

## Report of the Head of Operational Support

### Health & Safety Committee Update

#### 1. Purpose of Report

- 1.1 The purpose of this report is to provide the Audit & Standards Committee with an update on the activities and items of significance from the Service's Health and Safety Committee.
- 

#### 2. Recommendations

*It is recommended that the following issues, in particular, be noted:*

- (i) Health and Safety performance information recorded during October 2017 to December 2017 (Quarter 3); and*
- (ii) the involvement of the Service in a number of Health and Safety initiatives.*

#### 3. Introduction

- 3.1 A key aim of Hereford and Worcester Fire Authority is to ensure the safety and well-being of its employees and to reduce and prevent accidents and injuries at work.
- 3.2 The Health and Safety Committee is established to provide effective arrangements for the liaison and review of matters of a common interest in regards to Health and Safety (H&S). The Committee provides the opportunity for the Service to discuss general H&S matters on which it must consult the workforce via employee representatives.
- 3.3 The Committee has the facility to task work to the Health & Safety Working Group, which sits beneath it and is chaired by the Area Commander Operations Support. The group meets as and when required but at least every six months.

#### 4. Update

The H&S Committee met on the 12th March 2018.

- 4.1 A review of quarterly performance for the relevant period (Quarter 3, Q3) was discussed in detail. This report does show a slight increase in personal injuries and near hits during Q3 as compared to Q3 from the previous year.

- 4.2 The increase in personal injuries is minimal and generally minor in nature, and the increase in near hits supports a positive H&S culture, as it demonstrates that staff are regularly submitting reports regarding the potential for injuries. The reporting of near hits allows the Service to review control measures, and implement further controls before an injury is sustained. This assists in ensuring that personal injuries remain low, and significant events can be avoided. It also demonstrates a high degree of staff awareness in regards to H&S related matters.
- 4.3 All reported events (accidents and near hits) receive a minimum of a local level managerial investigation to identify the cause and implement any preventative control measures to help reduce the likelihood of similar occurrences. More serious events can receive a higher more specialist investigation as is deemed appropriate.

## **5. HWFRS H&S Update – Local Activities**

### **5.1. Workplace Inspections**

- 5.1.1 During Q3 all HWFRS premises (workplaces) have undergone an annual H&S related workplace inspection. This inspection is specifically designed to ensure that key areas of the health, safety and welfare in relation to the premises are checked for compliance. This process also ensures areas of non-compliance are suitably and sufficiently controlled, whilst identifying any areas requiring improvement.
- 5.1.2 Any actions required as a result of these inspections are assessed by Station Commanders/managers and priority levels allocated. These issues can either be managed locally or reported to Place Partnership Ltd should property maintenance support be required.
- 5.1.3 The total number of actions identified in this years inspections across the entire building stock totalled 212 identified actions requiring a level of remedial action. Only 12 of these fall into the high priority level for prompt action. Of these, 8 can be considered closed. The remaining 4 are local housekeeping related which have all been completed locally.

### **5.2. Breathing Apparatus**

#### HWFRS Cylinder Valve Hand Wheels

- 5.2.1 In Q4 2016/17 a report was submitted to the H&S Committee highlighting a fault with the ratchet mechanism of the breathing apparatus cylinder hand wheel, used to turn the cylinder on and off. Following an internal investigation all hand wheels were replaced on all cylinders across the Service, primarily as a precautionary measure.
- 5.2.2 During Q2 & Q3 2017/18 there have been a small number of additional concerns in regards to the hand wheel ratchet; these were specifically identified at the services Training Centre. The hand wheels have subsequently been sent to the manufacturer to

further try to identify the cause, and a further update will be given at the next H&S Committee meeting.

### National Safety Critical Notice

5.2.3 During Q3 the Service was made aware of a Health and Safety event that was discovered by the Scottish Fire and Rescue Service (SFRS). This involving the Dräger PSS 7000 Breathing Apparatus (BA) Set, which is also used within HWFRS. As part of Scottish FRS initial investigations, it was identified that maintenance fault with the pneumatics of a BA set resulted in the failure and significant air loss.

5.2.4 A Safety Critical Instruction note was issued across the UK. As an immediate response every Breathing Apparatus set across HWFRS had been checked and recorded to confirm no faults of this type had been identified. It is also believed that the maintenance regimen in HWFRS should prevent a similar occurrence from happening.

