

**Health and Safety Quarterly Report  
Quarter 3 (Oct 20 - Dec 20) Event Reporting and Summary**

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**1. Overview**

In the period of October 2020 to December 2020 a total of **34** Health and Safety (H&S) events were reported. They fall into the categories of:

- 4 Personal Injury
- 12 Vehicle Collisions
- 2 Property or Equipment
- 12 Near Hits or Causes for Concern
- 3 Violence or Aggression
- 1 Exposure or Contamination

Individual detailed summaries of reporting in the key areas above are outlined in Appendix A.

**2. Breakdown of Events**

By Activity

Table 1 shows that during Q3, vehicle collisions and near hit/cause for concerns were the most frequently reported incidents. Personal injuries occurred during training. The majority of the near hit/cause for concerns tended to happen during routine activities. Violence and aggression events were of a verbal nature however no Police assistance was requested.

	<b>Total</b>	<b>Training</b>	<b>Operational Activities</b>	<b>Routine Activities</b>	<b>Non-Service Related Activities</b>
<b>Total H&amp;S Events Q3</b>	34	6	11	9	8
Personal Injury	4	4	0	0	0
Vehicle Collision	12	1	5	3	3
Property or Equipment Failure	2	0	0	0	2
Near Hit or Cause for Concern	12	1	2	6	3
Exposure or Contamination	1	0	1	0	0
Violence or Aggression	3	0	3	0	0

*Table 1: Safety Event Breakdown Q3 2020-2021*

By Injury Type

Table 2 identifies an equal spread of incidents in the categories of manual handling, slips, trips and fall, hit by a moving object and other. The incidents classified as other related to a firefighter feeling faint and nauseous.

<b>Total Personal Injuries</b>	<b>4</b>
Manual Handling	1
Slips, Trips & Falls	1
Hit by Moving Object	1
Hit Stationary Object	0
Burns – Operational	0
Burns – Training	0
Other	1

Table 2: Personal Injury Breakdown Q3 2020-2021

By Vehicle Type

Table 3 highlights that vehicle collisions involving fire engines are mostly whilst non-blue light driving, which is the same for the car and van collisions.

Vehicle Collisions	Fire Engines		Cars and Vans		Non-Service related
	On blue lights	Off blue lights	On blue lights	Off blue lights	
<b>Total Collisions</b>	3	7	0	1	0

Table 3: Vehicle Breakdown Q3 2020-2021

Vehicle Mileage Statistics

Vehicle mileage statistics for the year 2019-2020 were provided by the Operational Logistics Fleet Department and have been used to predict vehicle mileage for 2020-21. These are summarised in Table 3A below. It can be seen that there was one white fleet safety event out of approximately 213,911 miles driven, which equates to one event for every 213,911 miles driven.

The 10 safety events involving red fleet vehicles were out of approximately 52,024 miles driven, which equates to one event for every 5,202 miles driven, however not all events are the due to HWFRS drivers and mostly are minor in nature and can be as a result of unusual circumstances due to attending operational incidents.

Fleet	Total Mileage 2019-2020	Predicted Mileage Q3 2020-2021
White Fleet	855,645	213,911
Red Fleet	208,095	52,024
	<b>Totalling 1,063,740 miles</b>	<b>Totalling 265,935 miles</b>

Table 3A: Vehicle Mileage Statistics Q3 2020-2021

### **3. Events Requiring Investigation during Quarter 3 (Oct 20 – Dec 20)**

#### **Tier One Investigations**

A Tier One standard investigation is required for all safety events and is usually conducted by the on-duty / line manager present at the time of the event. Events that are minor in nature usually remain at this tier.

#### **Tier Two Basic Specialist Investigations**

In addition to the standard investigation required for Tier One, a Basic Specialist Investigation (SI) is required for:

- Rare, unusual or unlikely events resulting in either serious injuries or losses, or with the potential to incur such injuries or losses.
- Events involving Breathing Apparatus (BA).
- Near Hits resulting from unusual conditions or with the potential to cause serious injury or loss that are rare or unlikely to reoccur.

