

Message from Martin Rackley



Welcome to the February edition of the UK Global Alliance HSSE Newsletter.

A very belated Happy New Year to all our contractors, suppliers and partners. 2007 witnessed the successful completion of the first phase of M&S Simply Food shop refits. The short and intensive programme presented some significant challenges for our teams but the level of commitment and co-operation from our supply chain has been exceptional. Our maintenance contractors continue to improve attitudes and behaviours towards HSSE especially in their discussions with BP s/stn staff. Clearance certificates are being used more frequently but we are still some way off from 100% compliance. This will get an increased focus in 2008 especially as all BP Territory Managers now have UK PIA Safety Passports.

Unfortunately we were not Incident & Injury Free last year. But every accident and injury motivates us to try even harder to eliminate them in future.

Our most serious accidents in 2007 were all hand injuries and without exception, the use of gloves prevented the injuries from being worse.

- **One contractor broke several fingers when the manhole cover he was attempting to lift fell onto his hand. He wasn't using the correct lifting device.**
- **Another contractor sustained a broken finger while he was removing an old chiller cabinet. It had been originally placed on free standing wooden blocks.**
- **Several stitches were needed in an engineer's hand when an old light fitting fell from it casing during fit out works. The correct use of access equipment and ppe saved the engineer from a major injury.**
- **A shop fitter was injured when his screw driver slipped off the screw head and punctured his hand. He hadn't pre drilled the screw holes and was forcing the screws into the fixing to "save time".**



Two of these incidents were caused by short cuts. One resulted from failing to check what was underneath before lifting. Only one was hard to foresee and was probably due to an original light installation that was faulty. By carrying out pre start checks and making simple decisions our accidents could have reduced by 75% last year. We will be asking the same question of everyone this year. ***"What will you do to improve behaviours and task briefings this year?"***

The beginning of 2008 has already seen two people killed on site. One engineer was killed when formwork collapsed on a New York project causing him to fall from the 42nd floor. In Vajours, France a contractor fell 9m from scaffolding while trying to access a duct. Falls from height continue to be the biggest cause of construction deaths. In the UK they account for over 50% and even falls from 2m can result in very serious injuries. This is why we need to eliminate working at height where ever we can. If we can't, the access and working method must be as safe as possible. When in doubt, **STOP WORK – TALK WITH YOUR SUPERVIOR**. Working unsafely at height is unacceptable and will not be tolerated by BP or the Global Alliance.

Accident Reporting



One engineer was injured when replacing a fire door.

While cutting through the frame his saw snagged on a nail, bounced onto his hand, cut through his glove and resulted in a cut which needed several stitches.

The engineer immediately reported the accident to his supervisor and completed the site accident book. Unfortunately his supervisor didn't notify us until more than 24 hours later. When asked why he stated he was *"busy and didn't think it was urgent enough"*.

Although UPS have an excellent HSSE record and have been past recipients of our Incident & Injury Free awards we have taken putative action to ensure this doesn't happen again.

All accidents / incidents MUST be reported to us by phone immediately to ensure the correct advice is given and to get the investigation process started ASAP.

Contractors can call Martin Rackley 24/7 to report an accident. If you leave a voice message back it up with a call to your GA Project Manager ASAP.

Good Neighbours

The neighbours at BP Mottingham Connect contacted their local Petroleum Officer Brian Humm regarding "nuisance vapours" from the site vent stacks.

Mr Humm confirmed the installation was safe and complied with all relevant regulations. But to maintain community relations we took the decision to reposition the vent stacks and appointed M&H Fuel Pumps and Broham Forecourts to undertake the works.

Mr Humm monitored the work and sent a commendation in praise of both contractors' methodology and compliance with HSSE best practise.

Well done to all concerned including Broham Site Manager Dave Aldred.

○



Dave Aldred

When talking isn't enough....



This photo was taken of a neighbouring property.

Despite requests for the man to come down and trying to speak with the person who was in charge, he carried on until his job was finished. My thanks for trying to make a difference but sometimes situations are so serious they require tough action.