### **5.3. Risk Assessment (RA) Database**

5.3.1 During Q3 a total of 359 RAs were reviewed and 63 new RAs were created. The majority of RAs that were reviewed related to training activities.

	Quarter 1		Quarter 2		Quarter 3		Quarter 4	
<b>Location</b>	Reviewed	Created	Reviewed	Created	Reviewed	Created	Reviewed	Created
North District	55	16	161	44	26	13		
South District	95	26	250	70	98	19		
West District	97	30	248	102	68	24		
Training Centre	121	4	334	15	159	4		
Others	4	0	9	0	8	3		
<b>Total</b>	<b>372</b>	<b>76</b>	<b>1002</b>	<b>231</b>	<b>359</b>	<b>63</b>		

5.3.2 During Q2 there had been a significant drive across the Service for older risk assessments to be transposed into the new format and uploaded into the database. This explains the significantly increased numbers in the 'created' RAs column.

## **6. Regional Activities**

### **6.1. CFOA Health and Safety West Midlands Regional Group**

6.1.1 HWFRS will be audited as part of the agreed CFOA H&S West Midlands Regional business plan 2016-2020.

6.1.2 The four specific areas to be audited are:

- Breathing Apparatus
- Workplace Transport
- Provision and Use of Work Equipment Regulations 1998 (PUWER)
- Slips and Trips

6.1.3 The HWFRS H&S department will forward the relevant organisational policies and procedures to the audit team prior to the audit. This will assist the audit teams in their preparation and will provide them with an awareness of HWFRS processes.

6.1.4 This Audit has been scheduled for 20<sup>th</sup> – 22<sup>nd</sup> March 2018, with a final findings report being issued one month after audit completion.

## **6.2. Regional Support**

6.2.1 To provide a level of resilience, for the legal requirement for employers to provide competent Health & Safety advice, HWFRS has joined the four other Fire and Rescue Services within the region to previously agree a Memorandum of Understanding to offer support to our regional partners as and when required.

6.2.2 Whilst a request for provision hasn't formally been made, HWFRS have offered support to Shropshire FRS during a current period of absence of their H&S Professional.

## **7. National Activities**

### **7.1. Firefighter Exposure to Contaminants Project**

7.1.1 With the support of Home Office's department, the Centre of Applied Science and Technology (CAST), a literature review was commissioned in November 2016 to determine the current potential risk of contamination to Firefighters from PPE after it has been worn in a fire. This project is continuing through the National Fire Chiefs council (NFCC) H&S group, with a formal update report due to be issued in the near future.

7.1.2 The project will also consider the impact of minimal changes to directive 2004/37/EC (EU-OSHA, 2018), which requires protection of workers from the risks related to exposure to carcinogens at work. This directive came into force on the 16<sup>th</sup> January 2018 and Fire and Rescue Services' have until 2020 to comply. HWFRS have always been proactive in promoting hygienic working practices and will continue to do so; however any further actions that may be required as a result of this research are as yet undefined. It is therefore not possible at this stage to ascertain the impact of any further control measures that may be required. The most likely changes in this area are likely to be around the continued health surveillance of staff, if exposed to known carcinogens regularly, which is already embedded in the current asbestos health screening programme.

7.1.3 On the 6<sup>th</sup> February 2018 a study was published in Nature’s Scientific Reports (Stec, et al., 2018), expressing concerns in relation to fire fighters potentially being exposed to cancerous chemicals. It is claimed that firefighters are at a higher risk due to their profession rather than the general public in the UK.

7.1.4 This report received some media interest and the NFCC and HWFRS issued a media statement expressing that the safety of firefighters is taken seriously and we are committed to gaining further understanding through evidenced based research to support and seek improvements to reduce the risk where necessary, however this information is not available at this time.

