	Part of Body	Nature of Injury	Direct Cause of Injury	Type of Person	Brief Description of Accident
HMS Albion	Hands / Fingers	Cuts & Bruises	Hand Tools	Apprentice	IP was placing an olive (a circular fitting) on a length of Kopex tubing, pushed olive with screwdriver, screwdriver slipped causing puncture wound to thumb.
o/s N125	Multiple Injuries	Cuts & Bruises	Fall on the Level	Babcock Industrial	IP was traversing site outside 10 Dock workshop when he tripped on a raised floor plate sustaining multiple grazes.
HMS Vanguard	Head / Neck	Strain / Sprain	Step / Strike Against Object	Babcock Industrial	IP was removing zincs under casing and struck helmet (head) compressing back of neck causing sharp pain.

SCIT comment:
The last few weeks have seen a number of back injuries sustained through lifting, hauling, carrying or manoeuvring loads into position in areas of restricted or difficult access. In fact, the two lost time accidents in this week's TOFS are as a result of one of these activities.

Back injuries can be unexpected, painful and sometimes take weeks or months to recover from. They can also have an impact on your home and social life. Manual Handling training is a mandatory course for those involved in any activity which could involve any form of lifting – which probably means most of us. The training provides advice on what should or should not be lifted, how to assess the weight of an object to be lifted and various manual handling techniques.

If your team regularly undertakes manual handling operations, please discuss this type of activity with them and help avoid a painful injury.

This week when?

Tomorrow, sees the 64th anniversary of Britain's 2nd worst railway accident.
Does anyone in your team know where this happened or anything about this disaster?
This tragedy occurred at 8:18 am on 8th March 1952 when three trains collided at Harrow and Wealdstone station. This event led to the death of 112 passengers and railway staff, with hundreds more sustaining varying levels of injury.

Landmark in Railway Safety
This accident, and subsequent investigation, became a landmark in railway safety improvement. Many of these improvements came too late for those onboard the three trains that fateful day. They could have been introduced decades earlier if there had been the will and desire within the operational region at that time. The change in the operating companies mind-set towards the adaptation of certain safety initiatives was enforced following this accident. The Railway Inspectorate had simply had enough of the inaction from the companies involved. As a result of their report a number of safety improvements were finally planned to be introduced across the British Rail network.

What happened?
The actual event was caused when the overnight Perth to London express ran into the rear of a stationary commuter train at Harrow and Wealdstone station. The express had failed to act on three signals, one amber and two red. Only in the last moments before the accident did the train crew apply the brakes – by then, it was too late! The steam locomotive hauling the express smashed into the rear of the commuter train at over 50 MPH. There were 800 people on the stationary train of 9 coaches – it was packed! The force was so great that the collision caused the rear three coaches to collapse into each other (known as telescoping, for obvious reasons). This is where most of the fatalities occurred. Remnants of the damaged trains were thrown across the other track and were almost immediately struck by another express, travelling in the opposite direction. The two locomotives, hauling this express, were forced up and over the wreckage, smashing into the passenger over-bridge in the process. The scene was described by many witnesses as resembling a battlefield.

This week when?

Human error?
Who or what was to blame for this tragic event? The signalman? The express train driver? British Rail?
The report found that the signalman had done everything correctly and acted responsibly on the day. The signals were working well, although there was talk of early morning mist and fog, the conditions were clear and signals should have been seen. Both the driver and fireman were killed in this accident so we will never know why the signals were missed and the brakes not applied earlier. Vitally, there was nothing in the driver's cab to warn him of the missed signals or his error.

Eliminating Human Error – Automatic warning Systems (AWS).
In railway terms, the accident at Harrow & Wealdstone marked the end of resistance to the system wide installation of Automatic Warning Systems on Britain's railways. AWS worked by giving automatic feedback to the Driver in the Engine when he passed a signal at caution or danger, regardless of whether he had seen it or not. It was not a new idea – the Great Western Railway had used AWS since about 1905 and the Railway Inspectorate had recommended that similar systems be adopted by all Britain's railway companies. Since then, however, uptake had been virtually non-existent. However, had AWS been in place on the express, there would have been a good chance of the driver realising his error of passing a signal at danger and, therefore, applying the brakes in good time.

Resistance to Change
Attempts to establish a standardised AWS approach across all the players had become bogged down in committees and trials, and the cost of implementation was also a barrier to take up – especially after the War. Indeed, in many circles there was a tacit, unspoken belief that it wasn't really worth it – that **as long as you had experienced, cautious drivers and signallers who followed the rules and the equipment was up to scratch major accidents and disasters could be avoided**. The disaster at Harrow & Wealdstone blew that argument out of the water.

Learning from experience?
There were many lessons learned following this event which can be found by reading the article in the hyperlink below. The article also provides far greater detail into this devastating accident.

On this day - Harrow

Introducing engineered solutions, to help eliminate human error, do not only apply to the railway industry. 'Engineering out' the possibility of someone making a mistake at work, which can affect the health and safety of that person or others, can now be found in any industry. Examples of a simple safety devices on our site would be our new Fork Lift Trucks which cannot be driven until the seatbelt is fastened or a guard on a machine which must be in place otherwise the machine cannot operate. It's important to recognise our hazards before they become accidents. Identifying engineered solutions and introducing them quickly can prevent the next workplace injury. Having the will, the drive and the commitment to make the change for the better can make all the difference.

It's clear that the railway officials responsible for the train operations in this region, saw little benefit in reducing the chance of human error by installing an 'engineered solution' to the age old problem of Locomotive Drivers failing to stop at signals. The cost of introduction being one reason.
With the benefit of hindsight, would the companies involved in this incident, who had resisted change for so long, have adopted this safety initiative a little earlier if they had known it would cost the lives of 112 people? The answer's pretty obvious!

