

## Message from Martin Rackley



**“Welcome to the July Edition of the UK’s Global Alliance HSSE Newsletter...**

Since our last issue in April we haven’t had any reported lost time or serious first aid injuries despite being in the middle of one of our most intensive work programmes ever. Together with our supply chain partners we have delivered 30 Marks & Spencer insert sites since April this year.



The new M&S Site at Perivale

The programmes are intensive and rely on people working closely together. Co-ordination, training and correct behaviours are key. This is why we continue to put so much emphasis on accreditation of approved contractors, safety passports, specialist Principal Contractors and Incident & Injury Free attitudes and behaviours.

But nothing could be achieved without the continued hard work and dedication of our contractor partners and their staff. Keep sending in the near miss reports, sharing lessons learnt and keep challenging unsafe working. With everyone pulling together we really can make a difference.”

## Near Miss Update &amp; Lessons Learnt



**Cable strike at BP Greenpark Farnborough.** JP Construction were undertaking repair works to the forecourt when they struck this very shallow power cable.

The crew were operating under a permit to dig and had identified the route by reviewing site drawings and the use of a CAT scan detector. But they didn’t think it would be so close to the surface. Never make assumptions with buried services.

Cables and pipes can be just below the surface, hidden within drainage pipes or deep within concrete slabs as the next the next report highlights.



**Toureen Mangan damaged a cable at BP Wavendon Gate.** Once again, they knew the cable location through the use of drawings and CAT scan but this cable was particularly deep and encased in concrete.

When breaking out the ground above, the service duct was penetrated and the cable damaged. If you know cables are present always try to isolate BEFORE you dig. Consult with BP Site Managers, Alliance Project Managers and utility companies. If all else fails phone me direct.

**Xmo Strata were recently working on a site which was formally owned by another oil company. While they were installing BP signwear they came across a power cable which had been cut through, most probably by the former owner’s contractors.**

The Xmo electrician thought the cable was dead BUT still checked at the distribution board. The cable was still connected to the power and had supplied a sign on a light sensor. This made the cable live during reduced daylight. Always isolate before hand and never make assumptions with power supplies. CHECK FIRST!

With Xmo Strata’s help we have contacted the oil company concerned so they can highlight this near miss with their contractor. We all have a duty of care to others. How would you feel if your short cut caused a serious injury to someone else?



# Incident & Injury Free – Family Newsletter

Past issues of this newsletter have highlighted our Fuels Contractor Safety Group which is chaired by Global Alliance Project Manager, Andy Kennedy.

As part of their commitment to improve attitudes and behaviours towards safety, they are planning to issue a Family Newsletter which is aimed at contractor staff and their families.

Features will include quiz / competitions for children; articles on improving safety in the home; car and driving safety tips and articles about companies and individuals.

The first edition will be published shortly. It will be issued electronically to all our Supply Chain with the request that companies forward to their employees direct. Steve Martin of Xmo Strata has kindly donated space on a web server to host additional info which can be accessed from the numerous links within the newsletter.

If you would like more information or are interested in submitting an article Contact: [andy.kennedy@eu.bovislendlease](mailto:andy.kennedy@eu.bovislendlease) or [Anthony.norris@gilbarco.com](mailto:Anthony.norris@gilbarco.com)



## Good Practice

### The installation and removal of site cabins are still creating problems on a few sites.

Too often the delivery contractors think they are exempt from providing a safe system of work or the Working at Height regulations. We wouldn't accept any of our contractors working unprotected on a shop roof so why should gaining roof access to double stacked site cabins be any different?

Principal Contractors should make it clear when placing orders that the delivery driver will have to produce a safe system of work (method statement).

Make our expectations known *BEFORE* the cabins arrive – no unprotected working at height at any time. This may involve access equipment being made available to the driver as shown in this photo from Clarendon where Sherwood's and Aqumen Freight Management worked together to ensure the risks were controlled. Double stacked cabins may require a harness attachment to the hiab lifting crane e.g. a lanyard attached above head height to allow roof access.

**REMEMBER** – The delivery companies do this nearly every day. They are the specialists and should be able to produce and explain a safe method of installation. Don't let them onto our sites without one!



Dave Matherson

### BP really appreciate the continued efforts of our maintenance contractors to produce safety passports, method statements and complete clearance certificates when working on operational s/stns.

The feedback from BP Site Managers and staff has been very positive and the following account is a typical example. Andy Kenney is a Territory Manager for BP and was at BP Brackley when Dave Matherson of WR Refrigeration attended the site to service the a/c equipment.

Andy was so impressed by the detailed explanation of the method statement and the safety precautions on the clearance cert that he sent an email to BP and the Global Alliance praising Dave's professionalism. Our thanks again to the numerous maintenance contractors that continue to raise the benchmark on HSSE performance.

**Emmy Convertino has worked as an electrician for TE Ramm & Co for the past 15 years.**

He has just trialled a new type of mobile tower at BP Mill End. The unit comes ready assembled, folds down flat, has several working heights (1m-3m) and can be easily transported in a small van. This is another great example of contractors providing improved access equipment for working at height. If you would like further details about this tower contact Rodney Whitwell of TE Ramm [Rodney@teramm.com](mailto:Rodney@teramm.com)



## Near Miss / Lessons Learnt Update

**A Gilbarco engineer attended a Motorway Services site to repair a fuel tank sensor.**

He isolated the sub pump at the distribution board and unscrewed the isolator on the pump. During the repair the sensor ran a system test and fuel was sprayed from a sensor joint onto the engineer. He immediately went to the sales kiosk and instructed the site staff to shut down the fuel systems. The two main causes were:

1. The engineer had isolated the wrong switch.
2. The engineer failed to double check the isolation – he should have proved to himself that the system was dead BEFORE working on it.