## 8. Corporate Considerations

<b>Resource Implications</b> (identify any financial, legal, property or human resources issues)	N/A
<b>Strategic Policy Links</b> (identify how proposals link in with current priorities and policy framework and if they do not, identify any potential implications).	Corporate strategy – Ensuring firefighter safety
<b>Risk Management / Health &amp; Safety</b> (identify any risks, the proposed control measures and risk evaluation scores).	Reduces the overall impact for health and safety management in the areas identified and safeguards the Services legal requirements
<b>Consultation</b> (identify any public or other consultation that has been carried out on this matter)	N/A
<b>Equalities</b> (has an Equalities Impact Assessment been completed? If not, why not?)	N/A

### Contact Officer

Jon Pryce: Area Commander

Head of Operations Support

Tel: 01905 368237 Email: [JPryce@hwfire.org.uk](mailto:JPryce@hwfire.org.uk)

## Supporting Information

Appendix 1 - Overview of Events Reported During Quarter 2 (Jul 17 – Sept 17)

### Background papers

- EU-OSHA, 2018. *European Agency for Safety and Health at Work*. [Online] Available at: <https://osha.europa.eu/en/legislation/directives/directive-2004-37-ec-carcinogens-or-mutagens-at-work> [Accessed Saturday March 2018].
- Stec, A. A. et al., 2018. *Nature - Occupational Exposure to Polycyclic Aromatic Hydrocarbons and Elevated Cancer Incidence in Fire Fighters*. [Online] Available at: <http://www.nature.com/articles/s41598-018-20616-6> [Accessed Saturday March 2018].

# 1. Overview of Events Reported During Quarter 2 (Jul 17 – Sept 17)

## 1.1 Summary

In the period of October 2017 to December 2017 a total of **53** Health and Safety (H&S) events were reported. They fall into the categories of:

- Personal Injury
- Vehicle Accidents
- Property or Equipment
- Near Hits or Causes for Concern.
- Violence or Aggression

During this period there were no events reported in the following categories:

- Exposure

Individual summaries of reporting in the key areas are outlined below.

## 1.2 Personal Injury

Of the **53** H&S events reported, **25** were related to the category of Personal Injury. These are described in Table 1 below:

Sub-Categories	Break-down of Injuries in Each Sub-Category
9 accidents/injuries were during training.	1 relates to a firefighter receiving a small blister on the hand during hot fire training. Remained on duty.
	1 relates to a firefighter experiencing a sharp pain in their lower back whilst lifting a casualty onto a stretcher. They continued with the rest of the training. No further intervention took place. <b>2 Calendar Days Lost</b>
	1 relates to a firefighter’s arm which had been aching during the day and worsened during pumping drills. <b>Serious Event 69 Calendar Days Lost RIDDOR</b>
	1 relates to a firefighter dropping a piece of timber onto their finger whilst laying timber on the floor during timber shoring training. Full USAR PPE was worn at time. <b>Serious Event 32 Calendar Days Lost RIDDOR</b>
	1 relates to a firefighter injuring the lower left hand side of their back whilst managing the hose reel during BA training. <b>11 Calendar Days Lost RIDDOR</b>
	1 relates to a firefighter straining their left forearm whilst operating a 13.5 metre ladder. Remained on duty.
	1 relates to a firefighter’s right arm hitting an obstruction in the water whilst undertaking defensive swimming techniques. Remained on duty.
	1 relates to a firefighter receiving reddening to the shoulder area after observing fire development in a demo container. The reddening then turned into small blisters the following day. Remained on duty.
	1 relates to a firefighter hitting their left knee on a boulder underneath the water during water training. Minor bruising occurred. Remained on duty.

