

## Health and Safety Quarterly Report Quarter 4 (January 2023 – March 2023) Event Reporting and Summary

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### 1. Overview

In the period of January 2023 to March 2023 a total of **26** Health and Safety (H&S) events were reported. They fall into the categories of:

- 7 Personal Injury
- 7 Vehicle Collisions
- 5 Property or Equipment
- 3 Near Hits or Causes for Concern
- 3 Exposure or Contamination
- 1 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 Q4, vehicle collisions and personal injuries were the most frequently reported incidents. The majority of vehicle collisions occurred during operational work and training. Personal injuries mainly took place during training too.

	<b>Total</b>	<b>Training</b>	<b>Operational Activities</b>	<b>Routine Activities</b>	<b>Other</b>
<b>Total H&amp;S Events Q4</b>	<b>26</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>3</b>
Personal Injury	7	6	1	0	0
Vehicle Collision	7	1	3	3	0
Property or Equipment Failure	5	4	0	0	1
Near Hit or Cause for Concern	3	0	0	1	2
Exposure or Contamination	3	3	0	0	0
Violence or Aggression	1	0	1	0	0

*Table 1: Safety Event Breakdown Q4 2022-2023*

### By Injury Type

Table 2 identifies one area to be the main cause of personal injuries; Others (mix of injuries).

<b>Total Personal Injuries</b>	<b>7</b>
Manual Handling	0
Slips, Trips & Falls	1
Hit by Moving Object	0
Hit Stationary Object	0
Burns – Operational	0
Burns – Training	1
Other	5

Table 2: Personal Injury Breakdown Q4 2022-2023

### By Vehicle Type

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

<b>Vehicle Collisions</b>	<b>Fire Engines</b>		<b>Cars and Vans</b>		<b>Non-Service related</b>
	On blue lights	Off blue lights	On blue lights	Off blue lights	
<b>Total Collisions</b>	3	4	0	0	1

Table 3: Vehicle Breakdown Q4 2022-2023

### Vehicle Mileage Statistics

Vehicle mileage statistics for the year 2021-2022 were provided by the Operational Logistics Fleet Department and have been used to predict vehicle mileage for 2022-23. These are summarised in Table 3A below. It can be seen that there were zero white fleet safety events out of approximately 175,894 miles driven.

The seven safety events involving red fleet vehicles were out of approximately 67,202 miles driven, which equates to one event for every 9,600 miles driven.

<b>Fleet</b>	<b>Total Mileage 2021-2022</b>	<b>Predicted Mileage Q3 2022-2023</b>
White Fleet	703,576	175,894
Red Fleet	268,808	67,202
	<b>Totalling 972,384 miles</b>	<b>Totalling 243,096 miles</b>

Table 3A: Vehicle Mileage Statistics Q4 2022-2023

### **3. Events Requiring Investigation during Quarter 4 (January 2023 – March 2023)**

#### **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.

**Six events reported during Q4 required a Tier Two Basic Specialist Investigation:**

1603 – Tightness of chest during exercise.  
1605 – Needle injury.  
1607 / 1616 / 1620 – BA set malfunction.  
1618 – Skin reddening during training.

#### **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 Q4 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 Q4 required a Tier Three Specialist Investigation.**

## **RIDDOR Events for Quarter 4 (January 2023 – March 2023)**

During Q4, two RIDDOR (Reporting of Injuries, Diseases and Dangerous Occurrences Regulations) reports were submitted to the Health and Safety Executive (HSE) as a dangerous occurrence/over a seven day injury.

1603 – Tightness of chest during exercise. RIDDOR over 7-day injury.

1618 – Skin reddening. RIDDOR over 7-day injury.

### **4. Comparison between Quarters and Trend Analysis**

#### **Comparison of Events Reported Showing Differences Q4 2021-22 & Q4 2022-23**

Table 4 below compares the number of events reported in Q4 2021-22 and Q4 2022-23 for the different categories. For events over the last 12 months, only one of the categories experienced an increase, while three reported a decrease.

Overall, event reporting as a whole decreased by thirteen over the period, with 26 reports in Q4 2022-23 compared to 40 in Q4 2021-22. The decrease was driven by less vehicle collisions.

<b>Event Type</b>	<b>Q4 2021-22</b>	<b>Q4 2022-23</b>	<b>Increase/Decrease</b>
<b>Personal Injuries</b>	10	7	-3
<b>Vehicle Collisions</b>	17	7	-10
<b>Property or equipment</b>	3	5	+2
<b>Violence &amp; Aggression</b>	1	1	-
<b>Near Hits</b>	6	3	-3
<b>Exposure / contamination</b>	3	3	-
<b>Overall</b>	<b>40</b>	<b>26</b>	<b>-14</b>

*Table 4: Quarterly Events Reported Q4 2021-22 and Q3 2022-23*

### **Trend Analysis**

In summary compared with the previous year, there was a decrease in the number of events reported during Q4 (-14).

The main decrease was vehicle collisions (-10). The only increase was property or equipment (+2).

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 four quarters by reported accident type. Q4 figures show a significant decrease in the number of events reported.

Personal injuries and vehicle collisions driving this.

