

Time Out For Safety

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

TOFS provides an opportunity to discuss safety issues and concerns.

Please use TOFS to raise awareness of activities that could place your staff at risk.

Week 37

Monday 5 September 2016

Devonport Operational Safety Team

Agenda for this week

- Welcome to our new Apprentices
- Looe coach crash - driver sentenced
- Coach crash operator announces closure
- Fire review 2014/15
- Food Standards Agency warning
- Drivers' Grab Bags
- Accidents
- Traffic glove trial update
- H&S training weekly update
- Summer competitions
-and finally

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 any issues previously entered into the database.

If you have any suggestions or articles for future TOFS, please contact The Safety Improvement Culture Team.

Tel: ext. 4496

Email:

~Marine.Devonport.Safety Culture Team

Visit:

SCIT Office,

N081 (North of the Red Brick Building)



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**HOME SAFE
EVERYDAY**





Welcome to our Apprentices!

Sponsored by: Chris Allen, Trademaster



Today, (Monday 5th September 2016) 101 Apprentices have entered the Dockyard to begin the second year of their career with Babcock. That's 14 more than at this time last year. The 9 Project Engineer, 28 Electrical Fitter, 34 Mechanical Fitter, 25 Fabricators and 5 Marine

Pipefitter Apprentices will be starting work at various placements across our site. They could be in a Factory environment, working for Estates and Facilities or going on board a ship or submarine, in refit, for the very first time. The new Apprentices will be easy to spot as they'll be wearing 'hi vis' yellow hard hats for their first six months on site.

In the first year of their Apprenticeship they have received a substantial amount of training on health and safety at work from the staff at City College, Plymouth and also during the inductions by our H&S Dept. to prepare them for the day they set foot inside the 'yard. But the dockyard is a hazardous environment and it will take time for them to adjust to their new workplace.



Discussion points



Why is it necessary for the new apprentices to stand out from other staff by wearing the hi vis hard hat?

There are quite a few benefits but it's mainly to make everyone aware that we have people here who are new to the site and to encourage our more experienced staff to keep a look out for them in the early months of their new career. The Dockyard has many hazards and our new staff might be in a place where they are unaware of some of our, not so obvious, hazards.

Who else has to wear this hi vis helmet for the first six months at Devonport?

It was agreed that our new Graduates would also wear the helmet for the first six months.

In fact, since this initiative began, some business unit managers insist that any new joiner to their department does the same, as they also would be unfamiliar with the site. Being easy to spot as someone new to our site can encourage positive intervention.

This initiative is in place to encourage all of us to intervene and look after each other and the new people on our site – as the helmet sticker says:

**'Stop me if I am at risk'
and
please look out for each other**



Looe coach crash driver sentenced

Sponsored by: Safety Culture Improvement Team (SCIT)

A coach driver has been sentenced to five years in prison after crashing a coach full of pensioners on an Age Concern outing to Looe while he was talking on a mobile phone, killing two people.

Martin Chun, 60, was at the wheel of a coach carrying 51 passengers on a day trip from Exmouth on May 13, 2014 when it ploughed into a hedge in Morval, sending bits of tree and debris into the vehicle and across the road. He had denied causing the deaths of Margaret Luxton, 59, from Exmouth, and Carol Muldoon, 68, from Newton Poppleford by careless or dangerous driving.

Chun, who is from the Exeter area, was having a phone conversation with his son at the time of the crash using a hands-free mobile, and prosecutor Stephen Mooney told the jury he was in a "telephone-induced stupor". As well as being jailed for five years for causing death by dangerous driving, Chun was also sentenced to serve two years for causing serious injury by dangerous driving, to run concurrently, and banned from driving for four years.

Judge's comments

Sentencing Chun, Judge Simon Carr said: "You are an extremely experienced coach driver of 18 years, and you were responsible for 51 passengers who put their trust in you. You chose to take and make a number of phone calls. They were not dealt with briefly, but you chose to reconnect the calls on two or three occasions.

“On the last occasion, at the point of the collision, you had been on the phone for eight minutes. That could never have been safe.

"You were moments from Looe, where you could have parked up and made the calls in a safe manner. The road in question is dangerous and there are repeated warning signs about the narrowing road and the steep gradient.

"You hadn't seen all of these signs and it was clear you didn't stop until the point of the collision."



Recorder Paul Dunkels, Q.C, for the defence, said Chun showed "genuine remorse" for his actions.

