

Somerset Waste Board meeting  
29 June 2018  
Report for information

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Health and Safety Update: October 2017 – March 2018

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| <p><b>Forward Plan Reference:</b></p>      | <p><b>SWB/FP/18/03/06</b></p>  |
| <p><b>Summary:</b></p>                     | <p>This report updates the Somerset Waste Board on our principal contractors' (Kier and Viridor) health and safety performance in quarters 3&amp;4 of the 2017/18 financial year. It identifies trends, reasons underlying these, and the actions being taken by our contractors and SWP in response. The key highlights are:</p> <p><b>Kier</b></p> <ul style="list-style-type: none"> <li>• Accidents remained static at 23.</li> <li>• Near Miss reports increased substantially from 77 to 1056 (reflecting SWP pressure on Kier to improve the way crews record issues so that the risks can be more effectively managed – see section 2.2)</li> <li>• Two incidents of Near Miss reports resulting from vehicles mounting the pavement endangering crew (Referred to in the Risk Update report – 2.10.)</li> <li>• 1 notification under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulation 2013 (RIDDOR).</li> <li>• No environmental incidents or incidents involving members of the public reported.</li> <li>•</li> </ul> <p><b>Viridor</b></p> <ul style="list-style-type: none"> <li>• Accidents reduced to 9 (down by 8) and near miss reporting reduced by 23%.</li> <li>• 6 accidents involving members of the public, of which 2 were RIDDOR reportable.</li> <li>• 4 Environmental Incidents reported (down by 1)</li> </ul> |
| <p><b>Recommendations:</b></p>             | <p><b>That the Somerset Waste Board notes the contents of this report.</b></p>   |
| <p><b>Reasons for recommendations:</b></p> | <p>The waste management sector has an injury and fatality rate significantly higher than the all-industry average. Health and Safety management within the scope of the Somerset Waste Partnership has therefore always had a very high profile. A public report for members on a six monthly basis helps maintain awareness.</p>  |

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| <b>Links to Priorities and Impact on Annual Business Plan:</b> | Business Plan 2018-23 Section 4 – Key Issues  |
| <b>Financial, Legal and HR Implications:</b>                   | There are no direct financial, legal or HR implications arising from this report. There are however substantial ‘hidden savings’ to the Board and the Somerset community arising from low incident/accident rates, resulting in savings from avoided investigations and reduced lost working time.  |
| <b>Equalities Implications:</b>                                | There are no equalities implications arising from this report.  |
| <b>Risk Assessment:</b>  | There is the potential for serious risk to the health, safety and welfare of personnel deployed in providing waste management services, particularly considering the diversity of operations provided through SWP. While the contractors take primary responsibility for the safety and health of their workforce, the SWP has a role in encouraging, monitoring and fostering a culture of safety. |

## 1. Background

1.1. Our principal contractors provide the SWP with detailed reports every 6 months, breaking down accidents and incidents on a depot and site basis. These are scrutinised by the SWP, challenged for further clarification when required, then edited to compile this summary report. Only statistics for the previous 6 months are included in the report (for reference to previous performance).

SWP Officers continue to monitor Viridor and Kier H&S performance on a daily basis; through scheduled and unscheduled site inspections, direct participation in H&S meetings with workforce and managers, analysis of incident/accident and, performance reporting. The current inspection schedule is:

- H&S inspections of Viridor composting facilities - scheduled mid 2018
- Closed Landfill annual H&S audits are scheduled for mid 2018
- A review of pedestrian access to recycling sites – Ongoing
- Review of speed calming measures on sites
- Review of all site signage, operational and H&S.
- H&S audit of 3 Kier Depots.
- Trial changes in Kier vehicle and crew monitoring (see 2.2)

## 1.2. Statistical Reporting

Both Kier ES and Viridor Waste Management Ltd use the industry recognised standard of the ‘All Accident Frequency Rate (AAFR)’ for reporting accident statistics and, the ‘Accident Frequency Rate (AFR)’ for reporting RIDDOR qualifying accidents - calculated as: *Total number of Injury / Accident events in the period on their respective operations for the SWP, divided by the total number of hours worked in the period x 100,000.*