8 accident/injuries were at operational incidents	1 relates to a firefighter who sustained a muscular injury to their left arm whilst moving a casualty from a vehicle which was on its roof. <b>Serious Event 81 Calendar Days Lost until end of Q3 RIDDOR</b>
	1 relates to a firefighter receiving a minor skin irritation following Adblue fluid leaking on them during a road traffic collision. Remained on duty.
	1 relates to a firefighter aggravating an existing injury affecting the left rotator cuff whilst handling a 9 metre ladder. <b>Serious Event 8 Calendar Days Lost RIDDOR</b>
	1 relates to a firefighter sustaining a pin prick injury whilst at an operational incident. Fire gloves were being worn the time of the event. Unsure of the specific cause. Remained on duty.
	3 relate to firefighters experiencing lower back pain. The vehicle they were travelling in left the road after hitting what is believed to be black ice, coming to rest in a field. Remained on duty.
	1 relates to a firefighter slipping on ice on public pavement landing on their shoulder/back and immediately felt pins and needles in both arms. Remained on duty.
7 accident/injuries were during routine activities	1 relates to a firefighter receiving back pain after lowering hose to the ground. <b>6 Calendar Days Lost</b>
	1 relates to a firefighter getting concrete dust in their eyes during strong winds. Remained on duty.
	1 relates to an employee twisting their leg whilst digging out a hydrant. Remained on duty.
	1 relates to a firefighter hurting their shoulder whilst wearing BA and lifting a dummy during a training session. <b>4 Calendar Days Lost</b>
	1 relates to a firefighter slipping on ice and jolting their back. The station gritting plan has been reviewed to ensure the area is gritted in the future Remained on duty.
	1 relates to a firefighter slipping on a patch of black ice and falling onto their left leg and lower back. Remained on duty.
1 accident/injury was during non-service related activities	1 relates to a firefighter twisting their ankle when dismounting the fire engine. Remained on duty.
	1 relates to a firefighter responding to station on their bicycle. Whilst on route to station they fell off as the bike skidded on wet leaves. <b>4 Calendar Days Lost</b>
	Totalling <b>25</b> personal injuries
	Totalling <b>5</b> RIDDOR events
	Totalling <b>217</b> calendar days lost

Table 1: Personal Injuries Reported during Quarter 3

### 1.3 Vehicle Accidents

Of the **53** H&S events **10** are related to the category of Vehicle Accidents these are further described in Table 2 below.

**6** of these events could be attributed to the FRS driver these events are highlighted in grey.

Sub-Categories	Breakdown of Injuries in Each Sub-Category
1 accident was during training	1 relates to a fire engine clipping an overgrown hedge on a narrow road. On arrival at station it was noticed that the wing mirror casing had cracked.
5 accidents were responding to operational incidents	1 relates to a fire engine door hitting a lamppost after being caught by the wind when being opened.
	1 relates to a fire engine making contact with a concrete gatepost which punched the side wall of the rear tyre.
	1 relates to an off road vehicle sliding in the snow whilst responding to an incident. The vehicle came to rest against a steel barrier.
	1 relates to a fire engine leaving the road after hitting what is believed to be black ice, coming to rest in a field. <b>Serious Event</b>
	1 relates to a car over taking a parked fire appliance. The car over-took the appliance and made contact with a car approaching from the opposite direction. Whilst they tried to avoid each other one car collided into the appliance.
4 accidents were during routine activities	1 relates to a lens on the door mirror indicator being cracked on a hire van. The damage only noticed later, whilst being washed down.
	1 relates to a van being driven and making contact with a beacon light whilst performing a U-turn in a carpark.
	1 relates to a car joining from the left of a mini roundabout which made contact with the service vehicle which was already on the round about.
	1 relates to service vehicle parked at station, security fencing fell on to driver's door during high winds.
	Totalling <b>10</b> vehicle accidents

Table 2: Vehicle Accidents Reported during Quarter 3

Vehicle mileage statistics for the year 2016-2017 have been provided by the Operational Logistics Fleet Department and have been used to predict vehicle mileage for Q3 2017/18. These are summarised in Table 2A below. It can be seen that there were 6 white fleet accidents out of approximately 207,364 miles driven, which equates to 1 accident for every 34,561 miles driven.

The 4 accidents by red fleet vehicles were out of approximately 58,629 miles driven, which equates to 1 minor accident for every 14,657 miles driven.

Fleet	Total Mileage 2016-2017	Predicted Mileage Q3 2017
White Fleet	829,456	207,364
Red Fleet	234,516	58,629
	Totalling 1,063,972 miles	Totalling 265,993 miles

Table 2A: Vehicle Mileage Statistics

## 1.4 Property or Equipment Damage

Of the **53** H&S events **3** related to the category of Damage to Property or Equipment, this is further described in Table 3 below:

Sub-Categories	Break-down of Injuries in Each Sub-Category
1 property or equipment failure during training	1 relates to using a combi tool for road traffic collision training. Oil leaking out working end.
2 property or equipment failures were at operational incidents	1 relates to a charging cable being inadvertently left plugged in to an appliance during a manoeuvre. This resulted in the cable being pulled from the reel.
	1 relates to a BA set failing leak test a number of times after changing cylinder after operational wear at incident.
	Totalling <b>3</b> property or equipment damage