TOFS Team Leader training

The TOFS Team Leader training programme, launched in 2015, continues throughout 2016 and we have sessions planned for March, April and May.

The training focusses on why we have TOFS, using the TOFS database, the Safety Culture webpage and engagement at the TOFS meeting itself.

Feedback on the training has been excellent, with both new or experienced TOFS leaders finding the course of great value in enhancing their TOFS meetings.

A 'luxury' TOFS Team leaders folder will be provided for all attendees on the day with a 'TOFS Team Leader pen. (Our way of saying thanks for your support to our safety culture improvement).

The dates available are as follows:

- Wednesday 30th March
- Monday 4th April
- Monday 11th April
- Wednesday 20th April
- Wednesday 18th May

The courses begin at 12:30pm and finish at 3:30pm in the Leander Training room in the FRC(N) offices. Please contact Mike Carey (DWC Safety Rep) by email to book your place.

Safety Alert

Please see the attached Code Red Safety Alert which was also sent to TOFS Team Leaders last week regarding the siting of Mobile Cranes.

Charlie Ede (Senior Safety Support Manager) would like to add the following message:

Care is to be taken using and siting Mobile Cranes, MEWPS (Mobile Elevating Working Platforms AKA 'Cherry Pickers') or Scissor Lifts to ensure that there are no subways, voids or underground services that could cause any of this type of equipment to disturb the surface, resulting in a potential fall or topple over of the plant. Always seek advice from Pete Keaty Lifting Manager, Bill Jefferis Mobile Plant Manager or your local Design Authority.

Many thanks,

Charlie

HOME SAFE EVERY DAY

ALERT
CODE RED

Airsweb event No
83488
Date of event
25 February 2016
Alert issue date
29 February 2016
Issued by:
Name
D Fotheringham
Contact No
01383 422343
Site
Rosyth
Location
No 3 Dockside
Distributed to
Whole site & M&T via bulletin service

Ref: ROS080 29/02/2016
DISPLAY UNTIL 29/03/2016

Title

Mobile Crane Incident

Description of Incident

- 500Te crane was setting up on the dockside when the crane's outriggers broke through the dockside while rigging up.
- No one was injured.

Photo showing damage to dockside

Hazards

- Crushing
- Falling material

Risks

- Overturning crane
- Persons in vicinity struck with crane or flying debris

Immediate control measures

- The outriggers were lifted and the crane was made safe.
- The area was cordoned off.

Action Required

- Initial fact finding investigation is underway.

Devonport Safety Awards 2016

Please discuss who you feel deserves to be nominated. Consider individuals and teams who, through hard work, have been successful or shown improvement with regards to safety in the categories below.

Individual Achievement Award - for an individual, who has demonstrated a clear commitment to improving safety or, by their action, has directly prevented a significant safety or environmental incident.

Team Achievement Award - can be a small team of 2 people right up to teams of hundreds. The entry must demonstrate how working as part of a team has made a real difference to safety.

Environmental Award - this award is open to teams, individuals or business units who can demonstrate by innovation, improved management and/or new processes a measurable reduction of impact on the environment.

Customer Engagement Award - for an individual, or team, who can clearly demonstrate a significant improvement in safety through positive engagement with their customer.

Contractor Engagement Award - for an individual or team, the entry must demonstrate a tangible commitment to improving the HSE controls, engagement and performance of Contractors working in Babcock controlled work areas.

Best Safety Programme - the entry must demonstrate a tangible commitment to improving safety, and change that will influence safety for years to come.

Outstanding Safety Leadership – for an individual who has delivered a significant improvement to safety performance by proactively leading a drive for sustained safety excellence within their working environment.

Employee Engagement - for an individual or team who can clearly demonstrate a significant improvement in safety through positive engagement with their peer group, teams, site or Business Unit.

Health and Wellbeing - the entry must demonstrate a tangible commitment to improving health & wellbeing that will influence the health of those who work at Babcock.

New Employee - for a new employee who has demonstrated a clear commitment to improving safety.

Trade Union Safety Representative Award Industrial – for TU Safety reps who have demonstrated proactive safety leadership.

Devonport Safety Awards 2016

- **Trade Union Safety Representative Award Non-Industrial -** for TU Safety reps who have demonstrated proactive safety leadership.

- **Product Safety Award -** for an individual who has demonstrated a commitment to improving product safety and an awareness of its importance in our working environment.

- **Director's Award -** for an outstanding achievement in the field of safety which will be recognised by the Directors.

The nominations for the categories above should be submitted on a Devonport Safety Awards Nomination Form 2016 **and sent by email, with any supporting material, to** kirsty.pownall@babcockinternational.com.

All winners will also be entered into the Marine & Technology Safety Awards this year.

Entries should relate to work between 1 March 2015 and 29 February 2016. Throughout this period we have accomplished some significant achievements in the journey to improve our safety performance and culture. You are urged to nominate those who you believe have achieved, and in doing so demonstrated, how proud we are here at Devonport of individuals and teams who work hard to send people home safe every day.

Follow the 3 steps below to complete your Nomination.

1. Save the Devonport Safety Awards Nomination Form 2016 to your PC.

2. Complete the form with a summary of no more than 250 words giving an overview of the entry. Then, if required, attach separately in no more than 1000 words your supporting evidence. Please refer to the Nomination Guidance.

3. By email only, send your completed nomination form, summary and evidence to kirsty.pownall@babcockinternational.com before 1 April 2016 – evidence and backup material should be submitted in Adobe PDF format.

If you want to make a nomination but do not have access to email, please contact the Safety Culture Team (Kirsty Pownall x4655) for assistance, or ask your FLM to supply you with a copy of the form.