	<b>Q1 22/23</b>	<b>Q2 22/23</b>	<b>Q3 22/23</b>	<b>Q4 22/23</b>
<b>Total H&amp;S Events</b>	<b>37</b>	<b>45</b>	<b>42</b>	<b>26</b>
Personal Injury	11	24	18	7
Vehicle Collision	12	12	16	7
Property or Equipment Failure	1	1	3	5
Near Hit or Cause for Concern	11	7	5	3
Exposure or contamination	0	1	0	3
Violence or Aggression	2	0	0	1

*Table 5: 12 Month Trend Analysis Q4 2021 – 2022 to Q4 2022 – 2023*

## **Brief Description of all Safety Events**

### **A1. Personal Injury**

Of the **26** H&S events reported, **7** relate to the category of Personal Injury. These are described in Table A1 below:

<b>Sub-Categories</b>	<b>Break-down of Injuries in Each Sub-Category</b>
6 events were during operational training	1603 - Relates to injury to a Crew Commander while undertaking BA – BASIC SI. RIDDOR.
	1604 - Relates to an injury caused by a wasp sting to a Firefighter
	1612 - Relates to an elbow sprain occurring during Phase 1 recruits' course
	1615 - Relates to entrapment of hand whilst using RTC cutting gear whilst training
	1618 - Related to minor skin blistering during BA Health Check. BASIC SI. RIDDOR.
1 event was during operational work	1628 - Relates to injury occurring after equipment fell out of the appliance locker after not being stowed correctly.
	1606- Relates to an injury whilst carrying out a rescue from water
	Totalling <b>7</b> personal injuries
	22 Calendar Days / 30 Working days lost.

*Table A1: Personal Injuries Reported during Q4 2022 – 2023*

## A2. Vehicle Collisions

Of the 26 H&S events, 7 relate to the category of Vehicle Collisions, which are further described in Table A2 below. Events highlighted in grey are attributed to the FRS driver. 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.

<b>Sub-Categories</b>	<b>Breakdown of Vehicle Collisions in Each Sub-Category</b>
3 events were during routine work	1621 - Relates to minor damage to wing mirror cover of appliance
	1623 - Relates to slow moving vehicle accident whilst moving appliance outside Station
	1627 - Relates to Vehicle collision whilst responding to station.
3 events were during operational activities	1613- relates to a collision between a fire appliance and a private vehicle. no injuries occurred <b>EMERGENCY RESPONSE</b>
	1617 - Relates to vehicle damage whilst on approach to incident on motorway. <b>EMERGENCY RESPONSE</b>
	1626 - Relates to vehicle damage which occurred during reversing Special Appliance. <b>EMERGENCY RESPONSE</b>
1 event was during training	1624 - Relates to slow moving manoeuvre in off road conditions in 4x4 vehicle, minor damage sustained.
1 event was classed as other	
	Totalling 7 vehicle collisions

Table A2: Vehicle Collisions Reported during Q4 2022 – 2023

### **A3. Property or Equipment Damage**

Of the **26** H&S events, 5 relate to the category of Damage to Property or Equipment. These are further described in Table A3 below.

<b>Sub-Categories</b>	<b>Breakdown of Property or Equipment Damage in Each Sub-Category</b>
4 events were during Operational Training	1607 - Relates to a Set malfunction after an incident, set impounded for further inspection BASIC SI
	1616 - relates to BA set failure immediately prior to training in a contaminated atmosphere. BASIC SI
	1620 - Relates to a Set malfunction during training, set impounded for further inspection BASIC SI
	1625 - Relates to minor damage to ALP caused during training.
1 event was classed as Other	1608- Relates to an accident caused by a private vehicle to service property
	Totalling <b>5</b> property or equipment damage

*Table A3: Property or equipment damage during Q4 2022 – 2023*

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

Of the **26** H&S events, **3** relate to the category of Near Hits or Causes for Concern - these are further described in Table A4 below.

<b>Sub-Categories</b>	<b>Breakdown of Near Hits or Causes for Concern in Each Sub-Category</b>
1 event was during Routine Work	1629 - Relates to a near hit following equipment falling out of a locker having not been stowed correctly.
2 events were classed as other	1605 - Relates to an issue where a needle was found in an RTC tunic caused by Bristol Uniforms BASIC SI
	1622 - Relates to drawer from locker on 252 sliding open whilst being driven due to bolt shearing
	Totalling <b>3</b> near hits or causes for concern

*Table A4: Near Hits or Causes for Concern Reported during Q4 2022/23*

### **A5. Violence or Aggression**

Of the **26** H&S events, **1** relates to the category of Violence or Aggression.

<b>Sub-Categories</b>	<b>Breakdown of Violence or Aggression in Each Sub-Category</b>
1 event was during Operational Activities	1631 - Relates to aggression and violence from intoxicated male aimed at crews whilst they were assisting police following an RTC.



## A6. Exposure or Contamination

Of the **26** H&S events, **3** relate to the category of Exposure or Contamination.

<b>Sub-Categories</b>	<b>Breakdown of Violence or Aggression in Each Sub-Category</b>
3 events were during Operational Activities	1607 - Relates to the crew becoming ill after being in the water, WFR training.
	1608 - Relates to the crew becoming ill after being in the water, WFR training.
	1609 - Relates to the crew becoming ill after being in the water, WFR training.

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 was one report of skin reddening during Q4. 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.

3 potential exposure/contamination events/incidents were recorded during Q4, 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.