Table 3: Damage to Property or Equipment Reported during Quarter 3

## 1.5 Near Hits or Causes for Concern

Of the **53** H&S events **14** related to the category of Near Hits or Causes for Concern - these are further described in Table 4 below:

Sub-Categories	Break-down of Injuries in Each Sub-Category
6 were during training exercises	1 relates to an Lung Demand Valve becoming detached from the face mask. <b>Serious Event RIDDOR</b>
	1 relates to ill-fitting PPE being identified. Gloves and tunic would not meet properly on return from cleaning. A new tunic was issued. <b>Significant Event</b>
	1 relates to a cylinder valve found to be defective on a training centre set. Fault identified after donning and starting checks were carried out. <b>Significant Event</b>
	1 relates to a firefighter waiting to enter the fire house, when the facemask sucked against their face during breathing. <b>Serious Event</b>
	1 relates to a panel of a search cage falling out of its housing narrowly missing a YFA team member.
	1 relates to a bracket of the bay door becoming loose and falling during the operation of opening the door.
4 were at operational incidents	1 relates to a pump failure resulting in loss of water to crew. <b>Significant Event</b>
	1 relates to poor housekeeping in the kit room which could have created a hazard. The item causing the obstruction has been removed.
	1 relates to an engine cutting out for no apparent reason on a fire engine during daily checks. It failed to restart at the same time as call for an RTC came in. The crew proceeded in another appliance. <b>Significant Event</b>

	<p>1 relates to a failure of a water pump. A Firefighter attempted to engage the pump which didn't function correctly. The firefighter was then unable to disengage the pump or engage the gearbox. This resulted in no water supply being available or the fire engine being manoeuvred.</p> <p><b>Significant Event</b></p>
4 were during routine activities	<p>1 relates to an uncontrolled release of compressed air from a BA compressor through a charging hose.</p> <p><b>Significant Event</b></p>
	<p>1 relates to a contractor fixing the floor/paving inline with the automatic barrier. The contractor failed to isolate the barrier which resulted in him being struck by the barrier during an automatic activation. No injury was reported.</p>
	<p>1 relates to a fire engine being driven back from an operational incident. The crews smelt burning and a warning light appeared on the dashboard, the vehicle was stopped and water was applied to over heating brakes. <b>Significant Event</b></p>
	<p>1 relates to a firefighter walking backwards and almost tripping over in a pot hole in a station yard, defect reported to Place Partnership Ltd</p>
	Totalling <b>1</b> RIDDOR event
	Totalling <b>14</b> near hits or causes for concern

Table 4: Near Hits or Causes for Concern Reported during Quarter 3

## 1.6 Exposure to Violence or Aggression

Of the **53** H&S events **1** related to the category of Exposure to Violence or Aggression, this is further described in Table 5 below:

Sub-Categories	Break-down of Injuries in Each Sub-Category
1 during operational activities	1 relates to 3 fire fighters receiving verbal abuse from a companion of a missing person
	Totalling <b>1</b> exposure to violence or aggression

Table 5: Exposure to Violence or Aggression Reported during Quarter 3

## **2. Significant/Serious Events during Quarter 3 (Oct 17 – Dec 17)**

There have been 7 serious events reported during quarter 3 that required a specialist accident investigation. In addition to these, there were also 7 significant events reported that did not require a full specialist investigation but required a further review of the standard local investigation to ensure no Service wide risks were apparent.

### **2.1 Summary for Quarter 3 (Oct 17 – Dec 17)**

During quarter 3, 6 RIDDOR (Reporting of Injuries, Diseases and Dangerous Occurrences Regulations) reports were submitted to the Health and Safety Executive (HSE). Five of these were personal injury events were reported under the time lost category, with 1 further event of a BA malfunction reported under the dangerous occurrence category.

A total of 7 serious events were reported during quarter 3, of which 4 resulted in personal injuries. 1 was a vehicle accident and 2 were near hits/dangerous occurrences. These are detailed below and required a full specialist investigation, however only 2 of these events required a level 2 debrief where a senior officer is required to consider any service wide implications.

