

Health and Safety Quarterly Report Quarter 3 (October 21 – December 21) Event Reporting and Summary

1. Overview

In the period of October 2021 to December 2021 a total of **30** Health and Safety (H&S) events were reported. They fall into the categories of:

- 8 Personal Injury
- 12 Vehicle Collisions
- 2 Property or Equipment
- 6 Near Hits or Causes for Concern
- 0 Exposure or Contamination
- 2 Violence or Aggression

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, personal injuries and vehicle collisions were the most frequently reported incidents. The majority of vehicle collisions and personal injuries occurred during operational activities.

	Total	Training	Operational Activities	Routine Activities	Non-Service Related Activities
Total H&S Events Q3	30	4	20	5	1
Personal Injury	8	0	7	1	0
Vehicle Collision	12	1	6	4	1
Property or Equipment Failure	2	1	1	0	0
Near Hit or Cause for Concern	6	2	4	0	0
Exposure or Contamination	0	0	0	0	0
Violence or Aggression	2	0	2	0	0

Table 1: Safety Event Breakdown Q3 2021-2022

By Injury Type

Table 2 identifies the manual handling category as being the main cause of personal injuries. The incident classified as 'other' related to a cut finger.

Total Personal Injuries	8
Manual Handling	3
Slips, Trips & Falls	1
Hit by Moving Object	1
Hit Stationary Object	2
Burns – Operational	0
Burns – Training	0
Other	1

Table 2: Personal Injury Breakdown Q3 2021-2022

By Vehicle Type

Table 3 highlights that vehicle collisions during this quarter have mostly involved appliances not on blue lights.

Vehicle Collisions	Fire Engines		Cars and Vans		Non-Service related
	On blue lights	Off blue lights	On blue lights	Off blue lights	
Total Collisions	3	5	0	3	1

Table 3: Vehicle Breakdown Q3 2021-2022

Vehicle Mileage Statistics

Vehicle mileage statistics for the year 2020-2021 were provided by the Operational Logistics Fleet Department and have been used to predict vehicle mileage for 2021-22. These are summarised in Table 3A below. It can be seen that there were three white fleet safety events out of approximately 74,095 miles driven, which equates to one event for every 24,698 miles driven.

The eight safety events involving red fleet vehicles were out of approximately 52,933 miles driven, which equates to one event for every 6,617 miles driven.

Fleet	Total Mileage 2020-2021	Predicted Mileage Q3 2021-2022
White Fleet	296,381	74,095
Red Fleet	211,732	52,933
	Totalling 508,113 miles	Totalling 127,028 miles

Table 3A: Vehicle Mileage Statistics Q3 2021-2022

3. Events Requiring Investigation during Quarter 3 (October 21 – December 21)

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.

No events reported during Q3 required a Tier Two Basic Specialist Investigation:

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 (October 21 – December 21)

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 2020-21 & Q3 2021-22

Table 4 below compares the number of events reported in Q3 2020-21 and Q3 2021-22 for the different categories. For events over the last 12 months, three of the categories experienced a decrease, while one reported an increase.

Overall, event reporting as a whole decreased by four over the period, with 30 reports in Q3 2021-22 compared to 34 in Q3 2020-21. The decrease was driven by a significant fall in Near Hits.

Event Type	Q3 2020-21	Q3 2021-22	Increase/Decrease
Personal Injuries	4	8	+4
Vehicle Collisions	12	12	+/-
Property or equipment	2	2	+/-
Violence & Aggression	3	2	-1
Near Hits	12	6	-6
Exposure / contamination	1	0	-1
Overall	34	30	-4

Table 4: Quarterly Events Reported Q3 2020-21 and Q3 2021-22

Trend Analysis

In summary compared with the previous year, there was a decrease in the number of events reported during Q3 (-4).

The main decrease was Near Hits (-6). The only increase was personal injuries (+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 show a gradual decline in the number of events reports over the last four quarters.

Near hits/cause for concerns continue to decrease, as have personal injuries.

	Q4 20/21	Q1 21/22	Q2 21/22	Q3 21/22
Total H&S Events	55	46	40	30
Personal Injury	17	18	14	8
Vehicle Collision	13	14	11	12
Property or Equipment Failure	4	2	0	2
Near Hit or Cause for Concern	15	9	8	6
Exposure or contamination	3	1	2	0
Violence or Aggression	3	2	5	2

Table 5: 12 Month Trend Analysis Q4 2020 – 2021 to Q3 2021 – 2022

Brief Description of all Safety Events

A1. Personal Injury

Of the **30** H&S events reported, **8** relate to the category of Personal Injury. These are described in Table A1 below:

Sub-Categories	Break-down of Injuries in Each Sub-Category
1 event was during routine activities	1409 - 1 relates to a personal injury. A firefighter left their hand in the door jamb after getting into the fire engine. Another fire fighter then closed the door, squashing their hand and causing some bruising.
7 events were during operational activities	1405 - 1 relates to a personal injury. A firefighter cut their finger whilst firefighting, when a foreign body entered their glove.
	1414 - 1 relates to a personal injury. Whilst retrieving a casualty's ID from their bag, the firefighter cut their hand.
	1417 - 1 relates to a personal injury. Whilst climbing into the fire engine cab the firefighter struck their head on the overhead locker.
	1418 - 1 relates to a personal injury. Whilst bending down to retrieve something out of the bin the firefighter caught their head on the corner of a cupboard.
	1423 - 1 relates to a personal injury. Whilst running out a length of hose the firefighter slipped on some black ice and hurt their ankle.
	1424 - 1 relates to a personal injury. A firefighter received an injury to their hand whilst at an incident.
	1427 - 1 relates to a personal injury. A firefighter jarred their neck whilst operating the Tirfor winch.
	Totalling 8 personal injuries
	0 Calendar Days / 0 Working days lost. (this includes modified duty days)