- Persons falling through fragile roofs is one of the biggest work place killers
- This man / company has probably worked like this before and will do so again
- After trying unsuccessfully to get the man to stop and come down call the local HSE Office or Police.
- Capture as much detail as possible including photos. Record who did what.

You probably won't be thanked by those you are trying to help. You might even be abused. But the alternative is waiting for them to die.

Near Miss

Near Miss reports continue to improve. The number being issued is increasing and there is more quality and detail than before. If your report is not detailed below please be assured that it has been shared with the relevant Global Alliance and BP staff and we always try to feedback actions to all concerned.



The rarest type of Near Miss reports were received in separate notes from Xmo Strata electricians Steve Knights and Stuart Newton. The reports highlighted mistakes that their own company's sign fitters had made in regard to trapped electrical cables and connections at Castle Donnington and Chaddlewood s/stns.

Companies do undercover mistakes they have made. They often discuss and rectify with their teams (as in these cases) but they don't often let us know. It's easier to identify another contractor rather than your own. Thanks to Steve and Stuart these issues have been discussed with the companies' installation teams and they have issued internal safety alerts.



While fixing a pump, one engineer saw a customer spilling diesel over the forecourt.

The customer hadn't inserted the nozzle correctly and seemed totally unaware until challenged. When the engineer notified the s/stn staff they seemed uncertain about how to clear up the spill from the forecourt. The fire brigade were called to site and took control. This highlighted the need for some urgent staff training which BP addressed immediately.

Engineers working on one site needed to install a replacement sewer pump.

The sites electrical supply was not straight forward which meant the distribution board had to be isolated before hand. Although a multi meter test was undertaken to check the isolation, the existing pump was not checked again and it was still live.

During the new connection works wires touched and sparked proving the pump supply cable was still live. Although the pump engineers were competent to work on these types of circuits, the site electrical layout was unusual, the multi meter used would not be considered best practise and most importantly, there was no final check to ensure the cable in question was dead BEFORE they started to work on it. If there is any confusion about electrical supply or equipment call our Maintenance Centre call desk 01908 853636 and we will send an approved electrical contractor out as soon as possible.

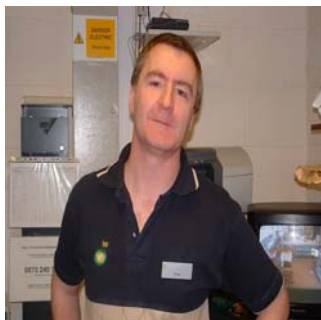
Buried services present a hazard on any forecourt and will continue to do so in future. That is why we insist on strict permit to dig procedures including CAT scanning. GB Forecourts found this power cable at BP Bagshot. We suspect another contractor had cut across the boundary as it was fairly new and wasn't on any drawing.

Our thanks to GB for following their permit requirements and scanning the area. The cables being installed were re-routed and all drawings were updated.

Mr G. Lister of Combined Gas Systems attended BP Premier Connect to reconnect a pull away LPG coupling. He noticed that the site had isolated the entire LPG system including the gas detection system.

Mr Lister advised the site of the correct isolation procedures and clearly explained that the detection system must be left working at all times. Once again this info was passed on to BP to be addressed in their staff refresher training.

Incident & Injury Free Champions



Mike Lane

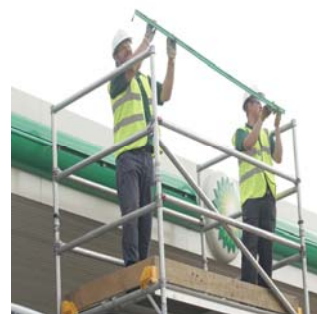
BP s/stn Manager Mike Lane at BP Lye has obviously got the message regarding contractors attending site with the correct equipment and paperwork.

When Trading Standards officials turned up on his site without any risk assessments or method statements he refused to allow them to work even though this delayed the pump islands coming back into service.

A great example of expecting everyone to follow the same standards.