1. One event relates to a new recruit, whose arm was aching during the day and worsened during the undertaking of pumping drills. Following a review, no additional control measures were required to be added to the risk assessment. Occupational Health service support has also been offered.
2. A firefighter injured their finger during an operational incident when a piece of timber fell on their finger whilst they were timber shoring. Full PPE was being worn at the time of the event and a risk assessment was in place. The injured person's training records were up to date. It was felt that it was a lapse in concentration with no additional control measures requiring to be implemented.
3. A personal injury was recorded when a firefighter injured their shoulder whilst moving a casualty at an operational incident. The incident involved performing a time critical rescue in a confined space from a HGV which had crashed down an embankment. The firefighter had to physically manoeuvre the casualty above head height. Their manual handling training records were up to date and the technique being used was deemed as fully appropriate in the context of the operational situation.
4. Another event relates to a firefighter injuring their shoulder whilst moving a ladder. The firefighter had a pre existing injury which reoccurred during this activity. A full investigation was undertaken and further occupational health support has been provided to the injured party. (*Level 2 debrief*)
5. A vehicle accident was reported, when, during a response to an operational incident a fire engine was slowing to take a corner and skidded on black ice. This resulted in the vehicle failing to make the bend and proceeding straight ahead through a hedge and into a field. The fire engine was recovered from the field with personnel only suffering minor bruising. A full investigation has been conducted and driver training department have confirmed that the speed was suitable for the roadway, the driver acted appropriately and displayed a high degree of skill in a difficult situation, however the black ice was a contributory factor. A frost warning isn't available on all vehicles, but will now be specified on all new vehicles. (*Level 2 debrief*)
6. A lung demand valve became detached from a breathing apparatus facemask during a training exercise. The Breathing Apparatus set was inspected by HWFRS technicians and no fault could be found. This was then verified by a third party engineer.
7. The final serious event reported during quarter 3 related to a breathing apparatus facemask sucking onto a wearers face as an air flow issue was reported. The wearer was in the open waiting to enter

the fire container. The Breathing Apparatus set was inspected by HWFRS technicians and no fault could be found, this was then verified by a Drager engineer.

There were 7 significant events reported during quarter 3. All of which were reported under the 'near hit' category. These events were of a sufficient enough nature that, whilst not requiring a full specialist investigation, a further review by a supervisory officer or a specialist accident investigator was required.

1. One event relates to a PPE sizing issue being identified when a fire tunic was returned from cleaning. A minor repair had been made to the sleeve which made it slightly shorter. This resulted in a gap remaining between the glove and the sleeve when being worn. This was within the agreed tolerance for repair, however a new tunic was issued to the wearer to ensure the correct level of protection was maintained.  
As a result of this event Ops Logistics are now notified of any repair carried out by the manufacturer. Crews have also been reminded of the need to check PPE on return to them.
2. A breathing apparatus cylinder hand wheel was found to be defective during buddy checks. The cylinder has been returned to the manufacturer for a scientific investigation. A report will be produced for the next committee.
3. There was an uncontrolled release of air from a compressor hose during charging of a breathing apparatus cylinder. The compressor was isolated and inspected by a contractor who confirmed the air hose had become loose. The defect was repaired by a contractor as it is not an area of responsibility for service personnel. All compressors were checked across the service with no similar issue being identified. Since this event HWFRS have appointed a new compressor maintenance contractor.
4. Whilst attempting to operate a pump on a fire engine it failed to engage correctly. A Firefighter made further attempts to operate the pump but they could neither engage the pump nor engage the gearbox. The result of this situation was that the fire engine could not supply water, nor drive away/manoeuvre. Fleet workshops inspected the vehicle and identified that the hand throttle was sticking and was subsequently repaired. No further fault has been reported.
5. The engine of a fire engine cut out for no apparent reason whilst the driver was performing daily checks. It then failed to start when notification call to attend an incident was received. The crew were able to proceed to the incident in another fire engine that was on station. Fleet workshops sent the vehicle to the manufacturer, who identified a filter issue which can occur after servicing. Fleet have now purchased a tool to bleed the filter after servicing to prevent this event reoccurring.
6. A pump failed to operate correctly which resulting in loss of firefighting water. The fire engine was sent back to the manufacturer for testing. The fault could not be replicated but the vehicle's computer was updated with a slight change in operating parameters. No faults have been found since the event. All similar fire engines in the service will have their computers updated with the new parameters.
7. The final event relates to a fire engine being driven back from an operational incident. The crews smelt burning and a warning light appeared on the dashboard, the vehicle was stopped and water was applied to its over-heating brakes. Fleet workshops have identified that the incorrect break pads were fitted This was due to a delivery error from a third party, where the pads were the correct size but their depth was incorrect thus causing excessive friction.