"He is a forlorn figure. He has bad nightmares and receives regular counselling. He has not driven professionally since the crash and he was made redundant by the bus firm. This is a significant shock to him, and it will be a hard sentencing today."

The jury sitting at Truro Crown Court took nine hours and 35 minutes to find Chun guilty of causing death and serious injury by dangerous driving, after a week-long trial.

Discussion points



Do any of your team use 'hands free' mobiles when driving?

What's the company policy on the use of mobiles? (Blue book page 17 & 39.)

Note: The Judge commented on a number of choices the driver made such as the number of calls made, the time spent on calls, the warning signs missed and the failure to choose the safer alternative to make the calls.



Looe coach crash company announces closure

Sponsored by: Safety Culture Improvement Team (SCIT)



As a 'footnote' to the previous article, shortly after the incident, the coach company involved, went into liquidation and announced its closure after being in business for over 30 years.

Exeter-based Carmel Coaches had its licence revoked shortly after one of its coaches was involved in a crash which killed two passengers in Cornwall in May 2014.

The company launched an appeal against the decision which allowed it to continue operating, but the firm announced today that it had been unsuccessful and would cease trading

“Woeful failures”

Traffic commissioner for the West of England, Sarah Bell, revoked the company's licence because of “woeful failures” and safety concerns.

She said issues had included serious defects not being fixed and poor record keeping of safety issues over a number of years.

The firm's MoT failure rate was double the national average and one brake defect was reported eight times before something was done.

The coach company currently employs around 50 staff, and in its statement it said it was “working hard” to ensure they would find continued employment.

Discussion points



From the report on the previous page it is apparent that the incident was caused by the driver's lack of attention and lack of awareness to changing conditions. These included the road narrowing and becoming steeper. The conversations on a 'hands-free' mobile phone being seen to be the root cause of this inattention by the driver.

This incident appears to have led to the coach operating company coming under far more scrutiny by the South West Traffic Commissioner.

Serious safety issues were reported to have been neglected or ignored.

In your area of work do all your safety concerns get acted upon in good time?

An accident like this can affect so many people.

Who are the people who have been affected by the tragic but easily avoided



Fire Statistics - England 2014/15

Sponsored by: Tom Taylor, Company Fire Officer



36% of accidental dwelling fires in 2014/15 were caused by "misuse of equipment or appliances", the same percentage as in 2013/14. The second largest cause category was "faulty appliances and leads" which caused 16% of all accidental dwelling fires.

Incidents

The Fire Service attended 495,400 incidents in England in 2014-15.

This is 6% down on the previous year and 42% down on 10 years ago.

These incidents include:

- 154,800 fires
- 125,000 non fire incidents
- 215,600 false alarms

More information, specific to fires in the workplace, will be circulated in a future TOFS.

Fatalities resulting from fires 2014 - 2015

There were 258 fire fatalities. This is 6% down on the previous year and 30% down on 10 years ago

There were 3,235 non-fatal hospitalised casualties and 4,311 casualties non-hospitalised. This is 6% down on the previous year and 55% down on 10 years ago

- 163 fatalities occurred in accidental dwelling fires
- 45 fatalities occurred in other locations
- 50 fatalities occurred from deliberately started fires

Causes of fires

The causes of fires are not straightforward. The Incident Recording System collects information on the "cause of fire" (a defect, act or omission giving rise to ignition), the "source of ignition", the "item responsible for the fire" and other factors.

Smokers' materials (such as cigarettes, cigars or pipe tobacco) caused 36% of fatalities in accidental dwelling fires in 2014/15, and was by far the largest ignition category. In contrast only 6% of accidental dwelling fires were caused by smokers' materials in 2014/15.

Cooking appliances caused 50% of accidental dwelling fires in 2014/15, and was by far the largest ignition category. In contrast, only 6% of accidental dwelling fire fatalities were caused by cooking appliances in 2014/15.

Discussion points



Fatalities caused by fires are down by 30% from 10 years ago - why?

Only 6% of fires in dwellings were caused by 'smoking materials' yet this led to a massive 36% of the fire fatalities in 2014/5.

Why do you think this is?

Incidents are down by 42% from 10 years ago. **What's behind this reduction?**

Do all your team have smoke and Carbon Monoxide detectors in their house?

- **When did they last test them?**
- **Why not test them all tonight?**

Food Standards Agency warning

Sponsored by: Safety Culture Improvement Team (SCIT)

The Food Standards Agency (FSA) is warning people not to eat burgers that are pink in the middle.