**EIC electricians were working at Brampton Hut to fix some canopy lights.**

They were using a new type of mobile tower and didn't think they needed to attach the outriggers. Steve Webb a member of the BP Site team noticed the tower and questioned the electricians on the missing outriggers. The contractors made a call to their head office and it was quickly confirmed that outriggers were required.

As a follow up EIC issued an internal safety bulletin to all their crews advising on base:height ratios for mobile towers.

Our thanks to Steve for speaking up and for caring about the safety of the contractors.

### Driving safely

**My thanks to Gilbarco Veeder Root for sharing a near miss report on a common problem – driving for extended periods.**

Several of their engineers have raised concerns about long working days followed by significant journeys home. This often happens on pilot projects when it's difficult to predict the problems and the delays that may occur. When engineers do arrive home they often have to be on site first thing the following morning. GVR have clear procedures on this - but how many of us sometimes feel under pressure to get the job done, meet deadlines and keep our commitments to our employer / client?

BP and the Global Alliance fully endorse the GVR instructions provided to their staff. **NO JOB OR JOURNEY IS SO IMPORTANT THAT IT CANNOT BE UNDERTAKEN SAFELY.** Don't put yourself or other road users at risk. Pull over and take a break. If in doubt stop and speak to your line manager.



## Driver Training with “Ultimate Car Control”

The Global Alliance is currently in discussion with “Ultimate Car Control” to provide driver training for our staff.

UCC were founded by ex British Touring Car Champion Robb Gravett. They provide one day courses at several locations in the UK. Morning classroom sessions include hazard awareness and driver improvement tips. The afternoon involves each driver completing braking and manoeuvring exercises on a race track in a selection of high performance cars.



Most of us will only get to use braking systems and crash avoidance techniques when it's for real. This course allows people to appreciate what modern braking systems can and can't do.

If you would like further information contact Steve Heine [steve@ultimatecarcontrol.com](mailto:steve@ultimatecarcontrol.com)

## SPA Safety Passports



**Our insistence on SPA Safety Passports (PIA) for all our contractors and staff has been fundamental in reducing accidents and incidents in our business - and across our industry.**

We firmly believe that we couldn't maintain our record of the lowest accident rate within Bovis Lend Lease without the ongoing support of the Safety Passport Alliance and their approved trainers. So it was particularly pleasing to hear of other clients sharing our endorsement.

The SPA offer several safety passports in addition to those for the petrol forecourts but the format is always the same. A two-day course, day one covers basic UK regulations and requirements whilst the second day is sector specific.

Metronet work in the underground railway sector. Their station upgrade and civil engineering division have been putting their staff and contractors through the SPA passport scheme for the past two years. This has resulted in a 75% reduction in their accident rate. The company have now decided that everyone who comes to work on their sites must attend and pass the SPA course.

Anyone wanting further information on the SPA and what training they provide should contact [enquires@safetypassports.co.uk](mailto:enquires@safetypassports.co.uk) or visit their website [www.safetypassports.co.uk](http://www.safetypassports.co.uk)

## NO SMOKING On Global Alliance Sites

**We recently issued a safety alert to all our supply chain advising that from 1<sup>st</sup> July 2007 smoking is prohibited in the site offices, cabins and welfare facilities on all our sites.**

Smoking has always been prohibited on forecourts and our construction sites but anyone wishing to smoke must now leave the site and be beyond the boundary or fencing. For further information on the new smoking legislation visit <http://www.smokefreeengland.co.uk/what-do-i-do/quick-guide.html>



# Welcome

Since our last edition we have appointed two new Principal Contractors and seen a couple of past IIF Champions resurface.

**Nuttalls and Whitey** have joined our contractor list as Principal Contractors for some of the M&S sites. They have successfully completed Mill End and Ongar Road respectively and are currently working at Ashchurch and Family Farm.

**Paul Deacon** has joined **GB Forecourts** as Contracts Manager. A former IIF award winner, Paul has worked as a site manager for many years and appreciates the day to day issues faced by management and contractors alike. (Sorry about the old photo Paul!)



**Paul Hamilton** has joined **Toureen Mangan** to lead their petroleum division. Formally of Broham Forecourts, Paul has been awarded several IIF awards in the past and will certainly be a contender in the future.

If you have new arrivals, personnel changes or articles / items you would like to share with our Supply Chain contact me direct at [martin.rackley@eu.bovislendlease.com](mailto:martin.rackley@eu.bovislendlease.com)

## & Finally.....

My apologies to the many people that sent numerous emails, updates and photos for possible inclusion in this newsletter. I just couldn't fit everything in! This section is proving to be very popular so keep 'em coming.

Thanks to **Charlene Galloway** and **Cimbali Coffee Machines** who sent the photo of Health & Safety - Hong Kong style in the last issue.



This will take some beating....

Sent by **Alec Smith of Barlow's**, it was taken outside their Sheffield offices. Nice to see the long arm of the law taking an interest in health & safety!

**Jamie Cliff of SMTS** sent this photo. The title says it all. OH BOLLARDS!