One safety event reported during Q3 required a Tier Two Basic Specialist Investigation:

- 1) Whilst responding to an emergency call the fire engine was involved in a collision with another vehicle. The Service vehicle continued through a red traffic light and contact with a third party vehicle was made. The Police attended to investigate but no further action was taken against the Service driver. The Service driver has been referred to driver training for re-assessment.

#### **Tier Two Full Specialist Investigations**

A full SI may be assigned immediately or following a Basic SI and is required for:

- Possible or likely events resulting in serious injuries or losses.
- All significant events involving Breathing Apparatus (BA).
- Near Hits resulting from unusual conditions or with the potential to cause serious injury or loss that are possible or likely to reoccur.

No safety events were reported during Q3 that required a full Specialist Investigation.

#### **Tier Three MERP Specialist Investigations**

A Tier Three Specialist Investigation is conducted as required by the Major Event Response Protocol (MERP) SPI. These are for the most serious events such as death or potentially life-threatening injury to a member of HWFRS whilst on duty, or a third party either occurring on Service property or as a result of an act or omission by HWFRS.

No safety events during Q3 required a Tier Three Specialist Investigation.

#### **RIDDOR Events for Quarter 3 (Oct 20 – Dec 20)**

During Q3, no RIDDOR (Reporting of Injuries, Diseases and Dangerous Occurrences Regulations) reports were submitted to the Health and Safety Executive (HSE).

## 4. Comparison between Quarters and Trend Analysis

### Comparison of Events Reported Showing Differences Q3 2019-20 & Q3 2020-21

Table 4 below compares the number of events reported in Q3 2019-20 and Q3 2020-21 for the different categories. For events over the last 12 months, one of the categories experienced a significant decrease, two remained equal and three reported an increase. Overall, event reporting as a whole decreased by five over the period, with 34 reports in Q3 2020-21 compared to 39 in Q3 2019-20. The decrease was driven by a significant drop in Personal Injuries.

Event Type	Q3 2019-20	Q3 2020-21	Increase/Decrease
Personal Injuries	15	4	-11
Vehicle Collisions	11	12	+1
Property or equipment	1	2	+2
Violence & Aggression	3	3	+/-
Near Hits	8	12	+4
Exposure / contamination	1	1	+/-
<b>Overall</b>	<b>39</b>	<b>34</b>	<b>-5</b>

Table 4: Quarterly Events Reported Q3 2019-20 and Q3 2020-21

### Trend Analysis

In summary compared with the previous year, there was a decrease in the number of events reported during Q3 (-5). The main decrease was Personal Injuries (-11). The main increase was Near Hit/Cause for Concerns (+4). All events that occurred during the quarter were investigated at a minimum of Tier One local level investigation to identify preventative control measures and help to reduce the likelihood of similar occurrences.

### 12 Month Trend Analysis

Table 5 below breaks down the latest 4 quarters by reported accident type. Q3 figures are below the four previous quarters. Personal Injuries have significantly decreased over the last three quarters, as well as Near Hit/Cause for Concerns. Property/Equipment Damage and reports of Violence/Aggression have increased this quarter, compared to last.

Two of the categories showed a decrease and two an increase, based on last quarter.

	Q4 19/20	Q1 20/21	Q2 20/21	Q3 20/21
<b>Total H&amp;S Events</b>	<b>54</b>	<b>43</b>	<b>44</b>	<b>34</b>
Personal Injury	21	15	14	4
Vehicle Collision	18	5	12	12
Property or Equipment Failure	3	4	0	2
Near Hit or Cause for Concern	7	11	17	12
Exposure or contamination	3	6	1	1
Violence or Aggression	2	2	0	3

Table 5: 12 Month Trend Analysis Q4 2019 – 2020 to Q3 2020 – 2021

## Brief Description of all Safety Events

### A1. Personal Injury

Of the **34** H&S events reported, **4** relate to the category of Personal Injury. These are described in Table A1 below:

Sub-Categories	Break-down of Injuries in Each Sub-Category
4 events/injuries were during training	1233 - 1 relates to a personal injury. Whilst attending trauma training session a firefighter looked unwell. They then collapsed on the floor and started to vomit. An ambulance was called. The firefighter had been talking about an incident they attended in the past, CIST support arranged.
	1234 - 1 relates to a personal injury. Member of staff pulled a muscle in their back, carrying a smoke generator down some stairs.
	1237 - 1 relates to a personal injury. Whilst taking part in an exercise and carrying a training dummy the firefighter lost their footing and fell down 4 steps. Bruising to their left shin and a twisted ankle. 4 working days lost.
	1243 - 1 relates to a personal injury. Whilst taking part in an RTC drill a piece of plastic trim from the vehicle shattered and hit the firefighter in the eye. Crews reminded to use full face visor when in close proximity of RTC activities.
	Totalling <b>4</b> personal injuries
	6 Calendar Days / 4 Working days lost.
	Totalling 0 RIDDOR events

Table A1: Personal Injuries Reported during Q3 2020 - 2021

### A2. Vehicle Collisions

Of the **34** H&S events, **12** relate to the category of Vehicle Collisions, which are further described in Table A2 below. **10** of these events could be attributed to the FRS driver; these events are highlighted in grey. If these collisions occurred whilst on response to an operational incident the category of response has been provided in bold. The majority of the events involved slow manoeuvring contact with objects, driver training have sent out a bulletin item for crews to familiarise themselves with the 'Bankperson' CTR and when contact is made with tree branches crews should contact the local highways team to get the hazard removed..

Sub-Categories	Breakdown of Vehicle Collisions in Each Sub-Category
5 events were responding to operational incidents	1225 - 1 relates to a vehicle accident. Whilst responding to an emergency call the fire engine was involved in a collision with another vehicle. The fire service vehicle passed (legally under response conditions) through red lights when the collision occurred. No medical treatment was required and the Police investigation required no further action. The driver has been referred to driver training for standard re assessment. <b>EMERGENCY RESPONSE. Basic SI.</b>
	1240 - 1 relates to a vehicle accident. Whilst manoeuvring the appliance to make room for the water carrier the appliance hit a fencepost causing damage to the locker door.
	1241 - 1 relates to a vehicle accident. Whilst driving down a narrow muddy, uneven road the appliance tilted and made contact with a tree branch dislodging the roof ladder. <b>EMERGENCY RESPONSE</b>
	1245 - 1 relates to a vehicle accident where driving in spate

	conditions the appliance near front side step struck a rock on edge of roadway. <b>EMERGENCY RESPONSE</b>
	1246 - 1 relates to a vehicle accident. Whilst driving along a highway the appliance made contact with an overhanging tree branch.
1 event was during operational training	1219 - 1 relates to a vehicle accident. The appliance nearside locker collided with a gate post whilst leaving the Station. Further training and support being given to the driver.
6 events were during routine activities	1210 - 1 relates to a vehicle accident. The vehicle was reversed into a fence post.
	1215 - 1 relates to a vehicle accident. The fire engine made minor contact with another vehicle whilst travelling round a roundabout.
	1220 - 1 relates to a vehicle accident. A parked third party vehicle rolled into the parked fire engine causing damage to the front bumper.
	1230 - 1 relates to a vehicle accident. The fire engine made contact with a metal structure, causing a dent to the rear bumper.
	1231 - 1 relates to a vehicle accident. Whilst reversing the appliance made contact with the bay pump door.
	1238 - 1 relates to a vehicle accident. Whilst driving down a country lane the appliance hit a low hanging branch resulting in a broken mirror.
	Totalling <b>12</b> vehicle collisions

Table A2: Vehicle Collisions Reported during Q3 2020 - 2021

### A3. Property or Equipment Damage

Of the **34** H&S events, **2** relate to the category of Damage to Property or Equipment.

Sub-Categories	Break-down of Property or Equipment Damage in Each Sub-Category
2 events were during routine activities	1211 - 1 relates to equipment damage. A lorry leaving the fire station caught the external control box used for the appliance bay door operation, leaving electrical wire exposed. Reported and made safe.
	1217 - 1 relates to equipment damage. The vehicle sustained a broken nearside rear window. Criminal act.
	Totalling <b>2</b> property/equipment damage events.

#### A4. Near Hits or Causes for Concern

Of the **34** H&S events, **12** relate to the category of Near Hits or Causes for Concern - these are further described in Table A4 below.