This advice is given to help avoid the risk of food poisoning at summer barbecues. It says cases of food poisoning double in summer months - in part due to undercooked meat. Officials say burgers must be cooked until they are steaming hot all the way through. The warning comes as an online survey of 2,708 people suggests one in 10 prefers their meat rare. And 81% of the adults polled by the FSA said they had eaten undercooked burgers at home.

Why shouldn't burgers be eaten rare?

The FSA says some people mistakenly think rare burgers are safe to eat at home, because steaks can be safely served this way but the agency says steaks are different to burgers.

With steaks, any harmful bacteria sit on the surface of cuts of meat and can be killed off by searing or cooking, even if the middle is left rare.

Burger meat, on the other hand, is minced and mixed together when raw, so harmful bugs can get to the centre of the meat and will not be killed unless heated to the right temperature.

Officials says this advice holds even for expensive burgers or products labelled as "steak burgers" and burgers should be cooked until the juices run clear. Some restaurants do serve burgers that are rare, but their chefs must follow strict rules.

Where do harmful bugs come from?

Bacteria such as salmonella and E. coli present on animals' hides or guts can get on to the surface of meat as it is being cut and prepared for sale.

Once meat is minced, these bugs can end up in the middle of burgers.

How does cooking reduce food poisoning risks?

Although bacteria need heat to grow, this tends to happen at between 5 and 65C. Above 65C bacteria



start to die. Cooking also causes proteins in bacteria to break up. These proteins need to be heated for long enough and at high enough temperatures for them to break down, rendering the bacteria harmless.

Learning points

Tips for safe barbecues

The usual hygiene advice applies - store uncooked meat separately from cooked meat.

Raw chicken must not be washed.

FSA advice also suggests pre-cooking chicken in the oven before finishing it on the barbecue.

The same advice can be applied when cooking sausages, burgers and kebabs for large numbers of people.

Disposable barbecues may need extra attention as they can take longer to heat up to the required temperature.



Drivers' 'Grab Bags'

Sponsored by: Devonport Operational Safety Team

On page 17 of the Devonport Health, Safety and Environment standards booklet (AKA 'the Blue Book') there is information regarding driving on company business.

The final paragraph mentions the drivers' Grab Bag and states that these should be collected from your local Accident Prevention Team (APT) before driving on company business.

Since the latest blue book was issued earlier this year, it has become apparent that many APTs do not have these Grab Bags.

The contents of the Grab Bag are shown in the photo and include:

- Hi vis tabard
- Torch
- Notebook and pen
- Ice scraper
- Map
- Contact numbers in case of emergency.



Many of these items can also be found in retail stores.

The APTs which have introduced the Grab Bag are looking to continually improve or expand on the contents following feedback from regular drivers of hire cars within their teams.

SCIT comment

Many of the items can be found in our retail stores.

Other items can be purchased using an FLM's £2K allowance or an APT's safety budget.

The reflective nylon orange bags are on order. If your APT requires some of these to make up Grab Bags, contact the Safety Culture Team by email:

~Marine.Devonport.Safety Culture Team

Discussion points

Do you have staff in your team who travel on company business and use hire cars?

Do you have Grab Bags in your section?

What would you add to the Grab Bag to make it more suitable for your department?



This week's accidents

Total accidents	105 to date	3 in week
	LAST YEAR	
	126 to date	9 in week

Lost time accidents	17 to date	0 in week
	LAST YEAR	
	22 to date	1 in week

Other Accidents			
Nature of Injury	Direct Cause of Injury	Type of Person	Brief Description of Accident
Cuts & Bruises	Step / Strike Against Object	Babcock Non Industrial	Whilst on board HMS Argyll in the GTR IP removed hard hat IAW risk assessment, ascending a short ladder on the Stbd Side near the fuel separator, and hit his head on an overhanging scaffold bar sustaining laceration.
Other	Electric Shock	Babcock Non Industrial	IP made contact with a live section of boundary fence from a distorted/bent section of the fence protection sustaining electric shock to his hand.
Cuts & Bruises	Step / Strike Against Object	Babcock Non Industrial	IP hit his head on the low level transfer trolley cutting his head open.

Traffi glove trial - update

Sponsored by: Devonport Operational Safety Team

Traffi gloves have been on trial in 60 areas across the site following the SCIT Hand & Protection Roadshows held during June and July. To date, 34 responses have been received, all of which support the introduction of these protective gloves. The decision on the way forward now rests with the PPE User Group which oversees PPE on site. It is hoped that following the next PPE User Group meeting in September that an update can be given via TOFS.