### 3. Comparison Between Quarters

#### 3.1 Comparison of Events Reported Showing Differences Q3 2016 and Q3 2017

Table 6 below compares the number of events reported in Q3 2016-17 and Q3 2017-18 for the different categories. Four of the categories experienced an increase in events over the 12 months. Conversely, over the same period there were fewer reports in one category, with one staying the same.

Overall, event reporting as a whole has increased by 12 over the period with 53 reports in Q3 2017-18 compared to 41 in Q3 2016-17.

Event Type	Q3 2016-17	Q3 2017-18	Increase/Decrease
Personal Injuries	20	25	+5
Vehicle Accidents	9	10	+1
Property or Equipment	1	3	+2
Violence & Aggression	1	1	0
Near Hits	9	14	+5
Exposure	1	0	-1
<b>Overall</b>	<b>41</b>	<b>53</b>	<b>+12</b>

*Table 6: Quarterly Events Reported Q3 2016-2017 and Q3 2017-2018*

Table 6 above, compares Q3 2016-17 to Q3 2017-18 reports the service has had:\*

- Five more Personal Injury reports
- One more Vehicle Accident report
- Two more reports of Damage to Property or Equipment
- The same number of reports of Violence or Aggression
- Five more reports of Near Hits or Causes for Concern
- One fewer reports of Exposure

\*Specific details of these can be provided upon request to the Health and Safety advisor.

### 3.2 Trend Analysis

In summary, there has been an overall increase in the number of events reported during quarter 3. All events that occurred during the quarter have had a minimum of a local level investigation to identify preventative control measures, to help reducing the likelihood of similar occurrences.

Whilst the number of serious and significant event increased all of these have been thoroughly investigated to ensure that suitable control measures were in place and to highlight any areas of improvement that could be made to help prevent a reoccurrence.

Table 7 shows during quarter 3 there is a fairly even split of the total number of events reported, across the Training, Operational and Routine activities criteria's. This is reflected within the Personal Injury and Near Hit event types. Vehicle Accidents have an even split between Operational and Routine driving.

	<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</b>	<b>53</b>	<b>17</b>	<b>20</b>	<b>15</b>	<b>1</b>
Personal Injury	25	9	8	7	1
Vehicle Accident	10	1	5	4	0
Property or Equipment Failure	3	1	2	0	0
Near Hit or Cause for Concern	14	6	4	4	0
Exposure	0	0	0	0	0
Violence or Aggression	1	0	1	0	0

Table 7: Safety Event Breakdown Q3 2017-2018

Table 8 identifies Manual Handling activities and slips trips and fall are the cause of the majority of personal injuries reported, which are within the expected areas in relation to the physical activities that are regularly undertaken by personnel. To try and reduce the number of manual handling injuries reported, the manual handling CTR is currently being reviewed.

There have also been a small number of burns reported during this period, these have been of a minor nature that caused slight blistering, the health and safety department is working with training centre to review our current practices to ensure suitable and sufficient control measures are being taught and followed.

<b>Total Personal Injuries</b>	<b>25</b>
Manual Handling	10
Slips, Trips & Falls	5
Hit by Moving Object	3
Hit Stationary Object	2
Burns – Operational	1
Burns – Training	2
Other	2

Table 8: Personal Injury Breakdown Q3 2017-2018

Table 9 highlights whilst at low numbers and on the whole of a minor nature, the vehicle accidents involving fire engines have been during responding to operational incidents.

Vehicle Accidents	Fire Engines		Cars and Vans	
	On blue lights	Off blue lights	On blue lights	Off blue lights
<b>Total Accidents</b>	3	1	1	5

*Table 9: Vehicle Breakdown Q3 2017-2018*