Some Dealer sites can be difficult to convince regarding HSSE standards and they can put pressure on contractors to cut corners and compromise on safety. This definitely wasn't the case at Townhall s/stn when Xmo Strata attended to undertake rebranding works.

The staff were particularly attentive during the clearance certificate / HSSE discussions. The site had to close on three occasions during the works and on each occasion this was fully supported by the site manager. Xmo have indicated that this approach is common on all Hammonds Group sites. Nice to be able to highlight a Dealer Group that shares our values.



Wilcomatic invited Martin Rackley to their regional engineer team meeting to give an informal talk on IIF, Control of Work and improving relationships with BP s/stn staff.

Although there is still work to do regarding staff awareness and their appreciation of contractor hazards, the majority of engineers noted an improvement and growing interest in their safety. If you have attended a BP site where the staff have been particularly difficult OR helpful, please let us know.



BP Asset Manager Ramsay MacDonald recently attended the Xmo Strata Safety Day

All of the companies' employees came together to review the last year including the results of their company HSSE surveys. Other major clients were in attendance including Esso and Cotoba. The day concluded with a light hearted safety quiz and staff safety awards

Caught on camera

The people shown in this picture ignored questions about their working methods and the s/stn operator didn't seem interested either. However, if enough people question situations like this in future, the days of the cowboy may be numbered.

Most people carry mobiles with cameras and the means for capturing bad practise has never been easier. If you are tempted to cut corners on our sites think of the potential consequences for yourself, your family and your employer.



The importance of knowing where the hazard zones are

The main reasons we insist that our contractors have valid safety passports is to ensure people appreciate fuel hazards, know where the forecourt hazards zones are and understand what they can and can't do on live forecourts.

The following account of a recent incident which occurred at a BP s/stn in the USA is a good example of what can happen when these procedures are ignored.

An electrical powered leaf blower was being used by a member of staff on the forecourt. The operator stepped on a manhole cover which was over an underground tank fill point including a spill containment bucket.

A flash fire blew 6-7 feet straight upwards causing the bucket to hit the member of staff on his ankle. He also suffered first degree burns to his arms and face. The root causes were the bucket drain not working allowing fuel and vapour to build up and the ignition source (electrical blower).

Hazard Zones and their restrictions are there for a reason. Think about the zones on every forecourt. **Where are they? What equipment is being used? Are you too close?** If in doubt, stop and ask questions.



Global Alliance Charity Golf Day Donations – Thank You

Our annual golf day has become well established event and this year will be our ninth. Last September's golf day was well supported but due to administrative issues the charity money from the previous year (2006) had not yet been distributed to charitable causes.

This meant that we had the proceeds from 2006 and 07 to distribute – totalling nearly £30,000.

The main beneficiaries were:

Willen Hospice, Milton Keynes - £10,000 was donated in memory of Dave Godbar a BP colleague and whose family were very grateful for the care and support he received from the Hospice.

Keech Cottage Children's Hospice, Luton - £10,000 donated.

Bletchley Hospital, Milton Keynes - £5,000 donated towards neuron rehabilitation lifting equipment.

Florence Nightingale Ward, Stoke Mandeville Hospital - £5,000

Our thanks to everyone who supported the day or has done in the past. Thanks also to a significant number of companies who couldn't make the event but sent in donations nevertheless.

This year's event is planned for 18th September at Collintree Park GC, Northampton. Invitations will be issued nearer the date.



Martin presenting a cheque to Keech Cottage Children's Hospice

& finally....



I can't remember who sent this photo in but obviously the person who designed the sign needs to spend a bit more time in the real world!

Please ensure this newsletter is circulated to all your staff whether they work on our projects or not. I am sure the HSE issues mentioned are not unique to us. Principal Contractor Site Managers should display this newsletter on site and print off additional copies for site canteens etc.

If you would like to include anything in future issues or require further details on the items covered please contact me by email martin.rackley@eu.bovislendlease.com If you would like this newsletter sent to other people in your company please contact sharon.brodrick@eu.bovislendlease.com