Sub-Categories	Break-down of Near Hits or Causes for Concern in Each Sub-Category
1 event was during training activities	1221 - 1 relates to a near hit/cause for concern. During CFBT training the vent got jammed. The defect has been reported and rectified.
9 events were during routine activities	1216 - 1 relates to a near hit/cause for concern. Whilst changing the coolant in the building generator there was a strong smell of diesel fumes that entered the whole building through the air conditioning system. Engineer checked and confirmed no spillage.
	1222 - 1 relates to a near hit / cause for concern. A chair broke whilst being adjusted by its operator.
	1226 - 1 relates to a near hit/cause for concern. A firefighter tested positive for CV19
	1227 - 1 relates to a near hit/cause for concern. A firefighter tested positive for CV19
	1232 - 1 relates to near hit/cause for concern. A firefighter tested positive for CV19
	1236 - 1 relates to a near hit/cause for concern. Following a strong smell of burning and melted plastic the electrician found a light switch to be burning and melting. Checked and repaired.
	1239 - 1 relates to a near hit/cause for concern. During a training exercise it was noted that there was an issue with the Scott thermal imaging camera. It would turn itself off whenever the Motorola hand held radio was being used to transmit a message. Crews notified of the potential defect.
	1242 - 1 relates to a near hit/cause for concern. Issues with the Brigid mobilising system in Fire Control. To be investigated further to prevent reoccurrence
	1247 - 1 relates to a near hit/cause for concern. A firefighter tested positive for CV19.
2 events were during operational activities	1212 - 1 relates to a near hit/cause for concern. A gas monitor failed to actuate at an incident involving a strong smell of gas. The equipment was defected and taken off the run for maintenance.
	1218 - 1 relates to a near hit/cause for concern. Water rescue crews trained to level two water rescues, performed a swim rescue in dynamic water. Swimming is not expectancy of the role but the individual performed a life saving rescue.
	Totalling <b>12</b> near hits or causes for concern

Table A4: Near Hits or Causes for Concern Reported during Q3 2020/21

#### A5. Violence or Aggression

Of the **34** H&S events, **3** relate to the category of Violence or Aggression.

Sub-Categories	Break-down of Violence/Aggression in Each Sub-Category
3 events were during operational activities	1229 - 1 relates to an act of violence/aggression. The firefighter was verbally abused whilst attending an incident, from a frustrated homeowner.
	1235 - 1 relates to an act of violence/aggression. Whilst dealing with an RTC incident an officer's car was parked in front of a

	driveway, and access to the area was restricted. The owner of the driveway directed aggressive behaviour at the crews with foul language and gesticulations.
	1244 - 1 relates to violence/aggression. Whilst dealing with an RTC incident the crew were subjected to verbal abuse from people within the vehicle and bystanders.
	Totalling 3 violence/aggression events.

## **A6. Exposure or Contamination**

Of the **34** H&S events, **1** relates to the category of Exposure or Contamination.

An exposure event will be investigated where a harmful substance has entered the body through a route e.g. by inhalation, ingestion, absorption, by injection or when the body is irradiated. Where there is uncertainty as to whether any exposure has taken place, or this is negligible, then this would be recorded as a potential exposure and an investigation would not normally be instigated, unless related symptoms develop.

A contamination event occurs where a substance has adhered to or is deposited on people, equipment or the environment, creating a risk of exposure and possible injury or harm.

<b>Sub-Categories</b>	<b>Break-down of Exposure or Contamination in Each Sub-Category</b>
1 event was during operational activities	1224 - 1 relates to an exposure. Whilst rescuing a sheep from the river the fire fighter got river water on their skin, which caused minor reddening.
	Totalling 1 exposure or contamination event

*Table A6: Exposure or Contamination Reported during Q3 2020/21*

There were 0 reports of skin reddening during Q3. Skin reddening is recorded following training or incidents where immediately following exposure to high temperatures there is some skin discolouration which may be a result of this exposure. These occurrences are recorded and if they continue past 24 hours these are reported as a Personal Injury Safety Event.

26 potential exposure/contamination incidents were recorded during Q3, involving Firefighters. Potential exposure/contaminations are where personnel have been exposed (during training or incidents) to hazardous environments but where appropriate control measures were implemented.