If you are in one of the 26 areas that has yet to return its feedback, please do so as soon as possible,



sending them to PROSPECT H&S Co-ordinator and SCIT Team member Steve Anniss, , PC804.

Health & Safety Training - update

Sponsored by: Devonport Operational Safety Team

Health and Safety training is fundamental to safe operations on site.

It is vital that we keep our training in date. There is a calling system in place for training.

Over the next two weeks the following courses will take place:

Confined Space Awareness

Mandatory for all who work within confined spaces/ entry tanks.

Fire Safety Training

Mandatory for all Industrial employees.

Noise, Vibration & COSHH Awareness Mandatory for all industrial employees and their responsible Line Managers.

Manual Handling

Mandatory for all industrial employees.

Hot Work Training

Mandatory for all hot workers and their sentries.

Health & Safety Management of Subcontractors

For those who manage subcontractors, including Technical/Contract Reps.

Radhaz

Mandatory for all those who have the potential to work within Radio Frequency controlled areas.

Risk Assessor Approver

Managers and TU Safety Reps who approve and acknowledge Risk Assessments.

Safety Harness

For all users of safety harnesses.

Emergency First Aid at Work

Basic knowledge of first aid and provides necessary lifesaving skills.

IOSH Managing Safely

Health and safety awareness for line managers, leading hands and others of similar position. Recommended for Building Controllers.

FLM Manual Handling

Focussing on the responsibilities of a manager setting staff to work.

FLM Confined Space Awareness

Focussing on the responsibilities of a manager setting staff to work.

FLM Noise, Vibration & COSHH Awareness

Focussing on the responsibilities of a manager setting staff to work

We also have the new intake of Apprentice Health & Safety inductions taking place.

Learning points

If you are booked on a course it is important that you attend. Thank you to those who always respond to a calling notice as failure to attend denies others the opportunity to attend safety training.

To enquire about courses and their availability contact one of the following:

~Marine.Devonport.Health & Safety Training

Kat Barber ext 4305

Dave Yates ext 3299

Time Out For Safety

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



2016 Colouring & HHNH Competitions!

Sponsored by: Safety Culture Improvement Team (SCIT)

This year's Colouring Competition colouring books have now been distributed and can be found many locations across the site including the Canteen kiosks, Retail stores and Amenity centres. The Accident Prevention Teams (APT's) have now collected the books for their TOFS teams. We have a few remaining in the SCIT building (N081) but stocks are now almost exhausted.

The 2016 Hazards Have No Holidays (HHNH) photographic competition continues and is open to all Babcock employees.

When you're out and about on your summer break and see something or someone at work that looks a little hazardous, send your photo to 'HHNH, SCIT, N081, PC804 or by internal email only to: ~Marine.Devonport.Safety Culture Team

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WIN!
Fabulous prizes in our safety colouring and poster design competition

CHILDRENS SAFETY AT WORK
Colouring Book 2016

You could WIN one of these great prizes!
 First Prize in each age group
 £150 'Love to Shop' Vouchers
 Second Prize in each age group
 £100 'Love to Shop' Vouchers
 Third Prize in each age group
 £80 'Love to Shop' Vouchers
 Fourth Prize in each age group
 £50 'Love to Shop' Vouchers

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Safety Culture Team
HAZARDS HAVE NO HOLIDAY!
Competition 2015

WIN!
1st Prize £150 in high street vouchers
2nd £100
3rd £50

To coincide with the children's colouring competition we are, once again, running the hazards have no holiday competition!

So, if you are out and about on holiday this summer, take your camera and if you see anything unsafe or which you consider to be hazardous, send a photo, either by INTERNAL email only to ~Marine.Devonport.Safety Culture Team, or a printed photograph by internal mail to: HHNH, SCIT, N081, PC804. A short description of where, and when the photo was taken always helps!

The closing date for this year's competition is Friday 11th September

For further details contact the Safety Culture Team on 4498.

HOME SAFE EVERY DAY

Closing date for both competitions is Friday 23 September 2016.



.....and finally

Sponsored by: Alex Gisby, MOD Graduate



SCIT comment

Work at height safety checklist:

Hi vis

Safety boots

Safety Helmet

Safety Harness and Lanyard

Now to find a good anchor point for my harness. Perfect, this bit of barbed wire wrapped around the girder will do!

Not recommended!