## 2. Kier (collection):

- 2.1. **Accidents:** Kier report an All Accident Frequency Rate (AAFR) of 4.91, up 0.20 from the previous report. Although the number of accidents remained the same at 23, the number of hours worked reduced slightly – causing the small increase. This is due to the number of hours worked being part of the formula for calculating the AAFR and AFR (as explained in 1.2. above). The 3 most frequent types of accident are shown in the table below.

| HSE Causation factor                         | Oct 17–Mar 18 | Apr 17–Sep 17 |
|--|---------------|---------------|
| Slipped, tripped or fell on the same level   | 35% (8)       | 26% (6)       |
| Hit by a moving, flying or falling object    | 22% (5)       | 18% (4)       |
| Injured whilst handling, lifting or carrying | 13% (3)       | 26% (6)       |
| Other  | 30% (7)       | 30% (7)       |

There was 1 RIDDOR notified (matching the previous 6 month performance) involving an accident to a recycling loader. The 'Accident Frequency Rate (AFR) figure is up from 0.10 to 0.21 for the current period, again due to the reduction of hours worked on the Somerset contract. The details of the incident are:

|                    |   |
|--------------------|---|
| Depot & Date       | Walford Cross, Taunton - 01/02/2018   |
| Job Role           | Recycling Loader  |
| Accident Details   | The tins and plastics section of the vehicle jammed. Whilst carry out investigative work, the jammed mechanism freed itself causing the tins and plastic flap to move suddenly up into the body of the vehicle. The IP had his middle and index finger inside the confines vehicle, resulting in injuries to both fingers requiring hospital treatment. |
| Injury             | To Right Hand   |
| Direct cause       | Operative placing part of body into dangerous area of vehicle   |
| Corrective Actions | Complete review of vehicle mechanics to establish root cause and roll-out of new vehicle training package for all recycling staff.  |

**2.2. Near Misses:** Kier have a 'Near Miss' (hazard spot) procedure for reporting actual or potential health, safety, or environmental concerns. SWP have previously expressed concern to Kier that reporting of these by crews had lapsed. This was a cause for concern as the monitoring of near misses is important to prevent more serious incidents occurring. Kier have responded effectively, undertaking further training with crews to raise awareness of hazard spotting, along with incorporating inspections that were previously monitored separately into this recording statistic (e.g. depot spot checks, Personal Protective Equipment defects/orders, round planning) giving a fuller picture of issues identified for investigation and remedial actions. Accordingly the number of near misses recorded in the second half of 2017/18 is 1056 (up 979). The contributors to near misses are:

| Category                              | Number of Reports | % of Total |
|---------------------------------------|-------------------|------------|
| Personal Protective Equipment/Welfare | 473               | 45%        |
| Unsafe place of work                  | 144               | 14%        |
| Housekeeping / Security / Trips       | 121               | 11%        |
| Other                                 | 318               | 30%        |

SWP have been reviewing our approach to monitoring crews and vehicles, to determine if internal inspections carried out by Kier can supplement SWP monitoring – freeing up SWP Officer time for other duties. This approach is being trialled at the Taunton depot, and if successful will be rolled out to other depots.

### 3. Viridor (treatment & disposal):

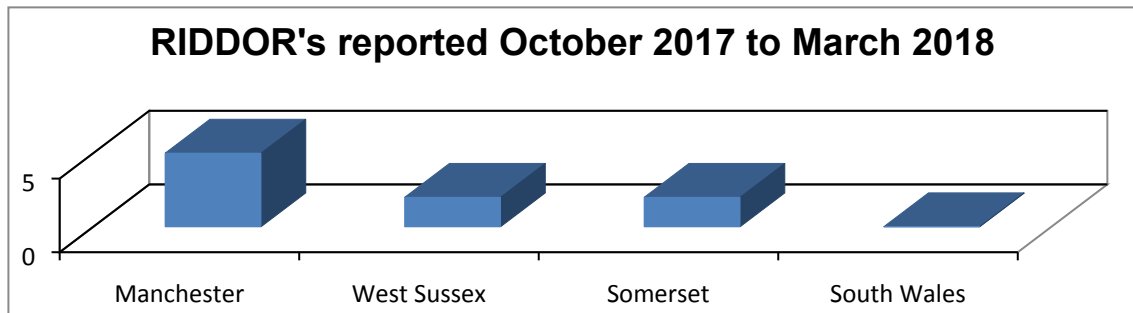
- 3.1. Accidents:** The total number of injuries & accidents recorded was 9, a significant reduction of 8 from the previous 17. Points to note are:
- Members of the public injured dropped from 9 to 6 (including 2 reported under RIDDOR). One of these was due to a person falling whilst carrying a load and the other was a trip on a low kerb. Both resulted in hospital treatment for cuts.
  - Staff injured reduced from 6 to 3.
  - Contractor staff injured reduced from 2 to zero.
  - Viridor report an All Accident Frequency Rate (AAFR) of 14.91 for this period, down from the previously reported 28.16 – a 47% reduction.