Table A1: Personal Injuries Reported during Q3 2021 – 2022

A2. Vehicle Collisions

Of the **30** H&S events, **12** relate to the category of Vehicle Collisions, which are further described in Table A2 below. All of these events could be attributed to the FRS driver; these events are highlighted in grey. If these collisions occurred whilst responding to an operational incident the category of response has been provided in bold. Driver training have sent out a Bulletin item for crews to familiarise themselves with the 'Banks person' CTR technical knowledge package and requesting that 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
4 events were during routine activities	1401 - 1 relates to a vehicle accident. Whilst driving into the station the driver caught the entry barrier resulting in a dented rear wheel arch, broken bumper and indicator light.
	1407 - 1 relates to a vehicle accident. Whilst driving at slow speed in a queue of traffic, a member of staff went into the back of the car in front. Slight damage was caused to the rear bumper of the other car.
	1406 - 1 relates to a vehicle accident. Whilst driving, a transit van in the oncoming lane hit the fire engine wing mirror.
	1416 - 1 relates to a vehicle accident. Whilst doing a three-point turn in the road the fire engine mudguard caught another vehicle.
6 events were during operational activities	1400 - 1 relates to a vehicle accident. Whilst reversing the fire engine made contact with a stone pillar resulting in a broken driver's side mounting step.
	1415 - 1 relates to a vehicle accident. Whilst pulling out of the appliance bay, one of the cab doors was not fully closed and hit the pump bay doors.
	1420 - 1 relates to a vehicle accident. Whilst driving to a fire call the fire engine caught the wing mirror of a vehicle that had pulled over to allow them past. EMERGENCY RESPONSE
	1426 - 1 relates to a vehicle accident. Whilst travelling back from an incident the fire engine struck a low hanging branch and broke the side mirror.
	1429 - 1 relates to a vehicle accident. A fire engine was travelling under a bridge at the same time as an articulated vehicle. They struck mirrors resulting in them breaking. EMERGENCY RESPONSE
	1430 - 1 relates to a vehicle accident. Whilst driving the fire engine scrapped the side of another vehicle. EMERGENCY RESPONSE
1 event was non service related	1425 - 1 relates to a vehicle accident. A member of the public claimed that an fire engine smashed their car mirror which was parked near to an incident.
1 event was during training activities	1404 - 1 relates to a vehicle accident. Whilst travelling down a narrow road the fire engine caught a low hanging tree branch, causing the glass to fall out of the wing mirror.
	Totalling 12 vehicle collisions

Table A2: Vehicle Collisions Reported during Q3 2021 – 2022

A3. Property or Equipment Damage

Of the **30** H&S events, **2** relates to the category of Damage to Property or Equipment. these are further described in Table A3 below.

Sub-Categories	Breakdown of Property or Equipment Damage in Each Sub-Category
1 event was during training activities	1421 - 1 relates to property/equipment damage. Whilst under air the Breathing Apparatus mask started to leak.
1 event was during operational activities	1408 - 1 relates to property/equipment damage. A key safe was found to have a drill hole and scratches on it, indicating it had been broken into. Key fobs were removed and placed inside the station for security.
	Totalling 2 property or equipment damage

Table A3: Property or equipment damage during Q3 2021 – 2022

A4. Near Hits or Causes for Concern

Of the **30** H&S events, **6** relate to the category of Near Hits or Causes for Concern - these are further described in Table A4 below.

Sub-Categories	Breakdown of Near Hits or Causes for Concern in Each Sub-Category
2 events were during training activities	1411 - 1 relates to a near hit/cause for concern. A firefighter opened a hydrant too quickly. The excess pressure knocked the firefighter off balance and the water supply was shut off.
	1412 - 1 relates to a near hit/cause for concern. A metal sign on top of the fire engine was held on by one corner and could have blown off in the wind driving down the motorway.
4 events were during operational activities	1403 - 1 relates to a near hit/cause for concern. During an incident on a live carriageway, a lorry drove past and caught one of the road cones, sending it airborne and almost hitting a firefighter.
	1410 - 1 relates to a near hit/cause for concern. A casualty was rescued by an un-tethered single swimmer.
	1422 - 1 relates to a near hit/cause for concern. Whilst attending an incident a firefighter went to remove some equipment from the appliance at the same time as another firefighter got into the cab to move the appliance.
	1428 - 1 relates to a near hit/cause for concern. The turnout system did not activate resulting in a delay in booking mobile to an incident.
	Totalling 6 near hits or causes for concern

Table A4: Near Hits or Causes for Concern Reported during Q3 2021/22

A5. Violence or Aggression

Of the 30 H&S events, 2 relate to the category of Violence or Aggression.

Sub-Categories	Breakdown of Violence/Aggression in Each Sub-Category
2 events were during operational activities	1399 - 1 relates to violence/aggression. Whilst attending to an incident a group of youths surrounded the crew and started swearing and giving verbal abuse.
	1402 - 1 relates to violence/aggression. Whilst directing traffic at an RTC incident a driver passing by was verbally abusive and threatening a crew member.
	Totalling <u>2</u> violence/aggression events.

Table A5: Violence or Aggression Reported during Q3 2021/22

A6. Exposure or Contamination

Of the 30 H&S events, 0 relate 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.

There were no 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.

24 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. For example when entering open water during training.