Accidents are broken down into more detail in the table shown below, starting with the causation factor. We list the top 3 by number of accidents in this reporting period and include the figures from the previous report for continuity.

| Cause  | October 2017 – March 2018 | April 2017 – September 2017 |
|--|---------------------------|-----------------------------|
| Slipped, tripped or fell on the same level   | 4 (45%)                   | 2 (12%)                     |
| Contact with a sharp object                  | 2 (22%)                   | 5 (29%)                     |
| Injured whilst handling, lifting or carrying | 1 (11%)                   | 4 (24%)                     |
| Other  | 2 (22%)                   | 6 (35%)                     |

Viridor's Accident Frequency Rate (AFR)' for reporting RIDDOR qualifying accidents in Somerset Recycling Centres is currently 3.31 (with 2 public injury reports included). The Somerset RIDDOR number comparison to similar Viridor

contracts that we include in these reports is shown below.



There has been a change in the way accidents involving members of the public are reported by Viridor. This is because the Health and Safety Executive (HSE) have ruled that while on recycling sites, incidents of visitors who sustain injuries that qualify for reporting under RIDDOR, must now be reported under this regulation in the same manner as employees. Previously such injuries to members of the public were excluded. A subsequent increase in numbers notified under RIDDOR is a possibility, due to the 1.6 million recycling site visits per annum that we have in Somerset being included within this reporting, and this may lead to seasonal fluctuation given that recycling centres are much busier in summer than winter.

As part of future changes to performance monitoring; we will look to amend the way we report this so that we take better account of visitor numbers and seasonality, by monitoring the number of accidents to members of public as a proportion of visitor numbers. Applying this to 2017/18 data as an example shows that the accident ratio remained virtually static; reducing from 0.96 (Qtr's 1&2) to 0.93 (Qtr's 3&4) – accidents per 100,000 visits.

**3.2. Near misses:** Viridor also use 'Near Miss' reporting is to identify potential hazards and injury causation, as a way of highlighting issues and concerns that need to be addressed, or investigated further. The figure for this period is 75, down by 16 from the previous figure. Only 9 of these were classed as actual 'near misses', the vast majority (66) were classed as 'unsafe acts' observed by staff. A recorded 'unsafe act' can range from hazardous materials hidden inside a black sack, to poor behaviour on site, to an icy path needing treatment, so covers a multitude of potential risks.

**3.3. Environmental Incidents:** There were 4 Environmental Incidents; as listed in the following table.

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| 08/01/18 – Chard HWRC – The Environment Agency (EA) made the SWP aware of a report from a member of the public that an oily discharge was leaking from the site and entering the nearby stream. Viridor and the SWP investigated immediately and found no evidence at all of any such discharge entering the water course. The SWP informed the EA of their findings. No further response received from EA.            |
| 28/10/2017 – Chard HWRC – During compaction of the metal holding container a site operative noticed what looked like smoke coming out of bin one. The site was evacuated of all personnel and the fire brigade called. By the time the fire brigade arrived the smoke like substance had stopped. The area was doused with water as a precaution anyway. Fire brigade declared the situation safe - site was reopened. |
| 27/10/2017 – Dulcote HWRC – Smoke and subsequently flame were seen coming from the metal holding container during compaction after the site had closed for the day. The fire brigade were called and the fire extinguished by them. A fire watch   |

using CCTV was instigated by the SWP once staff and the fire brigade had left the site.

26/10/2017 – Saltlands HWRC - . Whilst collecting waste containers on site, the collection vehicle burst a hydraulic pipe causing an oil spill. Oil spill Granules were applied and oil spill cleaned up. The granules were disposed of as hazardous waste.

#### **4. Consultations Undertaken**

4.1. No consultations undertaken during this period.

#### **5. Background Papers.**

5.1. H&S report to the Somerset Waste Board 15 December 2017 - SWB 17/09/07